LOCATION: This site is located on the south side of Durant Road, south of Preslyn Drive (at 4550 Preslyn Drive).

REQUEST: Development of a vacant 1.41-acre tract zoned IX-3 into a new proposed 12,042 gross square foot general building to be used for light manufacturing.

DESIGN ADJUSTMENT(S)/ ALTERNATES, ETC: Design Adjustment DA-15-2019 was approved for the following:
• Block Perimeter

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 3/29/2019 by Red Line Engineering.

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. Sheets A2.01 and A2.02 shall be revised such that the total overall square footage for the “total square footage of façade” column, is corrected and revised accordingly to reflect the correct sum.

2. Per UDO 1.5.7 A.6 & TC-17-16, the applicant demonstrates that 50% or more of perimeter wall area is located below grade, based on the calculations and overall “total SF façade” square footages shown on Sheet A2.01, A2.02.

Engineering

3. 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.
Stormwater

4. A stormwater control plan with a stormwater operations and maintenance manual and budget shall be approved (UDO 9.2).

5. A surety equal to of the cost of clearing, grubbing and reseeding a site, shall be paid to the City (UDO 9.4.4).

☐ 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.

| ☒ City Code Covenant | ☒ Slope Easement |
| ☒ Stormwater Maintenance Covenant | ☐ Transit Easement |
| ☒ Utility Placement Easement | ☐ Cross Access Easement |
| ☐ Sidewalk Easement | ☐ Public Access Easement |
| | ☐ Other: insert name here |

☐ RECORDED MAP(S) - Submit plat to record new property lines, easements, tree conservation areas, etc.). Plats may be submitted for review when the Concurrent Site Review plans, if required, have been deemed ready for mylar signature.

The following items must be approved prior to recording the plat:

Engineering

1. 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.

2. A 20-foot slope easement at the North East corner of the property to allow future connection to the sidewalk.
Stormwater

3. The City form document entitled Declaration of Maintenance Covenant and Grant of Protection Easement for Stormwater Control Facilities shall be approved by the City and recorded with the county register of deeds office (UDO 9.2.2.G).

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

☒ BUILDING PERMITS – For buildings and structures shown on the approved plans. Commercial building permit plans must include the signed, approved Concurrent Site Review plans attached, if applicable. Permit sets may be reviewed prior to the recordation of required plats but cannot be approved.

Engineering

1. A right-of-way obstruction permit shall be obtained from Right-of-way Services for any construction activity within the right-of-way.

2. A public infrastructure surety shall be provided to the City of Raleigh Development Services – Development Engineering (UDO 8.1.3).

Stormwater

3. 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).

4. A surety equal to 125% of the cost of the construction of a stormwater device shall be paid to the Engineering Services Department (UDO 9.2.2.D.1.d).

Urban Forestry

5. A tree impact permit must be obtained for the approved streetscape tree installation in the right of way. This development proposes 4 street trees along Preslyn Drive.

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

1. All Water, Sanitary Sewer and Reuse facilities shall be installed, inspected, tested and accepted by the City of Raleigh Public Utilities Department for operations and maintenance.

2. Required public right-of-way infrastructure improvements shall be, at a minimum, sufficiently completed to provide the necessary, safe emergency and vehicular access.
3. Required underground storm drainage improvements shall be completed and as-built plan(s) and certification(s) reviewed and accepted by the City of Raleigh Development Services – Development Engineering program.

4. All street lights and street signs required as part of the development approval are installed.

5. Copies of certified inspection reports for alleys and internal access ways are submitted to the City of Raleigh Development Services – Development Engineering program.

6. As-built drawings and associated forms for all Stormwater devices are accepted by the Engineering Services Department (UDO 9.2.2.D.3).

7. Final inspection of all right of way street trees by Urban Forestry Staff.

EXPIRATION DATES: The expiration provisions of UDO Section 10.2.8 E, including the ability to request extensions in the expiration date, apply to this site plan. If significant construction has not taken place on a project after administrative site review approval, that approval may expire and be declared void, requiring re-approval before permits may be issued. To avoid allowing this plan approval to expire the following must take place by the following dates:

3-Year Expiration Date: 5-15-2022
Obtain a valid building permit for the total area of the project, or a phase of the project.

4-Year Completion Date:
Within four years after issuance of the first building permit for the site plan, the construction of the entire site plan must be completed unless an applicant has been granted vested rights. Failure to complete construction within this specified time frame shall automatically void the approved site plan for which no building permits have been issued.

I hereby certify this administrative decision.

Signed: (Planning Dir./Designee) [Signature] Date: 5/15/19

Staff Coordinator: Jermont Purifoy
Design Adjustment  
Staff Response

Per Section 30.2.18.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.

<table>
<thead>
<tr>
<th>Project Name</th>
<th>Franklin-Christoph</th>
</tr>
</thead>
<tbody>
<tr>
<td>Development Case Number</td>
<td>SR-110-18</td>
</tr>
<tr>
<td>Transaction Number</td>
<td>577653</td>
</tr>
<tr>
<td>Design Adjustment Number</td>
<td>DA - 15 - 2019</td>
</tr>
</tbody>
</table>

Staff recommendation based upon the findings in the applicable code(s):

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

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

DEPARTMENTS

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

STAFF RESPONSE

CONDITIONS:

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

Authorized Signature:  

Daniel G. King, PE  

5/15/19  

Date

*The Development Services Director may authorize a designee to sign in his/her stead. Please print name and title next to signature.

Appeal of the decision from the Development Services Director, or his or her designee, shall be made in writing within 30 days to the Board of Adjustment (see Section 10.2.18.C3b).
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 relief pertaining to block perimeter standards. Based on the location of this property and where a street extension would occur, it would be constructed to the south towards existing stormwater measures provided on lot PIN 1727780821. Any future connections and extension of a stub street in this location would be extremely limited by the existing stormwater facility and grades on the adjacent site.
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 additional maintenance responsibilities for the City; and 
   YES ☑ NO □

E. The requested design adjustment has been designed and certified by a Professional Engineer. 
   YES ☑ NO □

**STAFF FINDINGS**

Staff supports the request for an alternate streetscape proposal and relief from additional public right-of-way dedications across the property frontage. The existing parcels part of the industrial neighborhood have previously been developed with streetscape and public right-of-way dedications previously established. Any deviations to what has previously been constructed/dedicated would cause an unfavorable transition along a property with limited frontage when taking into consideration the entire developed area.
A. The requested design adjustment meets the intent of the Raleigh Street Design Manual;  
   YES ☑ NO ☐
B. The requested design adjustment conforms with the Comprehensive Plan and adopted  
   City plans;  
   YES ☑ NO ☐
C. The requested design adjustment does not increase congestion or compromise safety;  
   YES ☑ NO ☐
D. The requested design adjustment does not create additional maintenance  
   responsibilities for the City; and  
   YES ☑ NO ☐
E. The requested design adjustment has been designed and certified by a Professional  
   Engineer.  
   YES ☑ NO ☐

STAFF FINDINGS
Staff supports the request for an alternate streetscape proposal and relief from additional public  
right-of-way dedications across the property frontage. The existing parcels part of the industrial  
neighborhood have previously been developed with streetscape and public right-of-way dedications  
previously established. Any deviations to what has previously been constructed/dedicated would cause an  
unfavorable transition along a property with limited frontage when taking into consideration the entire  
developed area.
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.

<table>
<thead>
<tr>
<th>Request</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Project Name</strong></td>
<td>Franklin Christoph</td>
</tr>
<tr>
<td><strong>Case Number</strong></td>
<td>SR-110-18</td>
</tr>
<tr>
<td><strong>Transaction Number</strong></td>
<td>577653</td>
</tr>
<tr>
<td><strong>Name</strong></td>
<td>SC Franklin Holding Company, LLC</td>
</tr>
<tr>
<td><strong>City</strong></td>
<td>Wake Forest</td>
</tr>
<tr>
<td><strong>Address</strong></td>
<td>12339 Wake Union Church Road, Suite #111</td>
</tr>
<tr>
<td><strong>State</strong></td>
<td>North Carolina</td>
</tr>
<tr>
<td><strong>Zip Code</strong></td>
<td>27587</td>
</tr>
<tr>
<td><strong>Phone</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Firm</strong></td>
<td>Red Line Engineering, P.C.</td>
</tr>
<tr>
<td><strong>Address</strong></td>
<td>1401 Aversboro Road, Suite #210</td>
</tr>
<tr>
<td><strong>City</strong></td>
<td>Garner</td>
</tr>
<tr>
<td><strong>State</strong></td>
<td>North Carolina</td>
</tr>
<tr>
<td><strong>Zip Code</strong></td>
<td>27529</td>
</tr>
<tr>
<td><strong>Phone</strong></td>
<td>919-779-6851</td>
</tr>
</tbody>
</table>

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

- UDO Art. 8.3 Blocks, Lots, Access  
- See page 2 for findings
- UDO Art. 8.4 New Streets  
- See page 3 for findings
- UDO Art. 8.5 Existing Streets  
- See page 4 for findings
- Raleigh Street Design Manual  
- See page 5 for findings

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

This design adjustment request is to be exempt from the right of way dedication requirements for the existing street Preslyn Drive and to match the streetscape improvements of the property to the west. This design adjustment request is also to be exempt from block perimeter requirements. Please see attached Design Adjustment Summary.

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: John Doe  
Date: 2/21/19

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

Submit all documentation, with the exception of the required addressed envelopes and letters to designadjustments@raleighnc.gov.

Deliver the addressed envelopes and letters to:
Development Services, Development Engineering
One Exchange Plaza, Suite 500
Raleigh, NC 27601
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 existing street was developed in the 1980s, before the block perimeter requirements of this article.

B. The requested design adjustment conforms with the Comprehensive Plan and adopted City plans;
   The existing street was developed before the Comprehensive Plan and adopted City plans. Incompatible uses and steep topographic changes would not provide safe transition for pedestrians or vehicles.

C. The requested design adjustment does not increase congestion or compromise Safety;
   The requested design adjustment does not add or remove from existing block perimeter pattern. Also, the location of the proposed site is at the end of an existing industrial park. Therefore, this design adjustment does not increase congestion or compromise safety.

D. The requested design adjustment does not create any lots without direct street Frontage;
   The proposed site and all adjacent properties all have direct street frontage on Preslyn Drive. The design adjustment would not change this. The proposed site and all adjacent properties all have direct street frontage on Atlantic Avenue. The design adjustments requested would not change this.

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.

   An existing Tree Conservation Area is located to the east of the property, behind the adjacent spite strip. An existing stormwater pond is located to the south of the property. As such, there is no viable solution to the block perimeter requirement.
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;

This project has provided a sidewalk and planting strip to match the street improvements of the adjacent property to the west (4540 Preslyn Drive) to meet the intent of Article 8.5. This project has provided a sidewalk and planting strip to match the street improvements of the adjacent property to the west (4540 Preslyn Drive) to meet the intent of Article 8.5. Also, public right of way already matches the width of the adjacent property to the west.

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

This project has been designed to meet the Comprehensive Plan and adopted City plans, providing pedestrian circulation to the end of the existing street. This project has been designed to meet the Comprehensive Plan and adopted City plans, providing pedestrian circulation to the end of the existing street.

C. The requested design adjustment does not increase congestion or compromise safety;

The requested Design Adjustment does not increase congestion or compromise safety as designed because the project is at the end of an existing industrial park. The requested Design Adjustment does not increase congestion or compromise safety as designed because the project is at the end of an existing industrial park.

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

Because the Design Adjustment would not result in additional right of way dedication, it would not create additional maintenance requirements or responsibilities for the City. The required streetscape can and will be installed within the existing public right of way. As such, the additional right of way is unnecessary. The maintenance responsibilities for the existing road, streetscape, utilities etc. would not change as a result of the Design Adjustment.

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

This design adjustment has been certified by a Professional Engineer. Please see plans for certification.
The Development Services Director may in accordance with Sec. 10.2.18. approve a design adjustment, subject to all of the following findings. Describe how each item is met:

A. The requested design adjustment meets the intent of the Raleigh Street Design Manual;
   The requested design adjustment meets the intent, within the existing Right of Way.

B. The requested design adjustment conforms with the Comprehensive Plan and adopted City plans;
   The requested design adjustment conforms to the comprehension plan within the existing Right of Way as the development is built out, which is accounted for in the Comprehensive Plan.

C. The requested design adjustment does not increase congestion or compromise safety;
   The requested adjustment would not increase congestion or compromise safety in any way.
   The existing street (Preslyn Drive) has very little traffic in this location.

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

E. The requested design adjustment has been designed and certified by a Professional Engineer.
   The design adjustment has been designed and certified by a Professional Engineer (see attached plans).
STATE OF NORTH CAROLINA
COUNTY OF WAKE

I, Deborah P. Marsh, a Notary Public do hereby certify that Gary J. McCabe personally appeared before me this day and acknowledged the due execution of the foregoing instrument.

This the 5th day of February, 2019.

[Signature]
Notary Public

My Commission Expires: 02/23/2022
Street Elevation

Average Grade Calculations

<table>
<thead>
<tr>
<th>Elevation</th>
<th>Existing</th>
<th>Proposed</th>
</tr>
</thead>
<tbody>
<tr>
<td>North</td>
<td></td>
<td></td>
</tr>
<tr>
<td>East</td>
<td>243.65'</td>
<td>257.00'</td>
</tr>
<tr>
<td>West</td>
<td>242.33'</td>
<td>257.00'</td>
</tr>
<tr>
<td>Window A</td>
<td>5'-4&quot;</td>
<td>5'-0&quot;</td>
</tr>
<tr>
<td>Window B</td>
<td>10'-0&quot;</td>
<td>8'-0&quot;</td>
</tr>
</tbody>
</table>

The average grade is determined by calculating the average of the highest and lowest elevation along each building elevation.

The more restrictive condition occurs in the existing condition with an Average Grade of 241.82' and averaging all elevations.

Average Grade Calculations:

<table>
<thead>
<tr>
<th>Elevation</th>
<th>Total SF of Facade</th>
<th>SF of Below Grade</th>
</tr>
</thead>
<tbody>
<tr>
<td>North</td>
<td>3,943.00 Sq ft</td>
<td>2,001.52 Sq ft</td>
</tr>
<tr>
<td>East</td>
<td>1,400.00 Sq ft</td>
<td>1,393.00 Sq ft</td>
</tr>
<tr>
<td>Window A</td>
<td>567.00 Sq ft</td>
<td>0 Sq ft</td>
</tr>
<tr>
<td>Window B</td>
<td>567.00 Sq ft</td>
<td>41.52 Sq ft</td>
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</tbody>
</table>

The more restrictive condition occurs in the existing condition with an Average Grade of 241.82' and averaging all elevations.

South Elevation

Rear Elevation

Non-faceting Street Elevation