

# 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                     | <b>Project Information</b>   |                                   |                         |
|                             | Project Name   |                                   | Case Number             |
|                             | PIN Number   |                                   | Zoning District         |
|                             | Property Address   |                                   |                         |
|                             | City   | State                             | ZIP                     |
|                             | <b>Project Applicant Information</b>   |                                   |                         |
|                             | Name   |                                   | Email                   |
|                             | Address  |                                   | City                    |
|                             | State  | Zip Code                          | Phone                   |
|                             | OWNER  | <b>Property Owner Information</b> |                         |
| Name                        |  | Email                             |                         |
| Address                     |  | City                              |                         |
| State                       |  | Zip Code                          | Phone                   |
| <b>Attorney Information</b> |  |                                   |                         |
| Name                        |  | Email                             |                         |
| ATTORNEY                    | Address  |                                   | City                    |
|                             | State  | Zip Code                          | Phone                   |
|                             | <b>REQUEST</b>   |                                   |                         |
| REQUEST                     | <b>I am seeking a Design Alternate from the requirements set forth in the following:</b> |                                   |                         |
|                             | 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 |

## **SUBMITTAL INFORMATION**

**Submit all documentation, with the exception of the required addressed envelopes and notarized certification of owner to:**

**Carter Pettibone**

**[Carter.pettibone@raleighnc.gov](mailto:Carter.pettibone@raleighnc.gov)**

**(p) 919-996- 4642**

**Deliver the addressed envelopes and notarized certification of owner to:**

Department of Planning and Development

One Exchange Plaza, Suite 300

Raleigh NC, 27601

## **UDO Section 8.3.2, 8.3.4, 8.3.5**

### **Design Alternate Findings**

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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**

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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](mailto: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 1<sup>st</sup> and 3<sup>rd</sup> 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 1<sup>st</sup> 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>

**Olde Towne Project**  
**SUB-0070-20200**  
**Design Alternate Application Addendum**

**Summary of Request:** Applicant seeks relief from the following requirements: (1) the block perimeter requirement of UDO Section 8.3.2.A and Raleigh Street Design Manual (RSDM) Section 9.1 to increase the permitted maximum block from 2,500 linear feet to 39,156 linear feet; (2) UDO Section 8.3.4.C.5 and RSDM Section 9.3 to remove the requirement to connect to an existing stub street on an abutting property, namely the Royal Acres Road stub street to the northeast; (3) RSDM Section 4.6.1.7 to remove the requirement that residential driveways be perpendicular to the street within the right of way; (4) RSDM Section 4.6.1.11 to reduce the 3.5 feet setback of residential driveways to a 0 feet setback from the side lot line; and (5) UDO Section 8.3.5.C.b and RSDM Section 9.5.d to increase the permitted width of a residential driveway for up to 6 off-street parking spaces from 18 feet to 36 feet.

**I. Project Address**

Parcel No. 1732121019: 2361 Kasota Lane, Raleigh, NC 27610

Parcel No. 1732133870: 2201 Kasota Lane, Raleigh, NC 27610

**II. UDO Section 8.3.2, 8.3.4, 8.3.5 Design Alternate Findings**

**The Appearance Commission may in accordance with Section 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; and**

**Response:** The intent of this article is to provide a well-connected and safe street network for vehicular and pedestrian connectivity and provide satisfactory means of ingress and egress to and from a street or abutting site, as well as to provide for alternates when this article's requirements are not compatible.

The design alternates from block perimeter and connection to an existing stub street on an abutting property meets the intent of Article 8.3 because this lot designed for townhouse development will still have a well-connected and safe street network for vehicular and pedestrian connectivity. There will be multiple streets within this lot to create smaller blocks, meeting the intent of the block perimeter requirement and providing connectivity within the lot. Additionally, a stub street will be constructed along the eastern boundary of the lot abutting PIN 1732220625 to allow for connection upon future development of this adjacent property to the east. There will also be three points of access from this lot to Kasota Lane, one of the main roads running through the development. There will also be pedestrian paths to connect to Kasota Lane and the amenity parcel to the north, as well as sidewalks connecting to Kasota Lane to provide pedestrian and bicycle connectivity with the larger development. It is not feasible to conform with the block perimeter standard on this oversized block, as shown on the attached exhibit

showing the linear footage of the existing block. The block will be 39,156 linear feet, and the requested design alternate is 36,656 linear feet from the maximum 2,500 linear feet requirement.

The design alternate from maximum driveway width will meet the intent of Article 8.3 because there will be sufficient vehicular, pedestrian and bicycle ingress and egress to each lot from a street even when the driveways serving each lot exceeds 18 feet in width. Lot constraints, townhouse frontages and compliance with other street design requirements requires shared driveways for some townhouse lots that result in a combined width in excess of the 18 feet maximum. However, the combined driveways will be designed to provide safe, direct and convenient pedestrian, bike and vehicular access to these lots.

**2. The approved design alternate does not increase congestion or compromise safety; and**

**Response:** The design alternates from block perimeter and connection to an existing stub street on an abutting property will not increase congestion or compromise safety. There will be ample connectivity from the new internal streets within the lot with three access points to Kasota Lane, one of the main roads running through the development, to prevent congestion. Also, a stub street will be constructed along the eastern boundary of the lot abutting PIN 1732220625 to allow for connection upon future development of this adjacent property to the east.

The design alternate from maximum driveway width will not increase congestion or compromise safety. Each driveway will be engineered to be of an appropriate width to ensure safe ingress and egress from each lot in a way that will not result in congestion.

**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 project in the vicinity, where the roadway design has not yet been finalized); and**

**Response:** The design alternates will not conflict with an approved or built roadway construction project adjacent to or in the vicinity of the site.

**4. The design alternate is deemed reasonable due to one or more of the following:**

**a. Given the existing physical environment, compliance is not physically feasible;**

**Response:** For the block perimeter and stub street connection design alternates, the existing physical environment does not make compliance physically feasible. There are significant environmental constraints to providing connecting public roads to the northeast, specifically to the existing Royal Acres Road stub street to the northeast, including streams with required buffers and previously recorded tree conservation areas.



Additionally, the property does not directly abut the Royal Acres Road stub street to the east, and is separated by PIN 1732165428.

**b. Compliance would not meaningfully improve connectivity;**

**Response:** Compliance with the UDO Section 8.3.5.C.b maximum driveway width would not meaningfully improve connectivity. Maximum driveway width must be exceeded for townhouse lots that will have a shared driveway. Relief from this standard will still result in pedestrian, vehicular and bicycle access to each lot from a street within the development.

**c. Compliance is not compatible with adjacent use[s]; or**

**Response:** N/A.

**d. The burden of compliance is not reasonable in light of the size of the site or intensity of the development**

**Response:** For the design alternate from maximum driveway width, compliance is not reasonable given the size and intensity of this townhouse development as there will be safe, direct and convenient pedestrian, bicycle and vehicular access to each townhouse lot without strict compliance with the maximum width requirement. This design alternate will allow for the townhouse development, which necessitates this alternate due to the more compact nature of this type of development as opposed to the single family detached development, and will provide an additional housing type to create housing diversity in the area.

**II. 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);**

**Response:** The intent of the RSDM block, stub street, driveway and access standards are to provide a well-connected and safe street network, to provide safe and convenient vehicular and pedestrian access within developments and between adjacent developments, to lessen traffic congestion, and to provide safe, direct and convenient pedestrian, bike and vehicular access.

The design alternates from block perimeter and connection to an existing stub street on an abutting property meets the intent of the RSDM because this lot designed for townhouse development will still have a well-connected and safe street network for vehicular and pedestrian connectivity. There will be multiple streets within this lot to create smaller blocks, meeting the intent of the block perimeter requirement and providing connectivity within the lot. Additionally, a stub street will be constructed along the eastern

boundary of the lot abutting PIN 1732220625 to allow for connection upon future development of this adjacent property to the west. There will also be three points of access from this lot to Kasota Lane, one of the main roads running through the development. There will also be pedestrian paths to connect to Kasota Lane and the amenity parcel to the north, as well as sidewalks connecting to Kasota Lane to provide pedestrian and bicycle connectivity with the larger development. It is not feasible to conform with the block perimeter standard on this oversized block, as shown on the attached exhibit showing the linear footage of the existing block. The block will be 39,156 linear feet, and the requested design alternate is 36,656 linear feet from the maximum 2,500 linear feet requirement.

The design alternates from driveway standards meets the intent of RSDM because there will be sufficient vehicular, pedestrian and bicycle ingress and egress to each lot from a street even when the driveways serving each lot are not perpendicular to the street within the right of way, when the setback from the side lot line is less than 3.5 feet, and when the driveway width exceeds 18 feet. Driveways are designed to be as near to perpendicular to the street within the right of way as possible given lot constraints for townhouses and street design within the development. Driveways will be setback from the side lot line as far as possible, but cannot meet the 3.5 foot setback, more appropriate for single family detached structures, due to lot constraints, townhouse frontages and need to comply with other street design requirements including driveway separation from intersections. Finally, lot constraints, townhouse frontages and compliance with other street design requirements requires shared driveways for some townhouse lots that result in a combined width in excess of the 18 feet maximum, however, the combined driveways will be designed to provide safe, direct and convenient pedestrian, bike and vehicular access to these lots.

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

**Response:** The design alternates from block perimeter and connection to an existing stub street on an abutting property will not increase congestion or compromise safety. There will be ample connectivity from the new internal streets within the lot with three access points to Kasota Lane, one of the main roads running through the development, to prevent congestion. Also, a stub street will be constructed along the eastern boundary of the lot abutting PIN 1732220625 to allow for connection upon future development of this adjacent property to the east.

The design alternates from driveway standards will not increase congestion or compromise safety. Each driveway will be engineered to be appropriately setback from the side lot lines, aligned with the street within the right of way and of an appropriate width to ensure safe ingress and egress from each lot in a way that will not result in congestion.

**3. The approved Design Alternate does not create additional maintenance responsibilities for the City;**

**Response:** The design alternates from block perimeter and connection to an existing stub street on an abutting property will not create additional maintenance responsibilities for the City. Street connections and stub streets to meet these standards will not be

constructed in order to avoid environmentally sensitive areas including streams which, if constructed, would require additional infrastructure including culverts that would increase the City's maintenance responsibilities.

The design alternates from driveway standards will not create additional maintenance responsibilities for the City as a reduction in the side lot setback and deviation from the perpendicularity requirement should not impact the City's maintenance responsibilities. Additionally, the design alternate for increased driveway width will reduce access points such that City maintenance should not increase. Finally, the increased driveway width is applicable to shared driveways only. The total paved area for the shared driveways serving two townhouses will not exceed the 36 feet, or the maximum allowable paved area for two separate driveways. As a result, the maintenance responsibilities for the City should not be increased. Additionally, shared driveways will eliminate small grass strips between driveways that the City would otherwise be required to maintain.

**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;**

**Response:** The design alternates have been designed and certified by a Professional Engineer.

**5. The approved Design Alternate will not adversely impact stormwater collection and conveyance; and**

**Response:** The design alternates will be served by the planned Stormwater collection and conveyance mechanisms required by the UDO for the proposed development and will not adversely impact Stormwater collection.

**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**

**Response:** For the block perimeter and stub street connection design alternates, the existing physical environment does not make compliance physically feasible. There are significant environmental constraints to providing connecting public roads to the northeast, specifically to the existing Royal Acres Road stub street to the northeast, including streams with required buffers and previously recorded tree conservation areas. Additionally, the property does not directly abut the Royal Acres Road stub street to the east, and is separated by PIN 1732165428.

For the design alternates from driveway standards, the existing physical environment does not make compliance physically possible. The physical environment of the site, including adjacent streams, tree conservation area and

topography limit street layout and buildable area making compliance with driveway perpendicularity, 3.5 feet side lot setback and maximum driveway width infeasible given the townhouse building type. Additionally, compliance with other UDO and RSDM requirements, including separation of driveways from intersections, further restricts compliance with driveway perpendicularity, 3.5 feet side lot setback and maximum driveway width for the townhouse building type.

**b. The burden of compliance is not reasonable given the size of the site or intensity of the development.**

**Response:** For the design alternates from driveway standards in Sections 4.6.1.7, 4.6.1.11 and 9.5.d, compliance is not reasonable given the size and intensity of this townhouse development as there will be safe, direct and convenient pedestrian, bicycle and vehicular access to each townhouse lot without strict compliance with the perpendicularity, 3.5' side lot setback and maximum width requirements. These design alternates will allow for the townhouse development, which necessitates these alternates due to the more compact nature of this type of development as opposed to the single family detached development, and will provide an additional housing type to create housing diversity in the area.

## NOTARIZED CERTIFICATION OF OWNER(S)


### Owner Information

|                     |   |
|---------------------|---|
| Name(s)             | Olde Towne WEH LP, a North Carolina limited partnership |
| Mailing Address     | 56 Hunter Street, Suite 110, Apex, NC 27502             |
| Telephone           | 919-387-1885  |
| Fax                 | N/A   |
| Email               | erifkin@hallecompanies.com                              |
| Project PIN/Address | PIN Nos. 1732133870 and 1732121019                      |

I, Eric Rifkin, Assistant Vice President 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: 1/21/21

 Assistant VP  
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:

Eric Rifkin, Assistant Vice President

Date: January 21, 2021

  
Official Signature of Notary

[NOTARY SEAL]

Kathryn Spring Mattson, Notary Public  
Notary's Printed or Typed Name



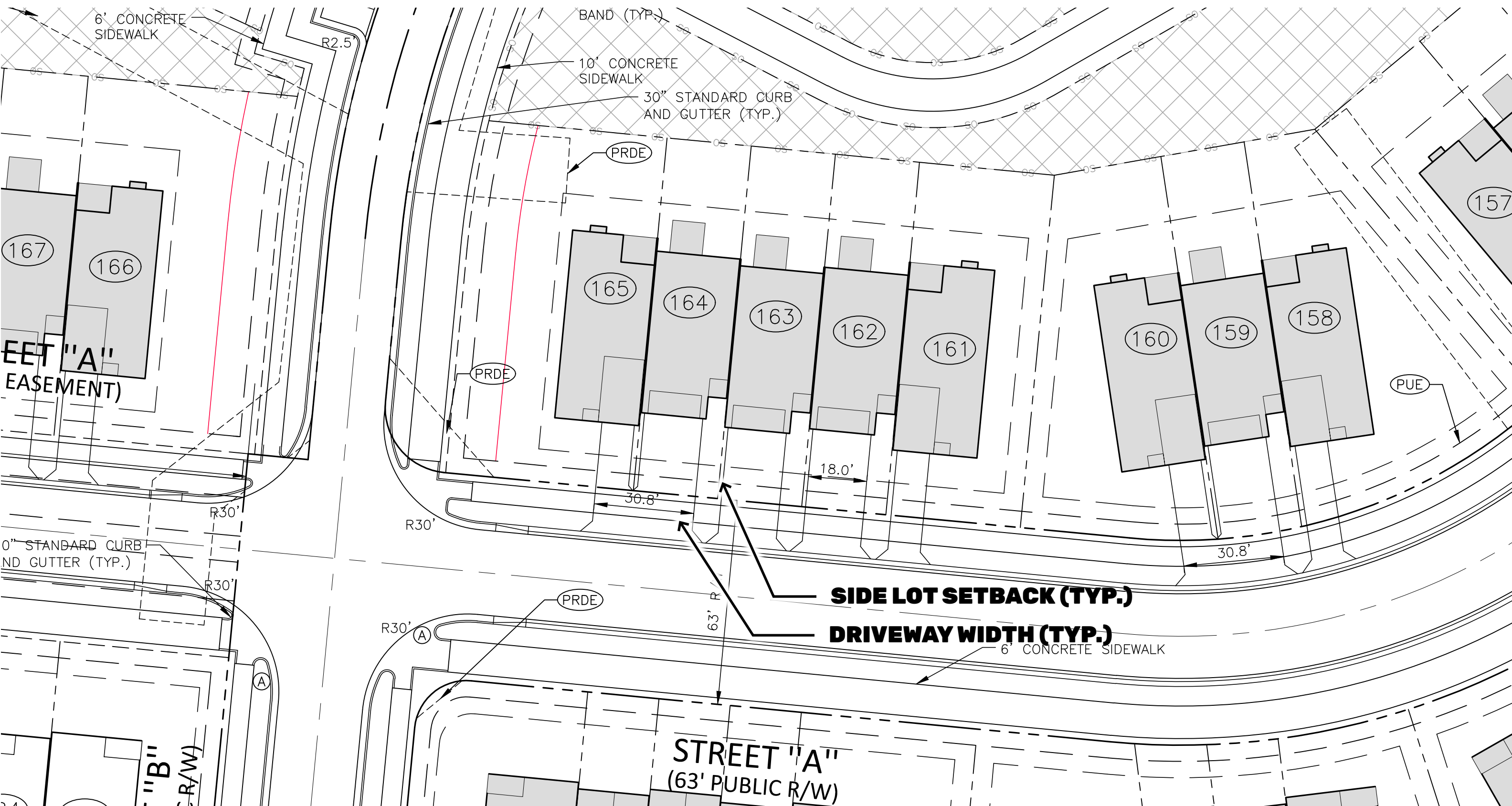
My Commission expires: January 28, 2025

**SUB-0070-2020**

**Ownership Signing Authority**

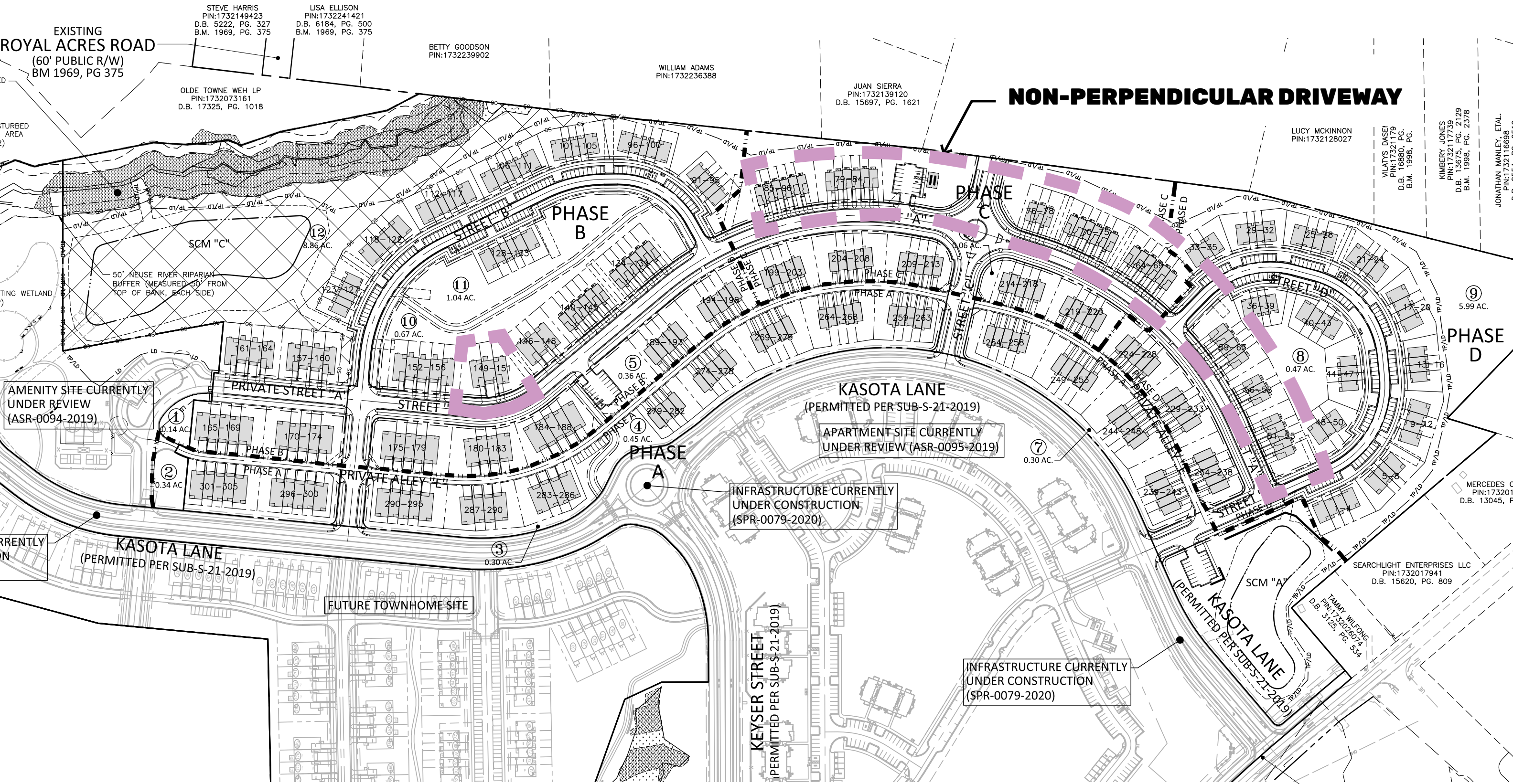
1. Olde Towne WEH LP
  - a. Signing Authority: Eric Rifkin (Assistant Vice President and authorized corporate officer for WEH Associates, Inc., General Partner of Olde Towne WEH LP)

## Design Alternate : Driveway Standards (Side Lot Setbacks & Max Driveway Width)





# Design Alternate : Driveway Standards (Non-perpendicular driveways)

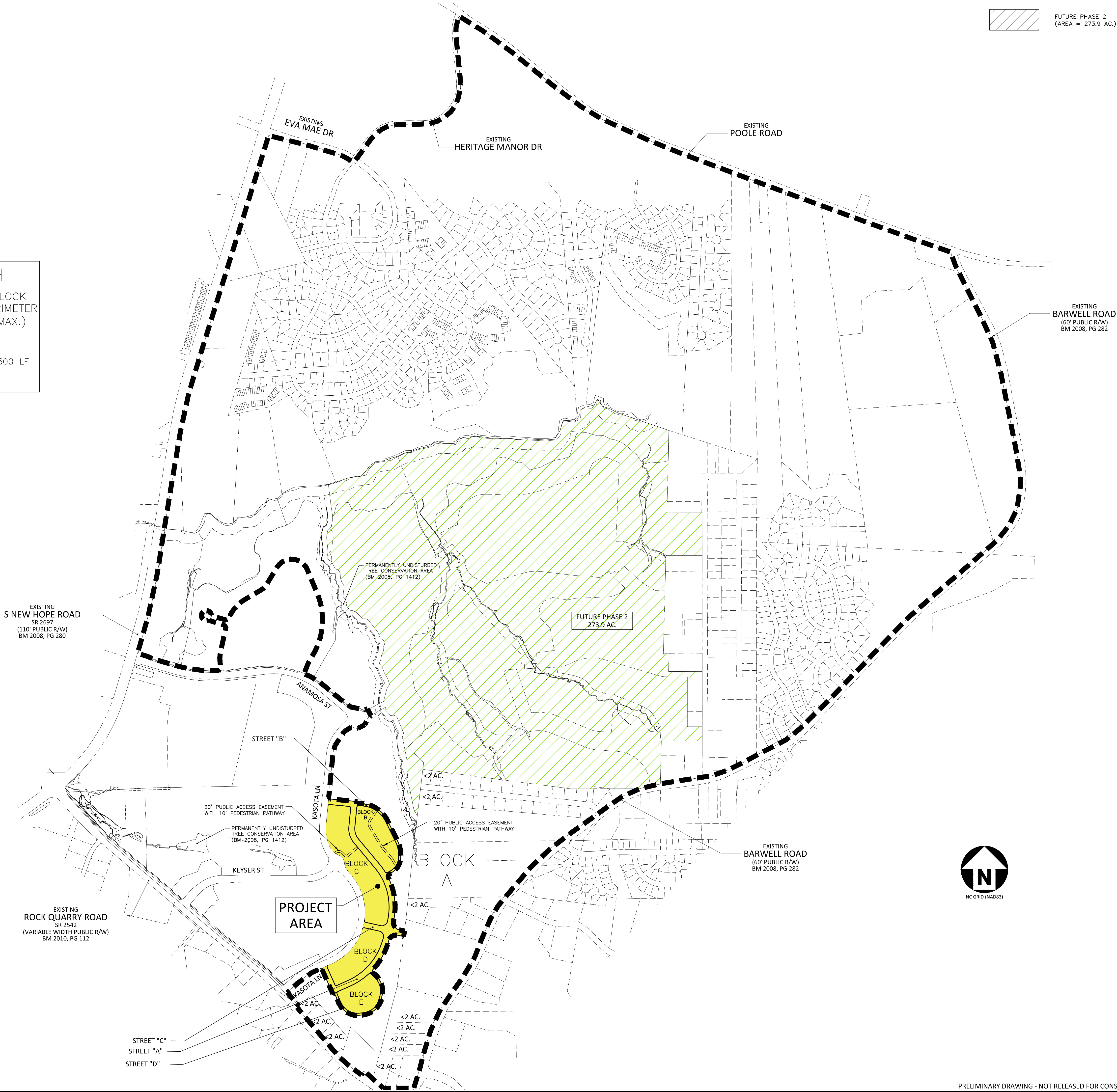




NOTE: COMPLIANCE WITH THE MAXIMUM BLOCK PERIMETER STANDARDS, INCLUDING MAXIMUM DEAD-END STREET LENGTH, SHALL NOT BE REQUIRED WHEN THE RESULTING STREET CONNECTION, IF COMPLETED, WOULD NEITHER REDUCE THE PERIMETER OF THE OVERSIZED BLOCK BY AT LEAST 20 PERCENT NOR RESULT IN CONFORMING BLOCK PERIMETERS, OR WHEN THE RESULTING STREET CONNECTION, IF COMPLETED, WOULD RESULT IN A NEW BLOCK PERIMETER LESS THAN 50 PERCENT OF THE MAXIMUM BLOCK PERIMETER LENGTH.

ALL BLOCKS INTERNAL TO THIS PROJECT (EXCLUDING OFF-SITE ROADS) MEET BLOCK PERIMETER STANDARDS.

| BLOCK PERIMETER LENGTH |   |           |                        |
|------------------------|---|-----------|------------------------|
| BLOCK                  | STREETS   | LENGTH    | BLOCK PERIMETER (MAX.) |
| A                      | STREET A, KASOTA LANE, EX. ROCK QUARRY ROAD, EX. BARWELL ROAD, EX. POOLE ROAD, EX. HERITAGE MANOR DR, EX. EVA MAE DR, EX. S NEW HOPE ROAD, ANAMOSA STREET | 39,156 LF | 2,500 LF               |



FUTURE PHASE 2  
(AREA = 273.9 AC.)



**McADAMS**  
The John R. McAdams Company, Inc.  
2905 Meridian Parkway  
Durham, NC 27713

phone 919. 361. 5000  
fax 919. 361. 2269  
license number: C-0293, C-187

www.mcadamsco.com

**CLIENT**

HALLE BUILDING GROUP  
56 HUNTER STREET, SUITE 110  
APEX, NORTH CAROLINA, 27502  
PHONE: 919. 387. 1885



**OLDE TOWNE TOWNHOMES  
LOTS 4 AND 5  
PRELIMINARY SUBDIVISION PLAN**  
RALEIGH, NORTH CAROLINA, 27610



| REVISIONS |      |
|-----------|------|
| NO.       | DATE |

| PLAN INFORMATION |                   |
|------------------|-------------------|
| PROJECT NO.      | HLE-20020         |
| FILENAME         | HLE20020-PSP-OAS3 |
| CHECKED BY       | NDW               |
| DRAWN BY         | SS                |
| SCALE            | 1"=500'           |
| DATE             | 10. 23. 2020      |

**SHEET**

**BLOCK PERIMETER PLAN**

**C2.09**



# Design Alternate : Stub Streets

