

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			
Name		Email	
ATTORNEY	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.

NOTARIZED CERTIFICATION OF OWNER(S)

Owner Information

Name(s) Marlowe & Moye, LLC
Mailing Address 314 W. Millbrook Road, Suite 013 Raleigh, NC 27609
Telephone 919-844-7888
Fax _____
Email hmoyeiii@gmail.com
Project PIN/Address 1733-00-2168 / 1421 S. New Hope Road

I, Howard D Moye III, 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: 1-28-21

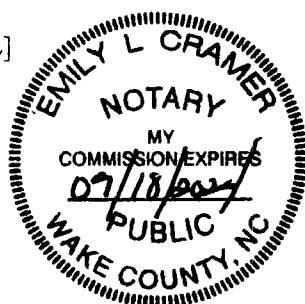
Signature Howard D Moye III Manager Marlowe & Moye LLC

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:

Date: 01/25/2021

[NOTARY SEAL]



Emily L. Cramer
Official Signature of Notary

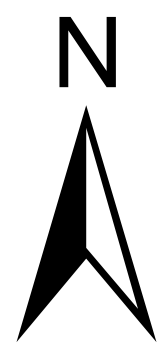
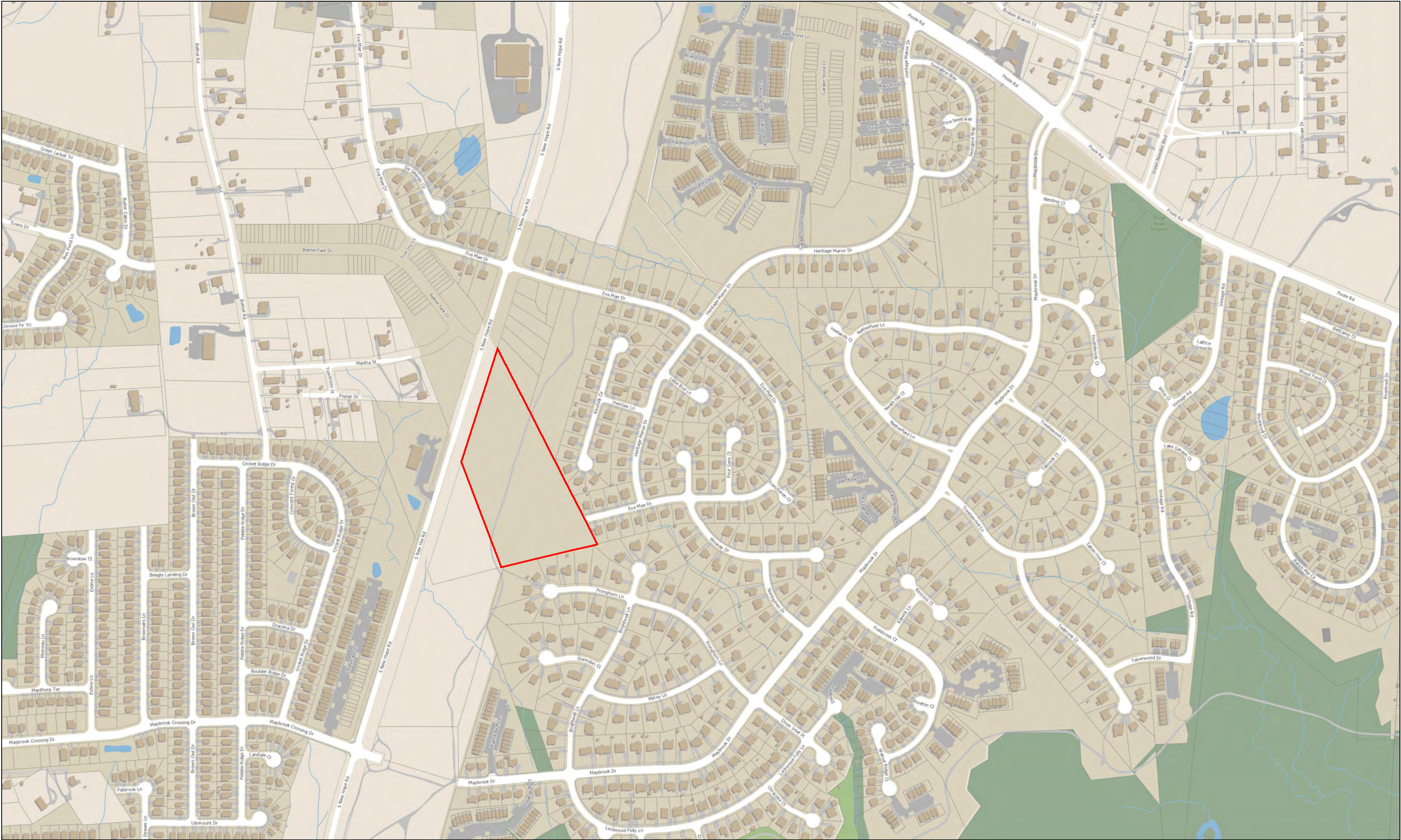
Emily L. Cramer, Notary Public
Notary's Printed or Typed Name

My Commission expires: 09/18/2024

Administrative Alternate – Section 8.3 Blocks, Lots & Access

Request

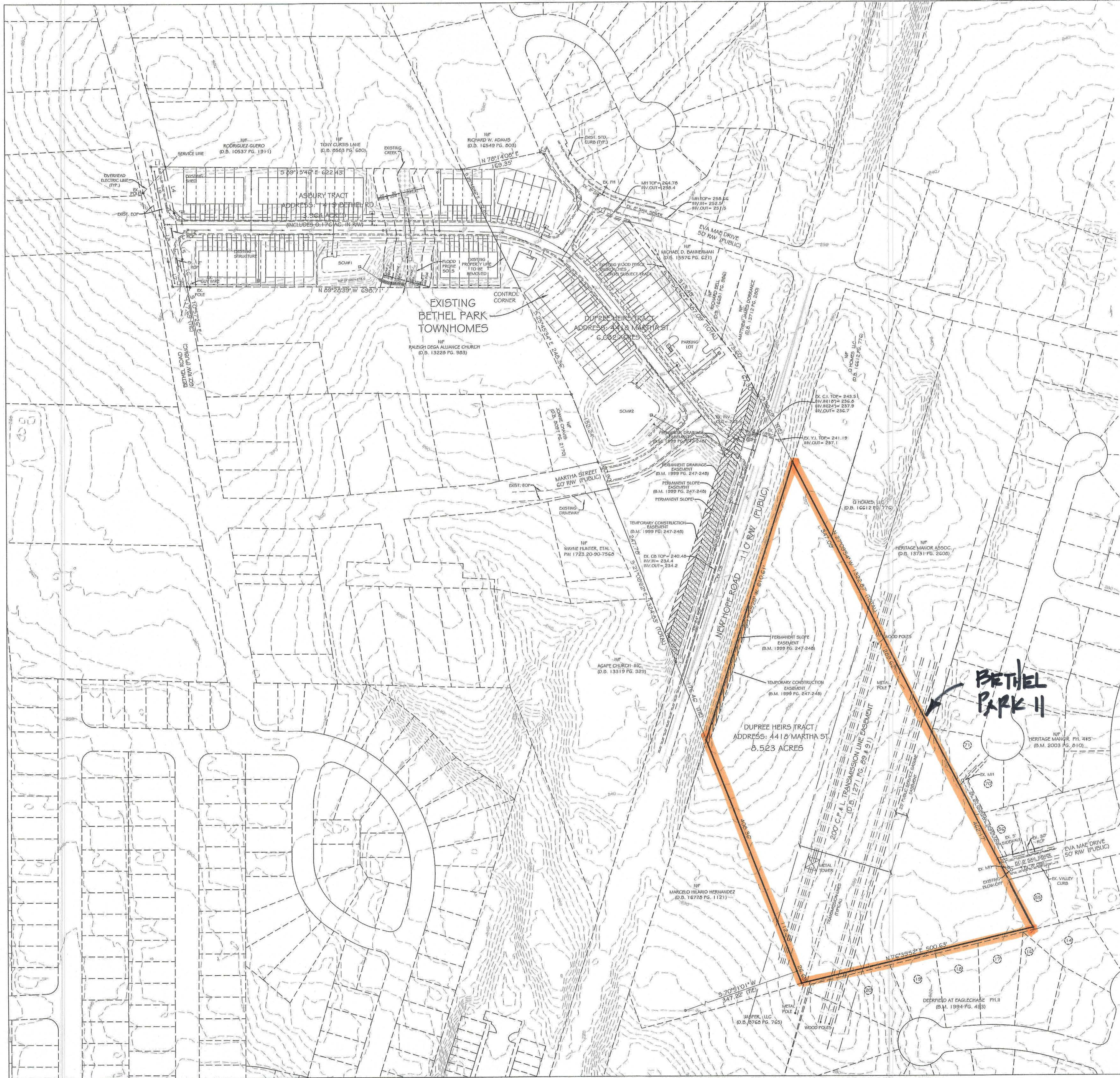
The 8.52-acre parcel has a stub street (Eva Mae Drive) to the east that requires extension to provide a through street connection to S. New Hope Road. The new street connection will need to cross an existing 200' Duke Energy Transmission Easement with existing overhead power lines that have ground to wire clearance constraints. So, no fill will be allowed within their easement. While the vertical design of the Eva Mae Drive extension will allow for an at-grade crossing of the transmission easement, City of Raleigh stormwater requirements cannot be met without substantial hardship. Specifically, the at-grade crossing requires storm drainage design such that catch basin inverts don't allow drainage from a constructed Stormwater Control Measure (SCM) to existing site topography or to a nearby existing catch basin in Eva Mae Drive. A catch basin is present in existing Eva Mae Drive at about 220 feet from the property line. A substantial hardship exists with making this catch basin connection as extension of new storm drainage would require removal and replacement of existing residential driveways, removal and replacement of existing curb and pavement, and likely conflicts with existing utilities.



1 inch = 200 feet

Disclaimer

iMaps makes every effort to produce and publish the most current and accurate information possible. However, the maps are produced for information purposes, and are **NOT** surveys. No warranties, expressed or implied, are provided for the data therein, its use, or its interpretation.



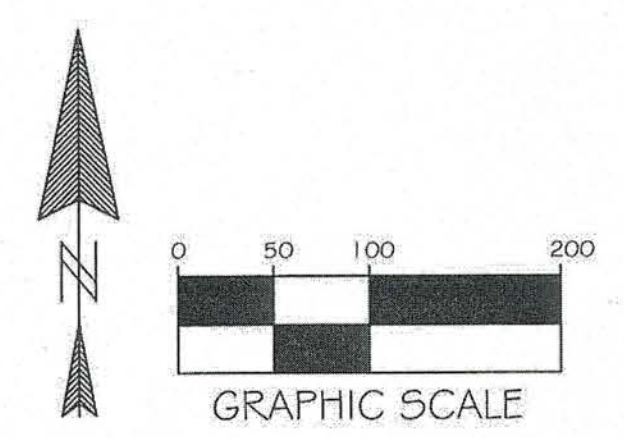
- GENERAL NOTES:
1. ALL MATERIALS AND METHODS OF CONSTRUCTION SHALL CONFORM TO CITY OF RALEIGH STANDARDS AND SPECIFICATIONS.
 2. BOUNDARY INFORMATION AND EXISTING CONDITIONS INFORMATION PROVIDED BY ELINGBURG LAND SURVEY COMPANY.
 3. TOPOGRAPHIC INFORMATION FOR WEST SIDE OF THE SITE IS FROM A SURVEY BY ELINGBURG LAND SURVEY COMPANY. THIS DIGITAL INFORMATION WAS BLENDED WITH NORTH CAROLINA SPATIAL DATA (LIDAR TOPO) AT THE PROPERTY LINE TO CREATE THE OVERALL TOPO SHOWN HEREON. THE EAST SIDE OF THE SITE IS LIDAR TOPO.
 4. THERE IS NO FEMA MAPPED FLOODPLAIN AREA ON THIS PROPERTY PER MAP #3720172300J (DATED MAY 2, 2006).
 5. THE EXISTING PROPERTY LINE BOUNDARY SHALL BE REMOVED BY RECOMBINATION.
 6. FLOODPRONE SOILS INFORMATION SHOWN HEREON WAS TAKEN FROM A FLOOD HAZARD SOILS EVALUATION BY SOILS SERVICES, PLLC. AS SHOWN, ALL FLOOD PRONE SOILS ARE CONFINED TO BE WITHIN THE NEUSE RIVER BUFFER.
 7. EXISTING BETHEL PARK - PHASE I IS RECORDED IN BM 2020, PAGES 1038 & 1039.

LINE	BEARING	DISTANCE
L1	S 69°15'46"E	30.59'
L2	S 69°22'39"E	30.48'
L3	S 63°11'11"E	6.34'
L4	S 10°34'13"E	86.30'
L5	S 09°47'56"E	96.41'
L6	S 09°39'12"E	85.98'
L7	N 09°39'12"W	55.53'
L8	N 09°47'56"W	96.17'
L9	N 10°34'13"W	104.10'

CURVE	RADIUS	ARC LENGTH	CHORD LENGTH	CHORD BEARING
C1	255.00'	236.80'	228.54'	N 51°20'05" W

+++++ - WAKE COUNTY FLOOD PRONE SOILS (MANTACHIE)

PRELIMINARY PLANS
NOT FOR CONSTRUCTION



Jones & Clossen

ENGINEERING, PLLC

Civil Engineering | Construction Management | Land Planning

221 N. SALEM ST.
SUITE 001
PO BOX 1062
APEX, NC 27502
Office: 919-387-1174
Registration: P-0151
www.jonesclossen.com

NORTH CAROLINA

PROFESSIONAL ENGINEER

SEAL

17262

DAVID D. CLOSSEN

WAKE COUNTY, NORTH CAROLINA

BETHEL PARK II - PHASES I & 2

PRELIMINARY SUBDIVISION

EXISTING CONDITIONS PLAN

SCALE
1"=100'

DRAWN
PDC

DATE
JULY 16, 2020

PROVISION

SHEET
2

PROJECT
1734

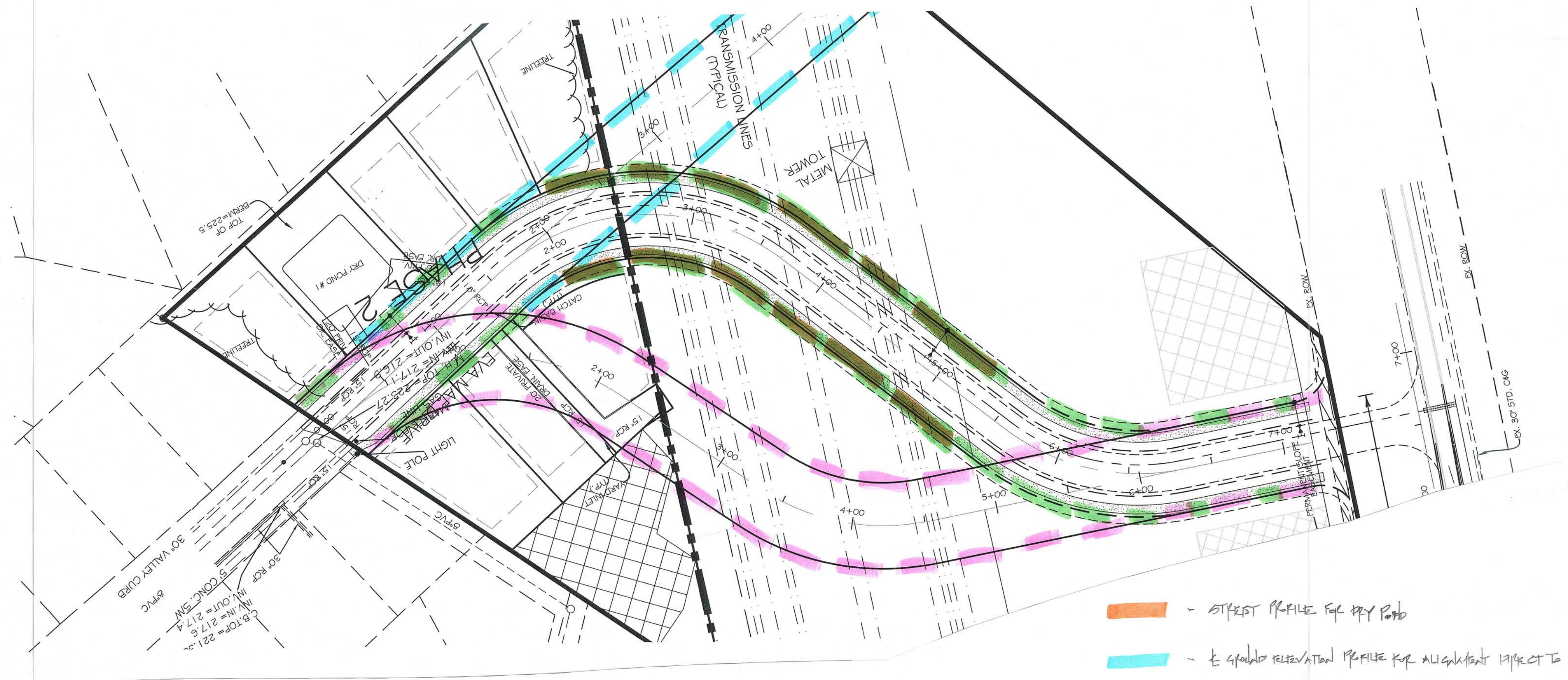
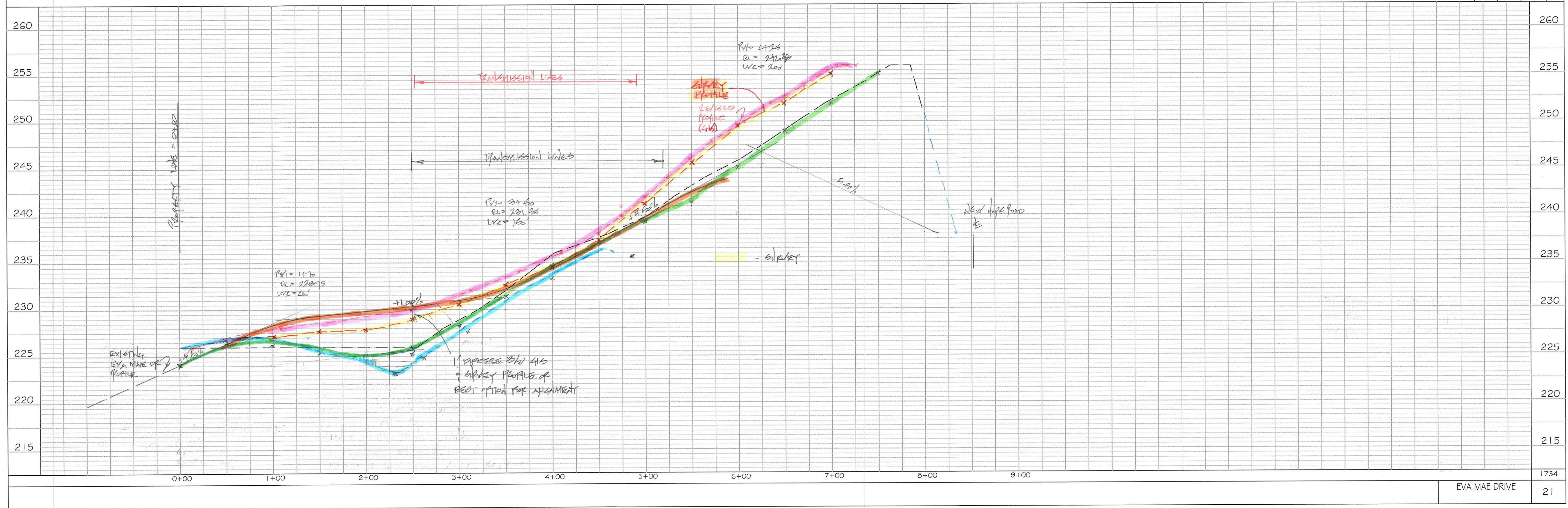
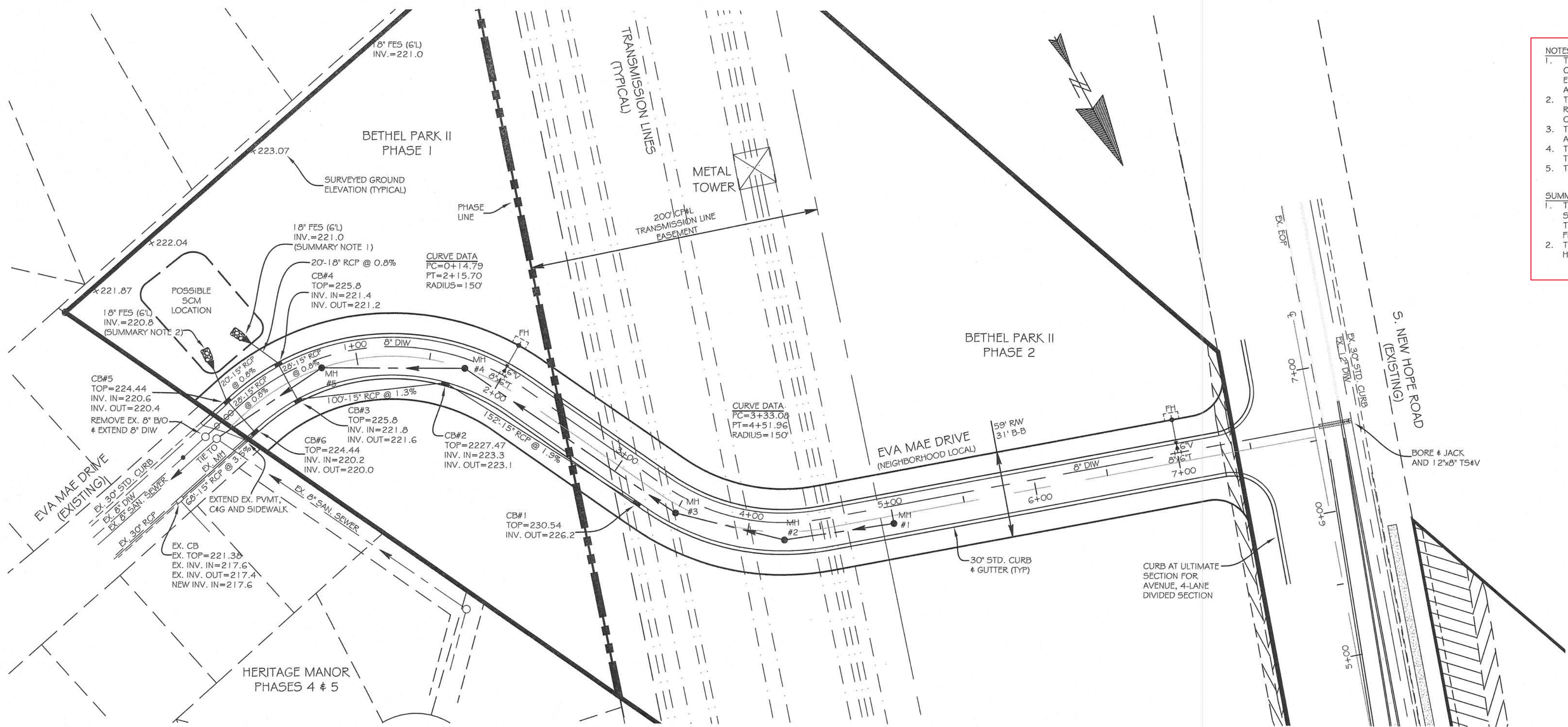


EXHIBIT SHOWS THREE POSSIBLE ALIGNMENTS OF THE EVA MAE DRIVE EXTENSION THAT WERE REVIEWED. THE ALIGNMENTS IN GREEN AND BLUE REQUIRE A SAG IN THE VERTICAL ALIGNMENT THAT NEGATE THESE TWO OPTIONS. THE ONLY VIABLE OPTION TO CONSIDER IS THE PINK ALIGNMENT. FOR THE PINK OPTION, PLEASE NOTE THAT THE PINK GROUND PROFILE IS BASED ON GIS AND THE YELLOW IS BASED ON SURVEY DATA. THE SURVEY PROFILE (YELLOW) IS BETWEEN 1/2 TO 1 FOOT LOWER IN ELEVATION THAN GIS.

- STREET PROFILE FOR PINK ROAD
- GROUND ELEVATION PROFILE FOR ALIGNMENT DIRECT TO S. NEW HOPKINS
- GROUND ELEVATION PROFILE FOR ALIGNMENT ALTERNATE THROUGH SITE
- GROUND ELEVATION PROFILE FOR ORIGINAL EVA MAE DR. TO S. NEW HOPKINS

EVA MAE DRIVE





NOTES

1. THE SOLE PURPOSE OF THIS EXHIBIT IS TO SHOW THE DESIGN OF EVA MAE DRIVE THROUGH BETHEL PARK II TO CONFIRM CONFLICTS WITH MEETING CITY OF RALEIGH TRANSPORTATION AND STORMWATER REQUIREMENTS. AS SUCH, THE DESIGN OF EVA MAE DRIVE IS NOT COMPLETE IN THAT SIDEWALK AND THE S. NEW HOPE ROAD WIDENING ARE NOT SHOWN BECAUSE THEY ARE NOT REQUIRED TO ADDRESS THE CONFLICTS.
2. THE PROPOSED ALIGNMENT OF EVA MAE DRIVE SHOWN HEREON IS THE MOST REASONABLE MEANS OF MEETING CITY OF RALEIGH TRANSPORTATION AND STORMWATER REQUIREMENTS BASED ON CONSTRAINTS IMPOSED BY DUKE ENERGY IN THE CROSSING OF THEIR TRANSMISSION LINE EASEMENT.
3. THE PROPOSED VERTICAL DESIGN OF EVA MAE DRIVE SHOWN HEREON MEETS DUKE ENERGY'S REQUIREMENT TO NOT FILL ACROSS THEIR TRANSMISSION LINE EASEMENT.
4. THE POSSIBLE LOCATION OF THE STORMWATER CONTROL MEASURE (SCM) IS NEAR THE EVA MAE DRIVE CONNECTION SINCE THIS AREA REPRESENTS THE DISCHARGE POINT IN THE DRAINAGE AREA FOR STORMWATER ANALYSIS.
5. THE POSSIBLE SCM LOCATION IS SHOWN FOR REFERENCE ONLY.

SUMMARY OF CONFLICT

1. THE HIGHEST POSSIBLE FES OUTLET TO A SCM IS FROM CB#4 AT ABOUT ELEVATION 221.0 FEET. AND THE EXISTING GROUND SURVEY SHOTS ALONG THE SOUTHERN PROPERTY BOUNDARY VARY BETWEEN AROUND ELEVATION 222 AND 223 FEET. GIVEN THAT THE ELEVATION OF THE EXISTING GROUND ALONG THE SOUTHERN PROPERTY BOUNDARY IS HIGHER THAN THE FES OUTLET FROM CB#4, THERE IS NO MEANS TO DISCHARGE SCM OUTFLOW TO OFF-SITE PROPERTIES TO THE SOUTH.
2. THE LOWEST POSSIBLE FES INLET ELEVATION TO RECEIVE OUTFLOW FROM THE SCM IS AT ABOUT 220.5 FEET. GIVEN THAT THE HIGHEST POSSIBLE OUTLET TO THE SCM FROM CB#4 IS AT ABOUT 221.0 FEET, THERE IS NO MEANS TO MAKE A SCM WORK.

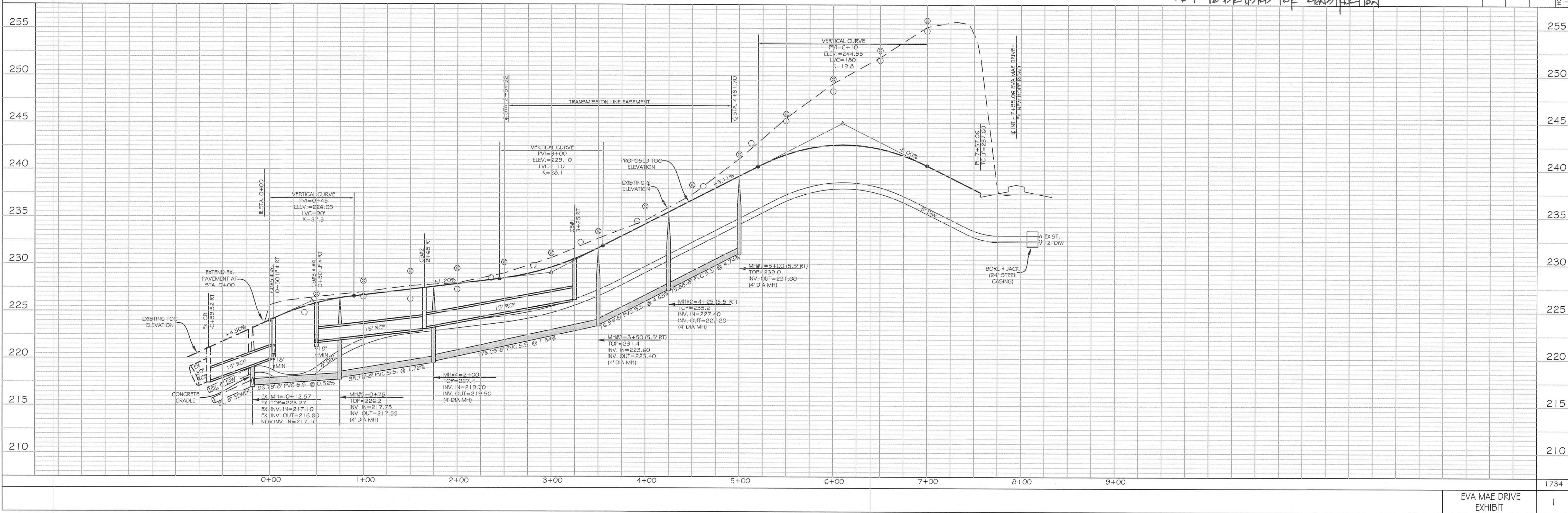
STORM DRAINAGE TABLE							
INLET #	INTENSITY (in/hr)	INLET DA (ac)	TOTAL DR. AREA (ac)	C	Q10 (cfs)	PIPE (in)	SLOPE
CB#1	7.0	0.90	0.90	0.45	2.8	15	1.9
CB#2	7.0	0.60	1.50	0.45	4.7	15	1.3
CB#3	7.0	0.30	1.80	0.45	5.7	15	0.8
CB#4	7.0	0.50	2.30	0.50	8.1	18	0.8
CB#5	7.0	0.10	0.10	0.75	0.5	15	0.8
CB#6	7.0	0.10	0.20	0.75	1.1	15	0.8



EVA MAE DRIVE

NOT TO BE USED FOR CONSTRUCTION

6/6/20
EXHIBIT ONLY





GENERAL NOTES:

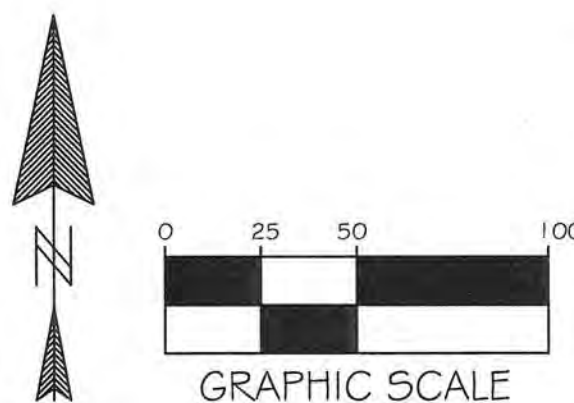
1. ALL MATERIALS AND METHODS OF CONSTRUCTION SHALL CONFORM TO CITY OF RALEIGH STANDARDS AND SPECIFICATIONS.
2. BOUNDARY INFORMATION AND EXISTING CONDITIONS INFORMATION PROVIDED BY ELINGBURG LAND SURVEY COMPANY.
3. TOPOGRAPHIC INFORMATION FOR WEST SIDE OF THE SITE IS FROM A SURVEY BY ELINGBURG LAND SURVEY COMPANY. THIS DIGITAL INFORMATION WAS BLENDED WITH NORTH CAROLINA SPATIAL DATA (LIDAR TOPO) AT THE PROPERTY LINE TO CREATE THE OVERALL TOPO SHOWN HEREON. THE EAST SIDE OF THE SITE IS LIDAR TOPO.
4. THE MINIMUM CORNER CLEARANCE FROM THE CURB LINE OF INTERSECTING STREETS SHALL BE AT LEAST 20' FROM THE POINT OF TANGENCY. NO DRIVEWAYS OR PARKING SPACES SHALL ENCRUCH ON THIS MINIMUM CORNER CLEARANCE.
5. NO SIGHT OBSTRUCTING OR PARTIALLY OBSTRUCTING WALL, FENCE, FOLIAGE, BERM, PARKED VEHICLES OR SIGN BETWEEN THE HEIGHTS OF TWO (2) FEET AND EIGHT (8) FEET ABOVE THE CURB LINE ELEVATION, OR NEAREST TRAVELED WAY IF NO CURBING EXISTS, SHALL BE PLACED WITHIN A SIGHT TRIANGLE.
6. ALL AREA OUTSIDE OF THE SINGLE-FAMILY LOTS IS OPEN SPACE TO BE MAINTAINED BY THE HOA.
7. A FEE-IN-LIEU WILL BE REQUIRED FOR CURB & GUTTER AND SIDEWALK ALONG THE EAST SIDE OF S. NEW HOPE ROAD PRIOR TO MAP RECORDATION OF PHASE 2.
8. THE GAP WITHIN THE TCA IS TO PROVIDE DRIVEWAY ACCESS TO PHASE 2. THIS LOCATION IS PRELIMINARY AND SHALL BE FINALIZED AT A LATER SITE PLAN SUBMITTAL.

BLOCK PERIMETER NOTE

THE EVA MAE DRIVE EXTENSION TO S. NEW HOPE ROAD CANNOT BE MADE TO MEET BLOCK PERIMETER REQUIREMENTS SINCE DUKE ENERGY WILL NOT ALLOW FILLING ACROSS THEIR TRANSMISSION EASEMENT. THIS CONSTRAINT ALSO IMPACTS THE ABILITY TO MEET CITY OF RALEIGH STORMWATER REQUIREMENTS AS THE FINAL DESIGN OF EVA MAE DRIVE DOES NOT ALLOW FOR CONSTRUCTION OF A STORMWATER CONTROL MEASURE.

LEGEND
- TREE CONSERVATION AREA

PRELIMINARY PLANS
NOT FOR CONSTRUCTION



Jones & Cnossen
ENGINEERING, PLLC



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Registration: P-0151
www.jonescnossen.com



BETHEL PARK II - PHASES I & 2

PRELIMINARY SUBDIVISION

PRELIMINARY LAYOUT PLAN

SCALE	1"=50'	DATE	JULY 16, 2020
DATE	10/08/20	REVISION	1st CYCLE REVIEW
SHEET	4	PROJECT	1734