

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.

PROJECT	Project Name Raleigh Ironworks Phase 1 & 2		
	Case Number SR-17-82-17		
	Transaction Number 531572		
OWNER	Name Plan of Steel, L.L.C, (Grubb Ventures)		
	Address 3700 Glenwood Ave., Suite 330		City Raleigh
	State NC	Zip Code 27612	Phone 919-786-9905
CONTACT	Name Anthony Smithson		Firm Grubb Ventures
	Address 3700 Glenwood Ave., Suite 330		City Raleigh
	State NC	Zip Code 27612	Phone 919-786-9905
REQUEST	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 checked="" type="checkbox"/> UDO Art. 8.4 New Streets	- See page 3 for findings	
	<input checked="" type="checkbox"/> UDO Art. 8.5 Existing Streets	- See page 4 for findings	
	<input 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):		

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

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

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

For Office Use Only	RECEIVED DATE:	DA - 68 - 2018
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Individual Acknowledgement



DEVELOPMENT
SERVICES
DEPARTMENT

STATE OF NORTH CAROLINA

INDIVIDUAL

COUNTY OF Wake

I, Karen T. King, a Notary Public do hereby certify that
Anthony Smithson personally appeared before me this day and
acknowledged the due execution of the forgoing instrument.

This 1st day of June, 2018.



Notary Public

My Commission Expires: August 31, 2019



MEMORANDUM:

TO: Kenneth Ritchie, Daniel King

COMPANY: City of Raleigh Development Services

FROM: Joe Puckett

DATE: 06.213.2018

REFERENCE: Design Adjustments for Raleigh Ironworks

STEWART PROJECT NUMBER: C17018

Gentlemen,

We respectfully submit this application for Design Adjustments related to Raleigh Ironworks. Per our previous meetings, it has been established that this is a unique site and opportunity for Raleigh that necessitates multiple Design Adjustments so that the uniqueness of the site can be preserved and enhanced.

The Raleigh Ironworks Phase I site is approximately 9 acres, and is zoned CX-7-PL. The site is currently used as a recycling plant and is accessed via East Whitaker Mill Road. Site access is constrained by an active rail line to the east, the grade differential between the site and Atlantic Avenue to the west, and the development pattern of adjacent uses to the north. The Raleigh Street Plan designates Atlantic Avenue as an Avenue 4 lane divided, and East Whitaker Mill as an Avenue 2 lane undivided.

Raleigh Ironworks Phase I entails the adaptive reuse of two existing structures on site and the development of a vertical mixed-use commercial/residential project and adjacent parking deck. In addition, Phase I will extend East Whitaker Mill Road into the site, create a new street that connects East Whitaker Mill Road to Wicker Drive (Ironworks Drive), and create a shared space between the two buildings for multi-modal circulation and gathering/event space. Because of the unique nature of the site and the desire to further the city's goal of adaptively reusing buildings and creating unique places, this project requires two Design Adjustments: 8.4 New Streets related to the extension of East Whitaker Mill Road and the creation of Ironworks Drive, and 8.5 Existing Streets related to Atlantic Avenue.

ARTICLE 8.4 NEW STREETS

This project proposes to create a new street, Raleigh Iron Works Drive, that connects East Whitaker Mill Road and Wicker Drive in the form of a 64' section that improves multimodal access and leaves flexibility for future project phase development.

8.4.1.E. Administrative Design Adjustment Findings

The Public Works Director may in accordance with Sec. 10.2.18. approve a



street design adjustment, subject to the following findings:

1. The approved adjustment meets the intent of this Article;

A. Intent

1. The intent of the new streets regulations is to provide a palette of street typologies and design elements that reflect the character of different areas within the City.

2. The new street regulations provide adequate travel lanes for vehicles, cyclists and pedestrians.

3. Administrative design adjustments approved by the Public Works Director pursuant to Sec. 8.4.1.E. may be appropriate when an existing building would impede roadway expansion; when transitioning from a different street section; or where strict compliance with this UDO and the Raleigh Street Design Manual would pose a safety hazard.

4. Gated public streets shall not be permitted.

The proposed design provides additional multimodal access to and through the site, while respecting the existing buildings and context and leaving flexibility for future development of adjacent parcels.

2. The approved adjustment conforms with the Comprehensive Plan and adopted City plans;

The proposed design creates a pedestrian friendly urban environment consistent with Policy T 3.4 Pedestrian Friendly Road Design, Policy T 1.5 Context Sensitive Road Design, and Policy UD 2.2. Multi-modal Design.

3. The approved adjustment does not increase congestion or compromise safety;

The proposed design provides additional multimodal access to and through the site.

4. The approved adjustment does not create additional maintenance responsibilities for the City;

The maintenance of any atypical items or materials in the right of way will be the responsibility of the owner, via an encroachment permit if required.

5. The approved adjustment has been designed and certified by a Professional Engineer; and

Joe Puckett of Stewart has designed these proposed improvements.

6. The approved adjustment shall address stormwater collection and conveyance and not adversely impact stormwater collection.

The proposed design does not have any adverse impacts on stormwater collection.

ARTICLE 8.5 EXISTING STREETS

This project proposes to add a 6' sidewalk and retaining wall to the eastern edge of Atlantic Avenue adjacent to the site, and extend East Whitaker Mill Road into the site in the form of a 64', with Wicker Drive remaining unchanged.

8.5.1.G. Administrative Design Adjustment Findings

1. The Public Works Director may in accordance with Sec. 10.2.18. approve an existing street design adjustment, subject to all of the following findings:

a. The approved adjustment meets the intent of this Article;

A. Intent

1. The intent of the existing streets regulations is to provide the application of the street typology map and the streetscapes to existing streets to reflect the character and context of areas in the City.



2. The existing street regulations provide adequate travel lanes for vehicles, cyclists and pedestrians.

3. Administrative Design Adjustments approved by the Public Works Director pursuant to Sec. 8.5.1.G. may be appropriate when an existing building would impede expansion, when transitioning from a different street section or where strict compliance with this UDO and the Raleigh Street Design Manual would pose a safety hazard.

The proposed design improves existing streets by allowing for pedestrian and bicycle access to and through the site, while also respecting the site context by accommodating existing structures.

b. The approved adjustment conforms with the Comprehensive Plan and adopted City plans;

The proposed design creates a pedestrian friendly urban environment consistent with Policy T 3.4 Pedestrian Friendly Road Design, Policy T 1.5 Context Sensitive Road Design, and Policy UD 2.2. Multi-modal Design.

c. The approved adjustment does not increase congestion or compromise safety;

The proposed design provides additional multimodal access to and through the site.

d. The approved adjustment does not create additional maintenance responsibilities for the City; and

Proposed improvements to existing streets do not create additional maintenance responsibilities.

e. The approved adjustment has been designed and certified by a Professional Engineer.

Joe Puckett, PE of STEWART has designed the proposed improvements.

Attachments

Raleigh Ironworks Road Sections