LOCATION: This site is located on the east side of Glenwood Avenue, and the west side of National Drive. The site is addressed at 3701 National Drive, which is inside City limits.

REQUEST: Development of a 2.71-acre tract zoned OX-7-CU (Z-67-05) into a Mixed-Use building with 118,000 sq ft of gross floor area. There will be 109,000 sq ft for office use, and 9,000 sq ft for eating establishment use. Development of the site will also include a four-level parking structure.

DESIGN ADJUSTMENT(S)/ALTERNATES, ETC: The developer has submitted design adjustments to the block perimeter requirements of UDO Article 8.3 and the cross access requirements of UDO Article 8.5.

FINDINGS: City Administration finds that this request, with the below conditions of approval being met, conforms to the Unified Development Ordinance. This approval is based on a preliminary plan dated 10/18/2018 by SEPI Engineering.

CONDITIONS OF APPROVAL and NEXT STEPS:

This document must be applied to the second sheet of all future submittals except for final plats. This is a preliminary plan and as such no permits have been issued with this approval. To obtain permits and/or completion of the project, the following steps are required:

☐ CONCURRENT SITE REVIEW NOT REQUIRED AT THIS TIME – However, plan revisions or further development that includes land disturbance of 12,000 square feet or greater, public or private infrastructure, shared stormwater devices, etc. will require concurrent site review.

☒ CONCURRENT SITE REVIEW - For land disturbance of 12,000 square feet or greater, public or private infrastructure, shared stormwater devices, etc. Concurrent Site Review may be submitted upon receipt of this signed approval document.

The following items are required prior to approval of Concurrent Site Review plans:

General

1. Vehicle parking space calculations do not include 8 standard spaces shown in the parking level sheets. Calculations will be corrected and be consistent throughout Concurrent Site plans.
2. The proposed Landscape Plan sheet (L-5.00 of the Administrative Site Review) shows an erosion control device in the location of the proposed parking structure and planted streetyard. This will be revised in the Concurrent Site plans.

Engineering

3. Required NCDOT encroachment and/or driveway permits must be approved and copies provided to Development Services – Development Engineering prior to concurrent review approval.

4. A right-of-way obstruction permit must be obtained from Right-of-way Services prior to the commencement of any construction activities within the right-of-way.

Stormwater

5. A stormwater control plan shall be approved (UDO 9.2).

6. A surety equal to of the cost of clearing, grubbing and reseeding a site, shall be paid to the City (UDO 9.4.4).

LEGAL DOCUMENTS - Email to legaldocumentreview@raleighnc.gov. Legal documents must be approved, executed, and recorded prior to or in conjunction with the recorded plat on which the associated easements are shown. Copies of recorded documents must be returned to the City within one business day of recording to avoid withholding of further permit issuance.

<table>
<thead>
<tr>
<th></th>
<th>City Code Covenant</th>
<th>Slope Easement</th>
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<tbody>
<tr>
<td>☒</td>
<td>Stormwater Maintenance Covenant</td>
<td>Transit Easement</td>
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<td>☐</td>
<td>Utility Placement Easement</td>
<td>Cross Access Easement</td>
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<td>Sidewalk Easement</td>
<td>Public Access Easement</td>
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<td>☐</td>
<td>Sidewalk Easement</td>
<td>Other:</td>
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</tbody>
</table>

RECORDED MAP(S) - Submit plat to record new property lines, easements, tree conservation areas, etc.). Plats may be submitted for review when the Concurrent Site Review plans, if required, have been deemed ready for mylar signature.

The following items must be approved prior to recording the plat:

Engineering

7. The required right of way for proposed and/or existing streets shall be dedicated to the City of Raleigh and shown on the map approved for recordation.

8. A 5’ general utility easement and associated deed of easement shall be approved by the City and the location of the easement shall be shown on the map approved for recordation. The deed of easement shall be recorded at Wake County Register of Deeds within one day of recordation of
the recorded plat. A recorded copy of these documents must be provided to the Development Services Department within one day from authorization of lot recordation. If recorded copies of the documents are not provided, further recordings and building permit issuance will be withheld.

9. Slope easements and associated deed of easement shall be approved by the City and the location of the easement shall be shown on the map approved for recordation. The deed of easement shall be recorded at Wake County Register of Deeds within one day of recordation of the recorded plat. A recorded copy of these documents must be provided to the Development Services Department within one day from authorization of lot recordation. If recorded copies of the documents are not provided, further recordings and building permit issuance will be withheld.

Stormwater

10. Revised Private Drainage Easements for existing drainage structures must be shown on recorded maps. (UDO 9.2).

Transportation

11. A transit deed of easement shall be approved by City staff and the location of the easement shall be shown on a plat approved for recordation. The deed of easement shall be recorded at Wake County Register of Deeds within one day of recordation of the recorded plat. A recorded copy of this document must be provided to the Development Services Department within one day from authorization of lot recording. If a recorded copy of the document is not provided, further recordings and building permit issuance will be withheld.

☒ BUILDING PERMITS – For buildings and structures shown on the approved plans. Commercial building permit plans must include the signed, approved Concurrent Site Review plans attached, if applicable. Permit sets may be reviewed prior to the recordation of required plats, but cannot be approved. The following items must be approved prior to the issuance of building permits:

General

12. Comply with all conditions of Z-67-05.

13. Provide fire flow analysis.

Engineering

14. A fee-in-lieu for 3’ in pavement width along a 110’ span along the National Drive frontage, 95’ of 6’ sidewalk along the Glenwood Avenue frontage and 355’ of 3.5’ sidewalk width along the Glenwood Avenue frontage shall be paid to the City of Raleigh (UDO 8.1.10).

15. A public infrastructure surety shall be provided to the City of Raleigh Development Services – Development Engineering (UDO 8.1.3).
Administrative Approval Action
SR-55-18 / 3800 Glenwood
Transaction # 557665, AA # 3895

16. A transit deed of easement shall be approved by City staff and the location of the easement shall be shown on a plat approved for recordation. The deed of easement shall be recorded at Wake County Register of Deeds within one day of recordation of the recorded plat. A recorded copy of these documents must be provided to the Development Services Department. If a recorded copy of the document is not provided, further recordings and building permit issuance will be withheld.

17. A right-of-way obstruction permit shall be obtained from Right-of-way Services for any construction activity within the right-of-way.

Public Utilities

18. A plat must be recorded at the Wake County Register of Deeds office for all utility easement dedications.

19. Initiation of the easement exchange process is required (via dedication of new easement on record plat, ending with abandonment of old easement on subsequent deed).

Urban Forestry

20. A tree impact permit must be obtained for the approved streetscape tree installation in the right of way. This development proposes _8_ street trees along National Drive.

The following are required prior to issuance of building occupancy permit:

21. All Water, Sanitary Sewer and Reuse facilities shall be installed, inspected, tested and accepted by the City of Raleigh Public Utilities Department for operations and maintenance.

22. Required public right-of-way infrastructure improvements shall be, at a minimum, sufficiently completed to provide the necessary, safe emergency and vehicular access.

23. All street lights and street signs required as part of the development approval are installed.

24. Copies of certified inspection reports for alleys and internal access ways are submitted to the City of Raleigh Development Services – Development Engineering program.

25. An impervious surface as-built survey shall be reviewed and accepted by the Engineering Services Department (UDO 9.2.2.).

26. Final inspection of all right-of-way street trees by Urban Forestry Staff.
EXPIRATION DATES: The expiration provisions of UDO Section 10.2.8 E, including the ability to request extensions in the expiration date, apply to this site plan. If significant construction has not taken place on a project after administrative site review approval, that approval may expire and be declared void, requiring re-approval before permits may be issued. To avoid allowing this plan approval to expire the following must take place by the following dates:

3-Year Expiration Date: 11-19-2021
Obtain a valid building permit for the total area of the project, or a phase of the project.

4-Year Completion Date:
Within four years after issuance of the first building permit for the site plan, the construction of the entire site plan must be completed unless an applicant has been granted vested rights. Failure to complete construction within this specified time frame shall automatically void the approved site plan for which no building permits have been issued.

I hereby certify this administrative decision.

Signed: (Planning Dir./Designee) ____________________________ Date: 11/19/18

Staff Coordinator: Ryan Bolvin
Design Adjustment
Staff Response

Per Section 10.2.18.C of the Unified Development Ordinance, the Development Services Director or designee, shall consult with the heads of other City Departments regarding the review of the request. The Development Services Director, or designee, shall approve, approve with conditions or deny the request, but must do so within 60 days of the receipt of a completed application. Additional time may be necessary if a municipal or state entity is incorporated in the review process or if a detailed engineering study is submitted in conjunction with the request.

<table>
<thead>
<tr>
<th>PROJECT</th>
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<tbody>
<tr>
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<tr>
<td>Development Case Number</td>
<td>SR-55-18</td>
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<td>Transaction Number</td>
<td>557665</td>
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<tr>
<td>Design Adjustment Number</td>
<td>DA - 92 - 2018</td>
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</table>

Staff recommendation based upon the findings in the applicable code(s):

- [x] UDO Art. 8.3 Blocks, Lots, Access
- [ ] UDO Art. 8.5 Existing Streets
- [ ] UDO Art. 8.4 New Streets
- [ ] Raleigh Street Design Manual

Staff SUPPORTS [ ] DOES NOT SUPPORT [x] the design adjustment request.

DEPARTMENTS

- [ ] Dev. Services Planner
- [ ] City Planning
- [x] Development Engineering
- [ ] Transportation
- [ ] Engineering Services
- [ ] Parks & Recreation and Cult. Res.
- [ ] Public Utilities

STAFF RESPONSE

CONDITIONS:

Development Services Director or Designee Action: [x] APPROVE [ ] APPROVE WITH CONDITIONS [ ] DENY

Authorized Signature: [Signature]

[Name]

[Title]

Date: 11/19/2018

*The Development Services Director may authorize a designee to sign in his/her stead. Please print name and title next to signature. Appeal of the decision from the Development Services Director, or his or her designee, shall be made in writing within 30 days to the Board of Adjustment (see Section 10.2.18.C3b).
The Development Services Director may in accordance with Sec. 10.2.18. approve a design adjustment, subject to all of the following findings.

A. The requested design adjustment meets the intent of this Article;  
   YES [ ] NO [x]  

B. The requested design adjustment conforms with the Comprehensive Plan and adopted City plans;  
   YES [x] NO [ ]  

C. The requested design adjustment does not increase congestion or compromise safety;  
   YES [x] NO [ ]  

D. The requested design adjustment does not create any lots without direct street frontage;  
   YES [x] NO [ ]  

E. The requested design adjustment is deemed reasonable due to one or more of the following:  
   1. Topographic changes are too steep;  
   2. The presence of existing buildings, stream and other natural features;  
   3. Site layout of developed properties;  
   4. Adjoining uses or their vehicles are incompatible;  
   5. Strict compliance would pose a safety hazard; or  
   6. Does not conflict with an approved or built roadway construction project  
   7. adjacent to or in the vicinity of the site.  
   YES [ ] NO [x]  

**STAFF FINDINGS**

The developer is applying for design adjustments to the block perimeter requirements of Raleigh UDO Article 8.3. Development Engineering staff is in support of the requests.

The ability to provide cross access to the adjacent parcel is inhibited by steep topography. The cross access would be through the parking deck. The intent of cross access is to limit driveways onto public streets. However in this instance, the use is also an inhibiting issue due to traffic being forced through the parking deck. The introduction of an additional driveway to the parking deck could also provide additional concerns regarding vehicular and pedestrian safety due to limited sight distance and driveway spacing within the deck itself.

The ability to meet the block perimeter requirements is inhibited by the controlled access to Glenwood Avenue as a result of proximity to I-440 and the NCDOT project number I-5870. The developer cannot create a new block for compliance without an additional street cut onto Glenwood Avenue. National Drive is an existing, non-conforming street with respect to maximum dead end length. The subject development - 3800 Glenwood Avenue - makes up one (1) of nine (9) parcels fronting National Drive. Addressing the dead end length would require a more global development submittal.
The purpose of this request is to seek a Design Adjustment from the Development Services Director, or designee, for a specific project only and, if granted, may be approved with special conditions and provisions. This application and all further action shall be consistent with Section 10.2.18 in the Unified Development Ordinance (UDO). The consideration and decision of this request shall be based solely on the conformance of the findings, as outlined in Sec. 8.3.6, Sec. 8.4.1.E and Sec. 8.5.1.G of the UDO or the Raleigh Street Design Manual.

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<th>CONTACT</th>
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<tr>
<td>Name</td>
<td>Glenwood Place Ventures, LLC</td>
<td></td>
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<tr>
<td>Address</td>
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<tr>
<td>Phone</td>
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<td></td>
</tr>
<tr>
<td>Name</td>
<td>Jeff Westmoreland</td>
<td></td>
</tr>
<tr>
<td>Firm</td>
<td>SEPI Engineering</td>
<td></td>
</tr>
<tr>
<td>Address</td>
<td>1025 Wade Avenue</td>
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<td></td>
</tr>
<tr>
<td>Phone</td>
<td>919.788.9977</td>
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</tr>
</tbody>
</table>

I am seeking a Design Adjustment from the requirements set forth in the following:

- UDO Art. 8.3 Blocks, Lots, Access - See page 2 for findings
- UDO Art. 8.4 New Streets - See page 3 for findings
- UDO Art. 8.5 Existing Streets - See page 4 for findings
- Raleigh Street Design Manual - See page 5 for findings

Provide details about the request; (please attach a memorandum, if additional space is needed):

This design adjustment requests relief from the requirement of providing cross access to the property located to the north of the project site.

It is the responsibility of the applicant to provide all pertinent information needed for the consideration of this request. Applicant must be the Property Owner.

By signing this document, I hereby acknowledge the information on this application is, to my knowledge, accurate.

Owner/Owner’s Representative Signature: 
Date: 8/31/18

CHECKLIST

<table>
<thead>
<tr>
<th>Item</th>
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<tr>
<td>Signed Design Adjustment Application</td>
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<tr>
<td>Page(s) addressing required findings</td>
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<td>Notary page (page 6) filled out; Must be signed by property owner</td>
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<tr>
<td>First Class stamped and addressed envelopes with completed notification letter</td>
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</table>

Submit all documentation, with the exception of the required addressed envelopes and letters to designadjustments@raleighnc.gov.

Deliver the addressed envelopes and letters to:
Development Services, Development Engineering
One Exchange Plaza, Suite 500
Raleigh NC, 27601

For Office Use Only

RECEIVED DATE: DA -

WWW.raleighnc.gov

REVISION 1/30/2018
The Development Services Director may in accordance with Sec. 10.2.18. approve a design adjustment, subject to all of the following findings. Describe how each item is met:

A. The requested design adjustment meets the intent of this Article;
   The intent of this section of the UDO "is to provide a well-connected street network." In addition, this section promotes "safe, efficient, and convenient vehicular and pedestrian access". The configuration of this lot and the adjacent street network severely limit the effectiveness of a cross connection and would not improve the existing conditions that currently meet the intent of the UDO.

B. The requested design adjustment conforms with the Comprehensive Plan and adopted City plans;
   This request does not prevent or conflict with the City's desire to have a well connected street network that provides good vehicular and pedestrian circulation.

C. The requested design adjustment does not increase congestion or compromise Safety;
   Traffic flow to and from this site will be directly from National Drive. Access to the parcel to the north already exists immediately adjacent to this site.

D. The requested design adjustment does not create any lots without direct street Frontage;
   This design adjustment will not create any lots without direct street frontage, the adjacent properties have access to National Drive, this project will not change that.

E. The requested design adjustment is deemed reasonable due to one or more of the following:
   1. Topographic changes are too steep;
   2. The presence of existing buildings, stream and other natural features;
   3. Site layout of developed properties;
   4. Adjoining uses or their vehicles are incompatible;
   5. Strict compliance would pose a safety hazard; or
   6. Does not conflict with an approved or built roadway construction project
   7. adjacent to or in the vicinity of the site.

   This is a reasonable request based on the limitation of existing topography and the configuration of existing road infrastructure to remain. Further, the cross access connection will not facilitate a shorter overall block length due to the previously stated position by the NCDOT limiting future connections to Glenwood Avenue to the north.
STATE OF NORTH CAROLINA  
COUNTY OF Wake  

INDIVIDUAL

__________________________________________

DENISE Smith, a Notary Public do hereby certify that
Anne E. Stoddard personally appeared before me this day and
acknowledged the due execution of the foregoing instrument.

This the 31 day of August, 2018.

DENISE SMITH
NOTARY PUBLIC
COUNTY, NORTH CAROLINA
Commission Expires Oct. 13, 2021
Design Adjustment Request – Cross Access
UDO Article 8.3 Blocks, Lots, Access

3800 Glenwood Avenue
SR-55-18 | Transaction 557665

This request seeks relief from the requirement for a cross access to be provided to an adjacent parcel to the north. This request is based on the following:

- The site to the north is owned by a separate entity and providing cross access to this parcel would prove burdensome to this adjacent landowner and any future development plans.

- The physical constraint of steep topography along the northern boundary of the project site. Near the midpoint of the northern boundary, there is a difference in elevation of approximately 5' over a distance of under 20’ (slope in excess of 25%) from the proposed parking garage grade and the existing grade in the parking lot to the north. This slope gets steeper moving to the west along the boundary.

- The configuration of the site and existing infrastructure makes the cross access impractical. The site is bounded on the east by the right-of-way for National and to the west by the Glenwood Avenue right-of-way. The northern boundary is only approximately 167’ in length between these two existing roadways. A cross access to the northern property will not create useful interconnectivity, when National drive already connects to the north providing convenient and direct access to existing and any potential future development. A cross access connection would tie directly into a proposed parking deck for this project, creating an access point that would conflict with an already proposed access from the parking structure onto National Drive in very close proximity. This would create potential congestion within a small corner of the project site instead of creating alternate routes of travel.

- The existing sidewalk along National Drive will remain and is located close to the proposed northern driveway entrance into the parking deck. This will provide convenient pedestrian access to the properties to the north of this site, for both the current uses and for future potential redevelopment of that site.
Design Adjustment Application

The purpose of this request is to seek a Design Adjustment from the Development Services Director, or designee, for a specific project only and, if granted, may be approved with special conditions and provisions. This application and all further action shall be consistent with Section 10.2.18 in the Unified Development Ordinance (UDO). The consideration and decision of this request shall be based solely on the conformance of the findings, as outlined in Sec. 8.3.6, Sec. 8.4.1.E and Sec. 8.5.1.G of the UDO or the Raleigh Street Design Manual.

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</tbody>
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I am seeking a Design Adjustment from the requirements set forth in the following:

- UDO Art. 8.3 Blocks, Lots, Access - See page 2 for findings
- UDO Art. 8.4 New Streets - See page 3 for findings
- UDO Art. 8.5 Existing Streets - See page 4 for findings
- Raleigh Street Design Manual - See page 5 for findings

Provide details about the request (please attach a memorandum if additional space is needed):

This design adjustment requests relief from the Block Length requirement in the UDO.

It is the responsibility of the applicant to provide all pertinent information needed for the consideration of this request. Applicant must be the Property Owner.

By signing this document, I hereby acknowledge the information on this application is, to my knowledge, accurate.

[Signature]
Owner/Owner's Representative Signature

[Signature]
Director of Development

[Date]
August 31, 2018

CHECKLIST

Signed Design Adjustment Application
Page(s) addressing required findings
Plan(s) and support documentation
Notary page (page 6) filled out; Must be signed by property owner
First Class stamped and addressed envelopes with completed notification letter

Submit all documentation, with the exception of the required addressed envelopes and letters to designadjustments@raleighnc.gov.
Deliver the addressed envelopes and letters to:
Development Services, Development Engineering
One Exchange Plaza, Suite 500
Raleigh NC, 27601

For Office Use Only
RECEIVED DATE: DA -
The Development Services Director may in accordance with Sec. 10.2.18. approve a design adjustment, subject to all of the following findings. Describe how each item is met:

A. The requested design adjustment meets the intent of this Article;
   The intent of this section of the UDO "is to provide a well-connected street network." In addition, this section promotes "safe, efficient, and convenient vehicular and pedestrian access". The configuration of this lot and the adjacent street network limit the ability of this project to provide a shortened block length.

B. The requested design adjustment conforms with the Comprehensive Plan and adopted City plans;
   Plans/studies by the City and NCDOT do not contemplate future connections from this development (or any points northward) to the existing Glenwood Avenue right-of-way, which prevent this site from being able to address any block length concerns.

C. The requested design adjustment does not increase congestion or compromise Safety;
   Traffic flow to and from this site will be directly from National Drive. Access to the parcel to the north already exists immediately adjacent to this site.

D. The requested design adjustment does not create any lots without direct street Frontage;
   This design adjustment will not create any lots without direct street frontage, the adjacent properties have access to National Drive, this project will not change that.

E. The requested design adjustment is deemed reasonable due to one or more of the following:
   1. Topographic changes are too steep;
   2. The presence of existing buildings, stream and other natural features;
   3. Site layout of developed properties;
   4. Adjoining uses or their vehicles are incompatible;
   5. Strict compliance would pose a safety hazard; or
   6. Does not conflict with an approved or built roadway construction project
   7. adjacent to or in the vicinity of the site.

This is a reasonable request based on the limitation of existing topography, the configuration of existing road infrastructure to remain, and given the previously stated position by the NCDOT limiting future connections to Glenwood Avenue to the north of the project site.
STATE OF NORTH CAROLINA  
COUNTY OF Wake

I, DENESE SMITH, a Notary Public do hereby certify that Anne E. Stoddard personally appeared before me this day and acknowledged the due execution of the foregoing instrument.

This the 31 day of August, 2018.

DENISE SMITH  
Notary Public

My Commission Expires: Dec 13, 2021
Design Adjustment Request – Block Length
UDO Article 8.3 Blocks, Lots, Access

3800 Glenwood Avenue
SR-55-18 | Transaction 557665

This request seeks relief from the requirement for a maximum block length adjacent to the parcel. This request is based on the following:

- From the development of the adjacent 3700 Glenwood site to the south of this project, the NCDOT stated that the current right-in, right-out access drive between Woman’s Club Drive and the I-440 beltline will be the northernmost connection to Glenwood Avenue that will be allowed. With this restriction, this site cannot create an additional access to Glenwood and will not be able to solve the block perimeter comment within the limits of this project.

- Article 8.3.1 cites the need “to provide a well-connected street network” (8.3.1.A). Large blocks are noted to “discourage walking, contribute to street congestion, and negatively impact emergency services.” (8.3.1.B) While this is true, in this situation, the nature of existing traffic along Glenwood Avenue does not encourage walking from this site to the west. In addition, adjacent development projects have recently provided connection to the east for the existing Crabtree Creek Greenway which encourages walking and bicycling using an existing City of Raleigh facility. The stated limitation by NCDOT noted above for additional driveway connections to Glenwood Avenue eliminates the opportunity for this project to address any street congestion or access concerns.

- The street network currently provides (8.3.1.C) “safe, direct, and convenient access to Glenwood Avenue, both northbound via the existing private drive, and southbound via the signalized intersection at Women’s Club Drive.”

- This design adjustment is warranted due to the potential safety hazard of an additional driveway connection to Glenwood Avenue in close proximity to an existing drive and the adjacent on-ramp for I-440, and the incompatibility of this connection with previous NCDOT reviews and comments.
East Elevation - National Dr (Primary Street)

South Elevation

Exterior Elevation Notes

A. Exterior finish panels and cast in place concrete to remain level.
   B. Delete details and use in place concrete finish to be furred
   C. Level P1 finish to receive textured paint

Garage - Exterior Elevations

Concurrent Review Plans