

Sumter City-County Planning Commission

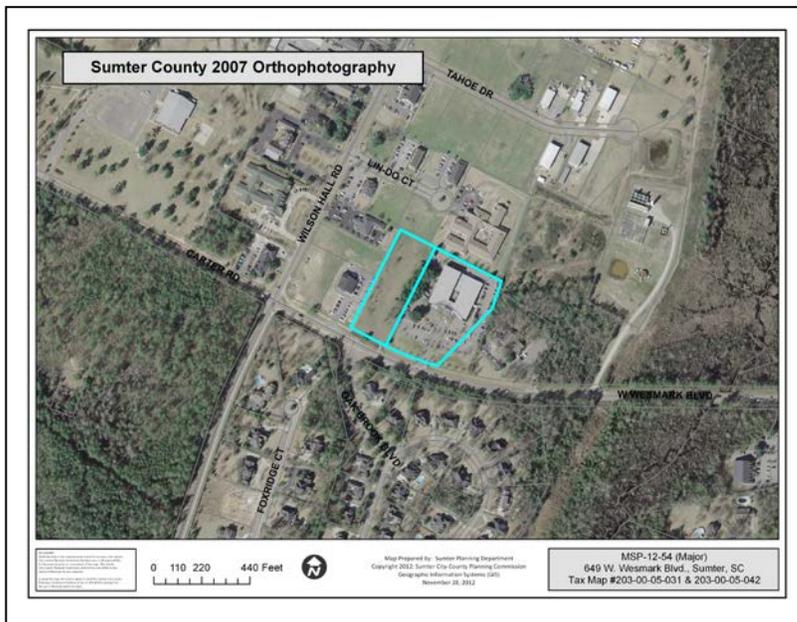
December 19, 2012

MSP-12-54/HCPD-12-39, 649 W. Wesmark Blvd. – Lilavivat Medical (City)

I. THE REQUEST

Applicant:	Lilavivat Limited Partnership
Status of the Applicant:	Property Owner
Request:	Major site plan and highway corridor approval for construction of a 17,662 sq. ft. medical office facility.
Location:	649 W. Wesmark Blvd.
Size of Property:	2.03 Acres (not including the swm area off site)
Present Use:	Vacant
Zoning:	Professional Office (PO)
Proposed Use:	Medical Office
Tax Map Reference:	203-00-05-042; 203-00-05-031, 203-00-05-032 (Part)

II. BACKGROUND



The Applicant is requesting Major Site Plan approval and Highway Corridor Protection District Design Review Approval to construct an 17,662 sq. ft. medical office facility on W. Wesmark Blvd., on a 2.03 acre parcel located just west of the FMC Sumter Dialysis, East of Restorative Arts Dental and north of the Oakbrook residential neighborhood.

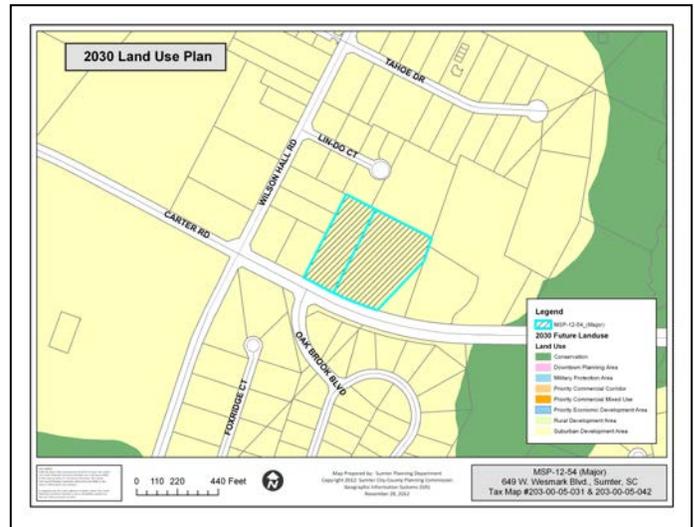
Left: Aerial View of the site: Oakbrook Subdivision to the south, Wilson Hall Rd. to the west.

The Applicant proposes to develop a tenant based, multi-use medical facility at this location.

Land Use & Zoning Compatibility:

As shown in the 2030 Land Use Plan map to the right, the property is designated for suburban uses. Based on the goals, policies and objectives set forth in the 2030 Land Use Plan and zoning designation, this use is compatible with the plan.

Professional Office facilities, with high quality corridor design, are a good use in this location.



III. SITE PLAN REVIEW

The applicant has submitted the following plans:

Site Layout:

The full civil plan set, prepared by Burns engineering and revised through December 10, 2012, substantially meets all submission requirements and relevant portions are attached to this report. Site plan shows a 17,662 sq. ft. building with accompanying 127 space parking lot situated perpendicular to Wesmark Blvd. The nature of the layout was dictated by a stand of oak trees along the eastern parcel boundary. The Applicant has effectively designed this site to preserve those significant trees.

The site proposes access via an entrance across from the Oakbrook Subdivision. Additional access is also proposed through the existing entrance to the Sumter Dialysis facility, with cross access proposed between the old and new parking lots. Site access is the only outstanding issue at this time and is discussed fully later in this report.

Also, shared is a new off-site storm water management facility wholly sited on the Sumter Dialysis property and along Wesmark Blvd.

Setbacks & Bufferyards:

The site plan meets all required setbacks and bufferyards.

The site plan is attached to this report.

Landscaping & Tree Protection Plan

The site landscaping plan is satisfactory and meets the applicable intent and requirements of the zoning ordinance. The project preserves eight (8) significant live oaks and has setback all construction in order to preserve the root systems. The parking landscaping is well presented. The applicant has added a ring of wax myrtles around the storm pond.

The landscape plan is attached to this report.

Traffic Impact Analysis and Access Management Review (TIAS):

Introduction

A 17,662 sq. ft. medical facility is proposed on a 2.03 acre undeveloped site. The construction is scheduled to be completed by late summer of 2013. The project is located at W. Wesmark Blvd near to Wilson Hall Road in Sumter, SC. In addition to the existing two way driveway at Sumter Dialysis, the project plans to construct an access point directly across the Oak Brook Blvd. which serves as an access point for the subdivision with 47 residential units therein.

Existing Conditions

The nearest major intersection to the project site is Wilson Hall Road and W Wesmark Blvd. A four way stop sign controlled intersection for all directional flows of vehicles. West Wesmark Blvd is a two- lane roadway running east and west with a posted speed limit of 45 mph. Wilson Hall Road is a two- lane roadway running north and south with a posted speed limit of 40 mph.

Two access points close to the Wilson Hall and Wesmark Blvd are the T-unsignalized intersection of Wesmark @ Oak Brook Blvd and the existing medical facility @ Wesmark Blvd.

The Oak Brook Blvd @ Wesmark Blvd is a three legged unsignalized intersection controlled by a stop sign for Oak Brook traffic that Wesmark Blvd carries the eastbound and westbound vehicles. The Oak Brook Blvd carries the north/south bound vehicles.

The existing medical facility access @Wesmark Blvd is also a three-legged unsignalized intersection with a Stop sign control. The existing access point carries all the southbound traffic which channels left turn and right turn traffic egress out of the project site.

Survey

A one day mid week data collection was conducted to assess the traffic condition impact in the neighborhood by the proposed project consultant. The traffic volume counts were collected

between 7 to 9 in the morning and 4 to 6 in the evening at the existing three Stop signs control intersections stated above.

Future Conditions

Data collected will then be used to analyze the traffic conditions of the future no build condition (2013) and the future build condition (2013). No Build condition is a traffic flow assessment taken into consideration of annual growth in traffic volume; background development generated traffic, and planned roadway/intersection improvements. The Build condition accounts for all the elements in the NO Build condition plus the proposed development generated traffic volume. Based upon SCDOT AADT data, a 3.5% annual growth rate was derived for the study area of the project site.

In addition, a request was made by the Planning Department to the SCDOT to conduct a traffic warrant study to determine signalization is appropriate at the intersection at Wilson Hall and W. Wesmark Blvd

The SCDOT has found the traffic volume at the intersection falls below the minimum traffic volume required to install a traffic signal lights. Traffic analysis under the no build scenario is summarized in the next section.

Build Condition

When the project is built, the number of vehicle trips will be generated by the proposed use (LUC 720) as shown in the following table, in accordance with the ITE Trip Generation Manual, 8th edition:

<u>Time Period</u>	<u>Projected Vehicle Trips Generated by Project</u> <u>18,530 sq. ft. Medical Facility</u>	
AM Peak Hour	67	
Enter	44	
Exit	23	
PM Peak Hour	82	
Enter	33	
Exit	49	

Traffic Impact by Proposed Project

The vehicle trips generated by the project are then evaluated on its impact on the neighborhood. The methodology of the evaluation is HCM (Highway Capacity Manual) assessment of LOS (level of service) at intersection where volume of traffic and capacity of roadway are assessed. The LOS is expressed in terms of how long the *delay measured in seconds per vehicle* at an intersection. The shorter of delay equates to a LOS such as A or B or C. Conversely, the longer the delay equates to the LOS such as D or E or F.

The table below summarize the LOS of the intersections analyzed under the existing, 2013 No build, 2013 Build conditions:

Level-Of –Service Summary
Impacted Intersection Analysis

All way Stop Intersection	Time Period	2012 Existing Delay	2012 Existing LOS	2013 No Build Delay	2013 No Build LOS	2013 Build Delay	2013 Build LOS
W Wesmark Blvd/Carter Rd @ Wilson Hall Rd	AM	10.4	B	10.9	B	11.4	B
	PM	16.6	C	19.6	C	26.7	D
TWO-WAY STOP Intersection							
W Wesmark Blvd@ (future Access across) Oak Brook Blvd	AM	13.5*	B	13.8*	B	16.7**	C
	PM	16.7	C	17.3	C	22.5	C
W Wesmark Blvd @ Existing Medical Fac. Access	AM	13.0	B	13.2	B	13.1	B
	PM	15.5	C	16.2	C	17.0	C

*is an intersection analysis at W Wesmark and Oak Brook Blvd

** is an intersection analysis at the future access point across Oak Brook Blvd on W Wesmark Blvd

Future Access Point

As the table above reflects the future traffic operation condition at the new access point of the proposed site, the LOS is projected to be just less than 25 seconds of delay per vehicle at the egress/ingress driveway in accordance with the 2000 Highway Capacity Manual (pg17-32). The future access point will be located right across the Oak Brook Blvd which is the only access point for 49 residential units in Oak Park Subdivision. The neighboring parcel (Restorative Arts Dental) has a full access driveway located less than 220 feet from the proposed driveway.

The SCDOT ARM regulation requires a minimum spacing between two driveways in a 45 MPH with AADT of more than 2000 a minimum of 325 feet. The dental office entrance to the west is approximately 100 feet away from the proposed entrance.

During the technical meeting of December 4, 2012, it was made known that the ownership of the proposed project site is different from the existing ownership. In addition, the SCDOT has issued an encroachment permit to build the future access point.

We point out for the record that this parcel is legally platted and therefore maintains some rights to access be they full or limited in nature. Further we advise that the Highway Corridor regulations state *that “Curb cuts should not be less than 1,000 foot intervals, where feasible”* (Section 3.t.2.e.).

The project will increase delay and congestion in this corridor.

SCDOT Review

According to the SCDOT ARMS manual a traffic study is required for submission for a project of this size. The traffic study was submitted on November 27, 2010. However, an encroachment permit was issued three weeks earlier on November 8, 2012.

In any event, the SCDOT Traffic Engineering Division reviewed this request and recommended the following:

After a review, we would not recommend the construction of another driveway, unless an agreement can be reached with the adjacent (Restorative Arts Dental) property owner to convert their existing driveway to a right-in right-out and provide cross access from the proposed drive opposite of Oak Brook Blvd. Additionally, the applicant should reevaluate the existing medical drive for the need of auxiliary turn lanes based on the existing volumes with the additional volumes. (Maddox email December 4, 2012).

In Conclusion, the Staff has found the following:

- The TIAS reflects various level of services from B to D for the 2013 Build conditions
- The Application will increase delays in the W. Wesmark corridor
- The Applicant's traffic study proposes no additional mitigation
- SDCOT has identified several recommended actions
- The Zoning Ordinance requires Planning Commission review and permits the Planning Commission to require mitigation, access management, turn lanes etc... where appropriate, and independent of SCDOT action (of course, any improvement must be acceptable to SCDOT).

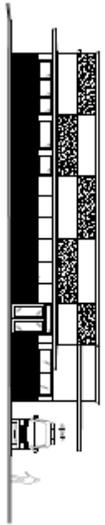
Staff will provide an update on this issue at the Planning Commission meeting.

Stormwater Management:

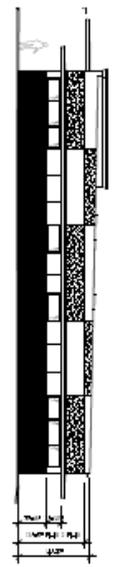
A stormwater permit has been issued by the City of Sumter

IV. HIGHWAY CORRIDOR PROTECTION DISTRICT

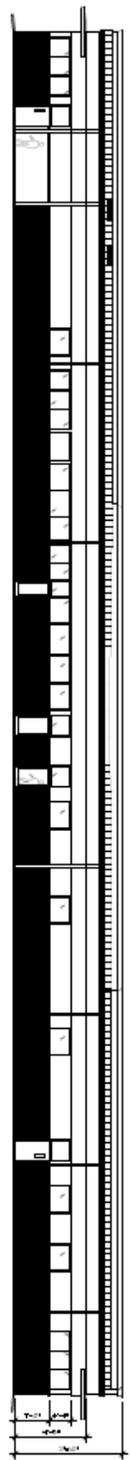
Submitted elevations for this project are shown below:



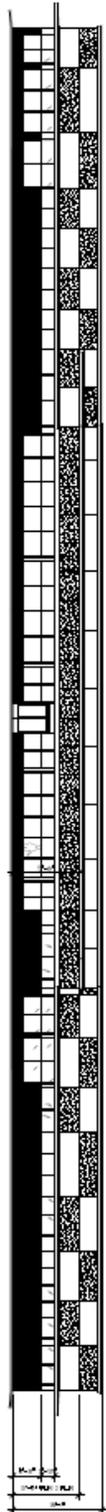
Proposed South Elevation



Proposed North Elevation



Proposed West Elevation



Proposed Entrance (East) Elevation



Drakeford Architects
 130 North Main Street
 Sumter, SC 29150 803.774.2600

Date: August 14, 2012
 Revisions:

Carolina Diabetes & Kidney Center
 Proposed Renovations and Addition for
 Dr. Mlavivat and
 Dr. Suchinda
 W. Wemyck Blvd
 Sumter, S.C.

Project No.
 Proposed Building
 General Floor Plan
 and Building Elevation
 Scale: 3/32" = 1'-0"

File No. 01.4 Proposed Bldg
 Sheet **P-4** of 5

Highway Corridor Protection District Design Review:

Proposed designs must conform to Section 3.v.4 of the County – Zoning & Development Standards Ordinance.

3.v.4. Architectural Standards: All commercial projects in the Highway Corridor Protection District shall submit architectural plans to the Sumter City-County Planning Commission which shows elevations of all portions of the building with important relationships to public views and vistas. Indications as the construction materials, photographs or perspective drawings indicating visual relationships to adjoining properties and spaces, paint and color schemes, and other exhibits and reports the Sumter City-County Planning Commission may require. In addition, all commercial projects shall meet the following standards:

- a. If a new commercial building is proposed, not more than sixty percent (60%) of the facade facing a street may be glass or reflective materials;*

The proposed structure does not exceed the 60% threshold. Therefore it meets the requirements of this section.

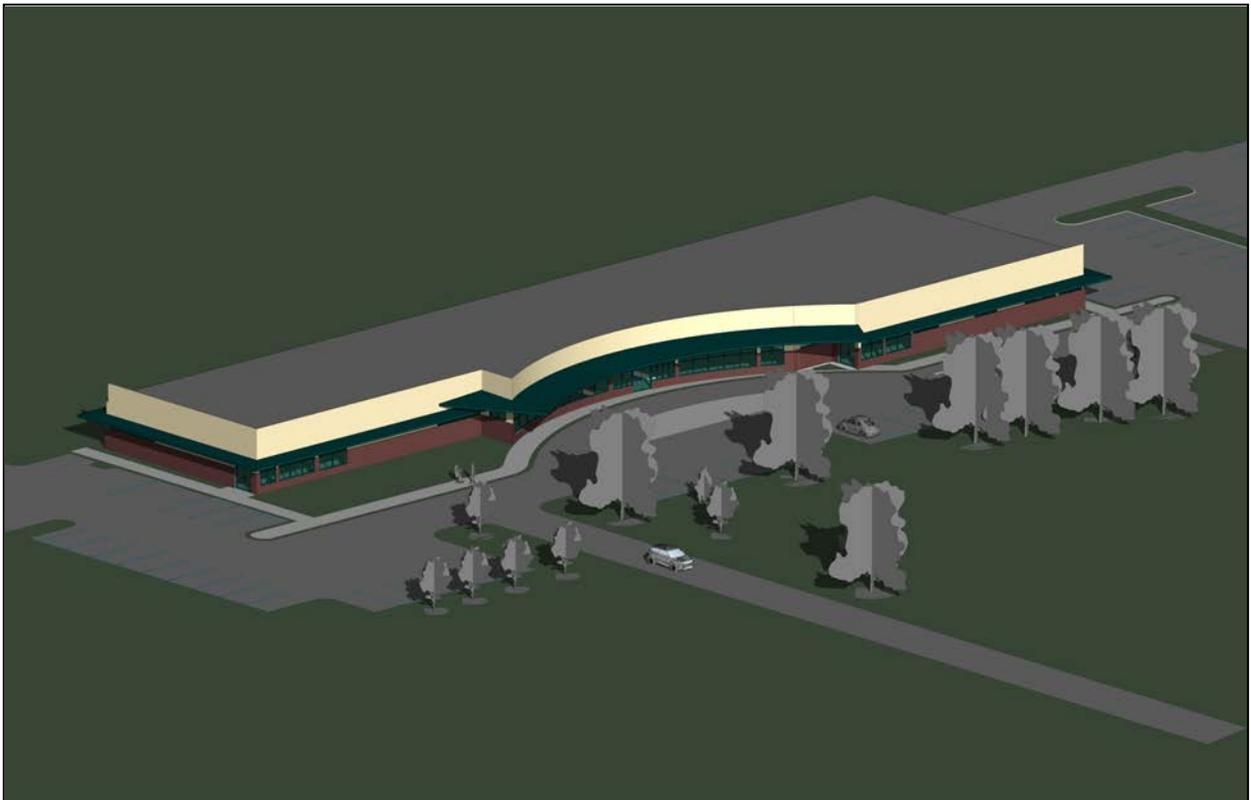
- b. A minimum of eighty percent (80%) of the surface materials, excluding doors and windows, shall be brick, stucco, or stone masonry or materials approved by the Sumter City-County Planning Commission. Roof pitch should be compatible with the building structures in the surrounding neighborhood.*

The proposed structure is to be constructed of the following materials and appear as shown in the attached elevations prepared by Drakeford Architects and dated October 2, 2012:

- Brick
- Storefront Glass
- Stucco panels
- Flat Roof

The proposed structure is designed with over 80% of the recommended materials.

This project meets Highway Corridor architectural standards. Conceptual computer generated renders can be found on the following page:



V. STAFF RECOMMENDATION

Pending resolution of the access and mitigation issues, staff is supportive of the site plan and highway corridor application. Staff will continue to work with SCDOT and the applicant towards a resolution.

VI. DRAFT MOTION

1. I move that the Planning Commission Approve MSP 12-54 and HCPD 12-39, subject to the site plan drawing set (pages 1-8) dated December 10, 2012, prepared by Burns Engineering and subject to the architectural elevations dated October 2, 2012, prepared by Drakeford Architects.

VII. PLANNING COMMISSION – DECEMBER 19, 2012

The Sumter City – County Planning Commission at its meeting on Wednesday, December 19, 2012, voted to approve this request subject to the site plan drawing set (pages 1-8) dated December 10, 2012, prepared by Burns Engineering, the “No Left #Alt 2” exhibit dated December 14, 2012, and subject to the architectural elevations dated October 2, 2012, prepared by Drakeford Architects.