



# Administrative Approval Action

AA # 3926 / SR-73-18, Sojourn Glenwood Place  
Transaction# 564929

City of Raleigh  
Development Services Department  
One Exchange Plaza  
Raleigh, NC 27602  
(919) 996-2495  
DS.help@raleighnc.gov  
www.raleighnc.gov

**LOCATION:** This site is located between National Drive and Exchange Glenwood Place at 3700-3716 National Drive, and 3711 Exchange Glenwood Place.

**REQUEST:** Development of a 343,105 SF mixed use/residential and retail building consisting of 278 dwelling units, 10,500 SF of retail uses, and a parking facility, all on 3.70 acres. Parking is being shared between multiple phases of the development including the proposed parking deck of this phase. This site is zoned OX-5.

## DESIGN

### ADJUSTMENT(S)/

### ALTERNATES, ETC:

One Design Adjustment has been approved by the Public Works Director for this project, noted below.

1. Granting relief regarding driveway spacing constraints along National Dr. (DA-123-2018)

A parking study was reviewed by the Transportation Planning Manager and a shared parking scenario for the full development of the site (SR-33-05, SR-25-18, SR-55-18, and SR-73-18) was approved.

1. Allowance of shared parking with an allowable reduction of 34% of the required number of spaces (or a need of 1,135 spaces). However, 1709 spaces are being provided and are to be shared.

**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 1/09/19, by Priests, Craven, and Associates, Inc.

## **CONDITIONS OF APPROVAL and NEXT STEPS:**

**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:*

### Engineering

1. 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.



# Administrative Approval Action

AA # 3926 / SR-73-18, Sojourn Glenwood Place  
Transaction# 564929

City of Raleigh  
Development Services Department  
One Exchange Plaza  
Raleigh, NC 27602  
(919) 996-2495  
DS.help@raleighnc.gov  
www.raleighnc.gov

## Public Utilities

2. A deed shall be recorded prior to concurrent approval for all necessary offsite City of Raleigh Sanitary Sewer Easements to accommodate future sewer line construction.
3. A plat shall be recorded for all necessary offsite right-of-way to accommodate future waterline construction.
4. A Water Model in compliance with the City of Raleigh Public Utilities Department Handbook shall be submitted by the Project Engineer for review and approval prior to concurrent approval.
5. A Downstream Sewer Capacity Study in compliance with the City of Raleigh Public Utilities Department Handbook shall be submitted by the Project Engineer for review and approval
6. The Developer shall provide a letter or e-mail from any Private Utility Company authorizing new water and sewer main encroachments across existing transmission easements prior to concurrent approval.

## Stormwater

7. A stormwater control plan with a stormwater operations and maintenance manual and budget shall be approved (UDO 9.2).
8. A surety equal to of the cost of clearing, grubbing and reseeding a site, shall be paid to the City (UDO 9.4.4).
9. The recorded Impervious allocation/re-allocation document must be updated and re-recorded to account for the revised impervious allocations associated with treatment from the offsite wet pond.

**LEGAL DOCUMENTS** - Email to [legaldocumentreview@raleighnc.gov](mailto: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.

<input type="checkbox"/>	City Code Covenant	<input type="checkbox"/>	Slope Easement
<input type="checkbox"/>	Stormwater Maintenance Covenant	<input type="checkbox"/>	Transit Easement
<input checked="" type="checkbox"/>	Utility Placement Easement	<input type="checkbox"/>	Cross Access Easement
<input type="checkbox"/>	Sidewalk Easement	<input checked="" type="checkbox"/>	Public Access Easement
		<input checked="" type="checkbox"/>	Other: <b>Impervious Re-Allocation Document</b>



# Administrative Approval Action

AA # 3926 / SR-73-18, Sojourn Glenwood Place  
Transaction# 564929

City of Raleigh  
Development Services Department  
One Exchange Plaza  
Raleigh, NC 27602  
(919) 996-2495  
DS.help@raleighnc.gov  
www.raleighnc.gov

**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

1. 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.
2. 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.
3. A public access easement will need to be recorded for the shown 38' access easement that encapsulates Tucker Oaks Ln. The public access easement will need to include the sidewalk that leaves the shown 38' wide easement and connects to the public sidewalk of National Dr.

## Public Utilities

4. Infrastructure Construction Plans (concurrent submittal) must be approved by the City of Raleigh Public Utilities Department for all public water, public sewer and/or private sewer extensions.

## Stormwater

5. All stormwater control measures and means of transporting stormwater runoff to and from any nitrogen and stormwater runoff control measures shall be shown on all plats for recording as private drainage easements (UDO 9.2).

**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

1. The applicant shall provide proof of compliance with remote parking standards by submitting a signed agreement or lease indicating that required off-street parking shall be provided as long as the principal use continues and the principal use shall be discontinued should the required off-street parking no longer be provided on these off-site parcels (UDO 7.1.5).



# Administrative Approval Action

AA # 3926 / SR-73-18, Sojourn Glenwood Place  
Transaction# 564929

City of Raleigh  
Development Services Department  
One Exchange Plaza  
Raleigh, NC 27602  
(919) 996-2495  
DS.help@raleighnc.gov  
www.raleighnc.gov

2. A recombination map shall be recorded, recombining the existing lots as shown on the preliminary plan.
3. Demolition permits shall be obtained for the existing structures on site.
4. Provide fire flow analysis.

## Engineering

5. The required right of way for proposed and/or existing streets shall be dedicated to the City of Raleigh and is shown on a plat approved for recordation.
6. A fee-in-lieu for 1' of sidewalk along the frontage of National Dr shall be paid to the City of Raleigh (UDO 8.1.10).
7. A public infrastructure surety shall be provided to the City of Raleigh Development Services – Development Engineering (UDO 8.1.3).
8. 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

9. 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).
20. Utility re-alignment construction shall be substantially complete (to eliminate conflict with new building).

## Stormwater

21. A payment equal to twenty-four percent (24%) of the estimated cost of constructing all stormwater control facilities shown on the development plans shall be paid by the developer to the City stormwater facility replacement fund (UDO 9.2.2.G.3).
22. All stormwater control measures and means of transporting stormwater runoff to and from any nitrogen and stormwater runoff control measures shall be shown on all plats for recording as private drainage easements (UDO 9.2).
23. A surety equal to 125% of the cost of the construction of a stormwater device shall be paid to the Engineering Services Department (UDO 9.2.2.D.1.d).

## Urban Forestry

24. A tree impact permit must be obtained for the approved streetscape tree installation in the right of way. This development proposes 19 street trees along Exchange Glenwood Place and 22 street trees along National Drive.



# Administrative Approval Action

AA # 3926 / SR-73-18, Sojourn Glenwood Place  
Transaction# 564929

City of Raleigh  
Development Services Department  
One Exchange Plaza  
Raleigh, NC 27602  
(919) 996-2495  
DS.help@raleighnc.gov  
www.raleighnc.gov

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

1. 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.
2. Required public right-of-way infrastructure improvements shall be, at a minimum, sufficiently completed to provide the necessary, safe emergency and vehicular access.
3. Required underground storm drainage improvements shall be completed and as-built plan(s) and
4. All street lights and street signs required as part of the development approval are installed.
5. Copies of certified inspector reports for alleys and internal access ways are submitted to the City of Raleigh Development Services – Development Engineering program.
6. As-built drawings and associated forms for all Stormwater devices are accepted by the Engineering Services Department (UDO 9.2.2.D.3).
7. 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:** 2-13-2022

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:(Development Services Dir./Designee)

Date: 2/13/19

Staff Coordinator: Michael Walters

# Design Adjustment Staff Response



**DEVELOPMENT  
SERVICES  
DEPARTMENT**

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.

<b>PROJECT</b>	<b>Project Name</b>	Sojourn Glenwood Place Phase II	
	<b>Development Case Number</b>	SR-73-18	
	<b>Transaction Number</b>	564929	
	<b>Design Adjustment Number</b>	DA - 123 - 2018	
<b>STAFF RESPONSE</b>	<b>Staff recommendation based upon the findings in the applicable code(s):</b>		
	<input type="checkbox"/> UDO Art. 8.3 Blocks, Lots, Access	<input type="checkbox"/> UDO Art. 8.5 Existing Streets	
	<input type="checkbox"/> UDO Art. 8.4 New Streets	<input checked="" type="checkbox"/> Raleigh Street Design Manual	
	Staff <b>SUPPORTS</b> <input checked="" type="checkbox"/> <b>DOES NOT SUPPORT</b> <input type="checkbox"/> the design adjustment request.		
	<b>DEPARTMENTS</b>		
	<input type="checkbox"/> Dev. Services Planner	<input type="checkbox"/> City Planning	
	<input checked="" type="checkbox"/> Development Engineering	<input type="checkbox"/> Transportation	
	<input type="checkbox"/> Engineering Services	<input type="checkbox"/> Parks & Recreation and Cult. Res.	
	<input type="checkbox"/> Public Utilities		
	<b>CONDITIONS:</b>		
Development Services Director or Designee Action: <input checked="" type="checkbox"/> APPROVE <input type="checkbox"/> APPROVE WITH CONDITIONS <input type="checkbox"/> DENY			

Authorized Signature

*HEATHER W. RITCHIE, PE, MPA*  
**ENGINEERING AND INFRASTRUCTURE MANAGER**

*2/13/2019*  
Date

\*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).

# Staff Response

## Raleigh Street Design Manual



DEVELOPMENT  
SERVICES  
DEPARTMENT

- A. The requested design adjustment meets the intent of the Raleigh Street Design Manual;  
YES  NO
- B. The requested design adjustment conforms with the Comprehensive Plan and adopted City plans;  
YES  NO
- C. The requested design adjustment does not increase congestion or compromise safety;  
YES  NO
- D. The requested design adjustment does not create additional maintenance responsibilities for the City; and  
YES  NO
- E. The requested design adjustment has been designed and certified by a Professional Engineer.  
YES  NO

### STAFF FINDINGS

Staff supports the request for relief regarding driveway spacing of >100' per the Raleigh Street Design Manual 3.2.3.A for the Avenue 2-Lane, Undivided street section. The closure of existing driveways, relocation of one opposing driveway, alignment of opposing driveways in one location, and the shift that eliminates conflicting left turns in one instance at a location where peak uses differ show that they meet the intent of the driveway spacing requirement. The only driveway being proposed that does not meet the 100' driveway spacing is a service driveway across from a proposed parking deck entrance. This location cannot be aligned due to grade constraints and the offset of the two driveways is done in such a way that a non conflicting left turn is created.

# 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.

<b>PROJECT</b>	Project Name Sojourn Glenwood Place Phase II		
	Case Number <b>DA - 129 - 2018</b>		
	Transaction Number 654929 SR 73 18		
<b>OWNER</b>	Name Glenwood Place Portfolio II LLC		
	Address 3700 Glenwood Ave. Suite 330		City Raleigh
	State NC	Zip Code 27612	Phone
<b>CONTACT</b>	Name Tommy Craven		Firm Priest, Craven & Associates Inc.
	Address 3803 B Computer Drive, Suite 104		City Raleigh
	State NC	Zip Code 27609	Phone 919-781-0300
<b>REQUEST</b>	I am seeking a Design Adjustment from the requirements set forth in the following:		
	<input 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 checked="" 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):		
See Attached			

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]* President 11/5/18  
 Owner/Owner's Representative Signature Date

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

Submit all documentation, with the exception of the required addressed envelopes and letters to [designadjustments@raleighnc.gov](mailto: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 - -
---------------------	----------------	--------



# Raleigh Street Design Manual

## 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 the Raleigh Street Design Manual;  
**See Attached**
  
- B. The requested design adjustment conforms with the Comprehensive Plan and adopted City plans;  
**See Attached**
  
- C. The requested design adjustment does not increase congestion or compromise safety;  
**See Attached**
  
- D. The requested design adjustment does not create additional maintenance responsibilities for the City; and  
**See Attached**
  
- E. The requested design adjustment has been designed and certified by a Professional Engineer.  
**See Attached**

# Individual Acknowledgement



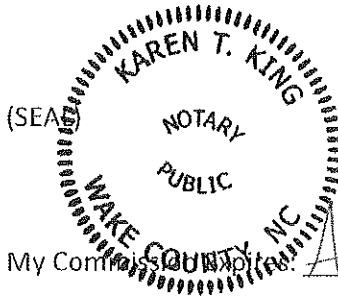
DEVELOPMENT  
SERVICES  
DEPARTMENT

STATE OF NORTH CAROLINA  
COUNTY OF Wake

INDIVIDUAL

I, Karen T King, a Notary Public do hereby certify that  
R. Gordon Grubb, President personally appeared before me this day and  
acknowledged the due execution of the forgoing instrument.

This the 5<sup>th</sup> day of November, 2018



Notary Public

A handwritten signature in cursive script that reads "Karen T. King".

## Details About the Request

National Drive is a collector street within an existing 1960's suburban style office development known as Glenwood Place, on Glenwood Avenue at I-440. It is currently under redevelopment to a mixed use development that will include some limited retail uses, office uses, and multifamily residential uses.

National Drive is currently designated as an Avenue 2-Lane Undivided street section.

The proposed change in uses, the more urban form of the redevelopment, the existing driveways and other existing conditions are creating problems complying with the 100 foot minimum driveway separation called for in Section 3.4.3 A of the Raleigh Street Design Manual.

This Design Adjustment is a request for limited relief from that standard based on the existing conditions, the proposed uses, and specifics of each of the proposed and existing driveways.

Raleigh Street Design Manual  
Administrative Design Adjustment Findings

A. The requested design adjustment meets the intent of the Raleigh Street Design Manual;

Section 3.2.3.A of the Raleigh Street Design Manual calls for Driveway Spacing to be greater than 100 feet apart on Avenue 2-Lane streets. This section of the Raleigh Street Design Manual was intended to provide for an orderly separation of driveways. The proposed design adjustment, which is specific to the existing street and drives; to the proposed land uses; and to the specific uses of the proposed driveways, will also provide for an orderly separation of driveways.

The change in use from a suburban 1960's office park to a mixed use development of retail, office and multifamily residential uses creates some complicated drive connections. UDO build to requirements and the lessened building setbacks of the UDO create urban style access conflicts without the typical urban concessions to on street loading areas and solid waste and recycling pickup and access. The use of structured parking has also eliminated the vast areas of off street parking fields which could typically accommodate off street loading and trash pickup with limited access to the public street.

National Drive is currently an existing collector street, with sidewalk on both sides and large pine trees located between the sidewalk and back of curb, with multiple existing driveways to various surface parking areas. There is occasional on street parking on National, and existing off street parking areas are located in close proximity to the right of way. It is not a street that is comfortable to drive fast on.

In its redeveloped state, along the Sojourn frontage, National Drive is to become an Avenue 2 Lane street with bicycle lanes in lieu of the random on street parking, and the oversized, pine street trees will be replaced with a more appropriate species.

Please refer to the Driveway Exhibit included in this request.

Proposed Driveway 1 is a service drive that provides access for service and delivery vehicles to the service area of the proposed retail uses in the building. The vehicles accessing this drive will be primarily waste and recycling pick up, and food service delivery vehicles. The retail use typically restricts deliveries to off peak hours so the use of this drive will be very limited in both the number of trips and the timing of those

trips. Most of the drivers will be commercially licensed operators. This Proposed Driveway 1 is approximately 37 feet north of Proposed Driveway 9 which will serve as one of two entrances to the parking deck of 3800 Glenwood Avenue, SR-55-18 on the opposite side of National Drive. Due to the shape of the existing lots fronting the roundabout, and the UDO build to requirements, the locations of the proposed buildings on this lot and the 3800 Glenwood Avenue lot create a significant site constraint. There is also a significant grade change along this section of National Drive that requires drive access to 3800 be made at certain locations in order to match the elevations of each level of the parking deck. The separation between Proposed Drive 1 to Sojourn Glenwood Place Phase II and Proposed Drive 9 to 3800 Glenwood is approximately 114 feet, exceeding the 100 foot minimum. It should also be noted that within the existing development there is only a 55 foot separation between Existing Driveway 10, serving the existing office uses on the Sojourn site, and the opposing Existing Driveway 17, which served the office uses that were on the 3800 Glenwood site. Both of these existing drives, which are to be closed, were full service drives that provided access to a significant number of vehicles. Given the existing conditions and the very limited use of the Proposed Driveway 1, we believe that the intent of the Raleigh Street Design Manual is being met with this proposal.

Proposed Driveway 2 is one of two drives into the parking deck for Sojourn Glenwood Place Phase II. The other is on Exchange Glenwood Place. Proposed Driveway 2 is located approximately 138 feet from Existing Driveway 16, an existing opposing driveway to the south, and approximately 72 feet south of Existing Driveway 15, an existing opposing driveway to the north. To improve this separation, we are proposing to relocate Existing Driveway 15 approximately 30 feet north at Proposed Driveway 7, to provide access to the existing surface lot and create a 105 foot separation between Proposed Driveway 2 and Proposed Driveway 7. It should also be noted that the current separation between Existing Driveway 11 and Existing Driveway 15 is only approximately 46 feet. These existing drives are both full service, opposing drives that serve significant surface parking areas. We believe that this existing condition will be improved by our proposed redevelopment.

Proposed Driveway 4 is also to provide access to a service area for trash and recycling pick up and move in access, loading and unloading for residents. This service area will generate very few trips, and those will typically be off peak trips and a majority will be commercially licensed operators. Driveway 4 aligns with the opposing Existing Driveway 14 on the other side of National Drive. The separation between Proposed Driveway 4 and Proposed Driveway 6, Tucker Oaks Lane, is approximately 117 feet.

The separation between Proposed Driveway 4 and Existing Driveway 7 is approximately 286 feet.

Below is a summary of the proposed changes to the existing driveways.

Existing Driveway 10 will be closed and replaced by Proposed Driveway 1 for deliveries, solid waste and recycling pickup for the proposed retail and restaurant uses.

Existing Driveway 11 will be closed and replaced by Proposed Driveway 2 increasing the driveway separation above the existing condition.

Existing Driveway 12 will be closed and replaced with Proposed Driveway 4 and 5 for the move in, solid waste and recycling pickup.

Existing Driveway 13 will be closed and replaced with Proposed Driveway 6, an alley that will connect to Exchange Glenwood Place.

Existing Driveway 14 will remain as is.

Existing Driveway 15 will close and be replaced by Proposed Driveway 7 increasing the driveway separation above the existing condition.

Existing Driveway 16 will remain as is.

Existing Driveway 17 will be closed and replaced by Proposed Driveway 9.

Existing Driveway 18 will be closed.

In summary, given the limited use of Proposed Driveways 1 and 4, along with the relocation of Existing Driveway 15 to Proposed Driveway 17, and the closing of Existing Driveways 10, 11, 12, 13, 15, 17 and 18, we believe this design creates a functional and safe series of drives that meets the intent of the Raleigh Street Design Manual.

B. The requested design adjustment conforms with the Comprehensive Plan and adopted City Plans.

Item A. above addresses the detail of meeting the intent of the Street Design Manual. The Comprehensive Plan, the associated Future Land Use Plan, and the current zoning all encourage a more urban mixed use on these properties. That is exactly what is being provided with this redevelopment proposal. To the best of our knowledge, the proposed uses and supporting Design Adjustment conforms to all adopted City Plans. This Design Adjustment will allow us to provide those uses along with the necessary service vehicle and automobile access, in a safe and efficient manner.

C. The requested design adjustment does no increase congestion or compromise safety;

The requested Design Adjustment does not increase congestion or compromise safety. The separation of service vehicles from the office and residential traffic, along with the reduction of active passenger vehicle driveways serving this site from the three existing, to the one proposed on National Drive and the one proposed on Exchange Glenwood Place will serve to lessen congestion and improve safety.

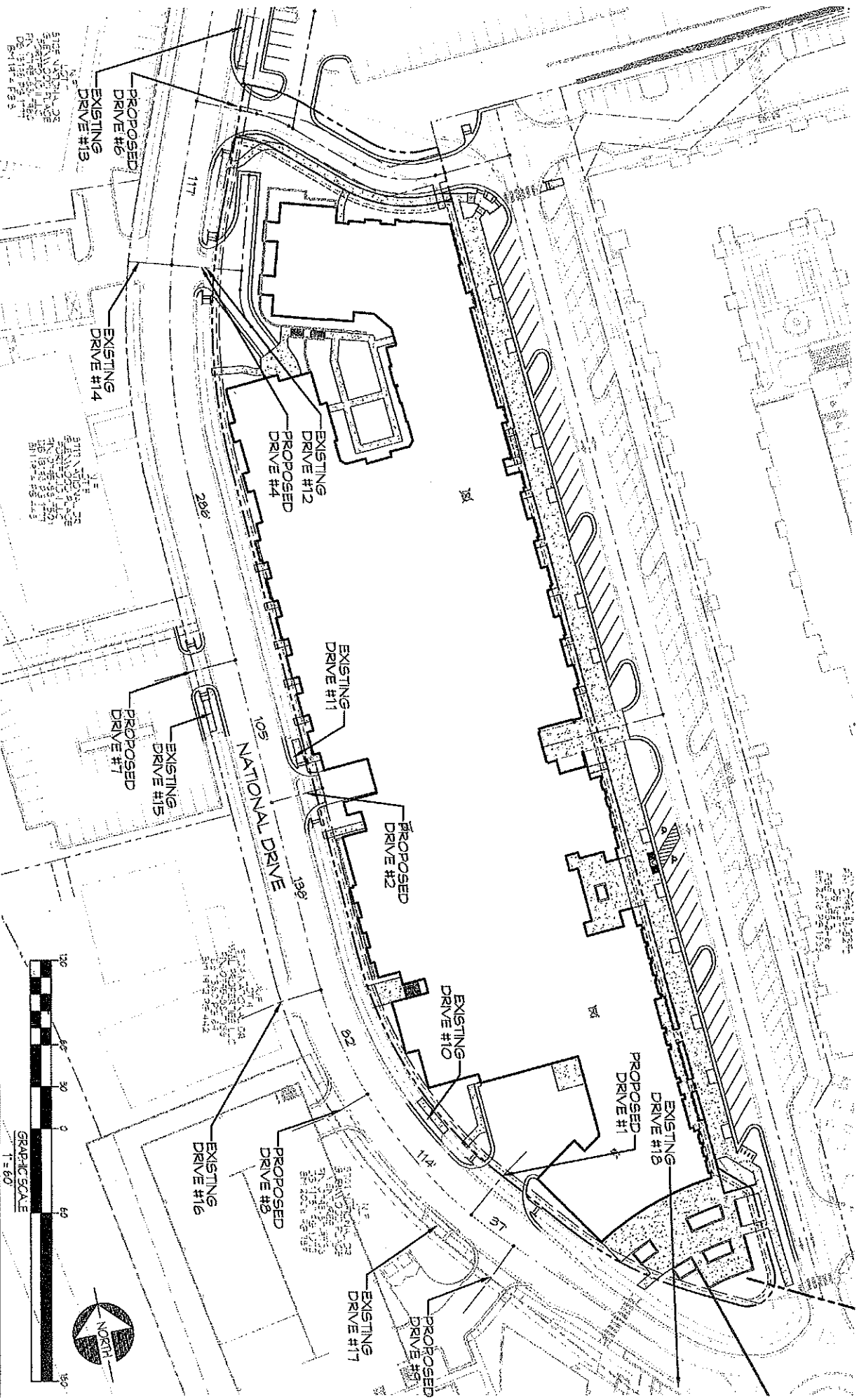
D. The requested design adjustment does not create additional maintenance responsibilities for the City;

If approved, this requested Design Adjustment to driveway spacing will not create additional maintenance responsibilities for the City.

E. The requested design adjustment has been designed and certified by a Professional Engineer.

The plans for the Sojourn Glenwood Place Phase II development and this Design Adjustment application have been prepared by Priest, Craven & Associates, Inc. under the direct supervision of Thomas F. Craven, PE, NC License Number 10956.





**SOJOURN GLENWOOD PLACE**  
 PHASE II - CHASWELL

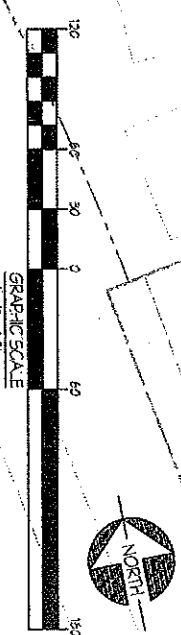
DATE	1/22/2024
BY	W. J. BROWN
CHECKED	W. J. BROWN
SCALE	AS SHOWN
PROJECT	SOJOURN GLENWOOD PLACE PHASE II - CHASWELL
CLIENT	TRISTAR DEVELOPMENT

**DRIVEWAY EXHIBIT**

DATE	1/22/2024
BY	W. J. BROWN
CHECKED	W. J. BROWN
SCALE	AS SHOWN
PROJECT	SOJOURN GLENWOOD PLACE PHASE II - CHASWELL
CLIENT	TRISTAR DEVELOPMENT

**PRIEST, CRAVEN & ASSOCIATES, INC.**  
 LAND USE CONSULTANTS / PLANNERS / LANDSCAPE DESIGNERS / SURVEYORS / ENGINEERS  
 1000 S. GARDNER STREET, SUITE 200, WASHINGTON, DC 20004  
 202.331.1234 FAX 202.331.1235 WWW.PCA-DC.COM

SHEET #  
 C2.10













**LANDSCAPE CALCULATIONS**

**STREET TREES**

EXCHANGE GLENWOOD PLACE: 785 LF (822 LF - 37 LF DRIVE AISLES)

REQUIRED TREES: LF X 1 TREE/ 40 LF \_\_\_\_\_ 19 LARGE TREES  
 PROPOSED TREES: \_\_\_\_\_ 19 LARGE TREES

NATIONAL DRIVE: 898 LF (1000 LF - 102 LF DRIVE AISLES)

REQUIRED TREES: LF X 1 TREE/ 40 LF \_\_\_\_\_ 22 LARGE TREES  
 PROPOSED TREES: \_\_\_\_\_ 22 LARGE TREES

TUCKER OAKS DRIVE (158 LF)

REQUIRED TREES: LF X 1 TREE/ 40 LF \_\_\_\_\_ 4 LARGE TREES  
 PROPOSED TREES: \_\_\_\_\_ 4 LARGE TREES

**VEHICULAR SURFACE AREA (VSA)**

TOTAL VSA: 6,653 SF (2,642 SF + 4,011 SF)

REQUIRED SHAD TREES: SF X 1 TREE/ 2,000 SF \_\_\_\_\_ 4 LARGE TREES  
 PROPOSED TREES: \_\_\_\_\_ 4 LARGE TREES

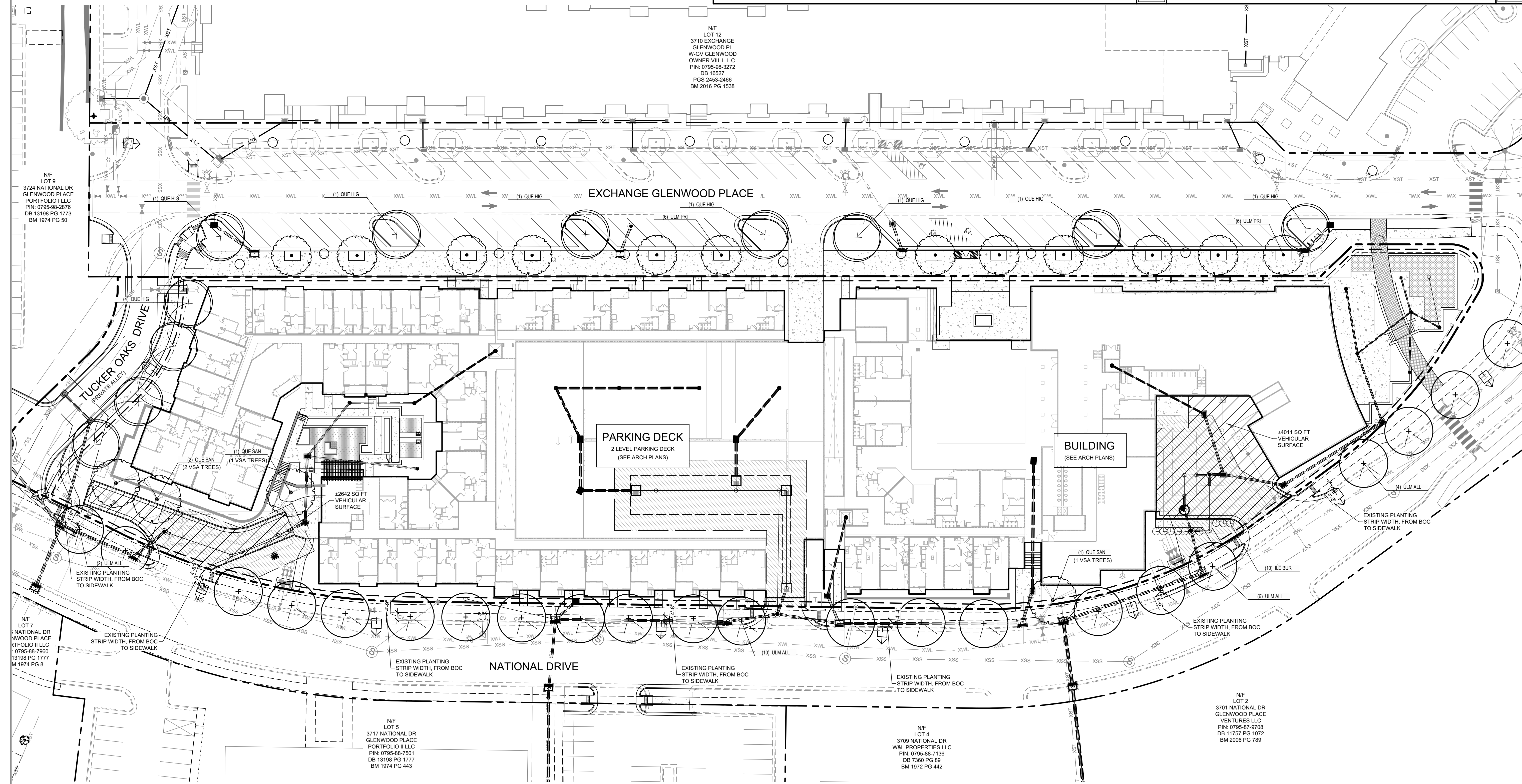
**LANDSCAPE NOTES**

1. STREET TREES SHALL BE INSTALLED AND MAINTAINED IN ACCORDANCE WITH THE REQUIREMENTS OF CHAPTER 2 OF THE CITY TREE MANUAL.

**PLANT SCHEDULE**

LARGE TREES	QTY	BOTANICAL NAME	COMMON NAME	CAL.	HT.	SPR.	REMARKS
QUE HIG	11	QUERCUS LYRATA 'HIGHBEAM'	HIGHBEAM OVERCUP OAK	3"	18' MIN	-	FULL, MATCHED
QUE SAN	4	QUERCUS NUTTALLII 'SANGRIA TM'	NUTTALL OAK	3"	18' MIN	-	FULL, MATCHED
ULM PRI	12	ULMUS AMERICANA 'PRINCETON'	AMERICAN ELM	3"	18' MIN	-	FULL, MATCHED
MEDIUM TREES	QTY	BOTANICAL NAME	COMMON NAME	CAL.	HT.	SPR.	REMARKS
ULM ALL	22	ULMUS PARVIFOLIA 'UPMTF'	BOSQUES LACEBARK ELM	3"	10' MIN	-	FULL, MATCHED
EVERGREEN SHRUBS	QTY	BOTANICAL NAME	COMMON NAME	HT.	SPR.	REMARKS	
ILE BUR	10	ILEX CORNUTA 'BURFORDII NANA'	DWARF BURFORD HOLLY	18"	-	-	FULL

Code Required Plant Schedule 03 Landscape Calculations and Notes 02



© 2018 CLINE DESIGN ASSOCIATES, P.A. EXPRESSLY RESERVES ITS COMMON LAW COPYRIGHT AND OTHER PROPERTY RIGHTS IN THESE PLANS. THESE PLANS ARE NOT TO BE REPRODUCED, CHANGED OR COPIED IN ANY FORM OR MANNER WHATSOEVER, NOR ARE THEY TO BE ASSIGNED TO ANY THIRD PARTY WITHOUT FIRST OBTAINING THE EXPRESSED WRITTEN PERMISSION AND CONSENT OF CLINE DESIGN ASSOCIATES, P.A.

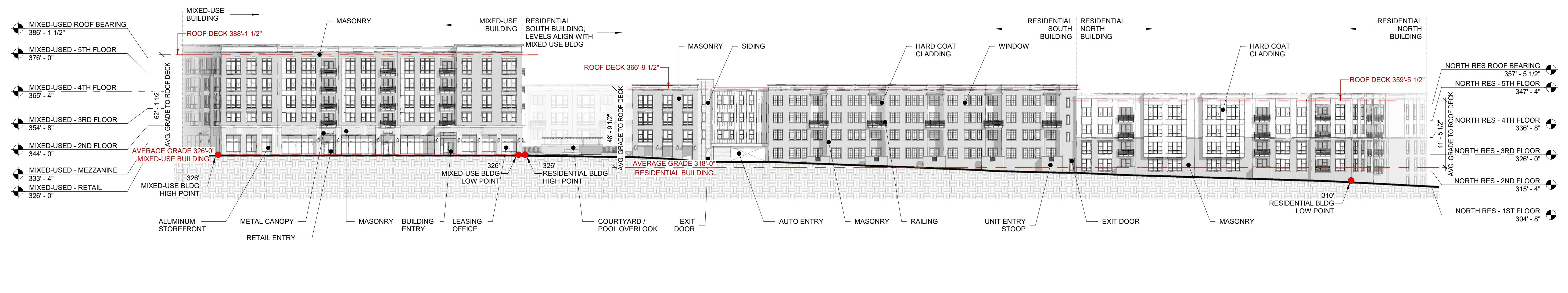
ADMINISTRATIVE  
SITE

PRELIMINARY -  
DO NOT USE  
FOR  
CONSTRUCTION

PROJECT: 017217  
DATE: 09.18.2018  
REVISIONS: DATE  
1 REVISIONS TBD

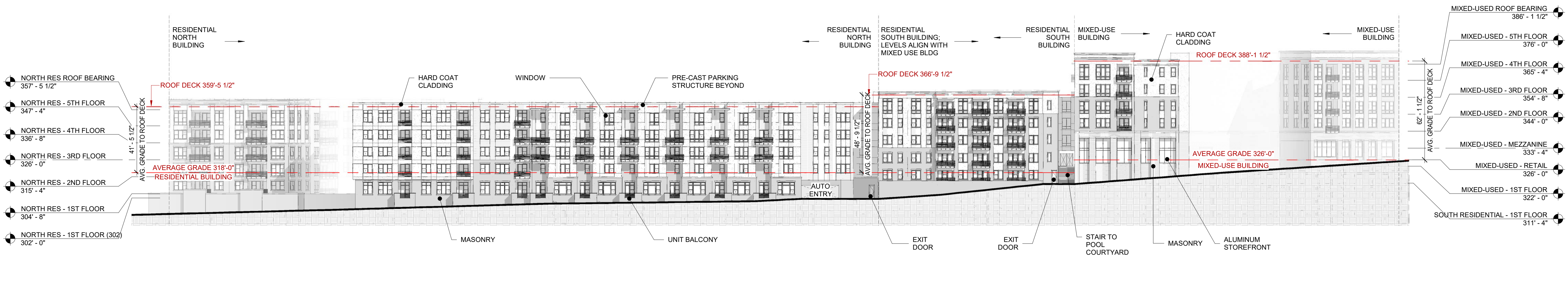
DRAWN BY: MC/DN  
CHECKED BY: BJ

OVERALL BUILDING  
EXTERIOR  
ELEVATIONS



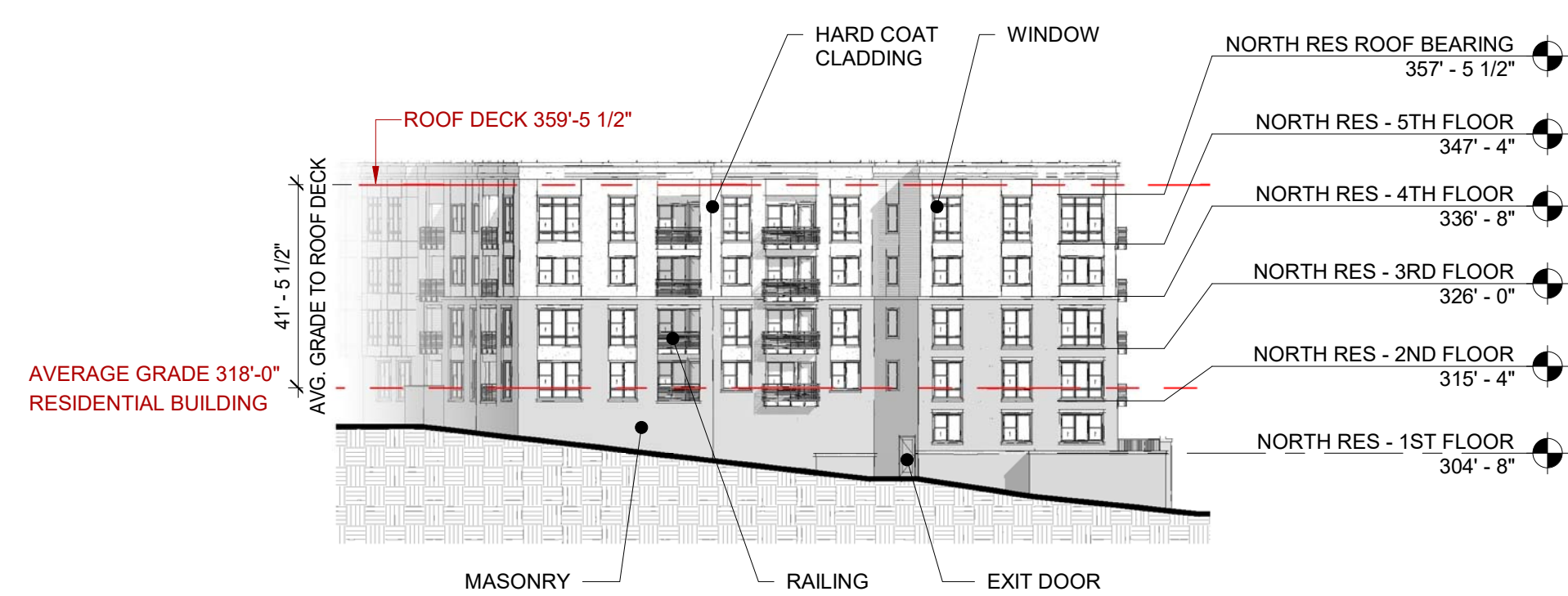
OVERALL EAST ELEVATION - EXCHANGE GLENWOOD PLACE (PRIMARY STREET) 2

1/32" = 1'-0"



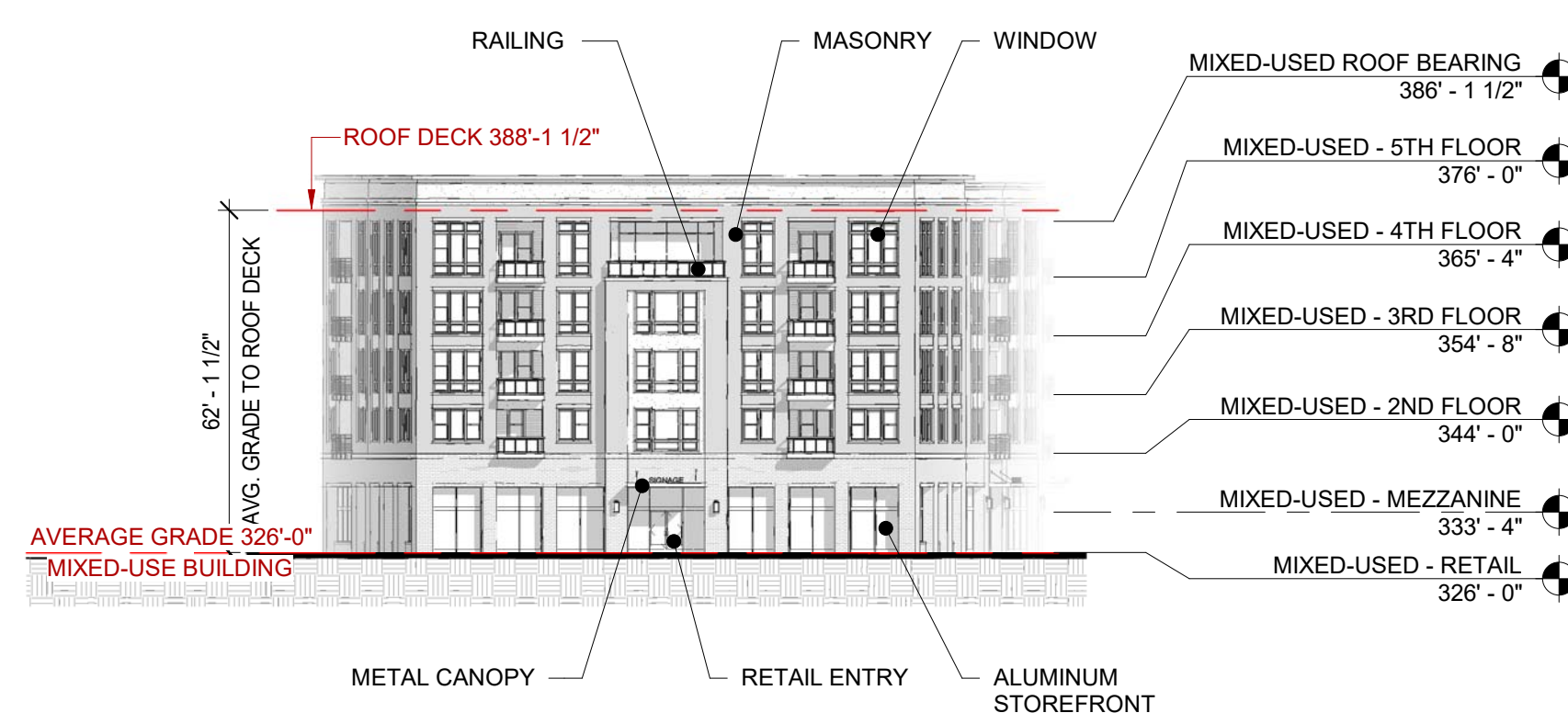
OVERALL WEST ELEVATION - NATIONAL DRIVE 1

1/32" = 1'-0"



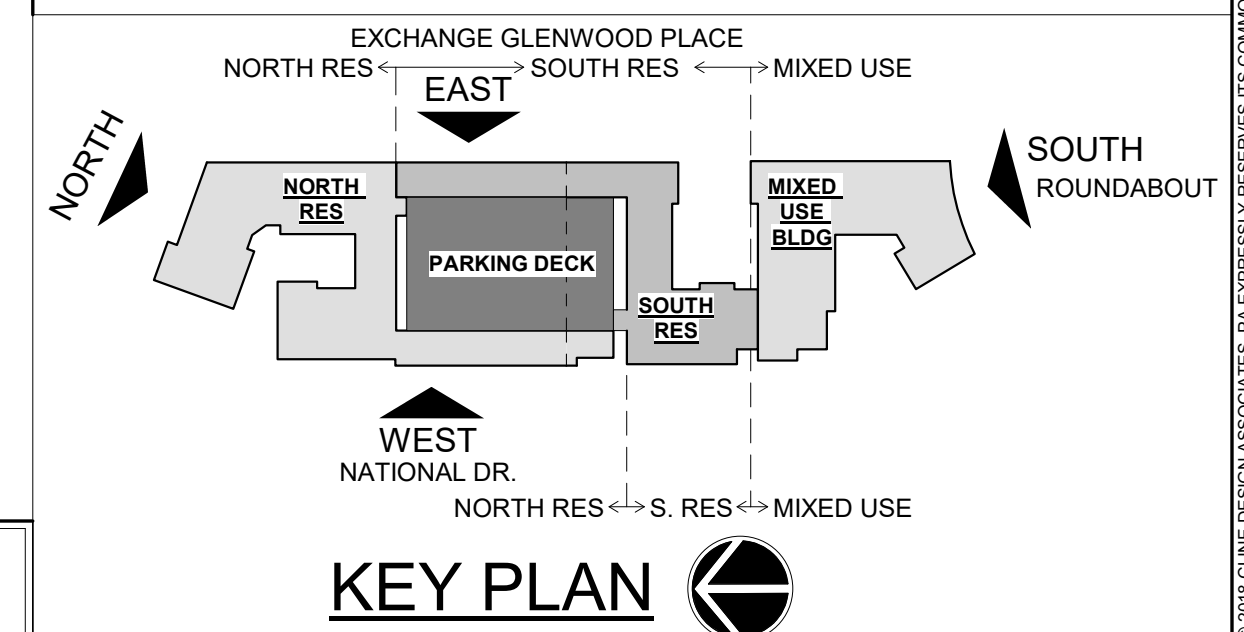
OVERALL NORTH ELEVATION 3

1/32" = 1'-0"



OVERALL SOUTH ELEVATION - ROUNDABOUT 4

1/32" = 1'-0"



KEY PLAN

© 2018 CLINE DESIGN ASSOCIATES, P.A. ALL RIGHTS RESERVED. THESE PLANS ARE NOT TO BE REPRODUCED, CHANGED OR COPIED IN ANY FORM OR MANNER WITHOUT THE WRITTEN PERMISSION AND CONSENT OF CLINE DESIGN ASSOCIATES, P.A.

ADMINISTRATIVE  
SITE

PRELIMINARY -  
DO NOT USE  
FOR  
CONSTRUCTION

PROJECT: 017217  
DATE: 09.18.2018  
REVISIONS: DATE  
1 REVISIONS TBD

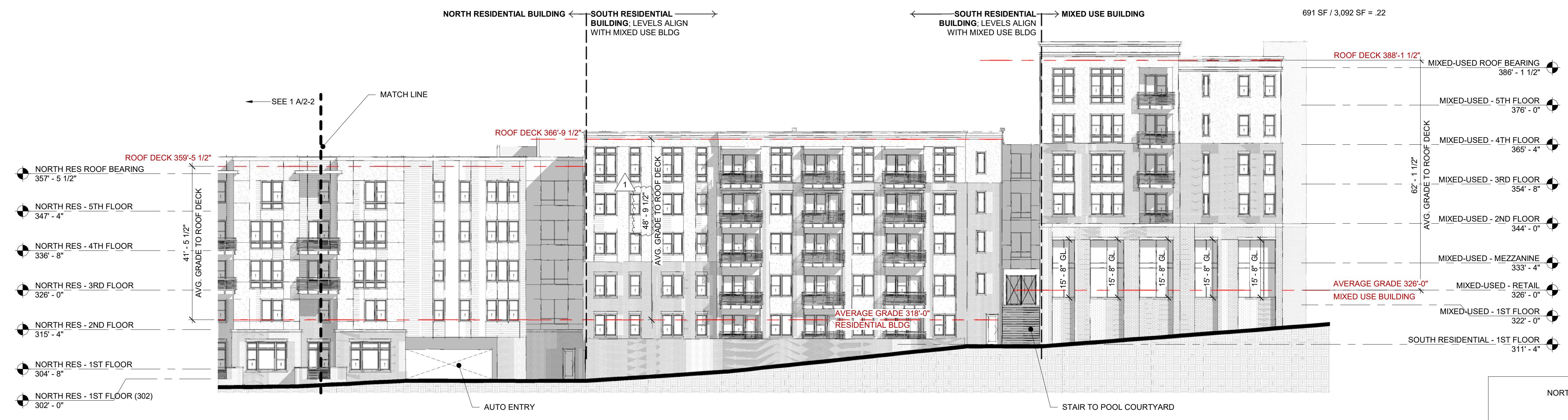
DRAWN BY: MC/DN  
CHECKED BY: BJ

ADMIN. SITE WEST  
ELEVATION  
DIAGRAMS

**UPPER LEVEL TRANSPARENCY**

REQUIRED - 15%  
PROVIDED - 22%

OVERALL 3,092 SF  
OPENINGS 691 SF  
691 SF / 3,092 SF = .22



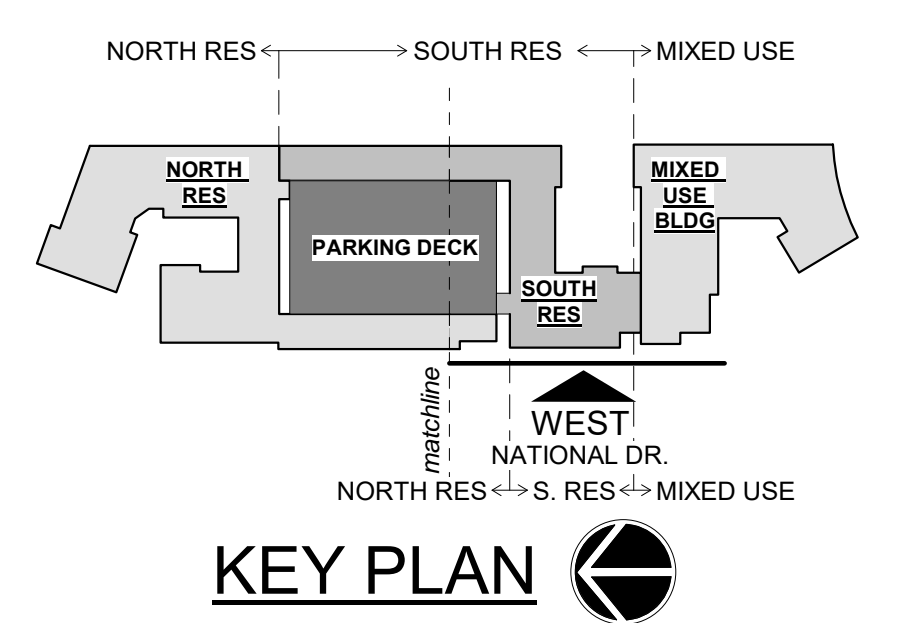
**TRANSPARENCY RESIDENTIAL USE**

REQUIRED - 15%  
PROVIDED - 25%  
OVERALL 27,250 SF  
OPENINGS 6,756 SF  
6,756 SF / 27,250 SF = .25

**LOWER LEVEL TRANSPARENCY NON-RESIDENTIAL USE**

REQUIRED - 20%  
PROVIDED - 32%  
OVERALL 1,980 SF  
OPENINGS 633 SF  
633 SF / 1,980 SF = .32  
GROUND STORY (FIRST FULL LEVEL ABOVE GRADE)  
13'-0" REQUIRED, 18'-0" PROVIDED

**WEST PARTIAL ELEVATION - SOUTH SIDE** 2  
1/16" = 1'-0"



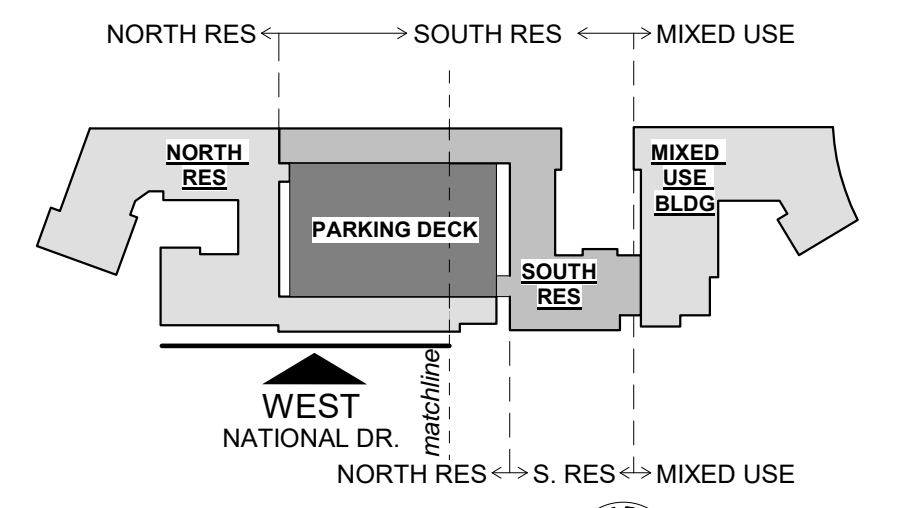
**KEY PLAN**



**TRANSPARENCY RESIDENTIAL USE**

REQUIRED - 15%  
PROVIDED - 25%  
OVERALL 27,250 SF  
OPENINGS 6,756 SF  
6,756 SF / 27,250 SF = .25

**WEST PARTIAL ELEVATION - NORTH SIDE** 1  
1/16" = 1'-0"



**KEY PLAN**

© 2018 CLINE DESIGN ASSOCIATES, PA. EXPRESSLY RESERVES ITS COMMON LAW COPYRIGHT AND OTHER PROPERTY RIGHTS IN THESE PLANS. THESE PLANS ARE NOT TO BE REPRODUCED, CHANGED OR COPIED IN ANY FORM OR MANNER WHATSOEVER, NOR ARE THEY TO BE ASSIGNED TO ANY THIRD PARTY WITHOUT FIRST OBTAINING THE EXPRESSED WRITTEN PERMISSION AND CONSENT OF CLINE DESIGN ASSOCIATES, PA.

### UPPER LEVEL TRANSPARENCY

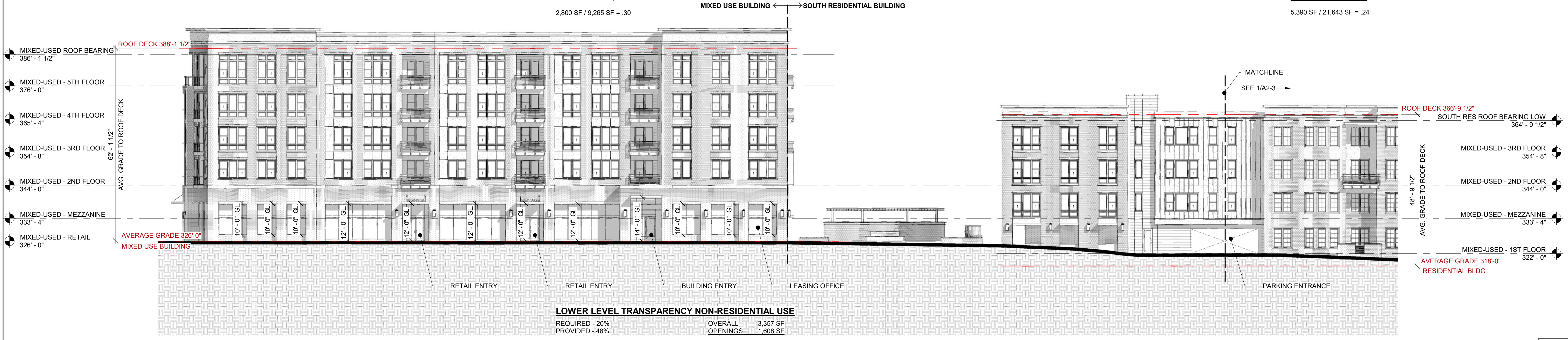
REQUIRED - 15%  
PROVIDED - 30%

OVERALL 9,265 SF  
OPENINGS 2,800 SF  
2,800 SF / 9,265 SF = .30

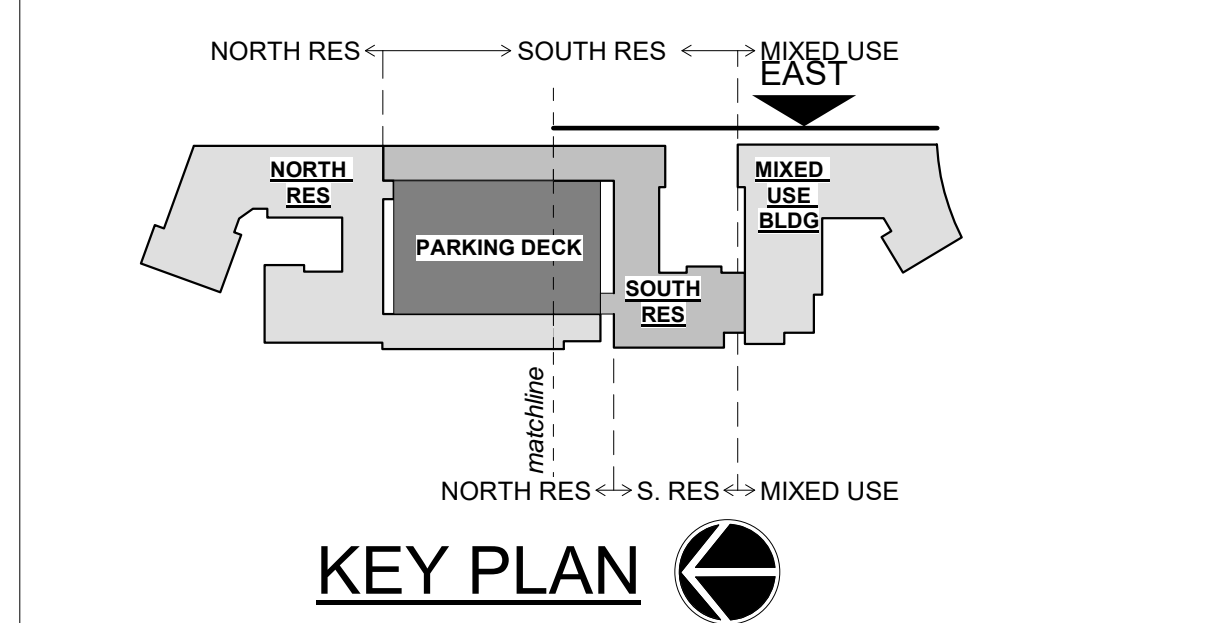
### TRANSPARENCY RESIDENTIAL USE

REQUIRED - 15%  
PROVIDED - 24%

OVERALL 21,643 SF  
OPENINGS 5,390 SF  
5,390 SF / 21,643 SF = .24



EAST PARTIAL ELEVATION - SOUTH SIDE 2  
1/16" = 1'-0"

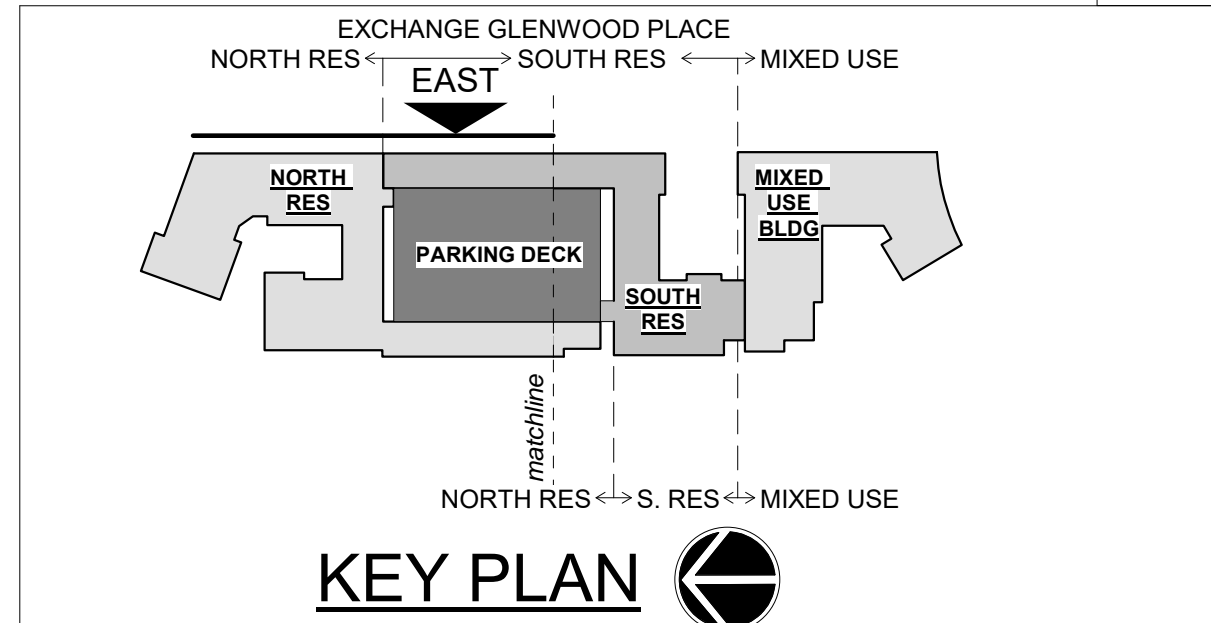


### TRANSPARENCY RESIDENTIAL USE

REQUIRED - 15%  
PROVIDED - 24%

OVERALL 21,643 SF  
OPENINGS 5,390 SF  
5,390 SF / 21,643 SF = .24

EAST PARTIAL ELEVATION - NORTH SIDE 1  
1/16" = 1'-0"



NOTE:  
FOR PURPOSES OF CALCULATING HEIGHT, IT IS ASSUMED THAT EITHER NATIONAL DRIVE AND/OR EXCHANGE GLENWOOD PLACE IS DETERMINED TO BE THE PRIMARY STREET. THE MORE RESTRICTIVE OF THE TWO WILL GOVERN



ADMINISTRATIVE  
SITE

PRELIMINARY -  
DO NOT USE  
FOR  
CONSTRUCTION

PROJECT: 017217  
DATE: 09.18.2018  
REVISIONS: DATE

DRAWN BY: MC/DN  
CHECKED BY: BJ

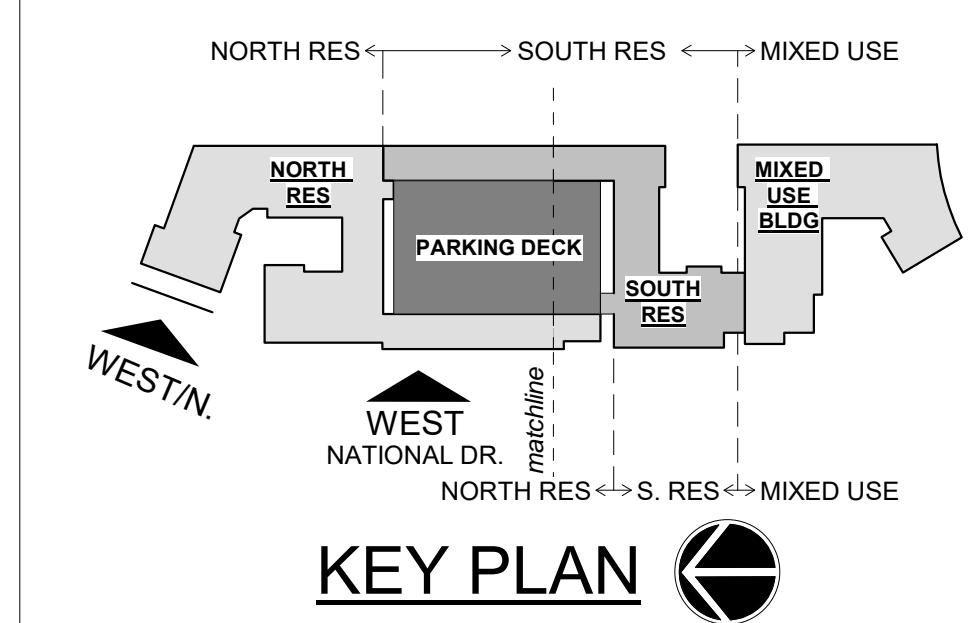
ADMIN. SITE NORTH  
AND SOUTH  
ELEVATION  
DIAGRAMS



**TRANSPARENCY RESIDENTIAL USE**

REQUIRED - 15%	OVERALL 5,836 SF
PROVIDED - 20%	OPENINGS 1,159 SF
	1,159 SF / 5,836 SF = .20

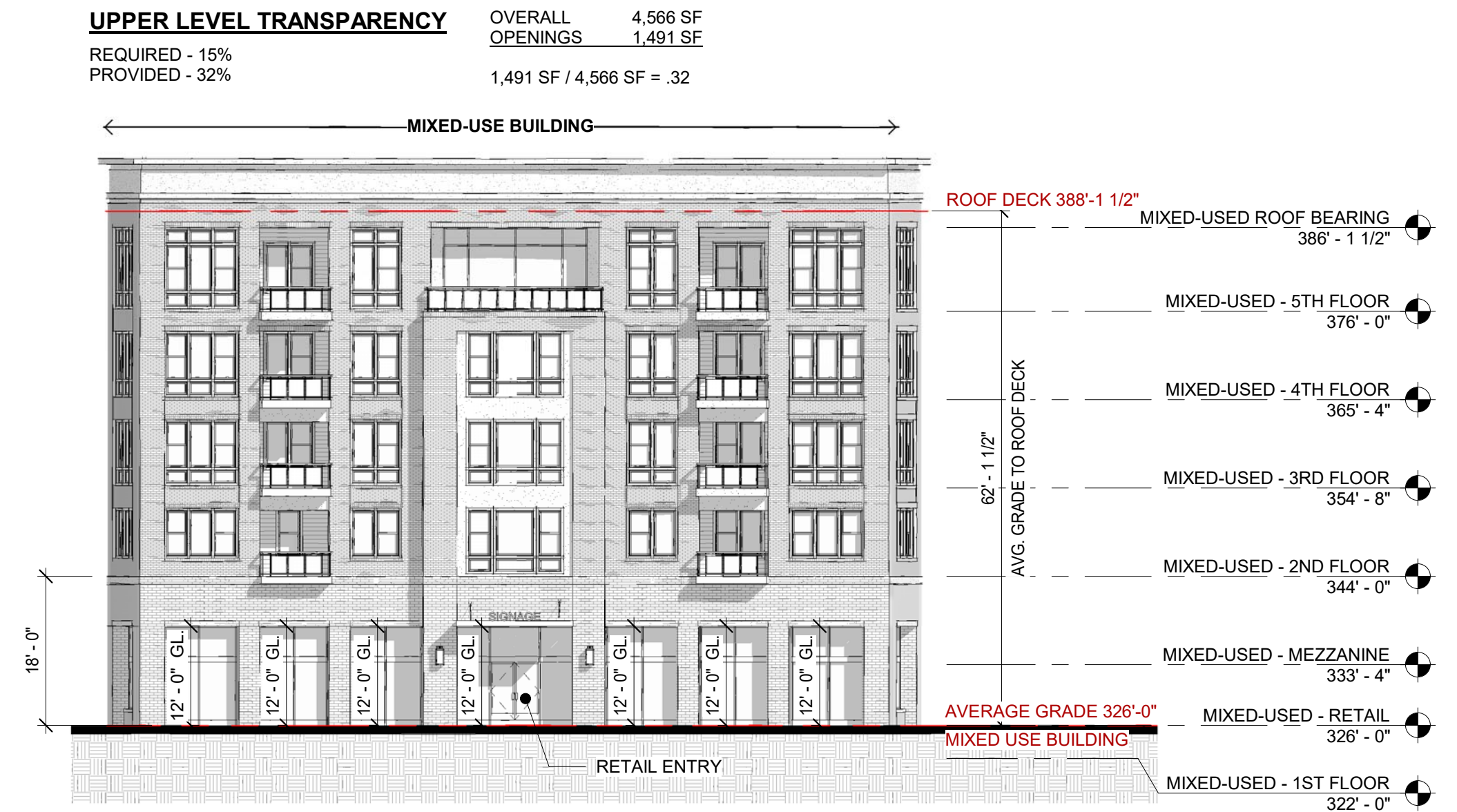
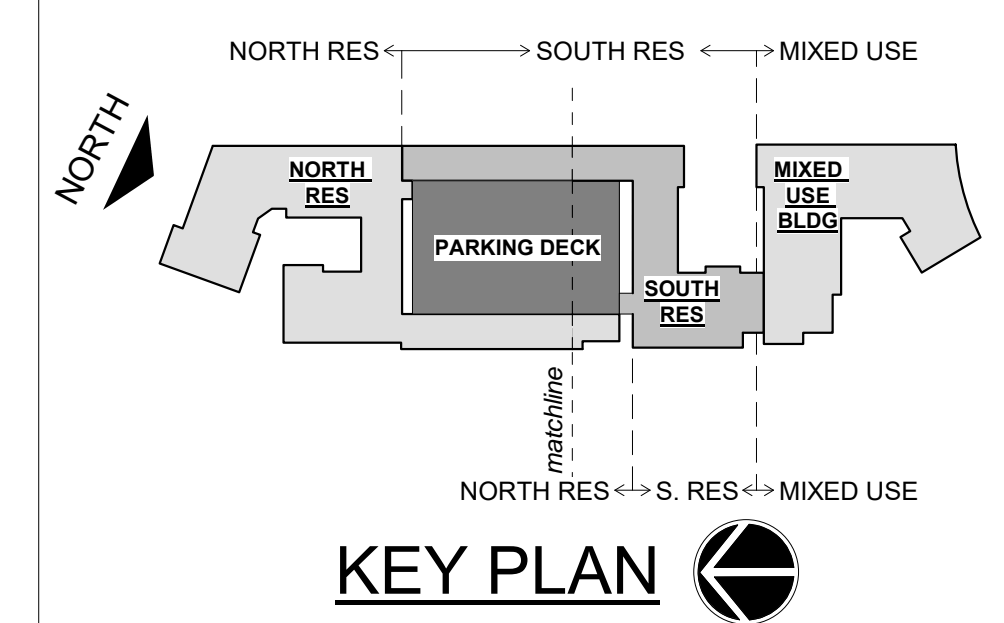
**WEST ELEVATION - NORTH SIDE** 3  
1/16" = 1'-0"



**TRANSPARENCY RESIDENTIAL USE**

REQUIRED - 15%	OVERALL 7,759 SF
PROVIDED - 25%	OPENINGS 1,933 SF
	1,933 SF / 7,759 SF = .25

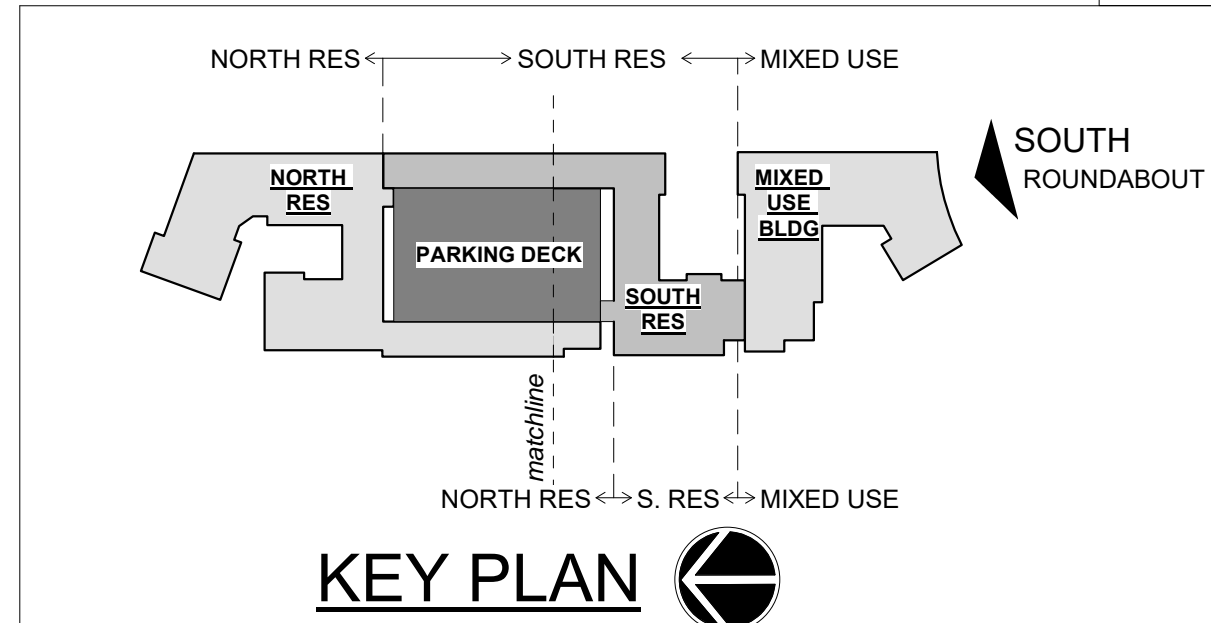
**NORTH ELEVATION** 2  
1/16" = 1'-0"



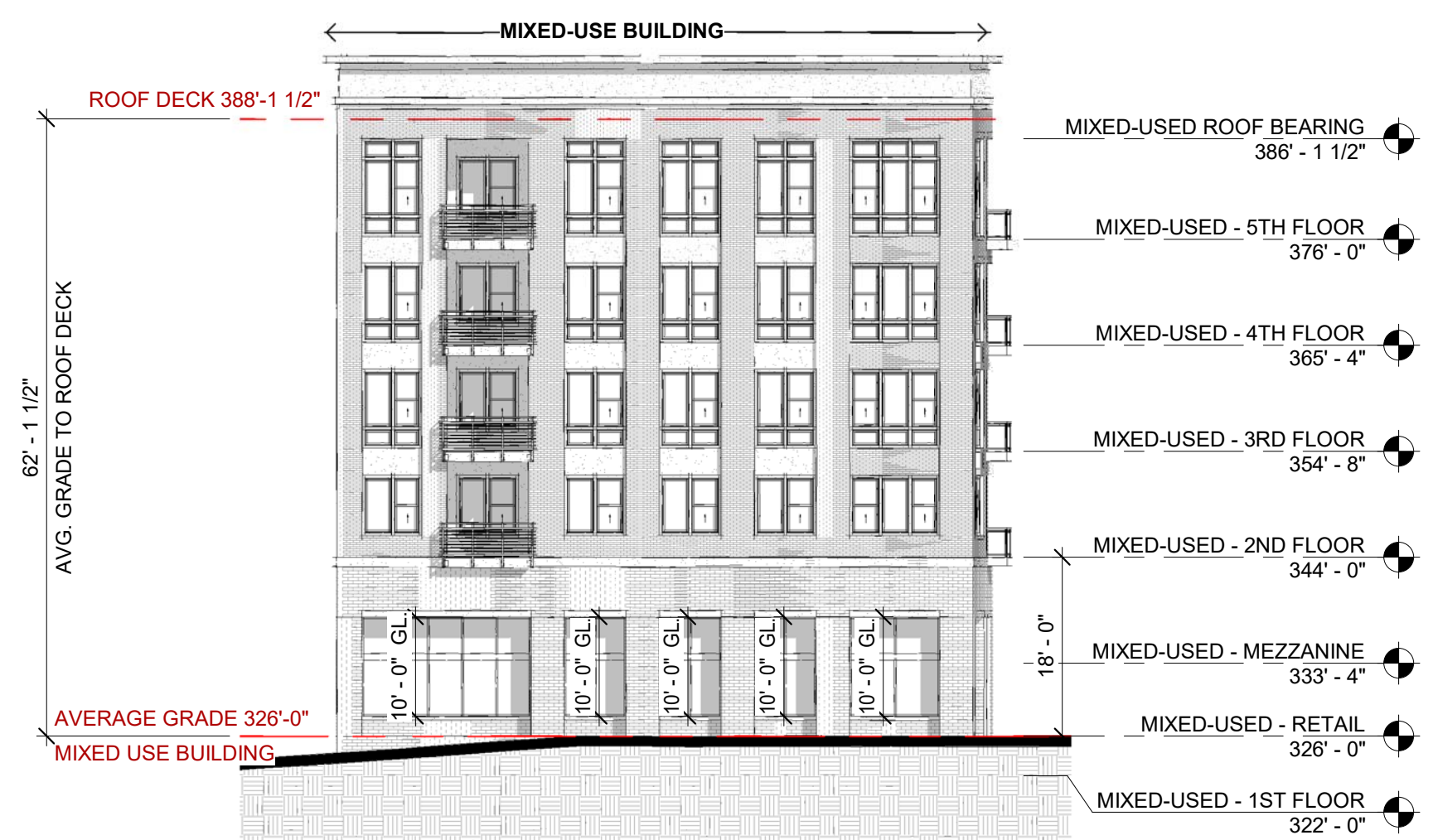
**LOWER LEVEL TRANSPARENCY NON-RESIDENTIAL USE**

REQUIRED - 20%	OVERALL 1,628 SF
PROVIDED - 48%	OPENINGS 780 SF
	780 SF / 1,628 SF = .48

**SOUTH ELEVATION** 1  
1/16" = 1'-0"



NOTE:  
FOR PURPOSES OF CALCULATING HEIGHT, IT IS ASSUMED THAT EITHER NATIONAL DRIVE AND/OR EXCHANGE GLENWOOD PLACE IS DETERMINED TO BE THE PRIMARY STREET. THE MORE RESTRICTIVE OF THE TWO WILL GOVERN



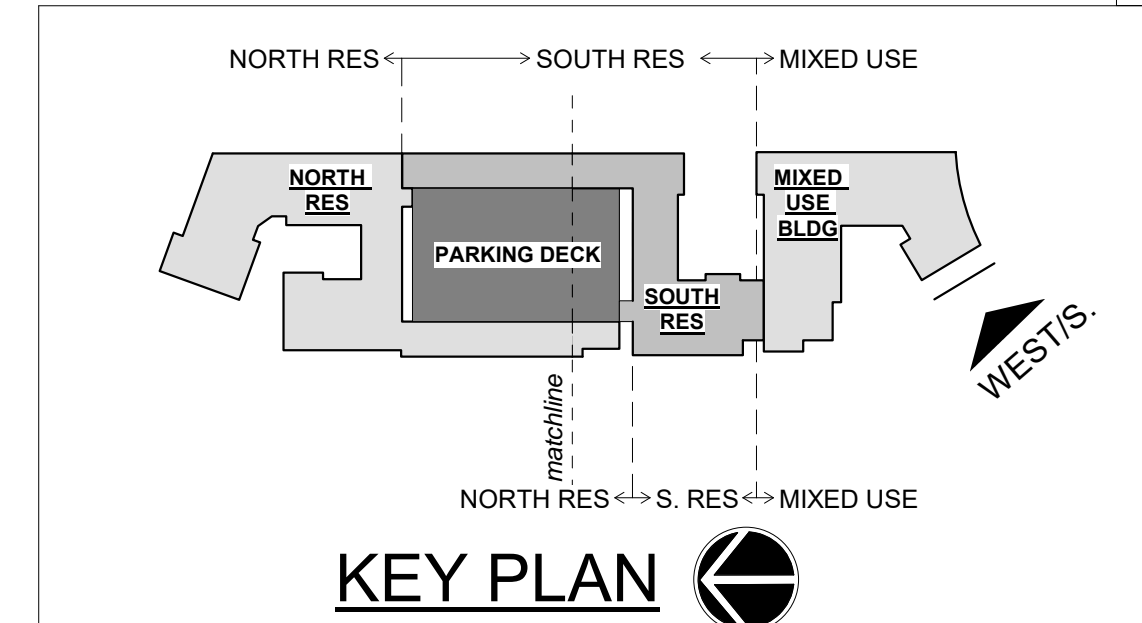
**UPPER LEVEL TRANSPARENCY**

REQUIRED - 15%	OVERALL 3,234 SF
PROVIDED - 32%	OPENINGS 1,041 SF
	1,041 SF / 3,234 SF = .32

**LOWER LEVEL TRANSPARENCY NON-RESIDENTIAL USE**

REQUIRED - 20%	OVERALL 1,238 SF
PROVIDED - 36%	OPENINGS 450 SF
	450 SF / 1,238 SF = .36

**WEST ELEVATION - SOUTH SIDE** 4  
1/16" = 1'-0"



© 2018 CLINE DESIGN ASSOCIATES, P.A. ALL RIGHTS RESERVED. THESE PLANS ARE NOT TO BE REPRODUCED, CHANGED OR COPIED IN ANY FORM OR MANNER WITHOUT THE WRITTEN PERMISSION AND CONSENT OF CLINE DESIGN ASSOCIATES, P.A.