

# Design Adjustment Application



**DEVELOPMENT SERVICES DEPARTMENT**

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.

<b>PROJECT</b>	Project Name 742 Shelley Rd., Raleigh NC 27609		
	Case Number		
	Transaction Number		
<b>OWNER</b>	Name Mark D. and Laurie A. Smith		
	Address 727 Benchmark Dr.		City Raleigh
	State NC	Zip Code 27615	Phone 252-723-9644
<b>CONTACT</b>	Name Kevin Merta		Firm Custom Estate Homes
	Address 2105 Bernard St.		City Raleigh
	State NC	Zip Code 27608	Phone 919-588-0044
<b>REQUEST</b>	I am seeking a Design Adjustment from the requirements set forth in the following:		
	<input type="checkbox"/> UDO Art. 8.3 Blocks, Lots, Access	- See page 2 for findings	
	<input type="checkbox"/> UDO Art. 8.4 New Streets	- See page 3 for findings	
	<input type="checkbox"/> UDO Art. 8.5 Existing Streets	- See page 4 for findings	
	<input checked="" type="checkbox"/> Raleigh Street Design Manual	- See page 5 for findings	
Provide details about the request; (please attach a memorandum if additional space is needed):			
We seek a design adjustment to allow the construction of a semi-circular drive with 2 driveways at 742 Shelley Rd (new home currently under construction). The street classification for Shelley Road is Avenue, 2-Lane Undivided facility per the City Street Plan Map. The RSDM requires (for Avenue, 2-Lane) a minimum of 100' separation as measured from inside driveway to inside driveway. The proposed semi-circular drive, due to the lot width of 109', has a ~ 47' separation between the driveways. Given the intent of the 100' minimum spacing between drives is to reduce congestion and increase safety when entering Shelley we believe the semi-circular does not increase congestion beyond a single drive as it only serves one residential home. In addition a semi-circular drive increases safety by allowing all traffic to exit 724 Shelley facing forward and also allowing visitors to park off street (in the circular drive) thus increasing the safety of passenger loading and unloading.			

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

Date

208-03-29

## CHECKLIST

Signed Design Adjustment Application	<input checked="" type="checkbox"/> Included
Page(s) addressing required findings	<input checked="" type="checkbox"/> Included
Plan(s) and support documentation	<input checked="" type="checkbox"/> Included
Notary page (page 6) filled out; Must be signed by property owner	<input checked="" type="checkbox"/> Included
First Class stamped and addressed envelopes with completed notification letter	<input checked="" type="checkbox"/> Included

Submit all documentation, with the exception of the required addressed envelopes and letters to [designadjustments@raleighnc.gov](mailto:designadjustments@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 -	-
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# Raleigh Street Design Manual

## Administrative Design Adjustment Findings



DEVELOPMENT  
SERVICES  
DEPARTMENT

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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;

Given the intent of the 100' minimum spacing between drives is to reduce congestion and increase safety when entering Shelley we believe the semi-circular does not increase congestion beyond a single drive as it only serves one residential home. In addition a semi-circular drive increases safety by allowing all traffic to exit 724 Shelley facing forward and also allowing visitors to park off street (in the circular drive) thus increasing the safety of passenger loading and unloading.

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

The requested adjustment does not impact the Raleigh City Street Plan Map.

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

See A. above.

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

No additional maintenacne responsibilities for the City of Raleigh are envisioned by the requested adjustment.

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

Plot plan of proposed adjustment certified by Professional Land Surveyors Williams - Pearce and Assoc. is attached.

# Individual Acknowledgement



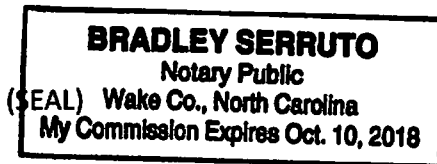
DEVELOPMENT  
SERVICES  
DEPARTMENT

STATE OF NORTH CAROLINA  
COUNTY OF Wake

INDIVIDUAL

I, Bradley Serruto, a Notary Public do hereby certify that Mark D. Smith personally appeared before me this day and acknowledged the due execution of the forgoing instrument.

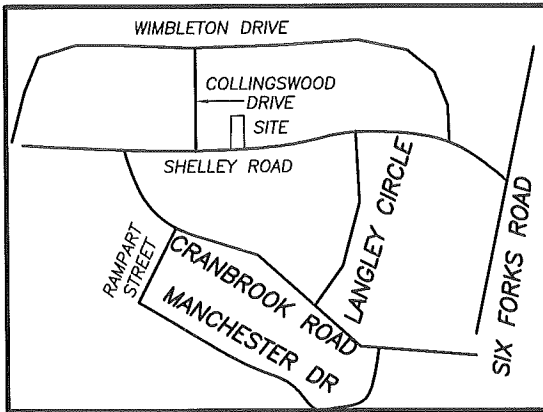
This the 29<sup>th</sup> day of March, 2018.



Notary Public

A handwritten signature of Bradley Serruto, consisting of stylized initials "BS" followed by a horizontal line.

My Commission Expires: October 10, 2018



PLAN INFORMATION BLOCK			
Footprint:		Total Square Feet:	
Crawl:	Slab:	Basement:	
Mean Height:		Stories:	
Facade:			
Impervious Surface Area:			

NOTE: "ALL CONSTRUCTION SHALL BE DONE IN ACCORDANCE WITH CITY OF RALEIGH AND NCDOT STANDARDS AND SPECIFICATIONS."

PRELIMINARY PLAT- NOT FOR RECORDATION, CONVEYANCES, OR SALES.  
NOTE: AREA COMPUTED BY COORDINATE METHOD.

**PARKING OVERLAY CALCULATIONS**  
 5637 SQ.FT. - FRONT YARD AREA  
 2255 SQ.FT. - 40% OF FRONT YARD AREA  
 1879 SQ.FT. - PROPOSED DRIVEWAY

**PLOT PLAN FOR  
 CUSTOM ESTATE HOMES OF NC  
 CITY OF RALEIGH  
 WAKE COUNTY  
 NORTH CAROLINA**

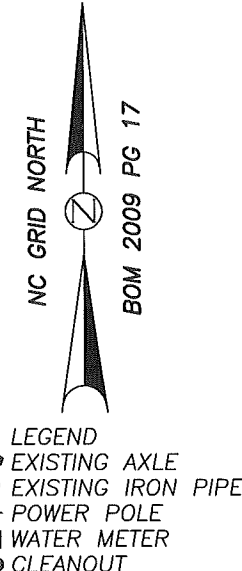
4219 SQ.FT. - PROPOSED DWELLING & PORCH  
 239 SQ.FT. - PROPOSED STEPS & WALK  
 1879 SQ.FT. - PROPOSED DRIVEWAY  
 1128 SQ.FT. - SIDE PARKING  
 160 SQ.FT. - PROPOSED DECK (280 SQ.F.T X 1/2)  
 7625 TOTAL SQ.FT. - PROPOSED IMPERVIOUS COVERAGE

**VICINITY MAP**

NOTE: BEING LOT 9 BLOCK B OF CHESTNUT HILLS SUBDIVISION, RECORDED IN BOOK OF MAPS 1954 PAGE 36.  
 NOTE: THIS PROPERTY IS SUBJECT TO EASEMENTS AND RESTRICTIONS OF RECORD.

PROPERTY ADDRESS:  
 742 SHELLEY ROAD  
 RALEIGH, NC

ZONED: R-4  
 SETBACKS:  
 FRONT - 20'  
 REAR - 30'  
 SIDE - 10'



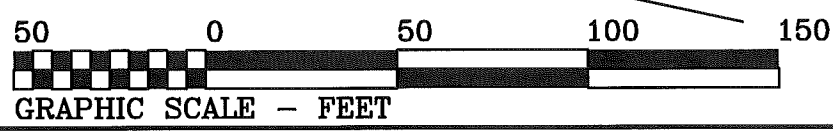
"I, Clyde T. Pearce, certify that this map was drawn under my supervision, that the boundaries not surveyed are indicated as drawn from information in Book of Maps 1954 Pg 36; that the ratio of precision or positional accuracy is 1:10,000; and that this map meets the requirements of The Standards of Practice for Land Surveying in North Carolina (21 NCAC 56.1600)."

This 6th day of SEPTEMBER, 2017.

Seal  
 Professional Land Surveyor  
 L-2481  
 CLYDE T. PEARCE

NOTE: NOT AN ACTUAL FIELD SURVEY. INFORMATION TAKEN FROM BOOK OF MAPS 1954 PG. 36

**WILLIAMS - PEARCE and ASSOC.,  
 PROFESSIONAL LAND SURVEYORS, P.A.**  
 1000 N. ARENDELL AVE.  
 P.O. BOX 892, ZEBULON, N.C. 27597  
 PHONE: 919-269-9605 LIC. # C-0243



FILE: CHESTNUT HILLS/LOT 9 BLCK B  
 SCALE: 1" = 50'  
 DATE: 09-06-2017 (REV. 11-10-17)  
 JRH13 CF (REV. 11-17-17)  
 (REV. 12-11-17)  
 (REV. 02-06-18)