

Design Adjustment Application



DEVELOPMENT SERVICES DEPARTMENT

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.

PROJECT	Project Name 3800 Glenwood Avenue	
	Case Number SR-55-18	
	Transaction Number 557665	
OWNER	Name Glenwood Place Ventures, LLC	
	Address 3700 Glenwood Avenue, Suite 330	City Raleigh
	State NC	Zip Code 27612 Phone 919.786.9905
CONTACT	Name Jeff Westmoreland	Firm SEPI Engineering
	Address 1025 Wade Avenue	City Raleigh
	State NC	Zip Code 27605 Phone 919.789.9977
REQUEST	I am seeking a Design Adjustment from the requirements set forth in the following:	
	<input checked="" type="checkbox"/> UDO Art. 8.3 Blocks, Lots, Access	- See page 2 for findings
	<input type="checkbox"/> UDO Art. 8.4 New Streets	- See page 3 for findings
	<input type="checkbox"/> UDO Art. 8.5 Existing Streets	- See page 4 for findings
	<input type="checkbox"/> 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.

Anne E. Stoddard
 Owner/Owner's Representative Signature *Director of Development*
Grubb Ventures *August 31, 2018*
 Date

CHECKLIST	
Signed Design Adjustment Application	<input type="checkbox"/> Included
Page(s) addressing required findings	<input type="checkbox"/> Included
Plan(s) and support documentation	<input type="checkbox"/> Included
Notary page (page 6) filled out; Must be signed by property owner	<input type="checkbox"/> Included
First Class stamped and addressed envelopes with completed notification letter	<input type="checkbox"/> Included

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 -
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Article 8.3, Blocks, Lots, Access

Administrative Design Adjustment Findings



DEVELOPMENT
SERVICES
DEPARTMENT

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.**

Individual Acknowledgement



DEVELOPMENT
SERVICES
DEPARTMENT

STATE OF NORTH CAROLINA

INDIVIDUAL

COUNTY OF Wake

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

This the 31 day of August, 2018.



Notary Public Denise Smith



1025 Wade Avenue
Raleigh, NC | 27605
919.789.9977

11020 David Taylor
Drive | Suite 115
Charlotte, NC | 28262
704.714.4880

5030 New Centre
Drive | Suite B
Wilmington, NC
28403 | 910.523.5715

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.

Design Adjustment Application



DEVELOPMENT SERVICES DEPARTMENT

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CONTACT	Name Jeff Westmoreland	Firm SEPI Engineering
	Address 1025 Wade Avenue	City Raleigh
	State NC	Zip Code 27605
REQUEST	Phone 919.786.9905	
	Phone 919.789.9977	
	I am seeking a Design Adjustment from the requirements set forth in the following:	
	<input checked="" type="checkbox"/> UDO Art. 8.3 Blocks, Lots, Access	- See page 2 for findings
	<input type="checkbox"/> UDO Art. 8.4 New Streets	- See page 3 for findings
	<input type="checkbox"/> UDO Art. 8.5 Existing Streets	- See page 4 for findings
<input type="checkbox"/> 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.

Jane E. Stoddard
 Owner/Owner's Representative Signature *Director of Development* *8/31/18*
Grove Ventures Date

CHECKLIST	
Signed Design Adjustment Application	<input type="checkbox"/> Included
Page(s) addressing required findings	<input type="checkbox"/> Included
Plan(s) and support documentation	<input type="checkbox"/> Included
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For Office Use Only	RECEIVED DATE:	DA -
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Article 8.3, Blocks, Lots, Access

Administrative Design Adjustment Findings



DEVELOPMENT
SERVICES
DEPARTMENT

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.

Individual Acknowledgement



DEVELOPMENT
SERVICES
DEPARTMENT

STATE OF NORTH CAROLINA

INDIVIDUAL

COUNTY OF Wake

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

This the 31 day of August, 2018.



Notary Public Denise Smith



1025 Wade Avenue
Raleigh, NC | 27605
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Drive | Suite 115
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5030 New Centre
Drive | Suite B
Wilmington, NC
28403 | 910.523.5715

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.