

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 Westmoreland Drive Extension	
	Case Number N/A	
	Transaction Number 564937	
OWNER	Name Langfords Two, LLC (Attn: Rene Langford)	
	Address 4806 Morehead Drive	City Raleigh
	State NC	Zip Code 27612 Phone 919-880-0444
CONTACT	Name Brad Hart, PE	Firm WithersRavenel, Inc.
	Address 115 MacKenan Drive	City Cary
	State NC	Zip Code 27511 Phone 919-469-3340
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 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):	
<p>The design adjustments pertaining to this request are needed in order to facilitate the proposed 112' extension of Westmoreland Drive in order to provide access and street frontage to the existing adjacent residential lots. This portion of roadway was not completed to it's full planned extent when the subdivision was initially developed in the 1960's. The requested design adjustments are needed in order connect with and extend the existing roadway geometry and to accommodate existing physical and topographical constraints.</p> <p>See attached summary outline of specific design adjustments (This outline is also summarized on the Concurrent Site Review Infrastructure Construction Plans that are currently under review at City of Raleigh.</p>		

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 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.

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



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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;

The requested adjustments will allow for the 112' extension of Westmoreland Drive to be constructed in a manner that provides the full 27' back-to-back width which is consistent with the existing street. Pavement section, curb & gutter and storm drainage will be provided in accordance with City standard. The design adjustments pertain to shoulder width, k-values and longitudinal grade considerations that are needed in order to adhere to existing physical conditions.

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

This project purely involves extending an existing subdivision street 112' within the existing right-of-way along its previously approved location as shown on the approved subdivision plat recorded in Map Book 1963, Page 106 for "Westchester Section 3". This project does not impede or affect the objectives of the Comprehensive Plan.

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

This proposal does not involve reduced street width, does not connect with any other development, and is not associated with any new site or subdivision; therefore there is no concern of increased congestion. Given that this proposal includes a full-width street section, low design/posted speed and appropriate signage, safety is not compromised. This construction will essentially serve to complete a roadway stub that was not fully constructed when original developed in the 1960's.

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

The proposed street extension will be provided in a manner consistent with the existing portions of Westmoreland Drive and the other subdivision streets throughout Westchester Subdivision, in which this project is located. Maintenance responsibilities would be consistent with the overall maintenance responsibilities for this existing subdivision.

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

The design adjustments associated with this application are outlined and incorporated into the drawings by WithersRavenel, Inc. titled "Concurrent Site Review Infrastructure Construction Plans for Westmoreland Drive Extension- Raleigh, NC" as signed and sealed by Bradley D. Hart, PE. (Refer to City of Raleigh Transaction # 564937).

Individual Acknowledgement



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STATE OF NORTH CAROLINA
COUNTY OF Wake

INDIVIDUAL

I, Melissa S. Boehl, a Notary Public do hereby certify that
Rene Langford personally appeared before me this day and
acknowledged the due execution of the forgoing instrument.

This the 21st day of November, 2018.



Notary Public

Melissa S. Boehl

My Commission Expires: 6/13/23

PROPOSED ADMINISTRATIVE DESIGN ADJUSTMENTS FOR WESTMORELAND DRIVE EXTENSION

THE PROPOSED 112' EXTENSION OF WESTMORELAND DRIVE AS PROPOSED ON THESE PLANS INCLUDES THE FOLLOWING REQUESTED DESIGN ADJUSTMENTS TO THE TYPICAL STANDARDS FOR A NEIGHBORHOOD YIELD STREET CONTAINED IN THE CITY OF RALEIGH STREET DESIGN MANUAL.

AS A GENERAL SUMMARY, THE SOLE SCOPE OF THIS PROJECT IS TO EXTEND THE PORTION OF WESTMORELAND DRIVE TO AND ALONG THE FRONTAGE OF TWO EXISTING RECORDED LOTS. THE EXISTING ROADWAY AND SUBDIVISION WERE PLATTED AND CONSTRUCTED IN THE 1960's; HOWEVER, THE ROADWAY WAS NEVER EXTENDED TO THE ORIGINAL DESIGN STUB LOCATION WITHIN THE RECORDED RIGHT-OF-WAY. THE DESIGN ADJUSTMENTS REQUESTED BELOW ARE NEEDED IN ORDER TO MAINTAIN CONSISTENCY WITH EXISTING ROADWAY GEOMETRY AS WELL AS OTHER PHYSICAL CONDITIONS.

DESIGN ELEMENT	CURRENT CoR STANDARD CRITERIA	PROPOSED CRITERIA	JUSTIFICATION / COMMENTS
R/W WIDTH	55'	50'	THE PROPOSED ROADWAY EXTENSION IS LOCATED WITHIN AN EXISTING 50' PUBLIC R/W THAT WAS RECORDED AND DEDICATED IN 1963. THE ENTIRE EXISTING PORTION OF WESTMORELAND DRIVE LIES WITHIN A 50' R/W.
SIDEWALK	6', BOTH SIDES	NO SIDEWALK	NO SIDEWALK EXISTS WITHIN THE ENTIRE SUBDIVISION, AND THERE ARE NO NEARBY SIDEWALKS WITH WHICH TO CONNECT. THIS PROJECT ESSENTIALLY EXTENDS THE ROADWAY, AS IT WOULD HAVE BEEN DONE IN THE 1960's IN ACCORDANCE WITH THE SUBDIVISION STANDARDS IN PLACE AT THAT TIME.
VERTICAL CURVE SAG K-VALUE	26	15	A LARGER K-VALUE IS IMPRACTICAL GIVEN THE STEEP DOWN-GRADIENT OF THE EXISTING ROADWAY, COMBINED WITH THE NECESSITY TO TURN THE GRADE UPWARD ALONG THE ALIGNMENT EXTENSION. A K-VALUE OF 26 WOULD REQUIRE REMOVAL AND REPLACEMENT OF PORTIONS OF THE EXISTING ROADWAY IN ORDER TO RE-WORK THE VERTICAL ALIGNMENT AND PROVIDE FOR ITS LOGICAL PROFILE ALONG THE EXTENSION.
MAXIMUM GRADE	12%	13%	THE EXISTING ROADWAY PROFILE FOLLOWS A 13% VERTICAL TANGENT, WHICH MUST BE MATCHED FOR THE INITIAL SECTION OF THE EXTENSION AS IT APPROACHES THE PROPOSED VERTICAL CURVE UPWARD.
WIDTH OF 2% SHOULDER	11.5' BOTH SIDES	1' (A PORTION OF) RIGHT SIDE ONLY)	THE EXISTING RIGHT SHOULDER ALONG THE ADJACENT PROPERTY AT THE CONNECTION POINT HAS ESSENTIALLY NO "FLAT" SECTION, AND SLOPES UPWARD IN ELEVATION BY OVER 4' FROM BACK OF CURT, UP TO A RETAINING WALL LOCATED WITHIN THE EXISTING RIGHT-OF-WAY. THE SEVERE TOPOGRAPHIC CONDITIONS ALONG THIS SIDE OF THE ROADWAY DID NOT PROVIDE FOR FLAT SHOULDERS WHEN ORIGINALLY CONSTRUCTED; AND THIS EXTENSION INVOLVES AN EVEN MORE SEVERE CONDITION, WHICH LIKELY MAY HAVE BEEN WHY THIS SECTION OF ROADWAY WAS NOT EXTENDED DURING THE ORIGINAL CONSTRUCTION. REFER TO THE CROSS-SECTION ON SHEET 4.0 FOR ILLUSTRATION OF THIS SEVERE CONDITION. FULL SHOULDER WIDTH IS PROVIDED ALONG THE PORTION OF DEVELOPER'S OWNERSHIP FRONTAGE, TO THE MAXIMUM PRACTICAL EXTENT THAT CAN BE ACHIEVED WITHOUT ADVERSELY IMPACTING EXISTING ADJACENT HOMEOWNER PROPERTY.