

Appearance Commission

Design Alternate Application

The purpose of this request is to seek a Design Alternate from the Appearance Commission. 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 on the applicable standard, as outlined in Sec. 10.2.18 of the UDO. **A preliminary subdivision plan, plot plan, or site plan must be submitted to Development Services prior to the submittal of a Design Alternate Application.**

PROJECT	Project Information		
	Project Name		Case Number
	PIN Number		Zoning District
	Property Address		
	City	State	ZIP
	Project Applicant Information		
	Name		Email
	Address		City
	State	Zip Code	Phone
	OWNER	Property Owner Information	
Name		Email	
Address		City	
State		Zip Code	Phone
Attorney Information			
ATTORNEY	Name		Email
	Address		City
	State	Zip Code	Phone
	REQUEST		
REQUEST	I am seeking a Design Alternate from the requirements set forth in the following:		
	UDO Article 8.3.2, 8.3.4, 8.3.5		See page 2 for findings
	UDO Article 8.4, 8.5, Raleigh Street Design Manual		See page 3 for findings

CHECKLIST	
Signed Design Alternate Application	Included
Page(s) addressing required findings	Included
Plan(s) and support documentation	Included
Notary page filled out by owner	Included
Stamped and addressed envelopes; corresponding mailing list per UDO Sec. 10.2.1.C.1.	Included
Fee - \$211.00	Included

UDO Section 8.3.2, 8.3.4, 8.3.5

Design Alternate Findings

The Appearance Commission may in accordance with Sec. 10.2.18.D approve a design alternate, subject to all of the following findings.

For design alternates related to block perimeter, please provide the exact linear footage and exhibit/depiction of the existing or proposed block.

1. The approved Design Alternate meets the intent of Sections 8.3.2, 8.3.4, and 8.3.5

2. The approved Design Alternate does not increase congestion or compromise safety;

3. The approved Design Alternate does not conflict with an approved or built roadway construction project adjacent to or in the vicinity of the site (no Design Alternate shall be approved when the City Council has authorized a roadway design project in the vicinity, where the roadway design has not yet been finalized); and

4. The Design Adjustment is deemed reasonable due to one or more of the following:
 - a. Given the existing physical environment, compliance is not physically feasible;

 - b. Compliance would not meaningfully improve connectivity;

 - c. Compliance is not compatible with adjacent uses[s]; or

 - d. The burden of compliance is not reasonable given the size of the site or the intensity of the development.

UDO Articles 8.4, 8.5 and RALEIGH STREET DESIGN MANUAL

Design Alternate Findings

The Appearance Commission may in accordance with Sec. 10.2.18.E approve a design alternate, subject to all of the following findings.

For design alternates related to block perimeter, please provide the exact linear footage and exhibit/depiction of the existing or proposed block.

1. The approved Design Alternate meets the intent of Articles 8.4 and 8.5 or the Raleigh Street Design Manual (if applicable);
2. The approved Design Alternate does not increase congestion or compromise safety;
3. The approved Design Alternate does not create additional maintenance responsibilities for the City;
4. The approved Design Alternate has been designed and certified by a Professional Engineer, or such other Design Professional licensed to design, seal, and certify the alternate;
5. The approved Design Alternate will not adversely impact stormwater collection and conveyance; and
6. The Design Alternate is deemed reasonable due to one or more of the following:
 - a. Given the existing physical environment, including but not limited to the following, compliance is not physically feasible:
 - i. An existing building would impede roadway expansion; or
 - ii. Transitioning from a different street section; or
 - b. The burden of compliance is not reasonable given the size of the site or intensity of the development.

City of Raleigh, NC Appearance Commission Application Instructions



PRE-APPLICATION MEETING

A pre-application meeting with City staff is required **prior to** the submittal of a Design Alternate Application. Please contact the Transportation Reviewer assigned to your Development Plan Application to schedule a Pre-application meeting. For general questions regarding the process to seek a Design Alternate, please contact Daniel.king@raleighnc.gov.

FILING FEE: \$211.00

SUBMITTAL REQUIREMENTS

Design Alternate Applications can be downloaded from City's official website [Design Alternate Process](#). An application will not be considered complete until **ALL** the following items have been submitted:

1. Payment of filing fee - All applications must be paid via check made out to the "City of Raleigh";
2. The most current version of your Development Plan highlighting the Design Alternates requested must be included with your application. If the Development Plan is amended, you must update the Design Alternate Application to include a copy of the most recent version of the Development Plan **no later than 15 business days prior to the evidentiary hearing on your Application.**
3. A list that includes the names and mailing addresses of the following: (1) owner(s) of the subject property included in the Application and (2) the owners of all property within 100 feet on all sides of the Subject Property, all as listed in the Wake County tax records at the time of submittal. Applicants may utilize the Label Creator tool located on the City's webpage <https://raleighnc.gov/board-adjustment>;
4. One (1) original hard copy of the signed and notarized Certification of Owner(s) or Applicant(s); and
5. Stamped (first class) and labeled envelopes addressed to the owner(s) of the Subject Property and the owners of all property within 100 feet on all sides of the Subject Property as noted on the required list. It is requested that the envelopes be self-sealing (peel and stick) and labeled with the following return address: Department of Planning and Development, City of Raleigh, P.O. Box 590, Raleigh, NC 27602-0590

**** Notarized Certification of Owner(s) or Applicant(s) and Stamped and Addressed Envelopes MUST be submitted by the filing deadline ****

FILING DEADLINES

Complete applications must be filed minimum a of 60 days prior to the date the Appearance Commission conducts the evidentiary hearing on the application. If the Development Plan is amended, you must update the Design Alternate Application to include a copy of the most recent version of the Development Plan no later than 15 business days prior to the evidentiary hearing on the application.

PUBLIC HEARING REQUIREMENT

The Raleigh Appearance Commission conducts evidentiary hearings on requests for Design Alternates. The Appearance Commission considers the application and the sworn testimony, and other relevant written and/or illustrative evidence entered into the record at the evidentiary hearing on the application.

Notification of the public hearing will take place by each of the following methods:

- **By Mail** – City Staff will prepare and mail a written notice to the owner(s) of the property (the “Subject Property”) included in the Design Alternate Application and the owners of all property within 100 feet on all sides of the Subject Property. This notice will be postmarked not more than 25 calendar days and no less than 10 calendar days prior to the date of the evidentiary hearing.
- **By Web** - Notice will be posted on the City’s official website no less than 10 calendar days prior to the date of the evidentiary hearing.
- **On-Site** - Notice will also be posted by City staff on the Subject Property at least 10 days prior to the date of the evidentiary hearing. ***NOTICE TO APPLICANT - The applicant must retrieve the posted sign the morning of the evidentiary hearing and return it to the City either at the evidentiary hearing or within three (3) business days following the evidentiary hearing or they will be charged \$45.00.***

QUASI-JUDICIAL EVIDENTIARY HEARING

You or your legal representative are **required** to attend and present your case before the Appearance Commission. The Appearance Commission will consider the application, any other relevant written and/or illustrative evidence entered into the record, including the Staff Report, and any sworn testimony, all at an evidentiary hearing. After the evidentiary hearing, the Appearance Commission will vote to approve, approve with conditions, or deny the application.

Appearance Commission meetings are typically held the 1st and 3rd Monday of each month in the City Council Chamber, Room 201 of the Raleigh Municipal Building located at 222 W. Hargett Street. Meetings begin at 4:30 p.m. unless otherwise specified.

The Appearance Commission conducts evidentiary hearings on Design Alternate Applications at its meeting on the 1st Thursday of each month.

The Appearance Commission conducts an evidentiary hearing and makes its decision based on the written and oral evidence in the record. Members of the Appearance Commission must refrain from *ex parte* communications (communications outside of the hearing itself) regarding upcoming or ongoing cases including the applicant and other members of the Appearance Commission. All testimony before the Appearance Commission must be “sworn” testimony; therefore, all persons wishing to speak on the matter must be sworn in

All applicants are advised to have an attorney represent them as this is a legal proceeding. Applicants that are entities, including governmental entities, corporations, LLCs, LLPs and Partnerships must be represented by an attorney. Engineers, architects, real estate agents, planners and other non-attorneys may only appear as witnesses; they may not appear on behalf of an applicant or those opposed to an application in a representative capacity. In addition, only an expert can testify regarding matters that require expert testimony such as impacts of proposed activities on property values, traffic, or stormwater runoff. Individuals opposed to an application may appear and represent themselves at the hearing (entities opposing an application, however, must be represented by an attorney as explained above).

ADDITIONAL INFORMATION:

The aforementioned is provided for informational purposes only. For further information, applicants are advised to consult the appropriate sections of the North Carolina General Statutes, the City Code, and the City’s Unified Development Ordinance (“UDO”).

For further information on the quasi-judicial hearing process, please review “A Citizen’s Guide to Evidentiary Hearings” available on the City’s website here:

<https://cityofraleigh0drupal.blob.core.usgovcloudapi.net/drupal-prod/COR14/EvidentiaryHearing.pdf>

NOTARIZED CERTIFICATION OF OWNER(S)

Owner Information

Name(s)	Seaboard II LLC
Mailing Address	760 Maine Ave SW, Washington, DC 20024
Telephone	(703) 967-8377
Fax	N/A
Email	rsteward@hoffman-dev.com
Project PIN/Address	1704 62 7406 / 10 W. Franklin Street

I, Robert Steward, the undersigned, being first duly sworn, depose and say that I voluntarily submitted this Design Alternate Application to the City of Raleigh; that I am the owner(s) of the property described and which is the subject matter of this Application; that all answers to the questions in this application, and all plot plan(s), sketches, data and other supplementary information attached to this application are honest and true to the best of my knowledge and belief. Submission of an incomplete or incorrect application may result in a delay in processing or the rejection of my application.

[NOTE: If the owner is a corporation, this must be signed by an authorized corporate officer; If the owner is a partnership, this must be signed by a general partner; If the owner is a limited liability company, this must be signed by the Manager for a manager managed LLC, or all the members for a member managed LLC.] For multiple owners, attach additional Notarized Certification of Owner(s) pages.

Date: 6/4/21


Signature


STATE OF NORTH CAROLINA

Wake COUNTY

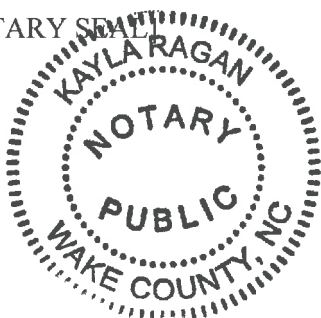
I certify that the following person(s) personally appeared before me this day, each acknowledging to me that he or she signed the foregoing application for the purpose stated therein and in the capacity indicated:

owner

Date: 6.4.2021


Official Signature of Notary

[NOTARY SEAL]



Kayla Ragan, Notary Public
Notary's Printed or Typed Name

My Commission expires: 12.8.2023

Attachment A

Request Summary: Relief is requested from the following requirements:

(A) With respect to Franklin Street, (i) a 20' design alternate to the required 73' right of way width set forth in Section 8.4.5 of the Unified Development Ordinance; (ii) A 1' design alternate to the required 12' travel lane width set forth in Section 8.4.5 of the Unified Development Ordinance, (iii) a 2' design alternate to the required 10' sidewalk width set forth in Sections 8.4.5 and 8.5.2 of the Unified Development Ordinance; and (iv) a design alternate to replace the required parallel parking area as set forth in Section 8.4.5 of the Unified Development Ordinance along the south side of the street with a curb extension for a maximum of 114 linear feet (B) With respect to Seaboard Avenue, (i) a 2' design alternate to the required 12' travel lane width set forth in Section 8.4.5 of the Unified Development Ordinance; (iii) a 0.5' design alternate to the required 8.5' parallel parking lane width set forth in Section 8.4.5.D of the Unified Development Ordinance; (iv) a design alternate to permit placement of street trees within tree lawns rather than in tree grates as set forth in Section 8.4.5. and 8.5.2 of the Unified Development Ordinance; (v) a 2' design alternate to the required 6' planting area set forth in Section 8.4.5 and 8.5.2 of the Unified Development Ordinance; (vi) a 2.5' design alternate to the required 20.5' ½ section back-of-curb to back-of-curb as set forth in Section 8.4.5 of the Unified Development Ordinance; and (vii) a 6.5' design alternate to the required 36.5' ½ section right of way width as set forth in Section 8.4.5 of the Unified Development Ordinance in order to construct a mixed-use building on the subject property.

Req. #	Block(s) Affected	UDO Section(s)	Street	Requirement	Request	Difference
1	C	8.4.5	Franklin Street	ROW width: 73'	53' ROW	20'
Design Alternate Standards – 8.4				Responses		
A	The requested design alternate meets the intent of Article 8.4 and 8.5 or the Raleigh Street Design Manual (if applicable)			<p>One intent of the Article is to provide adequate travel lanes for vehicles, cyclists and pedestrians, and each of these facilities will be provided under the proposed design alternate, while addressing the following constraints:</p> <p>(i) the horizontal geometry (curvature) of Franklin Street is not in compliance with city standards and can be improved through realignment, (ii) that realignment, together with full compliance with the applicable standards, would conflict with an existing building on the north side of Franklin Street, and (iii) the same roadway section has been approved for the block immediately to the east of this site, so the request represents a minor extension of that section to maintain continuity.</p>		
B	The requested design alternate does not increase congestion or compromise safety			Given the multiple access points to this area of downtown, the low speed of travel, the short block length, and the maintenance of two-way travel lanes, congestion will not be increased, nor safety compromised in the area.		
C	The requested design alternate does not create additional maintenance responsibilities for the City			Reduction of the right of way width will reduce the City's maintenance responsibilities along this public street.		
D	The requested design alternate has been designed and certified by a Professional Engineer			The requested design alternate has been designed and certified by a Professional Engineer.		
E	The requested design alternate will not adversely impact Stormwater collection and conveyance			The requested design alternate reduces stormwater runoff from the right of way and will otherwise meet all stormwater collection and conveyance standards required under City codes.		
F	The design alternate is deemed reasonable due to one or more of the following:			The existing Franklin Street is a non-standard street type and does not conform to requirements for horizontal geometry. The proposed alignment of Franklin Street conforms to City of Raleigh horizontal geometry requirements by relaxing the		

<p>a. Given the existing physical environment, including but not limited to the following, compliance is not physically feasible:</p> <ol style="list-style-type: none"> 1. An existing building would impede roadway expansion; or 2. Transitioning from a different street section; or <p>b. The burden of compliance is not reasonable given the size of the site or intensity of the development</p>	<p>turning radius along the curve of Franklin Street. Additionally, an identical street section has been approved for the block of Franklin Street immediately to the east.</p>
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Req. #	Block(s) Affected	UDO Section(s)	Street	Requirement	Request	Difference
2	C	8.4.5	Franklin Street	Travel lane width: 12'	11' width	1'
Design Alternate Standards – 8.4				Responses		
A	The requested design alternate meets the intent of Article 8.4 and 8.5 or the Raleigh Street Design Manual (if applicable)			One intent of the Article is to provide adequate travel lanes for vehicles, cyclists and pedestrians, and each of these facilities will be provided under the proposed design alternate.		
B	The requested design alternate does not increase congestion or compromise safety			Given the multiple access points to this area of downtown, the low speed of travel, the short block length, and the maintenance of two-way travel lanes, congestion will not be increased, nor safety compromised in the area.		
C	The requested design alternate does not create additional maintenance responsibilities for the City			The requested design alternate will have no material impact on City maintenance responsibilities.		
D	The requested design alternate has been designed and certified by a Professional Engineer			The requested design alternate has been designed and certified by a Professional Engineer.		
E	The requested design alternate will not adversely impact Stormwater collection and conveyance			The requested design alternate will not impact stormwater collection, and stormwater standards for development of the site shall be met or exceeded.		
F	<p>The design alternate is deemed reasonable due to one or more of the following:</p> <p>a. Given the existing physical environment, including but not limited to the following, compliance is not physically feasible:</p> <ol style="list-style-type: none"> 1. An existing building would impede roadway expansion; or 2. Transitioning from a different street section; or <p>b. The burden of compliance is not reasonable given the size of the site or intensity of the development</p>			<p>The existing Franklin Street is a non-standard street type, and its horizontal geometry does not meet city design speed standards. The improved curvature of the roadway will address this issue while accommodating the existing building on the north side of Franklin Street, necessitating a narrower overall section. Additionally, an identical street section has been approved for the block of Franklin Street immediately to the east.</p>		

Req. #	Block(s) Affected	UDO Section(s)	Street	Requirement	Request	Difference
3	C	8.4.5	Franklin Street	Parallel parking area along curb	Replace a portion of the parallel parking area with a curb extension; maximum length of 114' along curb unavailable for parallel parking.	Approx. 3 on-street parking spaces
Design Alternate Standards – 8.4				Responses		
A	The requested design alternate meets the intent of Article 8.4 and 8.5 or the Raleigh Street Design Manual (if applicable)			The proposed design alternate will not impact the travel lanes for vehicles, cyclists and pedestrians, and the active use of the space for pedestrians rather than parked vehicles is a design element reflecting the character of this mixed-use, urban area of downtown.		
B	The requested design alternate does not increase congestion or compromise safety			Fewer parallel parking spaces will reduce the congestion associated with the stacking of cars behind a parallel parking driver and will increase safety in the area by increasing the protected pedestrian area.		
C	The requested design alternate does not create additional maintenance responsibilities for the City			The requested design alternate will have no material impact on City maintenance responsibilities.		
D	The requested design alternate has been designed and certified by a Professional Engineer			The requested design alternate has been designed and certified by a Professional Engineer.		
E	The requested design alternate will not adversely impact Stormwater collection and conveyance			The requested design alternate will not impact stormwater collection, and stormwater standards for development of the site shall be met or exceeded.		
F	<p>The design alternate is deemed reasonable due to one or more of the following:</p> <p>a. Given the existing physical environment, including but not limited to the following,</p>			The proposed removal of on-street parking spaces would reduce turning conflicts near a complicated intersection.		

	<p>compliance is not physically feasible:</p> <ol style="list-style-type: none"> 1. An existing building would impede roadway expansion; or 2. Transitioning from a different street section; or <p>b. The burden of compliance is not reasonable given the size of the site or intensity of the development</p>	
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Req. #	Block(s) Affected	UDO Section(s)	Street	Requirement	Request	Difference
4	C	8.4.5 and 8.5.2	Franklin Street	Sidewalk width: 10'	8' sidewalk width	2'
Note: This request is an alternative in the event Request #3 is not granted. If Request #3 is granted, this request is unnecessary.						
Design Alternate Standards – 8.4 and 8.5 combined				Responses		
A	The requested design alternate meets the intent of Article 8.4 and 8.5 or the Raleigh Street Design Manual (if applicable)			The narrower overall streetscape profile is proposed in order to allow the reduced curvature of Franklin Street without interference with the existing building located on the north side of Franklin Street. The proposed ROW design was developed to adequately accommodate vehicular, bicycle, and pedestrian traffic and to apply street typologies to reflect the character and context of the site.		
B	The requested design alternate does not increase congestion or compromise safety			The proposed sidewalk, together with additional pedestrian space to be provided along the building façade, will provide sufficient space to avoid congestion and safety concerns.		
C	The requested design alternate does not create additional maintenance responsibilities for the City			The requested design alternate has no impact on City maintenance responsibilities.		
D	The requested design alternate has been designed and certified by a Professional Engineer			The requested design alternate has been designed and certified by a Professional Engineer.		
E	The requested design alternate will not adversely impact Stormwater collection and conveyance			The requested design alternate will not impact stormwater collection, and stormwater standards for development of the site shall be met or exceeded.		
F	<p>The design alternate is deemed reasonable due to one or more of the following:</p> <p>a. Given the existing physical environment, including but not limited to the following, compliance is not physically feasible:</p> <ol style="list-style-type: none"> 1. An existing building would impede roadway expansion; or 2. Transitioning from a different street section; or 			The existing building on the north side of Franklin Street interferes with provision of the full width roadway section while improving the horizontal geometry of Franklin Street. Additionally, an identical street section has been approved for the block of Franklin Street immediately to the east.		

	b. The burden of compliance is not reasonable given the size of the site or intensity of the development	
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Req. #	Block(s) Affected	UDO Section(s)	Street	Requirement	Request	Difference
5	C	8.4.5	Seaboard Ave	12' drive lane	10' drive lane	2'
Design Alternate Standards – 8.4 and 8.5 combined				Responses		
A	The requested design alternate meets the intent of Article 8.4 and 8.5 or the Raleigh Street Design Manual (if applicable)			One intent of the Article is to provide adequate travel lanes for vehicles, cyclists and pedestrians, and each of these facilities will be provided under the proposed design alternate.		
B	The requested design alternate does not increase congestion or compromise safety			Given the multiple access points to this area of downtown, the low speed of travel, the short block length, and the maintenance of two-way travel lanes, congestion will not be increased, nor safety compromised in the area.		
C	The requested design alternate does not create additional maintenance responsibilities for the City			The requested design alternate will have no material impact on City maintenance responsibilities.		
D	The requested design alternate has been designed and certified by a Professional Engineer			The requested design alternate has been designed and certified by a Professional Engineer.		
E	The requested design alternate will not adversely impact Stormwater collection and conveyance			The requested design alternate will not impact stormwater collection, and stormwater standards for development of the site shall be met or exceeded.		
F	<p>The design alternate is deemed reasonable due to one or more of the following:</p> <p>a. Given the existing physical environment, including but not limited to the following, compliance is not physically feasible:</p> <ol style="list-style-type: none"> 1. An existing building would impede roadway expansion; or 2. Transitioning from a different street section; or <p>b. The burden of compliance is not reasonable given the size of the site or intensity of the development</p>			An identical street section has been approved for the block of Seaboard Avenue immediately to the east, so a design alternate would continue this street section to the west.		

Req. #	Block(s) Affected	UDO Section(s)	Street	Requirement	Request	Difference
6	C	8.4.5.D	Seaboard Ave	8.5' parallel parking lane	8' parallel parking lane	0.5'
Design Alternate Standards – 8.4 and 8.5 combined				Responses		
A	The requested design alternate meets the intent of Article 8.4 and 8.5 or the Raleigh Street Design Manual (if applicable)			The proposed ROW design was developed to adequately accommodate vehicular, bicycle, and pedestrian traffic while adding to the standards for a 2-lane avenue, divided a parking lane not otherwise included in the street section specifications.		
B	The requested design alternate does not increase congestion or compromise safety			Given the multiple access points to this area of downtown, the low speed of travel, the short block length, and the maintenance of two-way travel lanes, congestion will not be increased, nor safety compromised in the area.		
C	The requested design alternate does not create additional maintenance responsibilities for the City			The requested design alternate will have no material impact on City maintenance responsibilities.		
D	The requested design alternate has been designed and certified by a Professional Engineer			The requested design alternate has been designed and certified by a Professional Engineer.		
E	The requested design alternate will not adversely impact Stormwater collection and conveyance			The requested design alternate will not impact stormwater collection, and stormwater standards for development of the site shall be met or exceeded.		
F	<p>The design alternate is deemed reasonable due to one or more of the following:</p> <p>a. Given the existing physical environment, including but not limited to the following, compliance is not physically feasible:</p> <ol style="list-style-type: none"> 1. An existing building would impede roadway expansion; or 2. Transitioning from a different street section; or <p>b. The burden of compliance is not reasonable given the size of</p>			The requested parking width has been approved for Block B and would maintain a continuous street section for this adjacent block.		

	the site or intensity of the development	
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Req. #	Block(s) Affected	UDO Section(s)	Street	Requirement	Request	Difference
7	C	8.4.5.D and 8.5.2	Seaboard Avenue	Tree grates	Tree lawns instead of tree grates in front of the residential uses proposed.	Lawn v. grates
Design Alternate Standards – 8.4 and 8.5 combined				Responses		
A	The requested design alternate meets the intent of Article 8.4 and 8.5 or the Raleigh Street Design Manual (if applicable)			One of the purposes of this Article is “to provide a palette of street typologies and design elements that reflect the character of different areas within the city.” The requested tree lawn will permit increased green space within this compact neighborhood and create a more inviting civic space, consistent with the nearby tree lawns provided along Peace Street, as demonstrated below in Figure 1, and as approved on the block immediately to the east.		
B	The requested design alternate does not increase congestion or compromise safety			The requested design alternate will have no impact on congestion or safety.		
C	The requested design alternate does not create additional maintenance responsibilities for the City			The requested design alternate will have no impact on City maintenance responsibilities, as the tree wells must be maintained by the adjoining property owner.		
D	The requested design alternate has been designed and certified by a Professional Engineer			The requested design alternate has been designed and certified by a Professional Engineer.		
E	The requested design alternate will not adversely impact Stormwater collection and conveyance			The requested design alternate will not impact stormwater collection, and stormwater standards for development of the site shall be met or exceeded.		
F	<p>The design alternate is deemed reasonable due to one or more of the following:</p> <p>a. Given the existing physical environment, including but not limited to the following, compliance is not physically feasible:</p>			An identical street section has been approved for the block of Seaboard Avenue immediately to the east, so a design alternate would continue this street section to the west and fulfill the need for increased green space within the project.		

<p>1. An existing building would impede roadway expansion; or</p> <p>2. Transitioning from a different street section; or</p> <p>b. The burden of compliance is not reasonable given the size of the site or intensity of the development</p>	
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Figure 1



Req. #	Block(s) Affected	UDO Section(s)	Street	Requirement	Request	Difference
8	C	8.4.5.D and 8.5.2	Seaboard Avenue	6' planting area	4' planting area	2'
Design Alternate Standards – 8.4 and 8.5 combined				Responses		
A	The requested design alternate meets the intent of Article 8.4 and 8.5 or the Raleigh Street Design Manual (if applicable)			One of the purposes of this Article is “to provide a palette of street typologies and design elements that reflect the character of different areas within the city.” The proposed planting area would match that approved on the block immediately to the east.		
B	The requested design alternate does not increase congestion or compromise safety			The requested design alternate has no impact on congestion nor safety.		
C	The requested design alternate does not create additional maintenance responsibilities for the City			The requested design alternate has no impact on City maintenance responsibilities.		
D	The requested design alternate has been designed and certified by a Professional Engineer			The requested design alternate has been designed and certified by a Professional Engineer.		
E	The requested design alternate will not adversely impact Stormwater collection and conveyance			The requested design alternate will not impact stormwater collection, and stormwater standards for development of the site shall be met or exceeded.		
F	<p>The design alternate is deemed reasonable due to one or more of the following:</p> <p>a. Given the existing physical environment, including but not limited to the following, compliance is not physically feasible:</p> <ol style="list-style-type: none"> 1. An existing building would impede roadway expansion; or 2. Transitioning from a different street section; or <p>b. The burden of compliance is not reasonable given the size of the site or intensity of the development</p>			The request would provide continuity with the street section approved on the block immediately to the east and represents one component of the need to reduce the overall right of way width as requested herein.		

Req. #	Block(s) Affected	UDO Section(s)	Street	Requirement	Request	Difference
9	C	8.4.5	Seaboard Avenue	20.5' back-of-curb to centerline	18' back-of-curb to centerline	2.5'
Design Alternate Standards – 8.4				Responses		
A	The requested design alternate meets the intent of Article 8.4 and 8.5 or the Raleigh Street Design Manual (if applicable)			The proposed ROW design was developed to adequately accommodate vehicular, bicycle, and pedestrian traffic and to apply street typologies to reflect the character and context of the site.		
B	The requested design alternate does not increase congestion or compromise safety			Given the multiple access points to this area of downtown, the low speed of travel, the short block length, and the maintenance of two-way travel lanes, congestion will not be increased, nor safety compromised in the area.		
C	The requested design alternate does not create additional maintenance responsibilities for the City			The requested design alternate will have no material impact on City maintenance responsibilities.		
D	The requested design alternate has been designed and certified by a Professional Engineer			The requested design alternate has been designed and certified by a Professional Engineer.		
E	The requested design alternate will not adversely impact Stormwater collection and conveyance			The requested design alternate will not impact stormwater collection, and stormwater standards for development of the site shall be met or exceeded.		
F	<p>The design alternate is deemed reasonable due to one or more of the following:</p> <p>a. Given the existing physical environment, including but not limited to the following, compliance is not physically feasible:</p> <ol style="list-style-type: none"> 1. An existing building would impede roadway expansion; or 2. Transitioning from a different street section; or <p>b. The burden of compliance is not reasonable given the size of the site or intensity of the development</p>			The request would provide continuity with the street section approved on the block immediately to the east and represents one component of the need to reduce the overall right of way width as requested herein.		

Req. #	Block(s) Affected	UDO Section(s)	Street	Requirement	Request	Difference
10	C	8.4.5	Seaboard Avenue	ROW width: 36.5' ROW to centerline	30' ROW to centerline	6.5'
Design Alternate Standards – 8.4				Responses		
A	The requested design alternate meets the intent of Article 8.4 and 8.5 or the Raleigh Street Design Manual (if applicable)			The proposed ROW design was developed to adequately accommodate vehicular, bicycle, and pedestrian traffic and to apply street typologies to reflect the character and context of the site.		
B	The requested design alternate does not increase congestion or compromise safety			Given the multiple access points to this area of downtown, the low speed of travel, the short block length, and the maintenance of two-way travel lanes, congestion will not be increased, nor safety compromised in the area.		
C	The requested design alternate does not create additional maintenance responsibilities for the City			The requested design alternate will have no material impact on City maintenance responsibilities.		
D	The requested design alternate has been designed and certified by a Professional Engineer			The requested design alternate has been designed and certified by a Professional Engineer.		
E	The requested design alternate will not adversely impact Stormwater collection and conveyance			The requested design alternate will not impact stormwater collection, and stormwater standards for development of the site shall be met or exceeded.		
F	<p>The design alternate is deemed reasonable due to one or more of the following:</p> <p>a. Given the existing physical environment, including but not limited to the following, compliance is not physically feasible:</p> <ol style="list-style-type: none"> 1. An existing building would impede roadway expansion; or 2. Transitioning from a different street section; or <p>b. The burden of compliance is not reasonable given the size of the site or intensity of the development</p>			The request would provide continuity with the street section approved on the block immediately to the east and represents one component of the need to reduce the overall right of way width as requested herein.		



STREET LEGEND				
STREETScape	RIGHT-OF-WAY WIDTH	STREET WIDTH	PLANTING AREA	SIDEWALK
ED USE	VARIABLE WIDTH	19.5' b-cl	6'	8'
ED USE	VARIABLE WIDTH	22' b-cl	6'	22'
ED USE	VARIABLE WIDTH	36' b-b	6'	8'

STREET LEGEND							
STREET	TYPE	STREETSCAPE	RIGHT-OF-WAY WIDTH	STREET WIDTH	PLANTING AREA	SIDEWALK	
W. FRANKLIN ST.	MAIN STREET BASIS OF DESIGN	MIXED USE	VARIABLE WIDTH	19' 5" b-cl	6'	8'	
SEMARY ST.	MIXED USE STREET	MIXED USE	VARIABLE WIDTH	22' b-cl	6'	22'	
SEABOARD AVE.	MAIN STREET BASIS OF DESIGN	MIXED USE	VARIABLE WIDTH	36' b-a	6'	8'	



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C3.01