LOCATION: This site is located on the south side of Edwards Mill Road. The site is addressed at 4210 Edwards Mill Rd, which is inside City limits.

REQUEST: Development of a 14.05 acre tract zoned R-4 into a Civic building with 113,375 square feet of gross floor area for a new public elementary school.

DESIGN ADJUSTMENT(S)/ALTERNATES, ETC: A Design Adjustment pertaining to block perimeter standards (UDO 8.3) has been approved.

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 10/1/2018 by CLH Design, PA.

CONDITIONS OF APPROVAL and NEXT STEPS:

This document must be applied to the second sheet of all future submittals except for final plats. This is a preliminary plan and as such no permits have been issued with this approval. To obtain permits and/or completion of the project, the following steps are required:

☐ CONCURRENT SITE REVIEW NOT REQUIRED AT THIS TIME – However, plan revisions or further development that includes land disturbance of 12,000 square feet or greater, public or private infrastructure, shared stormwater devices, etc. will require concurrent site review.

☒ 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:

General

1. The building elevations will be updated to more accurately label the patio roof as a "shade structure", pursuant to UDO 1.5.7.D.

2. The building elevations will be revised so the title of both west elevation views will clearly identify them as primary street-facing.

3. If not printed to scale, a note will be placed on the building elevations stating as such.

Engineering

4. Required NCDOT encroachment and/or driveway permits must be approved and copies provided to Development Services – Development Engineering prior to concurrent review approval.
5. The recorded ROW easement by deed (2002) will need to be modified to encapsulate the proposed design. This will need to be done by abandoning the existing ROW easement through the Street Closure (STC) process and then a rededication of the ROW easement around the proposed infrastructure. Once the new ROW easement area has been dedicated, the Access easement by plat (2001) will need to be released at that time through the Real Estate Group. All steps listed previously as it relates to the ROW easement and Access easement will need to be finalized and approved, prior to Concurrent Approval.

6. The current cul-de-sac that exists at the terminus of Lakerim Ave meets Transportation’s minimum requirements for a turnaround. The City of Raleigh is not requiring the proposed roundabout design or rededication of ROW easement to encapsulate the proposed development changes. All roundabout design comments and ROW easement requirements are based on the applicant’s proposed design for the Stough Elementary school site to ensure what is being proposed meets the minimum UDO and RSDM standards.

7. 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.

Urban Forestry

8. Submit a final tree conservation plan that includes metes and bounds descriptions of all tree conservation areas and tree protection fencing as required (UDO 9.1.5).

9. Tree protection fence must be inspected by Urban Forestry staff prior to the issuance of a grading permit.

Legal Documents - Email to 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.

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:
General

10. A demolition permit shall be issued, and this building permit number shown on all maps for recording.

Engineering

11. 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.

12. 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.

13. A public infrastructure surety is provided to the City of Raleigh Development Services – Development Engineering program (UDO 8.1.3).

Public Utilities

14. 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

15. 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).

16. 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).

17. 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).

Transportation

18. A transit deed of easement shall be approved by City staff and the location of the easement shall be shown on a plat 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 this document must be provided to the Development Services Department within one day from authorization of lot recording. If a recorded copy of the document is not provided, further recordings and building permit issuance will be withheld.
Urban Forestry

19. A tree conservation plat shall be recorded with metes and bounds showing the designated tree conservation areas (UDO 9.1). This development proposes 1.387 acres of tree conservation area.

Public Utilities

20. A plat must be recorded at the Wake County Register of Deeds office for all utility easement dedications.

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).

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 reapproval 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: 11-16-2021
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: (Planning Dir./Designee)  [Signature]  Date: 11/14/18

Staff Coordinator: Ryan Boivin
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.

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<tr>
<th>PROJECT</th>
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<tbody>
<tr>
<td>Project Name</td>
<td>Stough Elementary School</td>
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<tr>
<td>Development Case Number</td>
<td>SR-37-2018</td>
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<td>Transaction Number</td>
<td>551981</td>
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<tr>
<td>Design Adjustment Number</td>
<td>DA - 72 - 2018</td>
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Staff recommendation based upon the findings in the applicable code(s):

- [ ] UDO Art. 8.3 Blocks, Lots, Access
- [x] UDO Art. 8.5 Existing Streets
- [ ] UDO Art. 8.4 New Streets
- [ ] Raleigh Street Design Manual

Staff SUPPORTS [x] DOES NOT SUPPORT [ ] the design adjustment request.

DEPARTMENTS

- [ ] Dev. Services Planner
- [ ] Development Engineering
- [ ] Engineering Services
- [ ] Public Utilities
- [ ] City Planning
- [ ] Transportation
- [ ] Parks & Recreation and Cult. Res.

STAFF RESPONSE

CONDITIONS:

Development Services Director or Designee Action: [ ] APPROVE [ ] APPROVE WITH CONDITIONS [ ] DENY

Authorized Signature: [Signature]

Date: 11/16/2018

*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).
The Development Services Director may in accordance with Sec. 10.2.18. approve a design adjustment, subject to all of the following findings.

A. The requested design adjustment meets the intent of this Article;
   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 any lots without direct street Frontage;
   YES [ ] NO [ ]

E. The requested design adjustment is deemed reasonable due to one or more of the following:
   1. Topographic changes are too steep;
   2. The presence of existing buildings, stream and other natural features;
   3. Site layout of developed properties;
   4. Adjoining uses or their vehicles are incompatible;
   5. Strict compliance would pose a safety hazard; or
   6. Does not conflict with an approved or built roadway construction project
   7. Adjacent to or in the vicinity of the site.
   YES [ ] NO [ ]

**STAFF FINDINGS**

Staff supports the request for a Design Adjustment as it relates to block perimeter due to topographic constraints surrounding the site. Please see attached documents showing the topographic changes and existing retaining walls at the barriers of the adjacent properties. Also, all adjacent parcels to the south and west are individually owned town homes on private streets with no existing offers of cross access. Further connections are unlikely at this time.
**Design Adjustment Application**

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.

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I am seeking a Design Adjustment from the requirements set forth in the following:

- [ ] UDO Art. 8.3 Blocks, Lots, Access
- [ ] UDO Art. 8.4 New Streets
- [ ] UDO Art. 8.5 Existing Streets
- [ ] Raleigh Street Design Manual

Provide details about the request; (please attach a memorandum if additional space is needed):

See additional information sheet 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.

Owner/Owner's Representative Signature: [Signature] Date: 6-18-18

**CHECKLIST**

<table>
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<tr>
<td>Signed Design Adjustment Application</td>
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<tr>
<td>Page(s) addressing required findings</td>
<td>✔</td>
</tr>
<tr>
<td>Plan(s) and support documentation</td>
<td>✔</td>
</tr>
<tr>
<td>Notary page (page 6) filled out; Must be signed by property owner</td>
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<tr>
<td>First Class stamped and addressed envelopes with completed notification letter</td>
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</table>

Submit all documentation, with the exception of the required addressed envelopes and letters to designadjusments@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 - 72 - 2018
The Development Services Director may in accordance with Sec. 10.2.18. approve a design adjustment, subject to all of the following findings. Describe how each item is met:

A. The requested design adjustment meets the intent of this Article;
   The requested design adjustment meets the intent of this Article as the proposed project meets current State, NCDOT and WCPSS design and program requirements for circulation both vehicular and pedestrian, safety including fire, ems, etc., separation of conflicting uses such as bus service and staff/parent, and complies with current ADA standards.

B. The requested design adjustment conforms with the Comprehensive Plan and adopted City plans;
   The project complies with the City of Raleigh 2030 Comprehensive Plan "Crabtree" study area. An approved TIA by NCDOT and the City of Raleigh is on file. The proposed plan meets the approved TIA.

C. The requested design adjustment does not increase congestion or compromise Safety;
   An approved Traffic Impact Analysis by NCDOT and the City of Raleigh prepared by AMT Engineering is on file. The proposed plan meets the approved TIA.

D. The requested design adjustment does not create any lots without direct street Frontage;
   The requested design adjustment does not create any new lots. Existing lot has direct access to two separate public Right-of-Ways.

E. The requested design adjustment is deemed reasonable due to one or more of the following:
   1. Topographic changes are too steep;
   2. The presence of existing buildings, stream and other natural features;
   3. Site layout of developed properties;
   4. Adjoining uses or their vehicles are incompatible;
   5. Strict compliance would pose a safety hazard; or
   6. Does not conflict with an approved or built roadway construction project
   7. adjacent to or in the vicinity of the site.

See attached additional information sheets.
STATE OF NORTH CAROLINA
COUNTY OF Wake

I, Paige E. Goodwin, a Notary Public, do hereby certify that
Keith Downing, personally appeared before me this day and
acknowledged the due execution of the foregoing instrument.

This the 18th day of June, 2018.

Notary Public

Paige E. Goodwin

My Commission Expires: 10/14/2020
Stough Elementary Design Adjustment—Additional Information
July 16, 2018

Request: The Helen Y. Stough Magnet Elementary School is located on 14.05 acres. This request is to waive the block perimeter requirement for the proposed Stough Elementary School improvements based on the site constraints such as steep topography, incompatible adjacent uses, existing infrastructure and the reasonings based in Section E of the justification section below.

The proposed plan demolishes the existing structure and replaces it with a new school building. It provides increased and efficient site circulation. Safety is provided by separating vehicular uses such as bus/service, staff, and parent traffic. The proposed plan has been reviewed and approved by NCDOT congestion management and MSTA. All required parent stacking per MSTA current standards are provided "on-site" and not in a public right of way. Wake County Fire Marshall has reviewed the plan, provided comments and has no objection to the design provided. Increased pedestrian circulation and safety is provided by removing the existing bus loop along Edwards Mill Road, providing sidewalk along Edwards Mill Road, connecting all internal site features and connecting to the public Right-of-Way. The plan as presented will meet or exceed all City of Raleigh UDO requirements after a complete review by the City of Raleigh, Wake County Building Inspections, NCDOT, NCDEQ, NCDOJ and NCDPI, including but not limited to: access to the right-of-way, ADA, parking (vehicular and bicycle), storm water, TCA, landscaping, transportation and utilities.

Per code section:
8.3.2.A.2.b: Block Perimeter (max) and Dead-End Street (max)
   Using Wake County IMAPS, there are 133 lots with 84.16 acres inside the existing block perimeter. This is an average lot size of 1.58 acres. The maximum perimeter for this site zoned R-4 with an average lot size of 40,000 sf and greater is 8,000 LF. The block perimeter (magenta line) as shown in the attached image is 8,060 LF as measured at the right of way per code section 8.3.2.B. The block perimeter requirement is not met (short 60 LF) with existing conditions.

8.3.1.B: Large blocks with limited connectivity... add driving distance that can negatively impact emergency vehicle services.
   The plan provides 3 access points from public right-of-way for emergency vehicles to access and circulate the site. Wake County Fire Marshall has reviewed the plan and is okay with the plan as presented.

8.3.1.C: The access regulations are intended to provide a means for safe, efficient and convenient vehicular and pedestrian access
   Vehicular connectivity from adjacent parcels poses a safety hazard to students. It may create an opportunity to have unauthorized persons access the site without staff supervision. The required NCDOT MSTA on-site queue length would not be able to be provided. There would also be an opportunity to short circuit the NCDOT MSTA required queue. Loading and unloading may occur along the public road creating an undesired conflict between students and vehicles.
8.3.1.D: Administrative design adjustments to the requirements of this Article may be appropriate where topographic changes are too steep... or site layout of developed properties prevent cross access, where adjoining uses are incompatible or where strict compliance with this UDO would pose a safety hazard (section “E” on the Design Adjustment Application)

E1. There is severe grade change (10-20') along both the southeast and eastern borders. See attached photographs and GIS topography map.

E3. Adjoining properties to the southwest are privately owned townhomes with private drives that have no direct connection to a public way. The properties to the southeast are privately owned single family homes. Whereas a stub appears to be provided, there is no R/W provided to the Board owned property and there is severe grade change between to two parcels.

E4. The adjacent property to the east is commercial, the two uses are not compatible for vehicular connection and there is a severe grade changes (10'20') between parcels. See attached photographs and GIS topography map.

E5. Vehicular connectivity from adjacent parcels not only poses a safety hazard to school students but may create an opportunity to have unauthorized persons access the site without staff supervision. There would also be an opportunity to short circuit the NCDOT MSTA required queue. Loading and unloading may occur along the public road creating an undesired conflict between students and vehicles.

Safety Concerns

- Multiple points of access to, and egress from, the site and building is a safety concern. It is more difficult to monitor multiple public access points.
- Parent and bus traffic would not be separated, it allows for more conflicts to occur.
- The addition of the public road could allow a short circuit of the designated queue lane.
- Insufficient on-site parent queue per NCDOT MSTA requirement.
- Insufficient bus stacking “on-site”.
- May cause additional congestion at peak times.
- High speed cut-through traffic.

E6. The absence of a public road through the school site does not conflict with an approved or built roadway construction project.