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December 1, 2025

Via Town of Apex IDT

Planning
Town of Apex
322 N. Mason Street
Apex, NC 27502

RE: Horton Park PUD Amendment
(See Exhibit C – List of Properties)

To Whom it May Concern,

This letter is submitted to inform you of a proposed amendment to the Horton Park Planned Unit Development (PUD). The request seeks to modify the existing zoning from Planned Unit Development Conditional Zoning (PUD-CZ) to PUD-CZ with revised conditions.

The Horton Park PUD was initially rezoned on October 18, 2017, under Case No. 17CZ19, encompassing a total of 149.029 acres (121.109 acres zoned PUD-CZ and 27.92 acres zoned LI-CU). Subsequently, on April 17, 2018, under Case No. 18CZ04, the PUD was amended to incorporate three additional parcels into the PUD-CZ portion of the district, adding 25.790 acres and increasing the total PUD-CZ acreage to 146.899 acres. The 2018 amendment also established a condition limiting development to a maximum of 250 dwelling units until the completion of specified off-site roadway improvements, including the NCDOT widening of Ten Ten Road. These improvements were identified in the Traffic Study prepared by Ramey Kemp & Associates and referenced in Section 12 and Section 17 of the approved PD Text, attached hereto as Exhibit B.

To date, approximately 247 units have been developed. The developer has completed a significant portion of the required improvements, resulting in materially enhanced access to and from Horton Park since approval of the amended PUD. These improvements are further documented in the revised Traffic Analysis prepared by Kimley-Horn, which has been submitted for review as part of this amendment application. At the time of the original approvals in 2017 and 2018, the widening of Ten Ten Road was anticipated for 2021. Due to delays, including but not limited to, the COVID-19 pandemic, the project was postponed to

2023 and, with the advancement of the NC-540 extension, now appears to have been deprioritized by NCDOT.

Exhibit A proposes an amendment to remove the 250-unit development cap and replace it with a revised cap of 335 units (225 single-family detached homes and 110 townhomes), consistent with the findings of the updated Transportation Impact Analysis performed by Kimley-Horn dated September 25, 2025. This amendment does not increase the overall number of units previously approved for the PUD; rather, it reallocates the approved units to allow development within the PUD to progress.

A corresponding PUD-CZ rezoning application and the revised Traffic Impact Analysis prepared by Kimley-Horn have been submitted through the Town's development portal.

Respectfully submitted,

Leticia L. Shapiro

Exhibit A

HORTON PARK PUD AMENDMENT

Proposed Rezoning Changes

December 1, 2025

Section 12: Public Facilities

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Transportation

Following are the Traffic Capacity Zoning Conditions for the project as coordinated between NCDOT, the Town of Apex Transportation Engineering staff, and the project Transportation Engineer (Ramey Kemp & Associates).

The Developer shall coordinate with NCDOT all planned improvements on state maintained roadways. In some cases, zoning conditions are subject NCDOT review and approval and may change to conform to NCDOT approvals. Turn bay storage lengths refer to the length of full width lane provided exclusive of the 100-foot taper in each case. Jessie Drive shall continue as a state maintained roadway for all existing and proposed sections, and the developer shall dedicate the right-of-way pursuant to the current Town of Apex Transportation Plan – Thoroughfare and Collector Street Plan, currently a 100-foot public right of way along all sections of Jessie Drive within the development.

The timing of the roadway improvements will be coordinated with Apex Transportation Staff during the Master Subdivision Plan and Construction Document review based upon the recommendations within the approved Traffic Impact Analysis (TIA) and according to the phasing plan providing in Section 17 – Phasing. The following recommendations are based upon the initial TIA dated May 31, 2017 with Colby Chase Addendum dated August 30, 2017 and an updated Traffic Study provided by Kimley-Horn dated September 29, 2025.

US 1 Southbound Ramps / Waterford Green Drive at Center Street

- The Developer shall coordinate with NCDOT and Town staff in order to conduct a signal timing study and implement traffic signal timing modifications within the scope of the closed loop-system for Center Street/Ten-Ten Road, including this intersection, Lufkin Road and Reliance Avenue. The developer shall be obligated to pursue this effort only once during the development build-out schedule as directed by the Town of Apex Senior Transportation Engineer.

- The Developer shall provide intersection signal timing evaluation and modifications at a time to be determined by the Town of Apex Senior Transportation Engineer within the following schedule: The timing evaluation shall occur after the first Final Plat is recorded and prior to the recorded and prior to the recordation of the Final Plat for no more than 250 dwelling units of single-family and/or townhomes, or the issuance building permits for 250 apartment u nits, or any combination thereof.

US Northbound Ramps / Lufkin Road at Ten-Ten Road

- The Developer shall construct dual left turn lanes with 400 feet of storage on the US 1 off-ramp, assuming the pending state TIP project west of Reliance Avenue remains on schedule to be constructed after proposed development build-out. Acceleration of the TIP project may result in revised requirements subject to approval by Apex and NCDOT at a later date.
- The Developer shall construct the aforementioned US 1 Northbound Ramp improvements prior to recordation of the Final Plat for 180 dwelling units of single-family and/or townhomes, or the issuance of building permits for 180 apartments units, or any combination thereof.

Reliance Avenue at Ten-Ten Road

- The Developer Shall restripe the eastbound right turn lane as a through-right and provide additional merge length east of the signalized intersection subject to NCDOT requirements.
- The Developer shall construct the improvements at the aforementioned Reliance Avenue/Ten Ten intersection prior to the first Final Plat for single-family and/or townhomes, or the first building permit issuance for the apartments.

Jessie Drive at Ten-Ten Road

To date, the following improvements have been completed by the Developer:

- Construct a westbound left-turn lane with a minimum of 100 feet of storage and appropriate taper prior to the pending state TIP project.
- Construct an eastbound right-turn with a minimum of 200 feet of storage and appropriate taper prior to the pending state TIP project.
- Construct a northbound right-turn lane with 100 feet of storage and appropriate taper prior to the pending state TIP project.

The following condition has been added with this PUD update, per the revised Traffic Impact Analysis for phases 1 and 2 completed by Kimley-Horn dated September 29, 2025:

- The Developer shall install a traffic signal at the intersection of Jessie Drive and Ten-Ten Road prior to platting more than 250 residential lots.

Smith Road at Ten-Ten Road

- The Developer shall extend the existing westbound left-turn lane to provide a minimum of 350 feet of storage and appropriate taper.
- The Developer shall construct the aforementioned improvements at the Smith Road/Ten Ten intersection at the time the East-West Collector Street is constructed and platted to Smith Road.

Smith Road at Stephenson Road

- The Developer shall construct an eastbound left-turn lane with a minimum of 100 feet of storage and appropriate taper.
- The Developer shall monitor this intersection for installation of all-way stop control and provide for the all-way stop conversation if warranted and permitted by NCDOT.
- The Developer shall construct the aforementioned improvements at the Smith Road/Stephenson Road intersection at the time the East-West Collector Street is constructed and platted to Smith Road.

Smith Road at Dezola Street

- The Developer shall construct a southbound right-turn lane with a minimum of 100 feet of storage and appropriate taper.
- The Developer shall construct and improve Dezola Street to a Major Collector Street Typical section on a 60-foot public right of way for the entire length.
- The Developer shall provide access to existing residential properties on Dezola Street in a manner that avoids residential driveways directly accessing any Major Collector Streets.
- The Developer shall construct the aforementioned improvements at the Smith Road/Dezola Street (aka East-West Collector) intersection at the time the East-West Collector Street is constructed and platted to Smith Road.

East Williams Street at Straywhite Avenue

- The Developer shall monitor the intersection and install a traffic signal if warranted and permitted by NCDOT.

- The Developer shall complete the monitoring period as directed by the Town of Apex Senior Transportation Engineer within the following schedule: The monitoring shall occur after the opening of Colby Chase Drive from the Pemberley subdivision to the Merion Subdivision but no later than the recording of the Final Plat for 250 dwelling units of single-family and/or townhomes, or the issuance of building permits for 250 apartment units, or any combination thereof.

Jessie Drive at Site Drive #1 at the North-South Connector Street

- The Developer shall construct single lane northbound and southbound approaches with stop control, and free-flow eastbound and westbound approaches with 100-foot left turn lanes both directions at both intersections.
- The Developer shall construct the North-South Connector Street to a Minor Collector Street typical section on a 60-foot public right-of-way for the entire length.
- The Developer shall construct the aforementioned improvements at the Jessie Drive/North-South Collector prior to recordation of the first Final Plat for single-family and/or townhomes, or the issuance of the first building permit for the apartments.

The following roadway improvements are internal to the project and do not require NCDOT review or approval. These improvements shall be reviewed with Apex staff to verify compliance with design standards during the zoning, master subdivision, and construction document stages of the project as appropriate. Improvements shall be constructed and platted as the connections are created for each development POD.

North-South Connector Street at Site Drive #2, #3, and Dezola Street

- The Developer shall construct single lane eastbound and westbound approaches with stop control, and single lane northbound and southbound free-flow approaches.

Dezola Street at Site Drive #4

- The Developer shall construct single lane northbound and southbound approaches with stop control, and single lane eastbound and westbound free-flow approaches. Stop control may be reversed subject to future connectivity.

North South Connector Street at Colby Chase Drive

- The Developer shall construct the connection of Colby Chase from Pemberley Subdivision to the Merion Subdivision. The connection of Colby Chase Drive to the state-maintained portion required NCDOT review and approval.
- The Developer shall construct the connection of the north-south connector street to Colby Chase.
- The Developer shall evaluate with Apex staff the option for traffic calming devices along Colby Chase Drive between Pemberley and Merion subdivisions.

Colby Chase Drive Extension

- The Developer agrees not to open Colby Chase Drive to the Merion Subdivision until the North-South Collector Street is constructed and open to the public.

Section 17: Phasing

Residential Development Restrictions:

The residential sections of Horton Park are being restricted by off-site roadway improvements as listed below. No restrictions on the development of the non-residential sections of Horton Park or the adjacent Light Industrial property is identified within this section of the PD Text.

Option 1:

Phase I: No more than 335 lots shall be platted for single family and townhomes, or 335 apartment units can receive building permits, or any combination thereof (not to exceed 335 units total) prior to the completion of the off-site roadway improvements identified within the Traffic Study provided by Kimley-Horn dated September 29, 2025, which replaces the Traffic Study provided by Ramey Kemp & Associates as noted in the PD Text – Section 12. To date, the following improvements have been made as referenced in the Ramey Kemp & Associates Traffic Study: the north-south Collector from Jessie Drive to Colby Chase Drive, the Colby Chase connection from Merion subdivision to Pemberley subdivision, and the portion of the east-west Major Collector from the north-south Collector to the access for the Dezola Street properties. The east-west Major Collector to Smith Road has not been completed.

Phase II: No more than 50 additional residential lots shall be platted for single-family and townhomes, or 50 additional units and 385 units total) prior to the

completion of additional through lanes associated with the NCDOT U-5825 project (Ten Ten Road widening).

Phase III: All remaining residential lots shall not be platted for single-family and townhomes, nor additional apartment units can receive building permits, until the Jessie Drive extension from Highway 55 to Ten Ten Road has been let for construction.

Option 2:

The completion of the extension of Jessie Drive from Highway 55 to Ten Ten Road as a 2-lane roadway section shall release all lots and units within Horton Park from any development timeline restrictions identified in Option 1.

HORTON PARK

A PLANNED UNIT DEVELOPMENT

PD PLAN

Initial Horton Park Rezoning Submittal: (Rezoning Case #17CZ19)	June 1, 2017
Initial Horton Park Town Council Approval:	October 18, 2017
Horton Park Amendment:	February 1, 2018
	March 1, 2018
	March 20, 2018
Town Council Approval:	April 17, 2018

Applicant:	MFW Investments, LLC 114 Birklands Drive Cary, NC 27518
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Civil Engineering & Land Planning:	Peak Engineering & Design, PLLC 5448 Apex Peakway #368 Apex, NC 27502 (919) 439-0100 JRoach@PeakEngineeringDesign.com
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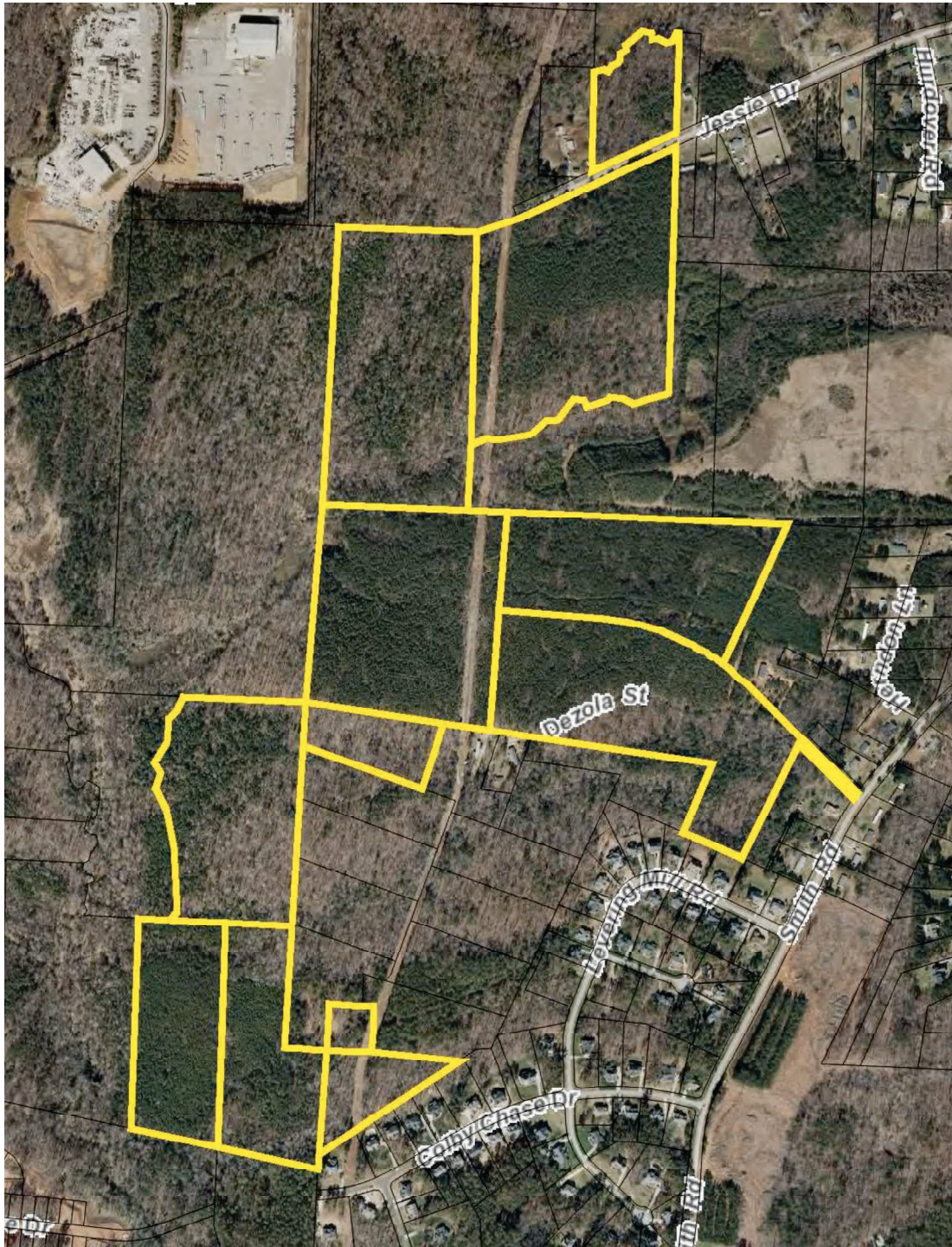
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Section 18:	2030 Land Use Map
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Exhibits

Building Elevations

Section 2: Vicinity Map

Horton Park is a property assembly located along the western terminus of Jessie Drive on the north; Colby Chase Drive on the south; Middle Creek on the west; and Smith Road on the east. A Light Industrial area is located north of Jessie Drive which is not part of the rezoning package and is not included in the PUD-CZ zoning or PD Text document.



Executive Summary:

Horton Park was rezoned in October 2017 under case #17CZ19. The zoning case included 149.029 acres (121.109 acres PUD-CZ and 27.92 acres LI-CU). This zoning case is to add three parcels to the PUD-CZ section of the rezoning – 14.790 acre, 10.00 acre and 1 acre parcels. The following information is related to the overall project description and development opportunities.

Section 3: Project Data

Project name: Horton Park

Applicant/Developer: MFW Investments, LLC
114 Birklands Drive
Cary, NC 27518-8203
mwhitehead@macgregordev.com

Prepared by: Peak Engineering & Design, PLLC
5448 Apex Peakway #368
Apex, NC 27502
(919) 439-0100
jroach@peakengineeringdesign.com

Zoning:

Existing Zoning: Planned Unit Development (PUD-CZ) and Rural Residential (RR)

Proposed Zoning: Planned Unit Development – Conditional Zoning (PUD-CZ)

2030 Land Use Map

Existing Land Use Designation: Medium Density Residential, High Density Residential, Office Employment/Industrial Employment

Proposed Land Use: Medium Density Residential, High-Density Residential, Office Employment/Industrial Employment (no change proposed)

Total Property: 146.899 acres
121.109 acres in the original PUD zoning (case #17CZ19)
25.790 acres of new property added to the PUD

Property Data (PINs):

0751-42-1387	0750-49-2436	0750-27-8677
0751-31-9308	0750-29-9342	0751-40-0194
0751-31-0079	0750-29-2070	0750-27-0906
0750-39-0993	0750-27-4707	0750-27-8925

Legal descriptions of the properties are based upon recorded maps, plats, or deeds. This information is all public and provided within the zoning application packet.

Section 4: Purpose Statement

Horton Park is a proposed mixed-use development that is comprised of single family homes, townhomes, apartments, and non-residential areas. The 146.899 acre assemblage – 25.790 acres are new properties within the proposed PUD zoning district – is located in an underserved portion of Apex due to the lack of adequate road, water and sewer infrastructure. The PUD parameters are outlined in UDO Section 2.3.4(F)(1)(a)(i - vi) and addressed in various locations within the PD text document which will control the overall Horton Park development as previously described.

The PUD section of the property assemblage is comprised of twelve (12) parcels which total 146.899 acres located along Jessie Drive, west of Smith Road, north of Colby Chase Drive and east of Middle Creek. The properties are all currently zoned PUD-CZ or RR (Rural Residential). The Town of Apex's 2030 Land Use Map designates the properties as Medium Density Residential, High Density Residential as well as Office Employment/Industrial Employment. An amendment to the 2030 Land Use Map is not required for the current zoning request. Additional information related to the 2030 Land Use Map is provided in Section 18 – 2030 Land Use Map - within the PD Text document and with additional exhibits within the rezoning application.

The purpose of the PUD-CZ rezoning application is to develop a high quality, multi-product development including single family homes, townhomes, apartments and office/industrial employment and tech-flex options. The Horton Park project was previously approved as a PUD-CZ (case #17CZ19) with additional property north of Jessie Drive for Light Industrial uses. The current request is for the previous PUD-CZ district along with three additional parcels. This request does not include any changes to the LI-CZ district north of Jessie Drive.

The higher density residential portion of the property, including apartments and townhomes, will be clustered along Jessie Drive (a major thoroughfare) and the north-south connector (a minor collector street). As the site transitions from north to south, the density of the residential portion of Horton Park will reduce and the lot sizes increase. Infrastructure – including roads, water, and sewer – will extend from Jessie Drive south to other collectors and properties from the light industrial and higher density use on the north to the lower density, residential uses in the south.

The residential and non-residential portions of the development will allow the live-work environment which has been stressed by staff and elected officials for years. Greenways will provide pedestrian and bicycle connectivity to surrounding developments, future Apex trail connections and adjacent municipal connections. In the greenways section of the PD text, the extension of the Middle Creek greenway will be analyzed as discussions have been ongoing with Parks & Recreation staff related to long-term connectivity within the basin.

The transportation systems associated with the project will construct a portion of Jessie Drive from the project's western boundary to Ten Ten Road. This is the start of a critical link for future transportation systems in Apex to serve the area. The developer does not control the property to

the west of Middle Creek and cannot commit to the construction of the Jessie Drive connection to Highway 55. Discussions are ongoing with the Town of Apex and adjacent property owners to facilitate construction of Jessie Drive to Highway 55. A full Traffic Impact Analysis prepared by Ramey Kemp & Associates is included with the rezoning application. The analysis includes roadway improvements associated with Horton Park, including sections of Jessie Drive, major and minor collectors, and local streets to serve future residents and local commuters in the area.

Phasing is covered in Section 17 of the PD Text and in summary, the project expects development to occur in a number of phases, including non-residential, apartments, townhomes and single family areas. The final construction phasing will be coordinated with Apex staff during the Master Subdivision and Site Plan design stages. Section 17 provides additional phasing details.

The rezoning of the properties to PUD-CZ will provide a high quality project for the live-work option in southeast Apex, preserves significant environmentally sensitive areas, provides greenway connections and play lawns, ensures compatibility with the surrounding developments, provides major infrastructure upgrades, and adds significant industrial/employment zoned areas in southeast Apex.

Section 5: Permitted Use Table

The rezoned lands may be used as listed below. The chart provided is a reference to UDO Section 4.2.2 – Use Table – which lists the uses which are permitted within the proposed PUD-CZ zoning.

Horton Park PUD			
Permitted Use Table – PUD-CZ District Only			
"P" permitted; "S" special use permit; " " not permitted; "%" percentage of gross square footage			
Use Type	Residential PODs 3, 5 - 8	High Density Residential POD 4	Tech-Flex Non-Residential POD 2
Residential Uses (UDO 4.3.1)			
Accessory apartment	P	P	
Condominium			
Congregate living facility			
Duplex			
Family care home	P	P	
Farm residence			
Manufactured home			
Mobile home			
Multi-family or apartment		P	
Nursing or convalescent facility			
Security or caretaker quarters			
Single-family	P		

Horton Park PUD			
Permitted Use Table			
"P" permitted; "S" special use permit; " " not permitted; "%" percentage of gross square footage			
Use Type	Residential PODs 3, 5 - 8	High Density Residential POD 4	Tech-Flex Non-Residential POD 2
Townhouse	P	P	
Townhouse, detached	P	P	
Triplex or quadplex			
Public and Civil Uses (UDO 4.3.2)			
Airplane landing strip			
Airport			
Ambulatory Health- care Facility with Emergency Dept.			
Assembly hall, nonprofit			
Assembly hall, for- profit			
Cemetery			
Church or place of worship			
Day care facility			P
Drop-in or short- term day care			P
Government service			P
Heliport or helipad			
Hospital			
School, public or private			
Transportation facility			
Veterinary clinic or hospital			P
Vocational school			P
Utilities (UDO 4.3.3)			
Chipping and mulching			
Communication tower, commercial			
Communication tower, constructed stealth			
Communication tower, camouflage stealth			
Electrical power facility			
Incinerator			
Recycling plant			
Sanitary landfill			
Utility, minor	P	P	P

Horton Park PUD			
Permitted Use Table			
"P" permitted; "S" special use permit; " " not permitted; "%" percentage of gross square footage			
Use Type	Residential PODs 3, 5 - 8	High Density Residential POD 4	Tech-Flex Non-Residential POD 2
Water reservoir			
Water or wastewater plant			
Land Clearing and Inert Debris Landfill			
Wireless support structure			
Wireless communication facility			
Recreation Uses (UDO 4.3.4)			
Arena, auditorium or stadium			
Beach bingo			
Botanical garden			P
Campground			
Entertainment, indoor			P
Entertainment, outdoor			
Fish hatchery and fish pond			
Game rooms and device			
Golf course			
Greenway	P	P	P
Horse boarding and riding stable			
Park, active	P	P	P
Park, passive	P	P	P
Recreation facility, private	P	P	
Regional recreation complex			
Youth or day camps			
Zoological garden			
Shooting range, indoor			
Shooting range, outdoor			
Commercial Uses - Adult Use (UDO 4.3.5.A)			
Adult Establishment			
Bar or nightclub			
Electronic gaming operation			
Tattoo parlor and body piercing			

Horton Park PUD			
Permitted Use Table			
"P" permitted; "S" special use permit; " " not permitted; "%" percentage of gross square footage			
Use Type	Residential PODs 3, 5 - 8	High Density Residential POD 4	Tech-Flex Non-Residential POD 2
Communication (UDO 4.3.5.B)			
Broadcasting station (radio and television)			
Radio and television recording studio			
Food and beverage service (UDO 4.3.5.C)			
Restaurant, drive-through			
Restaurant, general			P
Office and Research (UDO 4.3.5.D)			
Dispatching office			P
Medical or dental office or clinic			P
Medical or dental laboratory			P
Office, business or professional			P
Publishing office			P
Research facility			P
Parking, Commercial (UDO 4.3.5.E)			
Parking garage, commercial			
Parking lot, commercial			
Public accommodation (UDO 4.3.5.F)			
Bed and breakfast			
Hotel or motel			
Retail Sales and Services (UDO 4.3.5.G)			
Artisan Studio			P
Barber and beauty shop			
Book store			
Building supplies, retail			
Convenience store			P
Convenience store with gas sales			P
Dry cleaners and laundry service			

Horton Park PUD			
Permitted Use Table			
"P" permitted; "S" special use permit; " " not permitted; "%" percentage of gross square footage			
Use Type	Residential PODs 3, 5 - 8	High Density Residential POD 4	Tech-Flex Non-Residential POD 2
Farmer's market			
Financial institution			
Flea Market			
Floral shop			
Funeral home			
Gas and fuel, retail			
Glass sales			
Greenhouse or nursery, retail			
Grocery, general			P
Grocery, specialty			P
Health/fitness center or spa			P
Kennel, indoor			
Kennel, outdoor			
Laundromat			
Monument sales, retail			
Newsstand or gift shop			
Personal service			P
Pharmacy			P
Printing and copying service			P
Real estate sales			P
Repair services, limited			P
Retail sales, bulky goods			
Retail sales, general			
Self-service storage			
Studio for art			P
Tailor shop			P
Theater			
Upholstery shop			P
Pet services			P
Pawn shop			
Vehicle Repair and Service (UDO 4.3.5.H)			
Automotive paint or body shop			
Automotive parts			

Horton Park PUD			
Permitted Use Table			
"P" permitted; "S" special use permit; " " not permitted; "%" percentage of gross square footage			
Use Type	Residential PODs 3, 5 - 8	High Density Residential POD 4	Tech-Flex Non-Residential POD 2
Automotive Service Station			
Car wash or auto detailing			
Repair and maintenance, general			
Towing Service			
Truck Terminal			
Vehicle Inspection Center			
Vehicle sales and rental, heavy			
Vehicle sales and rental, light			
Industrial Uses - Industrial Service (UDO 4.3.6.A)			
Building Supplies, wholesale			
Contractor's office and storage yard			
Greenhouse or nursery, wholesale			
Laboratory, industrial research			P
Machine or welding shop			
Railroad facility			
Warehousing			
Woodworking or cabinetmaking			
Wholesaling, general			
Production (UDO 4.3.6.B)			
Brewery			
Distillery			
Forestry			
Laundry plant			
Manufacturing and processing			
Microbrewery			P
Microdistillery			P
Wood or lumber processing			
Agricultural Uses (UDO 4.3.7)			
Active farm			

Section 6: Description, Density and Dimensional Standards

The project is broken down into eight (8) PODs to explain the proposed uses, dimensional standards, density and other UDO standards. The PODs are shown on the project exhibit – identified as “EX-1: Proposed Site Exhibit” – included in the rezoning package. The density of the property is identified per POD, access shown per POD, and overall site configuration shown for future roadway extensions.

**** If additional property is included in the project boundary prior to any single family homes or townhomes being occupied in an adjacent POD/Phase, the design buffer may be shifted to the new project boundary in coordination with Apex staff. The design buffer may also be crossed by future public streets based upon review and approval by Apex staff.**

POD 1 Non-Residential/Light Industrial

Site Area: 27.92 acres

Proposed zoning: LI-CZ (Light Industrial – Conditional Zoning)

POD 1 is not addressed in any portion of the revised Horton Park PUD documents. It is shown on EX-1 as a hold-over from the previous rezoning (case #17CZ19). No changes to POD 1 are included in any part of the Horton Park project.

POD 2 Tech-Flex Non-Residential (Office/Industrial Employment)

POD 2 site area: 19.06 acres

Proposed zoning: PUD-CZ (with TF uses as noted in PD Text Section 5)

Maximum building height: 65 feet

Maximum Built-Upon percentage: 70% (PUD standard maximum BUA)

Front, side, rear and corner side setbacks: 20 feet

The Tech-Flex Non-Residential area is designated within the PUD-CZ district to allow the non-residential component within Horton Park. The uses are typical of small office parks or service areas adjacent to residential developments with access to collector streets and the surrounding transportation corridors. The tech-flex zoning allows a wide range of uses as outline in PD Text Section 5 – Table of Permitted Uses. The standards established within POD 2 shall follow UDO Section 5.1 – Table of Intensity – where the PD Text is silent or does not directly address the requirements.

PODs 3 & 5 Medium-High / High-Density Residential

POD 3 site area: 4.55 acres
 POD 5 site area: 19.71 acres
 Proposed zoning: PUD-CZ
 Maximum density: Townhomes (6 units / acre) or single family homes (4 units / acre)
 • POD 3 Density: 27 townhomes or 18 single family homes
 • POD 5 Density: 118 townhomes or 78 single family homes
 Maximum building height: 40 feet
 Maximum Built-Upon percentage: 70%

PODs 3 & 5 are proposed for Medium-High/High Density Residential uses, including townhomes, single-family homes or a mix of products. All development of the residential portions of Horton Park shall submit for Master Subdivision Plan approval through the Town of Apex. Townhomes will be a mix of one (1), two (2), and three (3) bedroom units with various garage and surface parking options to meet current UDO standards (parking standards are referenced in Section 8 of the PD Text).

Individual lot driveway access from POD 5 to the North-South Minor Collector Street shall not be permitted.

Type T-1 Townhomes: front entry units

- Minimum lot width: 20 feet
- Minimum lot depth: 80 feet
- Front entry townhomes
- Setbacks:
 - Front setback: 20 feet from R/W
 - Side setback: 0 feet
 - Garage setback: 20 feet from back of sidewalk or back of curb where no SW exists
 - End unit side & corner lot setback: 3 ft
 - Rear setback: 10 feet

Type T-2 Townhomes: rear or alley entry units fronting on public streets

- Minimum lot width: 20 feet
- Minimum lot depth: 80 feet
- Rear or alley entry townhomes
- Setbacks:
 - Front setback: 10 feet from R/W
 - Rear setback: 5 feet from alley easement or right-of-way
 - Side setback: 0 feet
 - End unit side & corner lot setback: 3 ft

Type S-1, S-2, S-3 and S-4 single family lots in PODs 3 & 5 shall match the standards established in PODs 6, 7 & 8 within the PD Text document.

Perimeter buffers POD 3 & 5:

All perimeter buffers for PODs 3 & 5 are noted in the table included at the end of Section 6.

POD 4 High Density Residential

Site Area: 20.99 acres

Proposed zoning: PUD-CZ (Planned Unit Development – Conditional Zoning)

POD 4 is proposed for High Density Residential uses, including apartments, townhomes or a mix of both housing types. The final product will depend upon market conditions as the project progresses. POD 4 will have direct access to Jessie Drive and obtain approval from NCDOT and the Town of Apex.

The following parameters will control future apartment and/or townhome development within POD 4 as the required PUD-CZ standards apply:

POD 4 Apartments:

POD 4 site area: 20.99 acres

Proposed density: 314 apartments (maximum of 15 units/acre)

Maximum built-upon percentage: 70%

Maximum building height: 65 feet; 4-stories (not including basement level)

Apartments will be a mix of one (1), two (2) and three (3) bedroom units with the option for various parking standards, including surface, garage, and/or basement level parking.

Proposed minimum building setbacks:

- Front, side and rear: 50 feet (perimeter of the apartment site only)

POD 4 Townhomes:

POD 4 site area: 20.99 acres

Proposed density: 125 townhomes (max of 6 units/acre)

Maximum built-upon percentage: 70%

Maximum building height: 40 feet

If POD 4 is developed as townhomes, there may be a mix of two (2) car garage units, one (1) car garage units, and units without garages. Various types of parking shall be provided to meet current UDO standards (parking standard noted in Section 8 of the PD Text).

Type T-1 Townhomes: front entry units

- Minimum lot width: 18 feet
- Minimum lot depth: 80 feet
- Minimum building separation: 8 feet
- Front entry townhomes
- Setbacks:
 - o Front setback: 20 feet from R/W
 - o Side setback: 0 feet
 - o Garage setback: 20 feet from back of sidewalk or back of curb where no SW exists
 - o End unit side & corner lot setback: 3 ft
 - o Rear setback: 10 feet

Type T-2 Townhomes: rear or alley entry units

- Minimum lot width: 18 feet
- Minimum lot depth: 80 feet
- Minimum building separation: 8 feet
- Rear or alley entry townhomes
- Setbacks:
 - Front setback: 10 feet from R/W
 - Side setback: 0 feet
 - End unit side & corner lot setback: 3 ft
 - Rear setback: 5 feet from alley right-of-way limits

Perimeter buffers POD 4:

All perimeter buffers for POD 4 are noted in the table included at the end of Section 6.

The project will comply with other standards established by UDO Section 5.1.3 related to setbacks and density requirements or as proposed throughout the rezoning process and noted within the PD Text document.

PODs 6, 7 & 8 Medium Density Residential

PODs 6, 7 and 8 are proposed Medium Density Residential uses per Section 5 of the PD text – Permitted Use table.

POD 6	39.01 acres (14.79 acres added to POD 6)
POD 7	19.37 acres
POD 8	24.21 acres (11 acres added to POD 8)
Total area:	82.59 acres
Proposed density:	227 single family lots (2.75 units / acre – medium density)
Maximum Built Upon Percentage:	70%
Maximum Building height:	40 feet

25.79 acres have been added to the Medium Density Residential PODs (PODs 6, 7 & 8). The overall lot count for this area has not increased from the previous zoning. Single family lots will be a mix of various sizes to create different options for future residents, including the following:

Type S-1 single family lots

- Minimum lot width: 70 feet
- Minimum lot depth: 100 feet
- Minimum lot size: 7,700 SF
- Average lot size: 8,500 SF
- Lots shall be front, side, or rear entry garage homes
- Proposed minimum setbacks:
 - Front setback: 15 feet from R/W
 - Garage setback: 20 feet from back of sidewalk, or back of curb where no SW exists
 - Side setback: 5' min. (no aggregate)
 - Corner side setback: 10 feet minimum
 - Rear setback: 10 feet
 - Rear entry setback: 5 feet (garage setback for driveway parking standards from alley)

Type S-2 single family lots

- Minimum lot width: 60 feet
- Minimum lot depth: 100 feet
- Minimum lot size: 6,600 SF
- Average lot size: 7,200 SF
- Lots shall be front, side, or rear entry garage homes
- Proposed minimum setbacks:
 - Front setback: 15 feet from R/W
 - Garage setback: 20 feet from back of sidewalk, or back of curb where no SW exists
 - Side setback: 5' min. (no aggregate)
 - Corner side setback: 8 feet minimum
 - Rear setback: 10 feet
 - Rear entry setback: 5 feet (garage setback for driveway parking standards from alley)

Type S-3 single family lots

- Minimum lot width: 50 feet
- Minimum lot depth: 100 feet
- Minimum lot size: 5,500 SF
- Average lot size: 6,000 SF
- Lots shall be front, side, or rear entry garage homes
- Building setbacks:
 - Front setback: 10 feet from R/W
 - Garage setback: 20 feet from back of sidewalk, or back of curb where no SW exists
 - Side setback: 5' min. (no aggregate)
 - Corner side setback: 5 feet
 - Rear setback: 5 feet
 - Rear entry setback: 5 feet (garage setback for driveway parking standards from alley)

Type S-4 single family lots

S-4 single family lots are not permitted in POD 8 and are only permitted along the collector streets within POD 6 and 7.

- Minimum lot width: 40 feet
- Minimum lot depth: 100 feet
- Minimum lot size: 4,000 SF
- Average lot size: 4,500 SF
- Front entry units may have 1 car garage or no garage for each unit
- Rear entry units may have 2 car garage for each unit
- Building setbacks:
 - Front setback: 10 feet from R/W
 - Garage setback: 20 feet from back of sidewalk, or back of curb where no SW exists
 - Side setback: 5' min. (no aggregate)
 - Corner side setback: 5 feet
 - Rear setback: 5 feet
 - Rear entry setback: 5 feet (garage setback for driveway parking standards from alley)

Perimeter buffers PODs 6, 7 & 8:

All perimeter buffers for PODs 6, 7 & 8 are noted in the table included at the end of Section 6.

Horton Park PUD Proposed Buffer Table				
POD #	North	East	South	West
1	N/A	N/A	N/A	N/A
2	30' Type E (50' Type E if disturbed per UDO)	20' Type A Gas easement	20' Type B Stream buffer	20' Type B (class 4/5) 30' Type B (class 6)
3	20' Type B	20' Type B	30' Type B (50' Type A/B if disturbed per UDO)	20' Type B
4	30' Type B (50' Type A/B if disturbed per UDO)	25' Type B-residential and landfill	25' Type B – stream buffer next to landfill	0' - adjacent to gas easement
5	20' Type B	25' Type B–next to landfill 0' between POD 5&6	10' Type A-major collector * (type 'D' for alley loaded)	20' Type B
6	25' Type B – landfill 20' Type B- residential	20' Type B	10' Type A-major collector * (type 'D' for alley loaded) 20' Type B-residential 30' Type B-Beck property	0' - adjacent to gas easement
7	10' Type A-major collector *	10' Type D-collector OR 20' Type B-residential	None; internal to project (stream buffer)	10' Type B-floodplain
8	0' – internal 20' Type B-residential	20' Type B-stream buffer 20' Type B – residential 10' Type B – eastern boundary of Virginia Horton Stewart property	10' Type B-Colby Crossing & stream buffer	10' Type B floodplain

Buffers along roads shall be provided as shown on Sheet EX-1 or the PUD Plan Sheet Packet

* Alley units which front on a collector street are required to have a Type 'D' buffer

Section 7: Architectural Standards

The following Architectural Standards shall apply for the multi-family/apartments, townhomes and single family homes as applicable to the following sections.

Apartment standards:

1. Vinyl siding is not permitted; however, vinyl windows, decorative elements and trim are permitted.
2. Siding materials shall be varied in type and/or color on 30% of each façade on each building.
3. Windows must vary in size and/or type.
4. Windows that are not recessed must be trimmed.
5. Recesses and projections shall be provided for at least 50% of each façade on each building.
6. Rooflines cannot be a single mass; they must be varied with the use of gables or parapets.
7. Garage doors must have windows, decorative details or carriage-style adornments.
8. At least three of the following decorative features shall be used on each building:
 - Decorative shake
 - Board and batten
 - Decorative porch railing/posts
 - Shutters
 - Decorative/functional air vents on roof or foundation
 - Recessed windows
 - Decorative windows
 - Decorative brick/stone
 - Decorative gables
 - Decorative cornices
 - Tin/metal roof
9. A varied color palette shall be utilized for the apartment buildings throughout the development. With garden style apartments, a minimum of three color families for siding shall be provided and will include varied trim, shutter, and accent colors complementing the siding color. For a single mass apartment structure, the color shall vary with accent colors or architectural features to provide building relief.
10. Breezeway(s) for the four story apartment elevation is to be enclosed for additional mechanical equipment or elevators.

Townhome standards:

1. Vinyl siding is not permitted; however, vinyl windows, decorative elements and trim are permitted.
2. All townhomes shall have a crawl space or raised foundation which at a minimum rises at least 12 inches from average grade across the front of the house to the finished floor level at the front door.
3. Roofline cannot be a single mass; it must be broken up horizontally and vertically between units.
4. Garage doors must have windows, decorative details or carriage-style adornments.
5. House entrances for units with front-facing single-car garages shall have a prominent covered porch/stoop area leading to the front door.
6. The garage cannot protrude more than 1 foot out from the front façade or front porch.
7. The visible side of a townhome on a corner lot facing the public street shall contain at least 2 decorative elements such as, but not limited to, the following elements:
 - Windows
 - Bay window
 - Recessed window
 - Decorative window
 - Trim around the windows
 - Wrap around porch or side porch

- Two or more building materials
 - Decorative brick/stone
 - Decorative trim
 - Decorative shake
 - Decorative air vents on gable
 - Decorative gable
 - Decorative cornice
 - Column
 - Portico
 - Balcony
 - Dormer
8. Building facades shall have horizontal relief achieved by the use of recesses and projections.
 9. A varied color palette shall be utilized on homes throughout the subdivision to include a minimum of three color families for siding and shall include varied trim, shutter, and accent colors complementing the siding color.
 10. The rear and side elevations of the units that can be seen from the right-of-way shall have trim around the windows.
 11. Minor elevation adjustments may be accommodated with staff approval – including limiting clipped dormers on no more than 25% of the proposed townhome building designs.
 12. Side entry, end unit townhomes in highly visible locations shall provide a covered entry feature for each unit. Highly visible locations shall include the end of a series of buildings, and adjacent to public or private rights-of-ways, recreation areas, open space, buffers, or adjacent properties.

Single-family residential standards:

1. Vinyl siding is not permitted; however, vinyl windows, decorative elements and trim are permitted.
2. All single-family homes shall have a crawl space or have a raised foundation which at a minimum rises at least 20 inches from average grade across the front of the house to the finished floor level at the front door.
3. Garage doors must have windows, decorative details or carriage-style adornments.
4. The garage cannot protrude more than 1 foot out from the front façade or front porch.
5. The roof shall be pitched at 5:12 or greater for 50% of the building designs.
6. Garages on the front façade of a home that faces the street shall not exceed 40% of the total width of the house and garage together.
7. Eaves shall project at least 12 inches from the wall of the structure.
8. The visible side of a home on a corner lot facing the public street shall contain at least 3 decorative elements such as, but not limited to, the following elements:
 - Windows
 - Bay window
 - Recessed window
 - Decorative window
 - Trim around the windows
 - Wrap around porch or side porch
 - Two or more building materials
 - Decorative brick/stone
 - Decorative trim
 - Decorative shake
 - Decorative air vents on gable
 - Decorative gable
 - Decorative cornice
 - Column
 - Portico
 - Balcony
 - Dormer
9. A varied color palette shall be utilized on homes throughout the subdivision to include a minimum of three color families for siding and shall include varied trim, shutter, and accent colors complementing the siding color.

10. House entrances for units with front-facing single-car garages shall have a prominent covered porch/stoop area leading to the front door.
11. The rear and side elevations of the units that can be seen from the right-of-way shall have trim around the windows.
12. Front porches shall be a minimum of 6 feet deep.
13. No more than 25% of lots may be accessed with J-driveways. There shall be no more than 3 such homes in a row on any single block. Any lots eligible for a J-driveway home shall be identified on the Final Plat.
14. A maximum of 100% of the single family detached residential units within POD 6 shall be permitted as “zero-entry” homes without the 20 inch rise from average grade across the front of the property to the finished floor elevation. All “zero-entry” homes shall also provide first floor master bedrooms. Lots permitted as “zero-entry” shall be noted on the Final Plat.
15. All single family detached residential homes are to be pre-configured with conduit for a solar energy system.
16. No less than 10 single family detached homes out of the first 100 homes within POD 6 will be installed with a minimum of a 4 kW solar PV system.

Non-Residential / Commercial architectural standards:

1. Buildings located in the commercial area shall be architecturally compatible through the use of similar colors and building materials. Buildings shall be consistent in scale, massing, style, and relationship to adjacent streets.
2. Building placement shall be done to maximize parking in the rear or side of commercial buildings. Drive-thrus, pick-up windows, loading areas, trash facilities, and other uses necessary for the operation of the business should be encouraged to orient such uses away from adjacent streets.
3. Buildings shall have vertical breaks across any façade which faces an adjacent street. Windows and other store front treatments shall be proportional to the building height and width. Horizontal and vertical setbacks shall be used to provide a visual break in the building mass. Various architectural features shall be incorporated, including roofline changes, parapet heights, columns, piers, and material patterns to create various façade breaks.
4. Exterior materials for non-residential structures shall be a combination of materials. The primary façade (front) or any façade facing a street shall include:
 - Brick masonry
 - Decorative brick or stone
 - Stone accents
 - Decorative /block (integrally colored or textured)
 - EIFS cornices and parapet trim (EIFS or stucco shall not be used within 4 feet of ground and shall be limited to 25% of each building façade)
 - Precast concrete

Section 8: Parking and Loading

Parking will be provided for each product type in accordance with Apex UDO Section 8.3 standards or as note below.

Non-Residential Parking:

Parking for non-residential, light industrial, and tech-flex uses shall be reviewed during the Site Plan for each specific use. Each use shall be required to meet UDO Section 8.3 standards for parking, loading and ingress/egress for the property.

Apartments:

Parking shall be provided by surface, garage, underground parking or a mix of parking types. Parking shall be provide per UDO Section 8.3 standards in conjunction with staff reviews.

Townhomes:

Townhome parking shall be provided pursuant to standards established in Section 8.3 of the UDO with the following clarification:

- 2 parking space/townhome required, including garage or driveway spaces, plus
- 0.50 parking spaces/bedroom over 2 bedrooms/unit, plus
- 0.25 parking spaces/unit for guest spaces
- Garages and driveways shall be counted for overall parking standards if they meet dimensional standards

Single Family detached:

Parking for single family homes will be provided in garages and concrete driveways on each lot which meet Apex UDO standards. CBU or Mail Kiosk parking shall be calculated per UDO Section 8.3 standards and provided around the appropriate device.

Residential driveways shall have a minimum width of 12' and 20' in length as measured from the back of the sidewalk or, where no sidewalk exists, a minimum of 20' as measured from the back of the curb, to count as required parking.

Section 9: Resource Conservation Area (RCA)

The PUD (146.899 acres) is located north and east of 540 and is therefore required to meet the standards UDO Section 8.1.2 to preserve or establish a minimum of 20% Resource Conservation Area (RCA) for the project. The project is proposing to mass grade the site and is therefore required to provide an additional 2% RCA. Horton Park is not requesting a 2% reduction in the RCA per UDO Section 2.3.4(F)(1)(c). The project will provide an overall RCA of no less than 20% (29.38 acres) of the PUDs total gross acreage if the site is stage-graded, and an additional 2% RCA for any single family sections within the PUD which are mass graded.

With large portions of floodplain along the western boundary of the site, development patterns may adjust to accommodate required RCA standards. RCA for the project may include stream buffers, floodplains, wetlands, steep slope areas, perimeter buffers, street and roadway buffers, a portion of storm water devices, community amenity areas, play lawns and other designated areas. The final location and calculations for RCA shall be finalized during the master subdivision and construction document plan review.

Section 10: Landscaping

Internal landscaping will comply with various UDO sections including 8.2 for buffers, street tree plantings, foundation plantings and tree preservation (as proposed) or as noted within Section 6 of the PD Text or as shown on EX-1: Proposed Site Exhibit attached with the rezoning request. With the variety of uses in and around the property, variable width and variable opacity buffers will be provided throughout the project.

The residential buffers will follow UDO standards for perimeter plantings, Jessie Drive frontage (thoroughfare), and residential adjacent to developed or undeveloped property. Proposed buffers are labeled within Section 6 – Description, Density, and Dimensional Standards for each POD and shown on Exhibit 1 to assist in the identification of the buffer classifications.

Section 11: Signage

All signage will comply with the applicable standards and requirements of UDO Section 8.7. Any non-residential sections shall also provide a signage plan along Jessie Drive or other roadway connections during Site Plan review and approval for future development.

Signage for the residential developments, whether apartments, townhome or single family PODs, shall be coordinated with staff during the appropriate Master Subdivision Plan and/or Master Signage Plan approval. Each section of the development will provide sign easements along perimeter street infrastructure for appropriate signage.

Section 12: Public Facilities

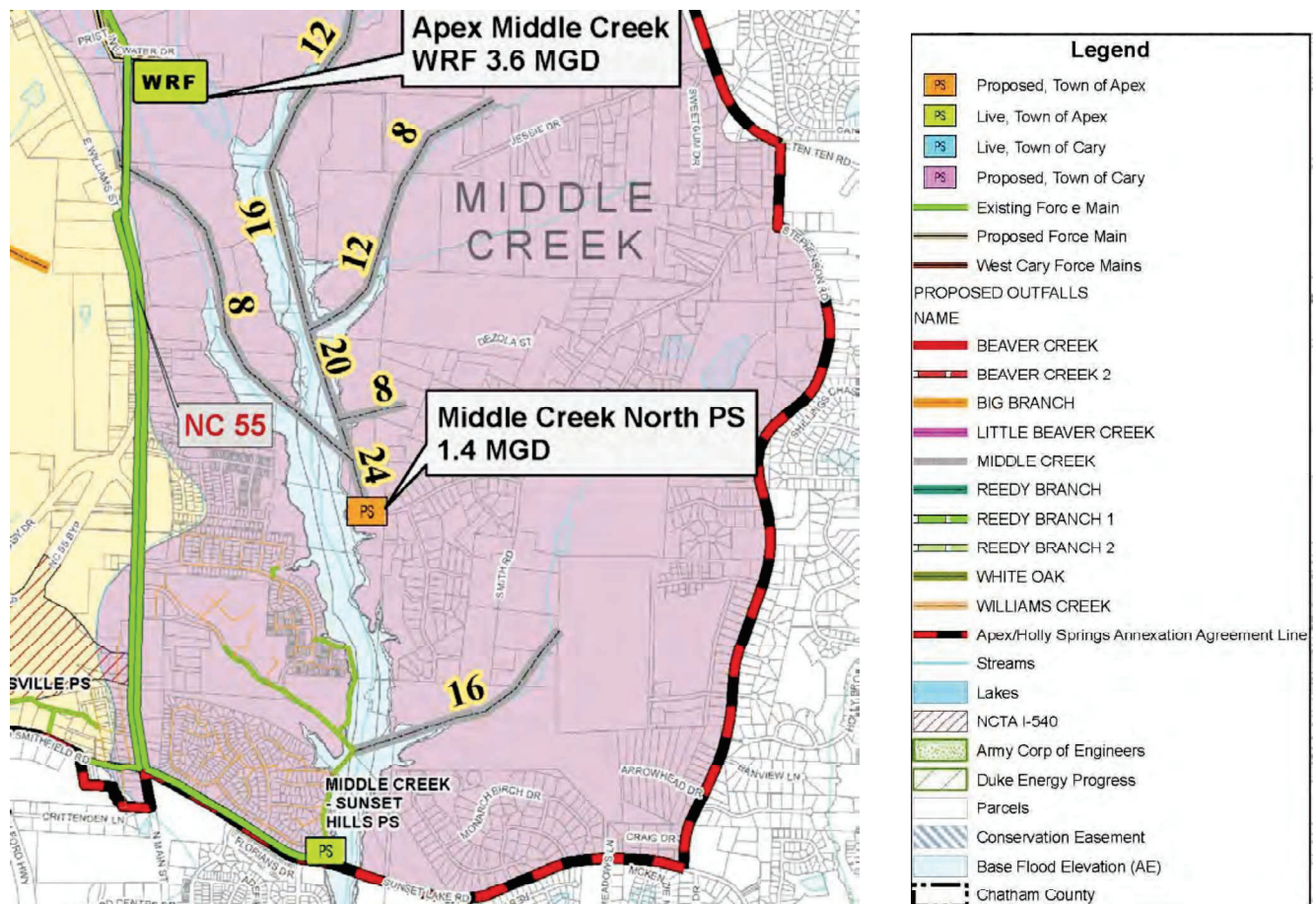
The project's construction will consist of the extension of public facilities to serve the site. All public facilities and infrastructure shall be designed per the current Town of Apex standards and specifications. Facilities include:

Water

Water will be extended from the Jessie Drive right-of-way (north), Pemberley subdivision (south) and Smith Road (east). Various extensions will be provided within the Horton Park phasing study to confirm sufficient pressure and flows to all portions of the project during any phase.

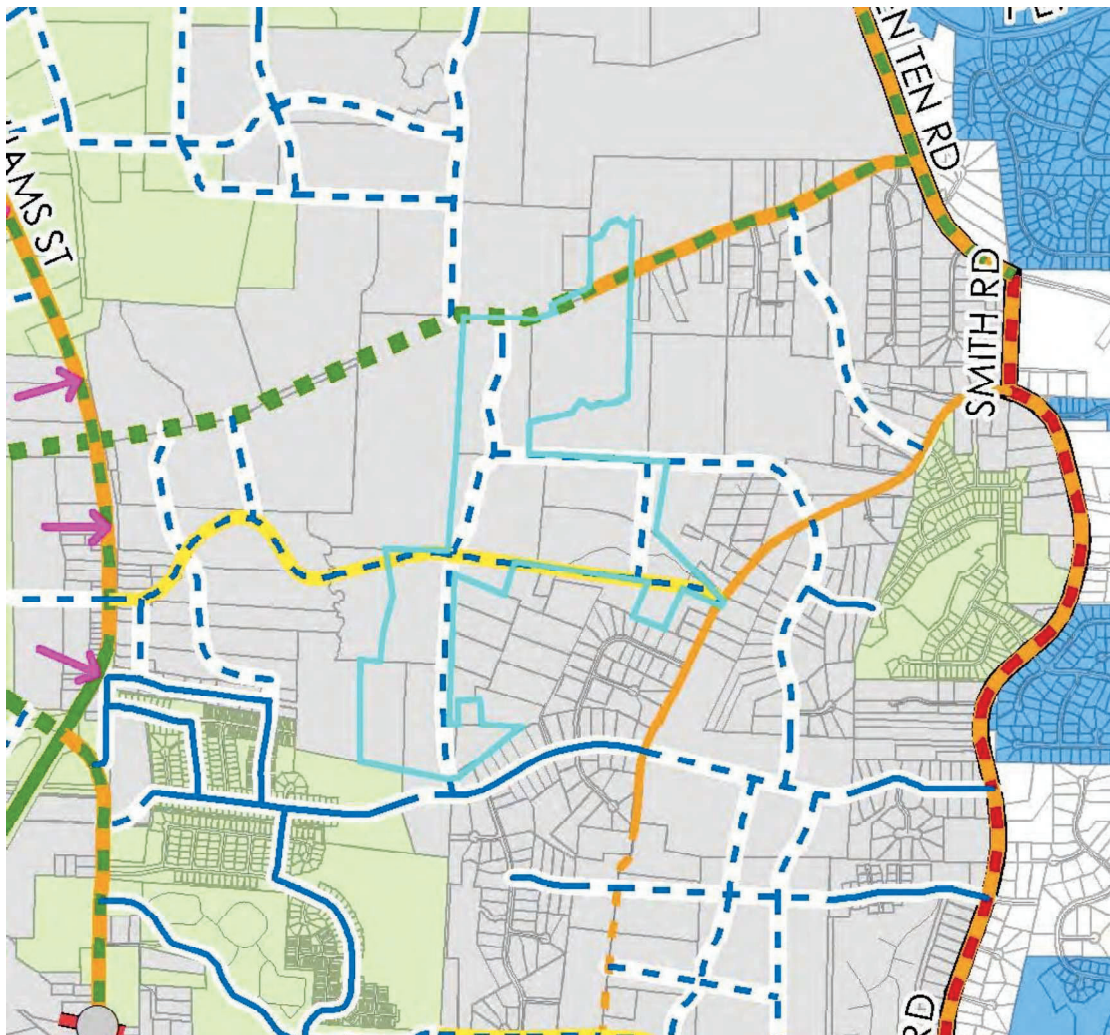
Sanitary Sewer

The Middle Creek North Pump Station is proposed to provide sanitary sewer service to the Middle Creek drainage basin north of Colby Chase Drive. This pump station will be fully funded by the development team, including design, land acquisition, construction and commissioning. Costs associated with the pump station will be reimbursed through separate developers' agreements with the Town of Apex that are outside the scope of the PUD rezoning process. The new regional pump station is required as the existing Middle Creek – Sunset Hills pump station is current at capacity and cannot accept significant flows for development within the Middle Creek drainage basin. This new pump station will alleviate capacity concerns for the existing pump station and provide a public sewer system option for Horton Park and other parts of Apex.



Streets

A number of future collector streets and a future 4-lane thoroughfare are shown on the Apex Transportation Plan – Thoroughfare and Collector Street Plan within the boundary of the PUD. These streets include Jessie Drive (major thoroughfare); an east-west major collector (within the vicinity of Dezola Street); an east-west minor collector (connection from Percussion Drive to the north-south connector); a north-south minor collector from the east-west major collector to the property boundary on the north; a north-south minor collector (Colby Chase Drive to Jessie Drive). The final alignment of any collectors or thoroughfares will be coordinated with staff during the Master Subdivision Plan or Site Plans. The ultimate right-of-way for each of the collectors and thoroughfares shall be provided during the time of Master Subdivision Plan review. The roadway sections which are installed are based upon the traffic capacity evaluations, the Traffic Impact Analysis, standards, and discussions with staff at the time of submittal of the Horton Park design documents. Modifications to the alignment of the collectors and thoroughfares will be reviewed with staff at the appropriate time to ensure compliance with Town standards that certain connections are made. The final alignment of all streets shown within the Master Subdivision Plans will be coordinated with staff.



Transportation:

Following are the Traffic Capacity Zoning Conditions for the project as coordinated between NCDOT, the Town of Apex Transportation Engineering staff, and the project Transportation Engineer (Ramey Kemp & Associates).

The Developer shall coordinate with NCDOT all planned improvements on state maintained roadways. In some cases, zoning conditions are subject to NCDOT review and approval and may change to conform to NCDOT approvals. Turn bay storage lengths refer to the length of full width lane provided exclusive of the 100-foot taper in each case. Jessie Drive shall continue as a state maintained roadway for all existing and proposed sections, and the developer shall dedicate the right-of-way pursuant to the current Town of Apex Transportation Plan – Thoroughfare and Collector Street Plan, currently a 100-foot public right of way along all sections of Jessie Drive within the development.

The timing of the roadway improvements will be coordinated with Apex Transportation Staff during the Master Subdivision Plan and Construction Document review based upon the recommendations within the approved Traffic Impact Analysis (TIA) and according to the phasing plan provided in Section 17 - Phasing. The following recommendations are based upon the initial TIA dated May 31, 2017 with the Colby Chase Addendum dated August 30, 2017.

US 1 Southbound Ramps / Waterford Green Drive at Center Street

- The Developer shall coordinate with NCDOT and Town staff in order to conduct a signal timing study and implement traffic signal timing modifications within the scope of the closed loop-system for Center Street/Ten-Ten Road, including this intersection, Lufkin Road and Reliance Avenue. The developer shall be obligated to pursue this effort only once during the development build-out schedule as directed by the Town of Apex Senior Transportation Engineer.
- The Developer shall provide intersection signal timing evaluation and modifications at a time to be determined by the Town of Apex Senior Transportation Engineer within the following schedule: The timing evaluation shall occur after the first Final Plat is recorded and prior to the recordation of the Final Plat for no more than 250 dwelling units of single-family and/or townhomes, or the issuance building permits for 250 apartment units, or any combination thereof.

US 1 Northbound Ramps / Lufkin Road at Ten-Ten Road

- The Developer shall construct dual left turn lanes with 400 feet of storage on the US 1 off-ramp, assuming the pending state TIP project west of Reliance Avenue remains on schedule to be constructed after proposed development build-out. Acceleration of the TIP project may result in revised requirements subject to approval by Apex and NCDOT at a later date.
- The Developer shall construct the aforementioned US 1 Northbound Ramp improvements prior to recordation of the Final Plat for 180 dwelling units of single-family and/or townhomes, or the issuance of building permits for 180 apartment units, or any combination thereof.

Reliance Avenue at Ten-Ten Road

- The Developer shall restripe the eastbound right turn lane as a through-right and provide additional merge length east of the signalized intersection subject to NCDOT requirements.
- The Developer shall construct the improvements at the aforementioned Reliance Avenue/Ten Ten intersection prior to the first Final Plat for single-family and/or townhomes, or the first building permit issuance for the apartments.

Jessie Drive at Ten-Ten Road

- The Developer shall construct a westbound left-turn lane with a minimum of 100 feet of storage and appropriate taper prior to the pending state TIP project.
- The Developer shall construct an eastbound right-turn lane with a minimum of 200 feet of storage and appropriate taper prior to the pending state TIP project.
- The Developer shall construct a northbound right-turn lane with 100 feet of storage and appropriate taper prior to the pending state TIP project.
- The Developer shall monitor this intersection and install a traffic signal if warranted and permitted by NCDOT prior to the pending state TIP project.
- The Developer shall construct the improvements at the aforementioned Jessie Drive/Ten Ten intersection prior to the first Final Plat for single-family and/or townhomes, or the first building permit issuance for the apartments.
- If the traffic signal is not warranted prior to the first Final Plat, the developer shall provide a performance bond for the signal based on an engineer's estimate of final costs. The performance bond shall remain in place for a period of 5 years, or until the last Final Plat for the development, whichever comes first. Once the signal is warranted, the developer shall install the signal within 6 months plus time for any delays due to right-of-way acquisition and utility relocation but not to exceed 12 months.

Smith Road at Ten-Ten Road

- The Developer shall extend the existing westbound left-turn lane to provide a minimum of 350 feet of storage and appropriate taper.
- The Developer shall construct the aforementioned improvements at the Smith Road/Ten Ten intersection at the time the East-West Collector Street is constructed and platted to Smith Road.

Smith Road at Stephenson Road

- The Developer shall construct an eastbound left-turn lane with a minimum of 100 feet of storage and appropriate taper.
- The Developer shall monitor this intersection for installation of all-way stop control and provide for the all-way stop conversion if warranted and permitted by NCDOT.
- The Developer shall construct the aforementioned improvements at the Smith Road/Stephenson Road intersection at the time the East-West Collector Street is constructed and platted to Smith Road.

Smith Road at Dezola Street

- The Developer shall construct a southbound right-turn lane with a minimum of 100 feet of storage and appropriate taper.
- The Developer shall construct and improve Dezola Street to a Major Collector Street typical section on a 60-foot public right of way for the entire length.
- The Developer shall provide access to existing residential properties on Dezola Street in a manner that avoids residential driveways directly accessing any Major Collector Streets.
- The Developer shall construct the aforementioned improvements at the Smith Road/Dezola Street (aka East-West Collector) intersection at the time the East-West Collector Street is constructed and platted to Smith Road.

East Williams Street at Straywhite Avenue

- The Developer shall monitor the intersection and install a traffic signal if warranted and permitted by NCDOT.
- The Developer shall complete the monitoring period as directed by the Town of Apex Senior Transportation Engineer within the following schedule: The monitoring shall occur after the opening of Colby Chase Drive from the Pemberley subdivision to the Merion Subdivision but no later than the recording of the Final Plat for 250 dwelling units of single-family and/or townhomes, or the issuance of building permits for 250 apartment units, or any combination thereof.

Jessie Drive at Site Drive #1 at the North-South Connector Street

- The Developer shall construct single lane northbound and southbound approaches with stop control, and free-flow eastbound and westbound approaches with 100-foot left turn lanes both directions at both intersections.
- The Developer shall construct the North-South Connector Street to a Minor Collector Street typical section on a 60-foot public right of way for the entire length
- The Developer shall construct the aforementioned improvements at the Jessie Drive/North-South Collector prior to recordation of the first Final Plat for single-family and/or townhomes, or the issuance of the first building permit for the apartments.

The following roadway improvements are internal to the project and do not require NCDOT review or approval. These improvements shall be reviewed with Apex staff to verify compliance with design standards during the zoning, master subdivision, and construction document stages of the project as appropriate. Improvements shall be constructed and platted as the connections are created for each development POD.

North-South Connector Street at Site Drive #2, #3, and Dezola Street

- The Developer shall construct single lane eastbound and westbound approaches with stop control, and single lane northbound and southbound free-flow approaches.

Dezola Street at Site Drive #4

- The Developer shall construct single lane northbound and southbound approaches with stop control, and single lane eastbound and westbound free-flow approaches. Stop control may be reversed subject to future connectivity.

North South Connector Street at Colby Chase Drive

- The Developer shall construct the connection of Colby Chase from Pemberley Subdivision to the Merion Subdivision. The connection of Colby Chase Drive to the state-maintained portion requires NCDOT review and approval.
- The Developer shall construct the connection of the north-south connector street to Colby Chase.
- The Developer shall evaluate with Apex staff the option for traffic calming devices along Colby Chase Drive between Pemberley and Merion subdivisions.

Colby Chase Drive Extension

- The Developer agrees not to open Colby Chase Drive to the Merion Subdivision until the North-South Collector Street is constructed and open to the public.

Sidewalks

Sidewalks will be installed in accordance with the UDO standards along all streets within the residential development and along the public rights-of-ways.

Greenways

Greenways and multi-use paths will be provided within the development per the PRGOS Master Plan and as an additional project amenity. Location of said greenways and multi-use paths is being and will continue to be coordinated with staff through the rezoning process and future MSPs. Additional detail will be provided at the appropriate time including the Parks & Recreation Advisory Commission meeting, MSP review and construction document submittals. Additional information is contained in Section 16 – Parks & Recreation.

Section 13: Pedestrian Circulation System and Amenities

The pedestrian circulation system will include sidewalks along internal streets, perimeter roadways, Jessie Drive, Dezola Street and other named and unnamed collectors, residential streets, alleys or as appropriate in discussion with staff. Various greenways and multi-use paths are shown within the Apex Master Plans and will be coordinated with staff for the design and installation as appropriate.

The developer has agreed to work with staff to find a location which can accommodate a future transit easement along Jessie Drive. Any final agreement and location shall be coordinated during the design of Jessie Drive. This commitment is not a commitment to construct – this is a commitment to work with staff to find an appropriate location only.

Section 14: Natural Resources and Environmental Protection

The site is located within the Town's Secondary Watershed Protection Overlay District including Middle Creek and the large floodplain associated with this feature. This part of Apex is currently undeveloped and has a number of creeks and streams containing a large amount of wetlands, floodplains, stream buffers and other environmentally sensitive areas. The site is shown within Specials Flood Hazard areas as identified by FEMA FIRM Maps 3720075100J and 3720075000J dated May 2, 2006.

Impacts to some of these environmentally sensitive areas will be unavoidable during the design and permitting for the project. Impacts will be identified and permitted through the appropriate local, State and/or Federal review agencies as required for construction of the project. Major creek crossings will be required and adjusted to minimize environmental impacts associated with the development.

A full review of the flora, fauna, endangered species and historical data has begun on the property. Any environmentally sensitive areas will be identified during the rezoning, site plan and construction document processes and required approvals obtained for impacts within the development. The creeks, streams, and buffers which are currently shown were provided by S&EC, Inc. and from the current USGS map and Wake County soils survey. An onsite review with

the US Army Corps of Engineers and NC-DNR will also be provided upon approval of the rezoning application. Any additional buffers or shall be coordinated with NCDEQ staff and the site adjusted per the final concurrence calls. Immediately adjoining land uses would extend into the newly available development area with additional building square footage or additional lots not to exceed the zoning approval conditions.

Based upon the North Carolina State Historic Preservation Office website (HPOWEB GIS Service) and Apex UDO Section 12.2 – Historic Structures – there are no historic homes or contributory structures within the boundary of the properties.

Section 15: Storm Water Management

The project will contain a number of proposed storm water SCMs. The site is located within the Middle Creek basin and Apex's Secondary Watershed Overlay District and is therefore required to meet the standards of UDO Section 6.1 as applicable. Horton Park will utilize approved structural devices to control storm water and sediment runoff including detention ponds, retention ponds, bioretention cells, wetlands, underground devices, and/or other State recognized storm water management devices. Storm water control devices shall blend into the surrounding developments or be used as possible amenities depending upon their design, aesthetics, size, and location. Final routing of the SCMs will be done in conjunction with the Apex Environmental Services staff to assure compliance with appropriate guidelines.

Section 16: Parks and Recreation

The Parks, Recreation, Greenways and Open Space Master Plan shows the development of the Middle Creek greenway from the Holly Springs greenway system at Sunset Lake Road extending north to Lufkin Road Middle School and the Town of Cary's greenway system north of Ten Ten Road. The greenway and multi-use path shall be a mix of asphalt, concrete, sidewalk, boardwalk, and pedestrian bridges which will be identified with Apex staff during the Master Subdivision Plan review. Horton Park has been in discussions with Parks & Recreation staff to determine the best routing to serve the most residents and possible commuters as practical. This routing would involve greenways along Middle Creek, unnamed creeks and streams, floodplain boundaries and other natural areas as well as multi-use paths along residential streets, minor collectors, and major collectors.

Horton Park was reviewed at the August 30, 2017 PRCR Advisory Commission meeting and was approved consistent with Staff's recommendation of a fee-in-lieu for the project with the flexibility for both parties to continue to work to find a way to implement the Middle Creek Greenway alignment. In the event a solution can be reached, which may involve adjusting the corridor, the developer would build the connection and receive credit against the fees owed. All other sections of the UDO pertaining to the construction of public greenway would then be applicable.

A Public Art Easement shall be provided at the intersection of Jessie Drive and the North-South Collector with a second location within the roundabout at the intersection of the North-South Collector and the East-West Collector streets.

Section 17: Phasing

Lot Development Phasing:

The project will consist of as many as eight (8) development phases. These phases will be broken into the following categories, although development will vary in timing and order of POD development based upon market conditions at the time of approval:

1. one (1) phase of Office/Industrial Employment north of Jessie Drive (POD 1); (although not part of the overall PUD, the LI section is part of original rezoning discussions and therefore included with a possible construction phasing for the area);
2. one (1) phase of non-residential south of Jessie Drive (POD 2) although development shall occur on this property as specific uses are identified, not at one time;
3. one (1) phase of high density residential north of Jessie Drive (POD 3);
4. one (1) phase of high density residential south of Jessie Drive (POD 4);
5. one (1) townhome phase south of Jessie Drive (POD 5); and
6. three (3) medium density/single family phases south of Jessie Drive to Colby Chase Drive and east to Smith Road (PODs 6, 7 & 8).

Residential Development Restrictions:

The residential sections of Horton Park are being restricted by off-site roadway improvements as listed below. No restrictions on the development of the non-residential sections of Horton Park or the adjacent Light Industrial property is identified within this section of the PD Text.

Option 1:

Phase I: No more than 250 lots shall be platted for single-family and townhomes, or 250 apartment units can receive building permits, or any combination thereof (not to exceed 250 units total) prior to the completion of the off-site roadway improvements identified within the Traffic Study provided by Ramey Kemp & Associates and noted in the PD Text – Section 12. This also includes the construction of the north-south Collector from Jessie Drive to Colby Chase Drive, the Colby Chase connection from Merion subdivision to Pemberley subdivision, the portion of the east-west Major Collector from the north-south Collector to the access for the Dezola Street properties, and the completion of the east-west Major Collector to Smith Road.

Phase II: No more than 50 additional residential lots shall be platted for single-family and townhomes, or 50 additional apartment units can receive building permits, or any combination thereof (not to exceed 50 additional units and 300 units total) prior to the completion of additional through lanes associated with the NCDOT U-5825 project (Ten Ten Road widening).

Phase III: All remaining residential lots shall not be platted for single-family and townhomes, nor additional apartment units can receive building permits, until the Jessie Drive extension from Highway 55 to Ten Ten Road has been let for construction.

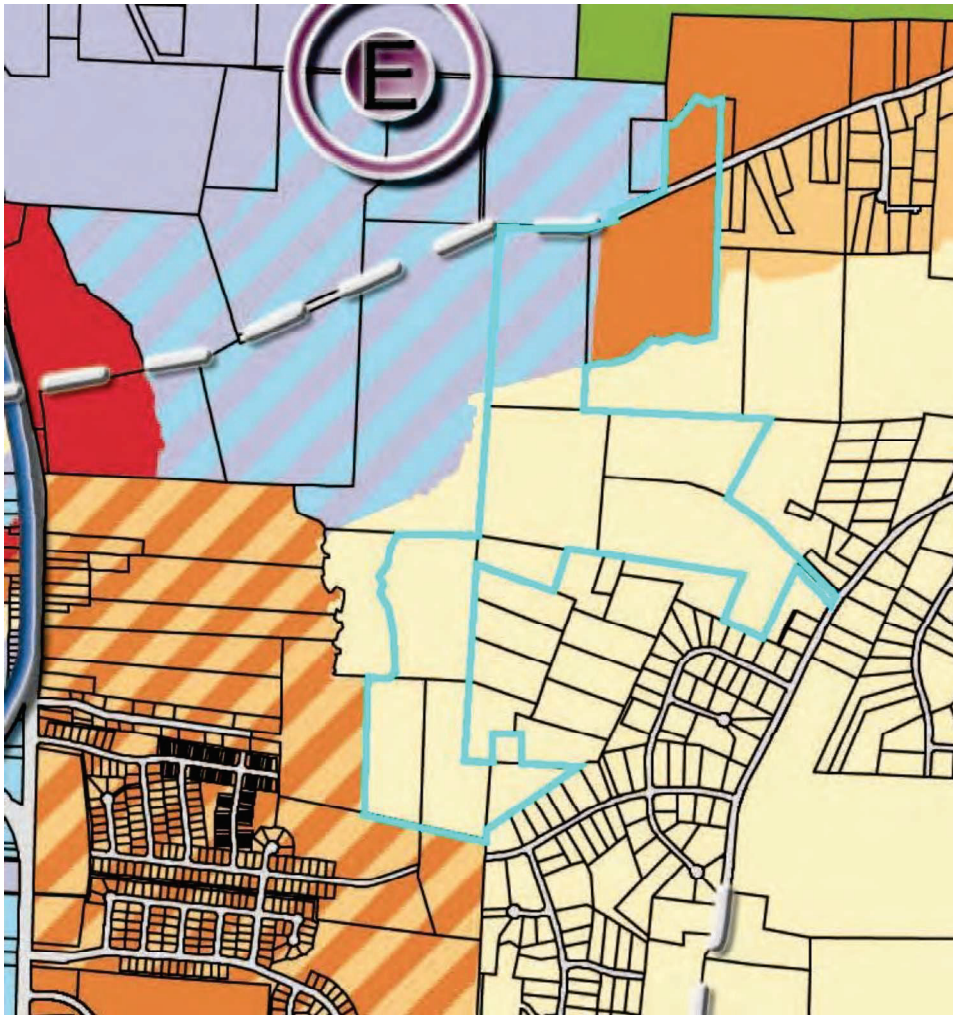
Option 2:

The completion of the extension of Jessie Drive from Highway 55 to Ten Ten Road as a 2-lane roadway section shall release all lots and units within Horton Park from any development timeline restrictions identified in Option 1.

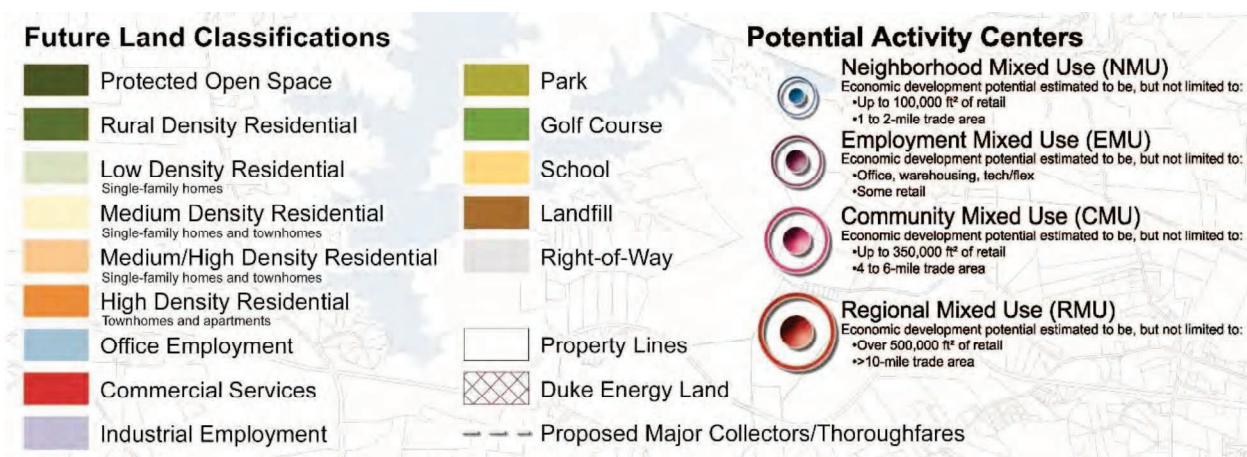
Section 18: 2030 Land Use Map

The Horton Park PUD development encompasses 146.899 acres of property including multiple residential types (PODs 3-8) and a non-residential area (POD 2). The rezoning request is in keeping with the land use designations identified on the current 2030 Land Use Map. The 2030 Land Use Map has been included for reference in this section although there are no requested changes.

NO CHANGES TO THE CURRENT 2030 LAND USE MAP ARE PROPOSED WITH THE HORTON PARK REZONING.



Existing 2030
Land Use Map
Boundary of
property under
control is shown in
blue



Section 19: Compliance with the Unified Development Ordinance

With any specific items previously identified within the PD Text addressed, the project – including the Residential Master Subdivision Plans, non-residential Site Plans, and Construction Documents – shall comply with the applicable Apex Unified Development Ordinance sections. Any deviation from these standards shall be approved by staff, Planning Board or Town Council representatives through the design and approval for the project as appropriate.

EXHIBITS

The following exhibits/drawings are attached as part of the required PUD-CZ. Any reference to the LI-CZ parcels is for information purposes only and does not constitute control or additional standards on the LI-CZ parcel.

COVER SHEET (Sheet C000)

The Cover Sheet contains contact information, a vicinity map, the site design guidelines and required Town of Apex site notes and descriptions.

EXISTING CONDITIONS (Sheet C001)

The C001 Existing Conditions sheet is the overall boundary of the property including land owners, property line calls, creek data, adjacent property owner's information, land uses, PIN reference, deed and/or plat information, and surrounding roadway networks.

EXISTING CONDITIONS - TOPO (Sheet C002)

The C002 Existing Conditions sheet includes the data on sheet C001 along with LIDAR topographic information referenced into the drawing.

EXISTING CONDITIONS – TREE SURVEY (C003)

The C003 Tree Survey sheet contains the location, size and tree data. The trees were identified per requirements of UDO Section 8.1.2(B)(2) including perimeter site locations, anticipated RCA, and a general notation for internal tree samplings. This information was provided by Ellen & Associates, registered NC forester #565.

CONCEPTUAL SITE PLAN (Sheet C100)

The Conceptual Site Plan includes the required base items per the PUD checklist, standard site notes, access points, existing street network, and identification of specific uses. The light industrial area, townhomes/apartment areas as well as the single family residential areas are all identified on the plan. One item to point out is the location of Jessie Drive, the gas easement and creek locations based upon LIDAR and FEMA mapping options.

CONCEPTUAL UTILITY PLAN (Sheet C200)

The Conceptual Utility Plan shows the location of existing water and sewer infrastructure in the area. Although there is no sewer in the area, we have still set up the drawing to reflect existing conditions and location of possible connections.

PROPOSED SITE EXHIBIT (Sheet EX-1)

The Proposed Site Exhibit shows the location of the different uses within the project boundary. This includes separate areas for Light Industrial; high density residential (townhomes and/or apartments); medium/high density residential (townhomes); and medium density residential (single family homes). Each section is broken into PODs for each use and summarized in the PD Text document.

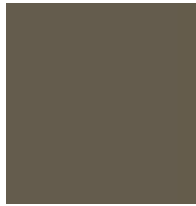
SINGLE FAMILY BUILDING ELEVATIONS

Single-family residential standards:

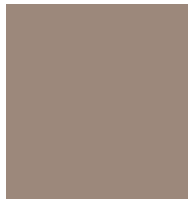
1. Vinyl siding is not permitted; however, vinyl windows, decorative elements and trim are permitted.
2. All single-family homes shall have a crawl space or have a raised foundation which at a minimum rises at least 20 inches from average grade across the front of the house to the finished floor level at the front door.
3. Garage doors must have windows, decorative details or carriage-style adornments.
4. The garage cannot protrude more than 1 foot out from the front façade or front porch.
5. The roof shall be pitched at 5:12 or greater for 50% of the building designs.
6. Garages on the front façade of a home that faces the street shall not exceed 40% of the total width of the house and garage together.
7. Eaves shall project at least 12 inches from the wall of the structure.
8. The visible side of a home on a corner lot facing the public street shall contain at least 3 decorative elements such as, but not limited to, the following elements:
 - Windows
 - Bay window
 - Recessed window
 - Decorative window
 - Trim around the windows
 - Wrap around porch or side porch
 - Two or more building materials
 - Decorative brick/stone
 - Decorative trim
 - Decorative shake
 - Decorative air vents on gable
 - Decorative gable
 - Decorative cornice
 - Column
 - Portico
 - Balcony
 - Dormer
9. A varied color palette shall be utilized on homes throughout the subdivision to include a minimum of three color families for siding and shall include varied trim, shutter, and accent colors complementing the siding color.
10. House entrances for units with front-facing single-car garages shall have a prominent covered porch/stoop area leading to the front door.
11. The rear and side elevations of the units that can be seen from the right-of-way shall have trim around the windows.
12. Front porches shall be a minimum of 6 feet deep.
13. No more than 25% of the lots may be accessed with J-driveways. There shall be no more than 3 such homes in a row on any single block. Any lots eligible for a J-driveway home shall be identified on the Final Plat.
14. A maximum of 100% of the single family detached residential units within POD 6 shall be permitted as “zero-entry” homes without the 20 inch rise from average grade across the front of the property to the finished floor elevation. All “zero-entry” homes shall also provide first floor master bedrooms. Lots permitted as “zero-entry” shall be noted on the Final Plat.
15. All single family detached residential homes are to be pre-configured with conduit for a solar energy system.
16. No less than 10 single family detached homes out of the first 100 homes within POD 6 will be installed with a minimum of a 4 kW solar PV system.

Townhome and Single Family Home Color Palette (Sherwin Williams)

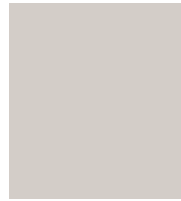
All colors are Primary with the exception of those noted



SW 6166
ECLIPSE



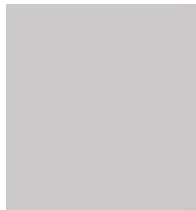
SW 7502
DRY ROCK



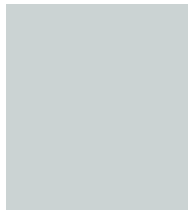
SW 6008
INDIVIDUAL
AZURITE



SW 9148
SMOKEY



SW 6260
UNIQUE GRAY



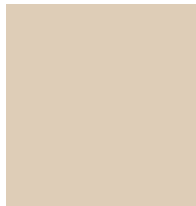
SW 9136
LULLABY
SLATE



SW 9131
CORNWALL
GREEN



SW 6524
COMMODORE



SW 9119
DIRTY
MARTINI



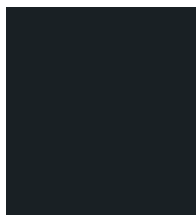
SW 6188
SHADE
GROWN



SW 9117
URBAN
JUNGLE



SW 6156
RAMIE



SW 6994
GREENBLACK
ACCENT



SW 6717
LIME RICKEY
ACCENT



SW 7589
HABANERO
CHILE
ACCENT



SW 70399148
VIRTUAL
TAUPE

White may also be used as a primary, trim, or accent color with any palette variations



Wakefield

**BUILDING ELEVATIONS FOR
ILLUSTRATIVE PURPOSES ONLY**



Left Elevation



Rear Elevation



Right Elevation



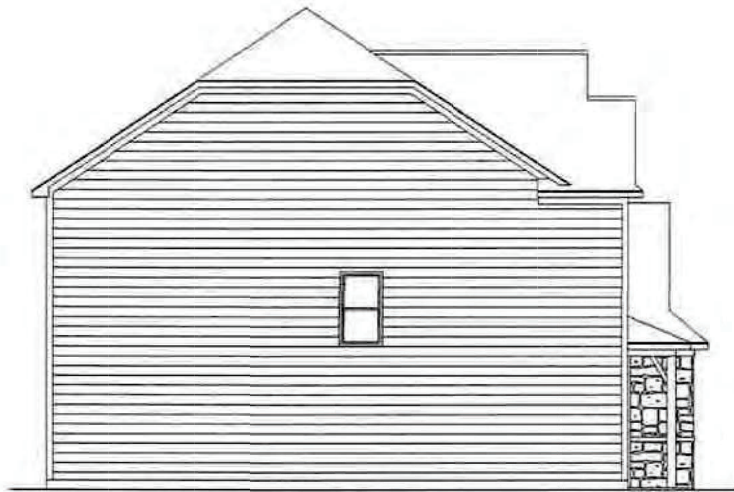
Wakefield - French Country

BUILDING ELEVATIONS FOR
ILLUSTRATIVE PURPOSES ONLY



Wakefield

BUILDING ELEVATIONS FOR
ILLUSTRATIVE PURPOSES ONLY



Left Elevation



Rear Elevation



Right Elevation

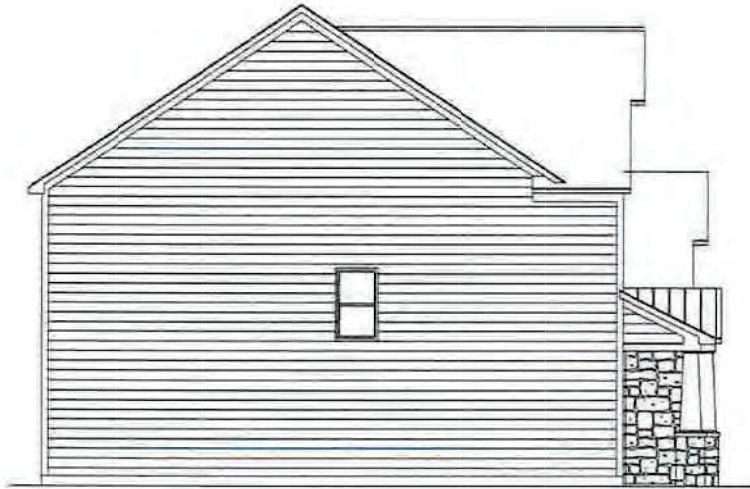
Wakefield - Low Country

BUILDING ELEVATIONS FOR
ILLUSTRATIVE PURPOSES ONLY



Wakefield

BUILDING ELEVATIONS FOR
ILLUSTRATIVE PURPOSES ONLY



Left Elevation



Right Elevation



Rear Elevation

Wakefield - Craftsman

BUILDING ELEVATIONS FOR
ILLUSTRATIVE PURPOSES ONLY



Wakefield

BUILDING ELEVATIONS FOR
ILLUSTRATIVE PURPOSES ONLY



Left Elevation



Right Elevation



Rear Elevation

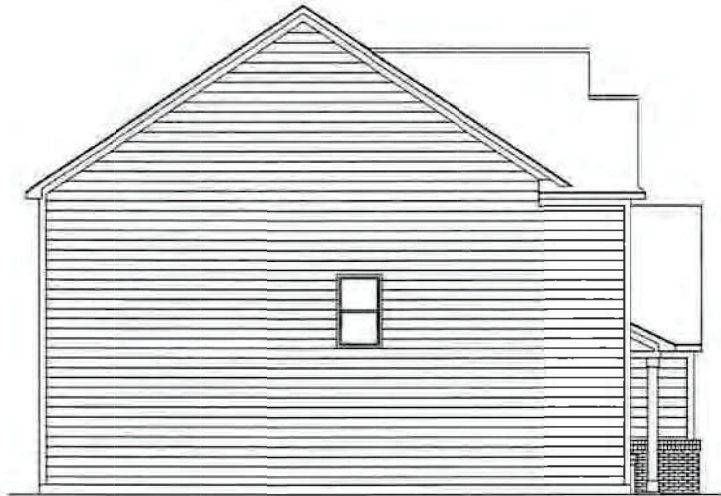
Wakefield - Federal - Brick

BUILDING ELEVATIONS FOR
ILLUSTRATIVE PURPOSES ONLY



Wakefield

BUILDING ELEVATIONS FOR
ILLUSTRATIVE PURPOSES ONLY



Left Elevation



Right Elevation



Rear Elevation

Wakefield - Federal - Siding

BUILDING ELEVATIONS FOR
ILLUSTRATIVE PURPOSES ONLY



Left Elevation



Right Elevation



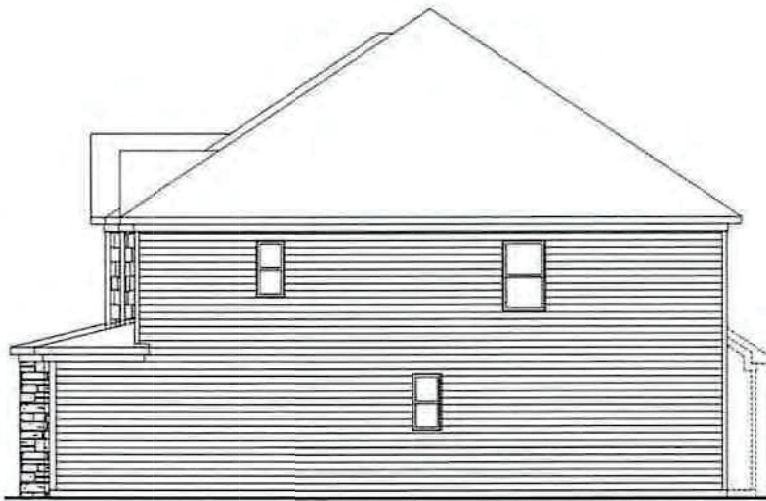
Rear Elevation

Dorset - Craftsman

BUILDING ELEVATIONS FOR
ILLUSTRATIVE PURPOSES ONLY



Left Elevation



Right Elevation



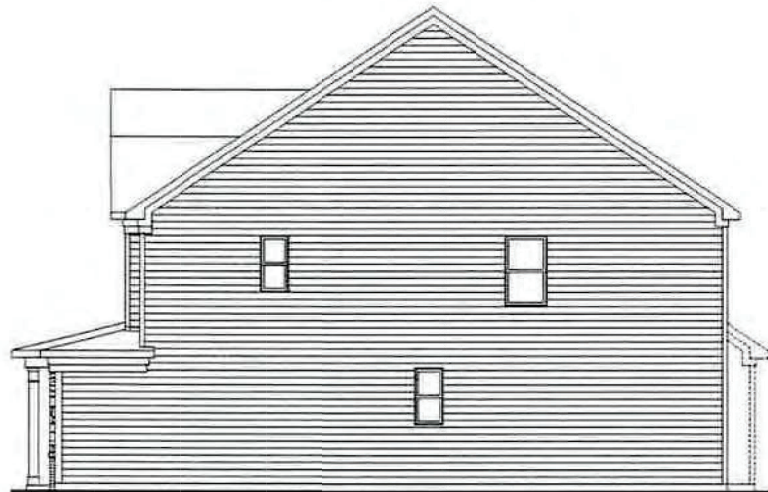
Rear Elevation

Dorset - French Country

BUILDING ELEVATIONS FOR
ILLUSTRATIVE PURPOSES ONLY



Left Elevation



Right Elevation



Rear Elevation

Dorset - Low Country

BUILDING ELEVATIONS FOR
ILLUSTRATIVE PURPOSES ONLY



Left Elevation



Right Elevation



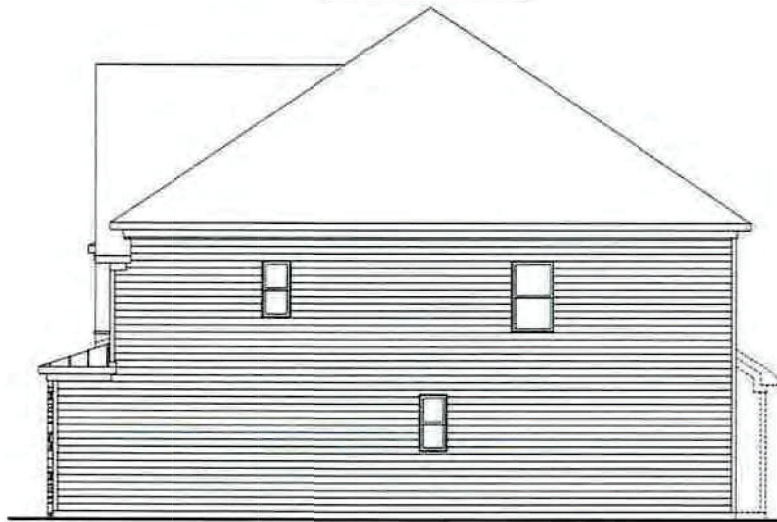
Rear Elevation

Dorset - Arts and Crafts

BUILDING ELEVATIONS FOR
ILLUSTRATIVE PURPOSES ONLY



Left Elevation



Right Elevation



Rear Elevation

Dorset - European

BUILDING ELEVATIONS FOR
ILLUSTRATIVE PURPOSES ONLY



Left Elevation



Right Elevation



Rear Elevation

Dorset - Federal - Brick

BUILDING ELEVATIONS FOR
ILLUSTRATIVE PURPOSES ONLY



Left Elevation



Right Elevation



Rear Elevation

Dorset - Federal - Siding

BUILDING ELEVATIONS FOR
ILLUSTRATIVE PURPOSES ONLY



Essex II

BUILDING ELEVATIONS FOR
ILLUSTRATIVE PURPOSES ONLY



Essex II

BUILDING ELEVATIONS FOR
ILLUSTRATIVE PURPOSES ONLY



Essex II

BUILDING ELEVATIONS FOR
ILLUSTRATIVE PURPOSES ONLY



Essex II

**BUILDING ELEVATIONS FOR
ILLUSTRATIVE PURPOSES ONLY**



Essex II

**BUILDING ELEVATIONS FOR
ILLUSTRATIVE PURPOSES ONLY**



Essex II

BUILDING ELEVATIONS FOR
ILLUSTRATIVE PURPOSES ONLY



Low Country

**BUILDING ELEVATIONS FOR
ILLUSTRATIVE PURPOSES ONLY**



Essex II

BUILDING ELEVATIONS FOR
ILLUSTRATIVE PURPOSES ONLY



Essex II

BUILDING ELEVATIONS FOR
ILLUSTRATIVE PURPOSES ONLY



Essex II

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ILLUSTRATIVE PURPOSES ONLY



Essex II

BUILDING ELEVATIONS FOR
ILLUSTRATIVE PURPOSES ONLY



Essex II

BUILDING ELEVATIONS FOR
ILLUSTRATIVE PURPOSES ONLY

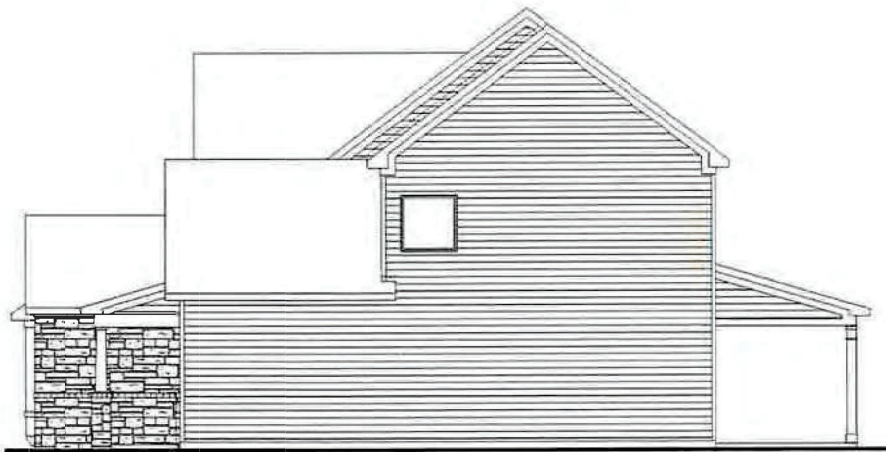


Essex II

**BUILDING ELEVATIONS FOR
ILLUSTRATIVE PURPOSES ONLY**



Left Elevation



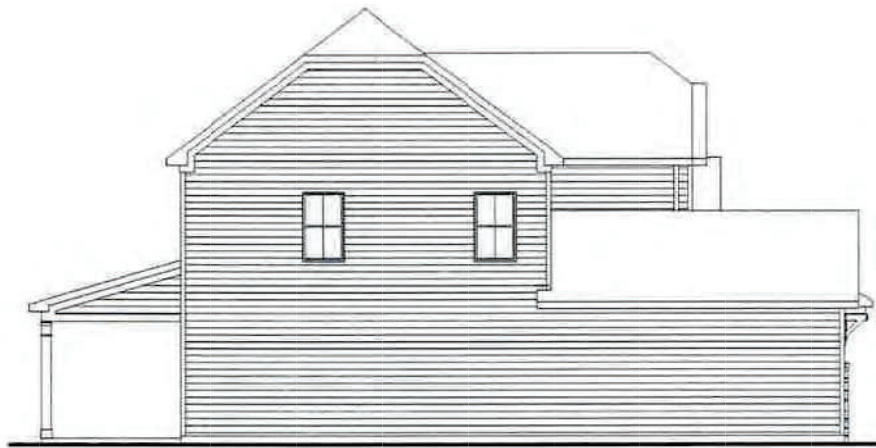
Right Elevation



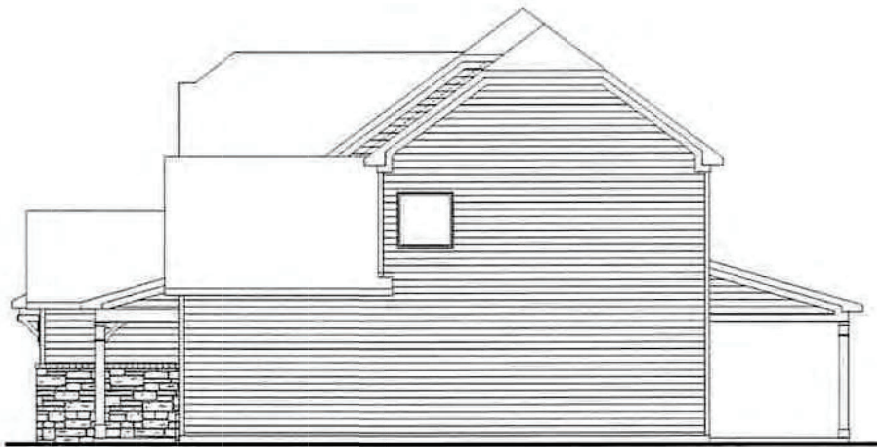
Rear Elevation

Brighton - Craftsman

BUILDING ELEVATIONS FOR
ILLUSTRATIVE PURPOSES ONLY



Left Elevation



Right Elevation



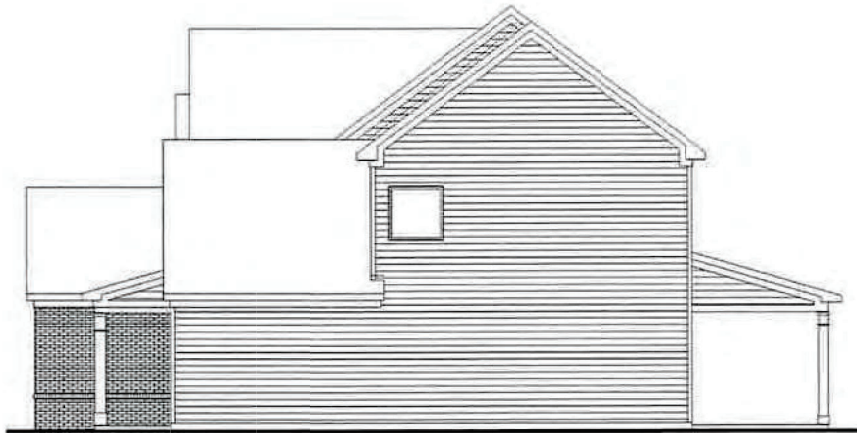
Rear Elevation

Brighton - Farmhouse

BUILDING ELEVATIONS FOR
ILLUSTRATIVE PURPOSES ONLY



Left Elevation



Right Elevation



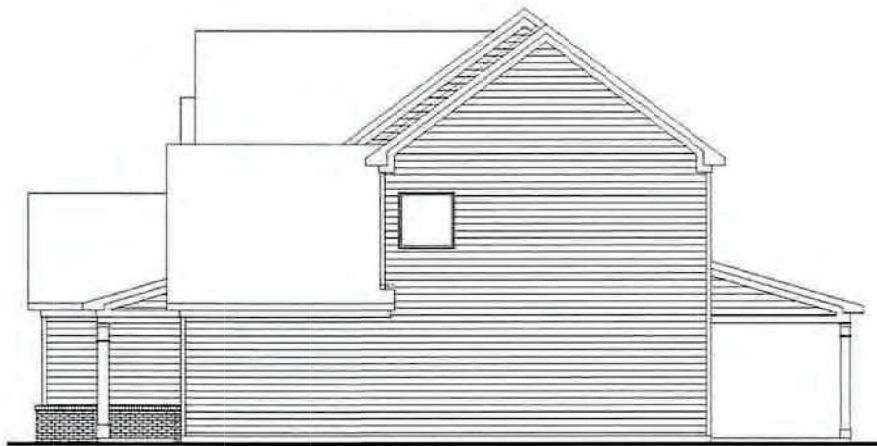
Rear Elevation

Brighton - Federal - Brick

BUILDING ELEVATIONS FOR
ILLUSTRATIVE PURPOSES ONLY



Left Elevation



Right Elevation



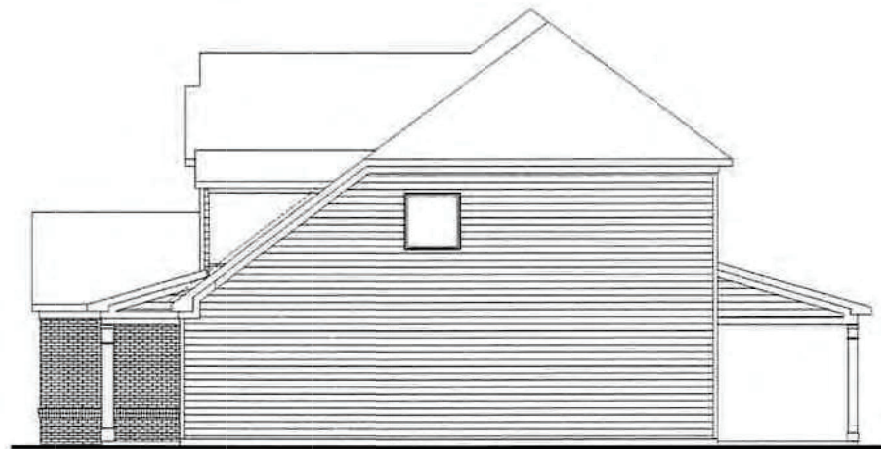
Rear Elevation

Brighton - Federal - Siding

BUILDING ELEVATIONS FOR
ILLUSTRATIVE PURPOSES ONLY



Left Elevation



Right Elevation



Rear Elevation

Brighton - Traditional

BUILDING ELEVATIONS FOR
ILLUSTRATIVE PURPOSES ONLY



Left Elevation



Right Elevation



Rear Elevation

Highland - Craftsman

BUILDING ELEVATIONS FOR
ILLUSTRATIVE PURPOSES ONLY



Left Elevation



Right Elevation



Rear Elevation

Highland - Farmhouse

BUILDING ELEVATIONS FOR
ILLUSTRATIVE PURPOSES ONLY



Left Elevation



Right Elevation



Rear Elevation

Highland - Federal - Brick

BUILDING ELEVATIONS FOR
ILLUSTRATIVE PURPOSES ONLY



Left Elevation



Right Elevation



Rear Elevation

Highland - Federal - Siding

BUILDING ELEVATIONS FOR
ILLUSTRATIVE PURPOSES ONLY



Left Elevation



Right Elevation



Rear Elevation

Highland - Traditional

BUILDING ELEVATIONS FOR
ILLUSTRATIVE PURPOSES ONLY



Left Elevation



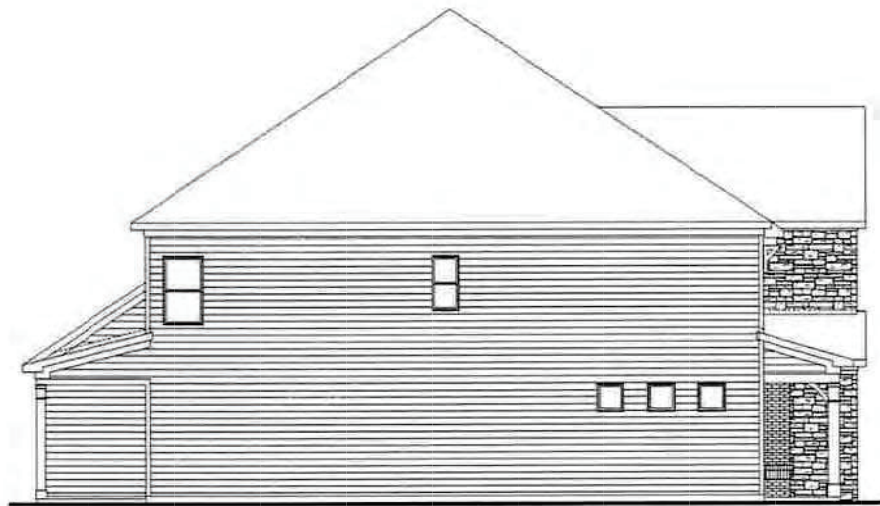
Right Elevation



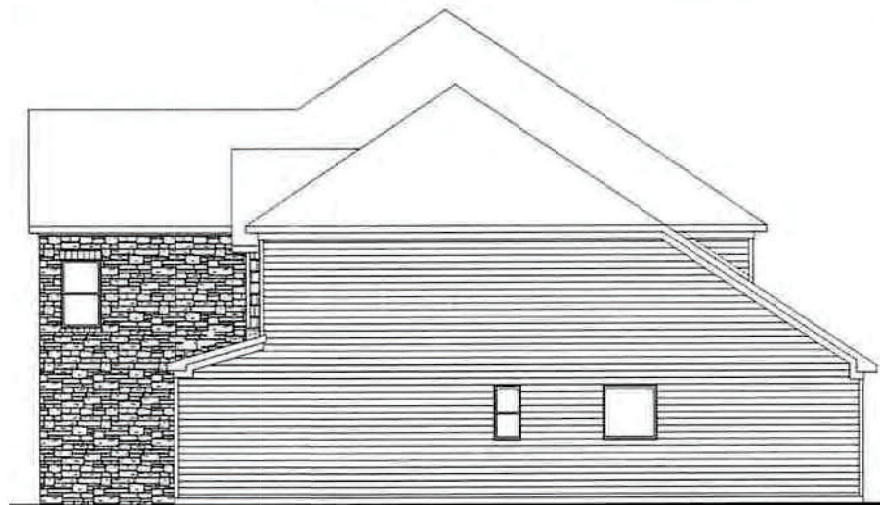
Rear Elevation

Kendyll - Craftsman

BUILDING ELEVATIONS FOR
ILLUSTRATIVE PURPOSES ONLY



Left Elevation



Right Elevation



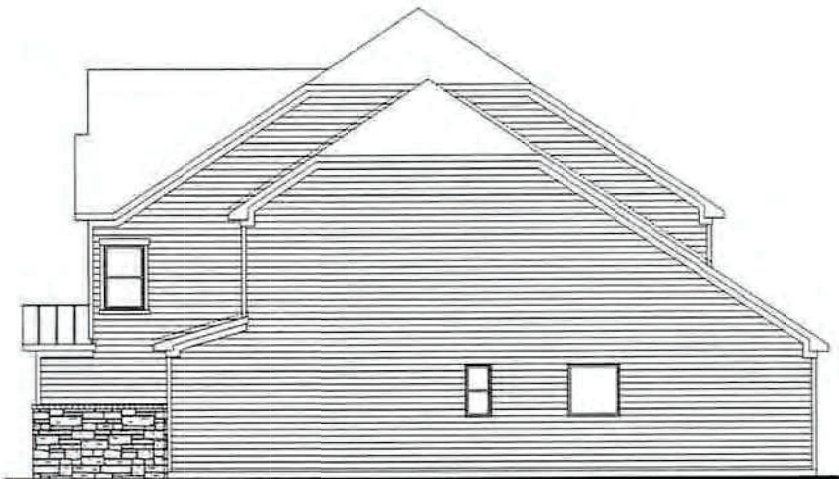
Rear Elevation

Kendyll - European

BUILDING ELEVATIONS FOR
ILLUSTRATIVE PURPOSES ONLY



Left Elevation



Right Elevation



Rear Elevation

Kendyll - Farmhouse

BUILDING ELEVATIONS FOR
ILLUSTRATIVE PURPOSES ONLY



Left Elevation



Right Elevation



Rear Elevation

Kendyll - Federal - Brick

BUILDING ELEVATIONS FOR
ILLUSTRATIVE PURPOSES ONLY



Left Elevation



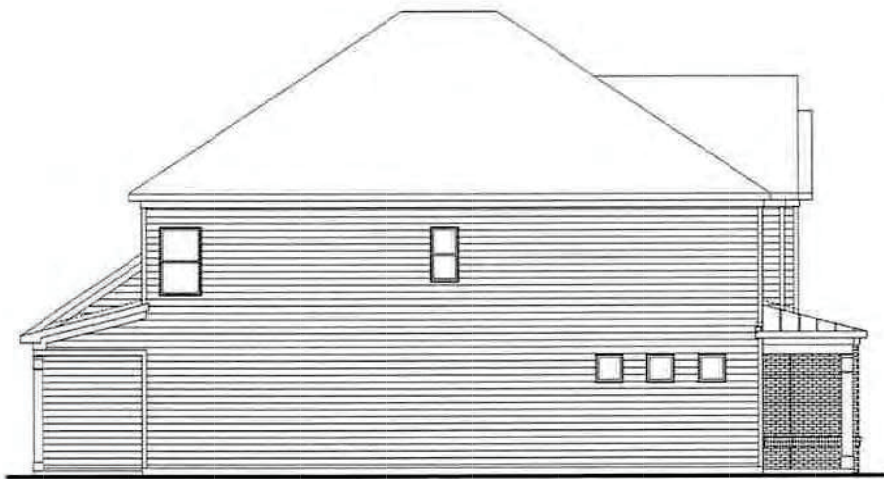
Right Elevation



Rear Elevation

Kendyll - Federal - Siding

BUILDING ELEVATIONS FOR
ILLUSTRATIVE PURPOSES ONLY



Left Elevation



Right Elevation



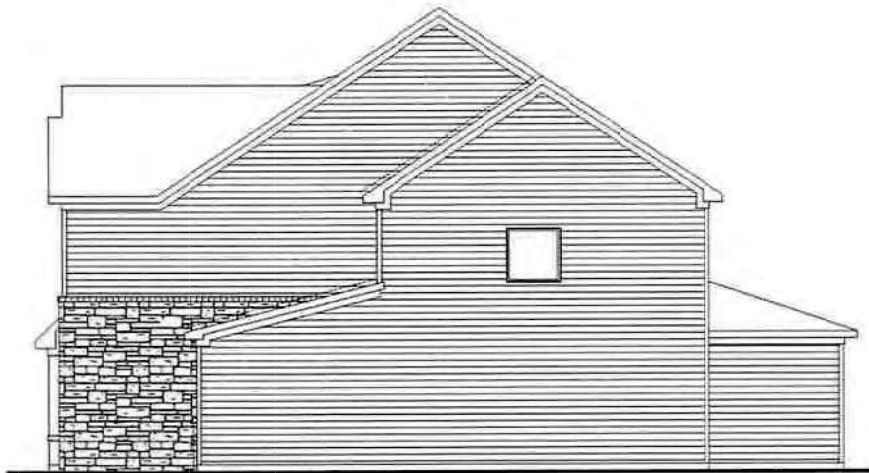
Rear Elevation

Kendyll - Traditional

BUILDING ELEVATIONS FOR
ILLUSTRATIVE PURPOSES ONLY



Left Elevation



Right Elevation



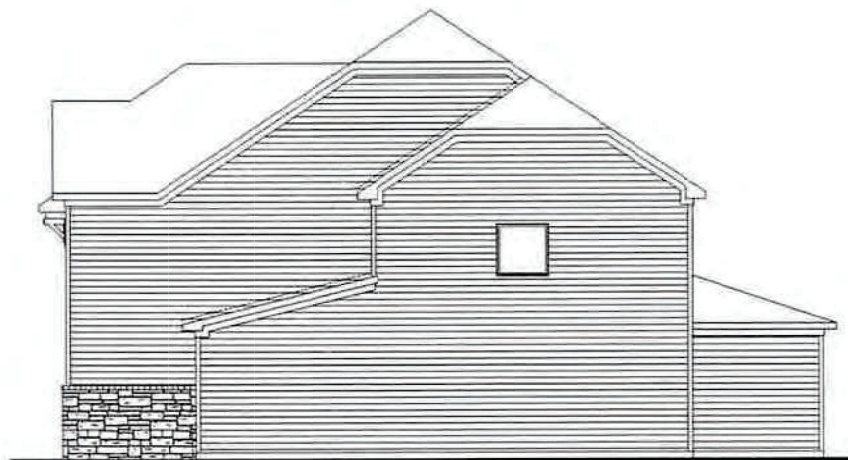
Rear Elevation

London - Craftsman

BUILDING ELEVATIONS FOR
ILLUSTRATIVE PURPOSES ONLY



Left Elevation



Right Elevation



Rear Elevation

London - Farmhouse

BUILDING ELEVATIONS FOR
ILLUSTRATIVE PURPOSES ONLY



Left Elevation



Right Elevation



Rear Elevation

London - Federal - Brick

BUILDING ELEVATIONS FOR
ILLUSTRATIVE PURPOSES ONLY



Left Elevation



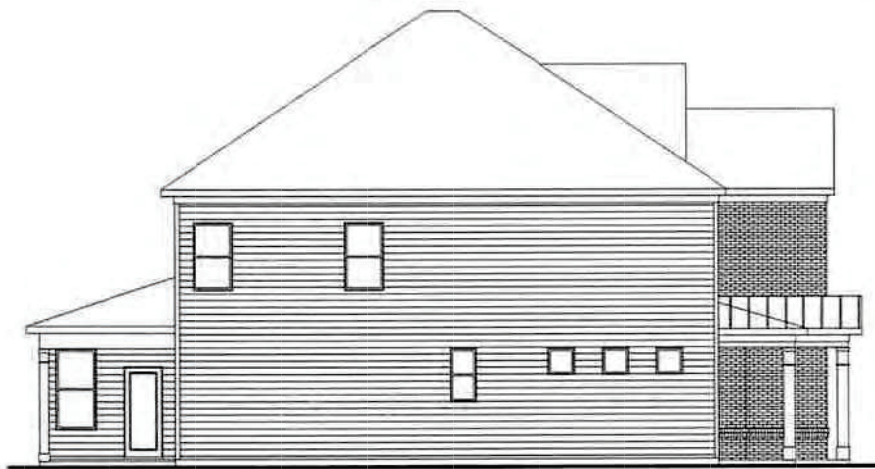
Right Elevation



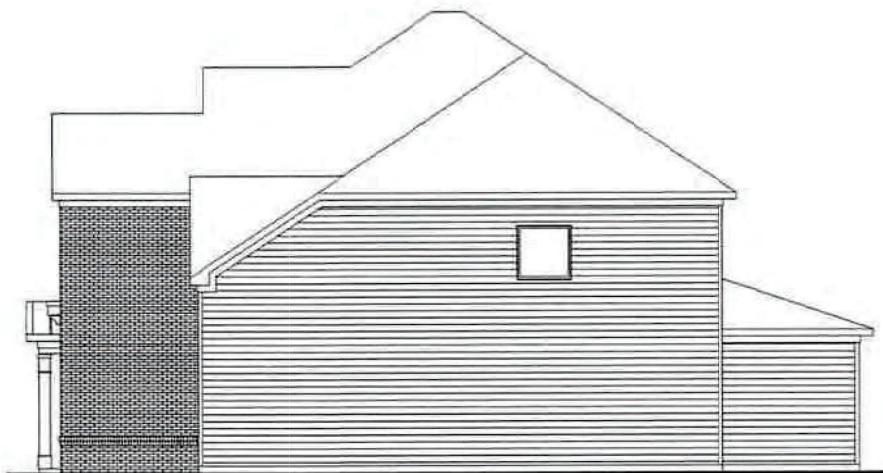
Rear Elevation

London - Federal - Siding

BUILDING ELEVATIONS FOR
ILLUSTRATIVE PURPOSES ONLY



Left Elevation



Right Elevation



Rear Elevation

London - Traditional

BUILDING ELEVATIONS FOR
ILLUSTRATIVE PURPOSES ONLY



Livingston

**BUILDING ELEVATIONS FOR
ILLUSTRATIVE PURPOSES ONLY**



Livingston

**BUILDING ELEVATIONS FOR
ILLUSTRATIVE PURPOSES ONLY**



Livingston

**BUILDING ELEVATIONS FOR
ILLUSTRATIVE PURPOSES ONLY**



Livingston

**BUILDING ELEVATIONS FOR
ILLUSTRATIVE PURPOSES ONLY**



Livingston

**BUILDING ELEVATIONS FOR
ILLUSTRATIVE PURPOSES ONLY**



Livingston

**BUILDING ELEVATIONS FOR
ILLUSTRATIVE PURPOSES ONLY**



Waverly

BUILDING ELEVATIONS FOR
ILLUSTRATIVE PURPOSES ONLY



Waverly

**BUILDING ELEVATIONS FOR
ILLUSTRATIVE PURPOSES ONLY**



Waverly

BUILDING ELEVATIONS FOR
ILLUSTRATIVE PURPOSES ONLY



Waverly

**BUILDING ELEVATIONS FOR
ILLUSTRATIVE PURPOSES ONLY**



Waverly

BUILDING ELEVATIONS FOR
ILLUSTRATIVE PURPOSES ONLY



Waverly

BUILDING ELEVATIONS FOR
ILLUSTRATIVE PURPOSES ONLY



Somerset

**BUILDING ELEVATIONS FOR
ILLUSTRATIVE PURPOSES ONLY**



Somerset

**BUILDING ELEVATIONS FOR
ILLUSTRATIVE PURPOSES ONLY**



Somerset

**BUILDING ELEVATIONS FOR
ILLUSTRATIVE PURPOSES ONLY**



Somerset

**BUILDING ELEVATIONS FOR
ILLUSTRATIVE PURPOSES ONLY**



Somerset

**BUILDING ELEVATIONS FOR
ILLUSTRATIVE PURPOSES ONLY**



Somerset

**BUILDING ELEVATIONS FOR
ILLUSTRATIVE PURPOSES ONLY**



Prescott II

BUILDING ELEVATIONS FOR
ILLUSTRATIVE PURPOSES ONLY



Prescott II

BUILDING ELEVATIONS FOR
ILLUSTRATIVE PURPOSES ONLY



Pescott II

BUILDING ELEVATIONS FOR
ILLUSTRATIVE PURPOSES ONLY



Pescott II

**BUILDING ELEVATIONS FOR
ILLUSTRATIVE PURPOSES ONLY**



Pescott II

**BUILDING ELEVATIONS FOR
ILLUSTRATIVE PURPOSES ONLY**



Pescott II

**BUILDING ELEVATIONS FOR
ILLUSTRATIVE PURPOSES ONLY**



Pescott II

BUILDING ELEVATIONS FOR
ILLUSTRATIVE PURPOSES ONLY



Prescott II

BUILDING ELEVATIONS FOR
ILLUSTRATIVE PURPOSES ONLY



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Game Changer

3,037 square feet

3 Bedrooms | 2.5 Bathrooms



BUILDING ELEVATIONS FOR
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Massey

2,883 square feet

4 Bedrooms | 3.5 Bathrooms | Game Room



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Barrett

3,147 square feet

4 Bedrooms | 3 Bathrooms | Study



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Stratton

3,217 square feet

4 Bedrooms | 3.5 Bathrooms



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Bliss

2,056 square feet

3 Bedrooms | 2.5 Bathrooms



BUILDING ELEVATIONS FOR
ILLUSTRATIVE PURPOSES ONLY

Sanctuary

2,580 square feet

4 Bedrooms | 3.5 Bathrooms



Elevation B



Elevation A



Elevation C

**BUILDING ELEVATIONS FOR
ILLUSTRATIVE PURPOSES ONLY**

Braxton

2,935 square feet

4 Bedrooms | 2.5 Bathrooms | Loft



BUILDING ELEVATIONS FOR
ILLUSTRATIVE PURPOSES ONLY

House Party

3,015 square feet

4 Bedrooms | 2.5 Bathrooms



BUILDING ELEVATIONS FOR
ILLUSTRATIVE PURPOSES ONLY

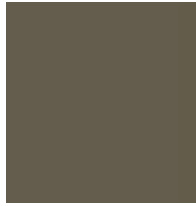
TOWNHOME BUILDING ELEVATIONS

Townhome notes:

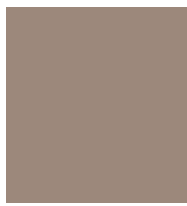
1. Vinyl siding is not permitted; however, vinyl windows, decorative elements and trim are permitted.
2. All townhomes shall have a crawl space or raised foundation which at a minimum rises at least 12 inches from average grade across the front of the house to the finished floor level at the front door.
3. Roofline cannot be a single mass; it must be broken up horizontally and vertically between units.
4. Garage doors must have windows, decorative details or carriage-style adornments.
5. House entrances for units with front-facing single-car garages shall have a prominent covered porch/stoop area leading to the front door.
6. The garage cannot protrude more than 1 foot out from the front façade or front porch.
7. The visible side of a townhome on a corner lot facing the public street shall contain at least 2 decorative elements such as, but not limited to, the following elements:
 - Windows
 - Bay window
 - Recessed window
 - Decorative window
 - Trim around the windows
 - Wrap around porch or side porch
 - Two or more building materials
 - Decorative brick/stone
 - Decorative trim
 - Decorative shake
 - Decorative air vents on gable
 - Decorative gable
 - Decorative cornice
 - Column
 - Portico
 - Balcony
 - Dormer
8. Building facades shall have horizontal relief achieved by the use of recesses and projections.
9. A varied color palette shall be utilized on homes throughout the subdivision to include a minimum of three color families for siding and shall include varied trim, shutter, and accent colors complementing the siding color.
10. The rear and side elevations of the units that can be seen from the right-of-way shall have trim around the windows.
11. Minor elevation adjustments may be accommodated with staff approval – including limiting clipped dormers on no more than 25% of the proposed townhome building designs.
12. Side entry, end unit townhomes in highly visible locations shall provide a covered entry feature for each unit. Highly visible locations shall include the end of a series of buildings, and adjacent to public or private rights-of-ways, recreation areas, open space, buffers, or adjacent properties.

Townhome and Single Family Home Color Palette (Sherwin Williams)

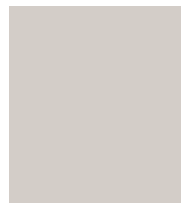
All colors are Primary with the exception of those noted



SW 6166
ECLIPSE



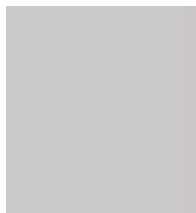
SW 7502
DRY ROCK



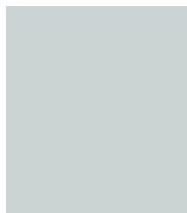
SW 6008
INDIVIDUAL
AZURITE



SW 9148
SMOKEY



SW 6260
UNIQUE GRAY



SW 9136
LULLABY
SLATE



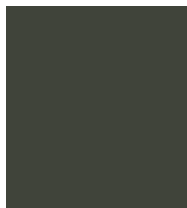
SW 9131
CORNWALL
GREEN



SW 6524
COMMODORE



SW 9119
DIRTY
MARTINI



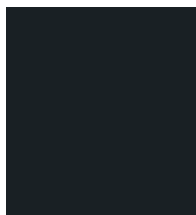
SW 6188
SHADE
GROWN



SW 9117
URBAN
JUNGLE



SW 6156
RAMIE



SW 6994
GREENBLACK
ACCENT



SW 6717
LIME RICKEY
ACCENT
ACCENT



SW 7589
HABANERO
CHILE
ACCENT



SW 70399148
VIRTUAL
TAUPE

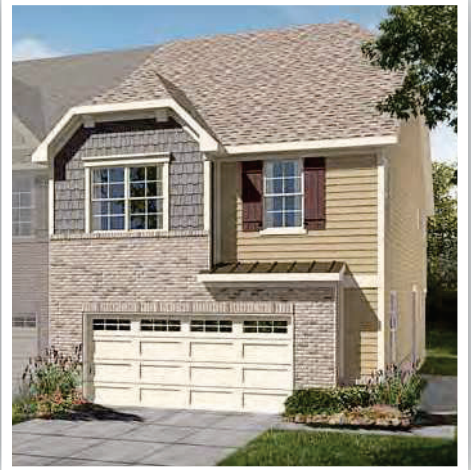
White may also be used as a primary, trim, or accent color with any palette variations



Elevation A1-R



Elevation A2



Elevation A3-R



BUILDING ELEVATIONS FOR
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Elevation B1



Elevation B2



Elevation B3-R



Elevation B4



Elevation B5 - R



BUILDING ELEVATIONS FOR
ILLUSTRATIVE PURPOSES ONLY



Elevation C1



Elevation C2



BUILDING ELEVATIONS FOR
ILLUSTRATIVE PURPOSES ONLY



Elevation D1



Elevation D2



BUILDING ELEVATIONS FOR
ILLUSTRATIVE PURPOSES ONLY



Elevation E1



Elevation E2



Elevation E3 R



BUILDING ELEVATION FOR
ILLUSTRATIVE PURPOSES ONLY



Elevation F1



Elevation F2-R



Elevation F3



BUILDING ELEVATIONS FOR
ILLUSTRATIVE PURPOSES ONLY

NOTES:

GRADE CONDITIONS MAY VARY FOR INDIVIDUAL SITE FROM THAT SHOWN. MILLAGE WILL VARY AND COORDINATE PER ACTUAL SITE CONDITIONS.

WINDOW HEAD HEIGHTS:

1ST FLOOR = 8'-0" UNO. ON ELEVATIONS.

2ND FLOOR = 7'-0" UNO. ON ELEVATIONS.

- ROOFING: PITCHED SHINGLES PER DEVELOPER.

- WINDOW MANUFACTURER PER DEVELOPER. DIVIDED LITES AS SHOWN ON THE EXTERIOR ELEVATIONS

- ENTRY DOOR: AS SELECTED BY DEVELOPER.

- GARAGE DOORS: AS SELECTED BY DEVELOPER, RAISED PANEL AS SHOWN.

- ALL EXTERIOR MATERIALS TO BE INSTALLED PER MANUFACTURER'S WRITTEN INSTRUCTIONS.

KEY NOTES:

MASONRY.

[1] ADHERENCY TYPE VENEER AS SELECTED BY DEVELOPER. HEIGHT AS NOTED.

[2] MASONRY FULL BRICK AS SELECTED BY DEVELOPER. HEIGHT AS NOTED.

[3] 8" SOLDIER COURSE.

[4] ROWLOCK COURSE.

TYPICALS:

[5] CORROSION RESISTANT SCREEN LOUVERED VENTS, SIZE AS NOTED.

[6] CORROSION RESISTANT ROOF TO WALL FLASHING, CODE COMPLIANT FLASHINGS MUST BE INSTALLED AT ALL ROOF/WALL INTERSECTIONS.

[7] STANDING SEAM METAL ROOF, INSTALL PER MANUFACTURER'S WRITTEN INSTRUCTIONS.

SIDING:

[8] VINYL SHAKE SIDING PER DEVELOPER
W/ VINYL CORNER.

[9] VINYL LAP SIDING PER DEVELOPER
W/ VINYL CORNER.

[10] VINYL BATT AND BOARD SIDING PER DEVELOPER
W/ VINYL CORNER.

[11] VINYL VERTICAL SIDING PER DEVELOPER
W/ VINYL CORNER.

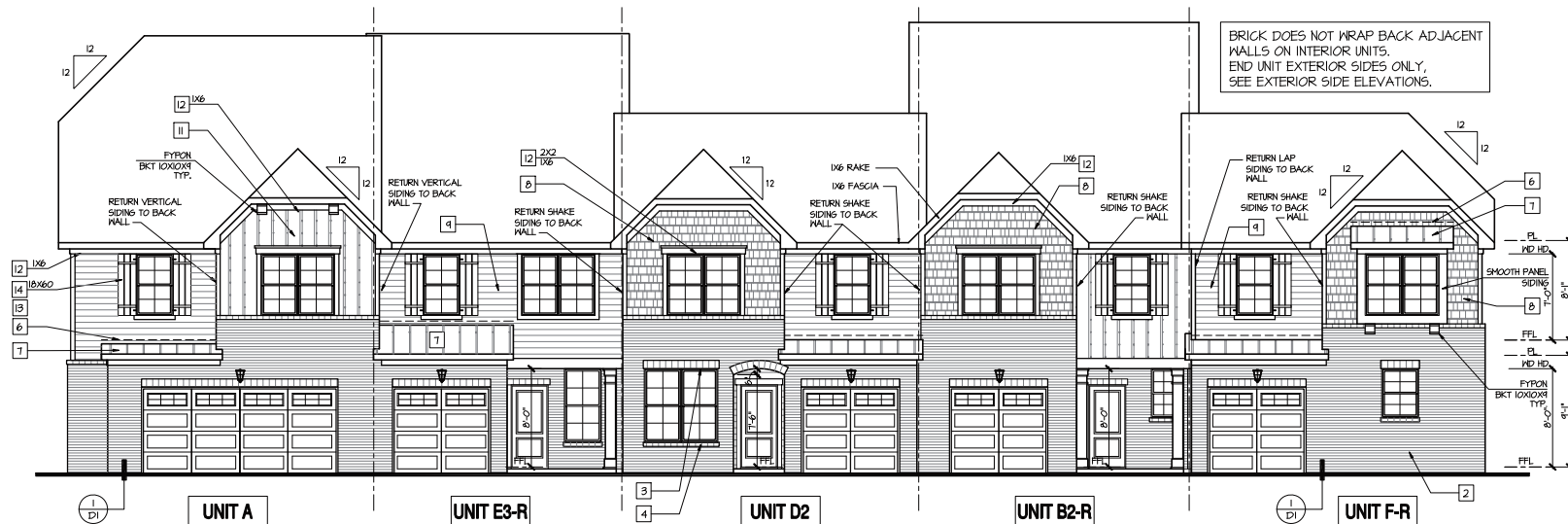
[12] 1X SHIMBOARD TRIM OR EQUAL, UNO. SIZE AS NOTED

[13] 3/4" VINYL TRIM (WINDOW JAMBS AND EXTERIOR CORNERS.)

[14] VINYL SHUTTERS, TYPE AS SHOWN. SIZE AS NOTED.

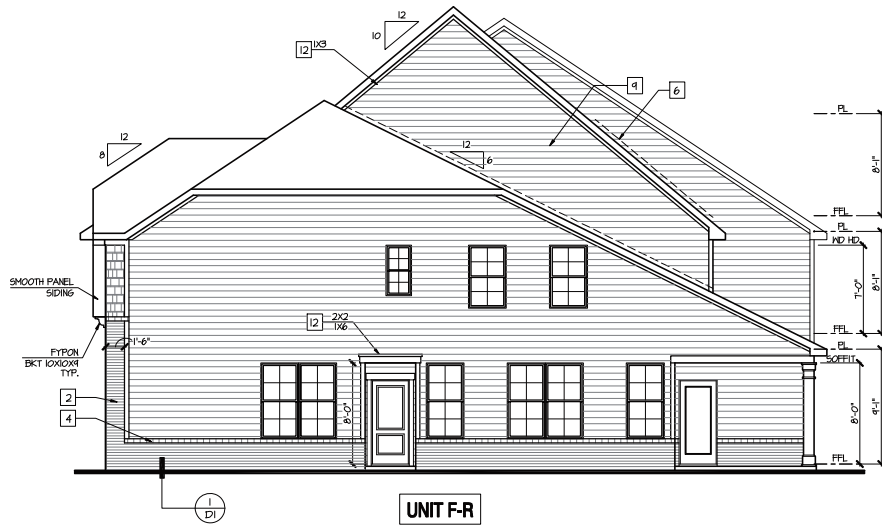


SCALE: 3/16"=1'-0" AT 22"X34" LAYOUT



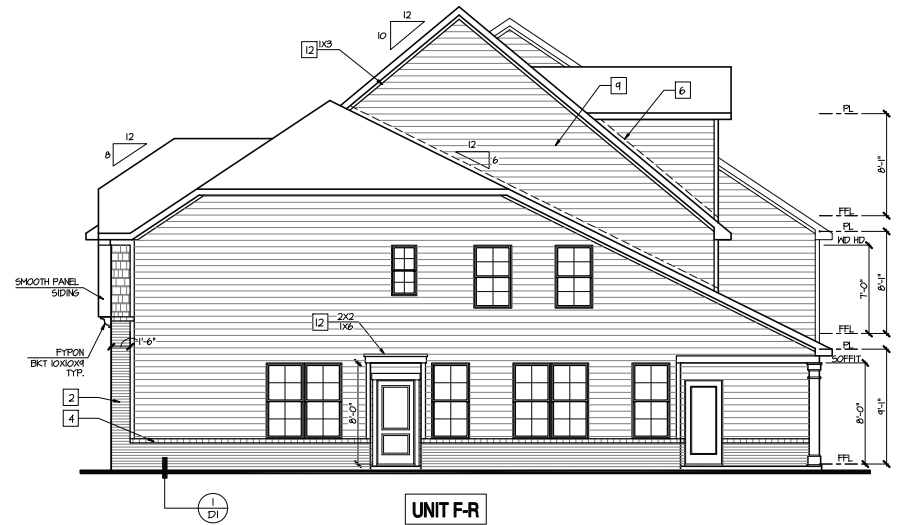
Front Elevation 5-Plex 'A'

SCALE: 3/16"=1'-0" AT 22"X34" LAYOUT



Right Elevation 5-Plex 'A'

SCALE: 3/16"=1'-0" AT 22"X34" LAYOUT



Right Elevation 5-Plex 'A'

SCALE: 3/16"=1'-0" AT 22"X34" LAYOUT



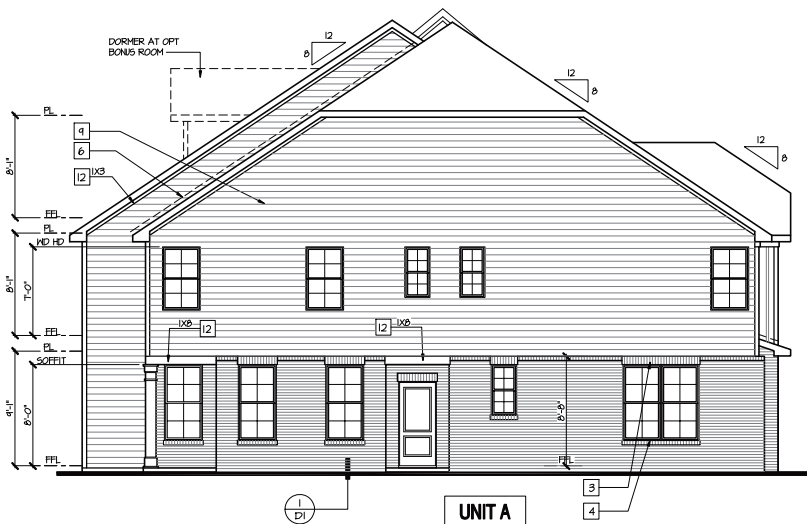
Rear Elevation 5-Plex 'A'

SCALE: 3/16"=1'-0" AT 22"X34" LAYOUT



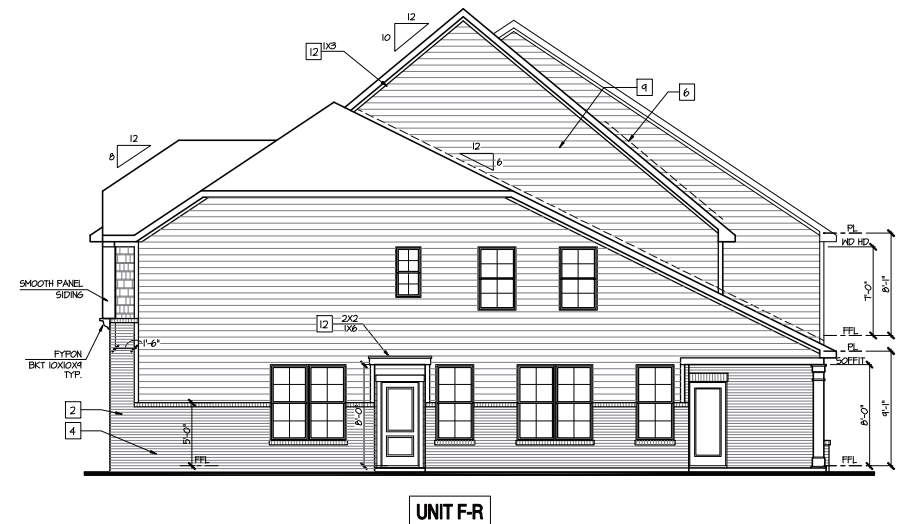
Rear Elevation 5-Plex 'A'

SCALE: 3/16"=1'-0" AT 22"X34" LAYOUT



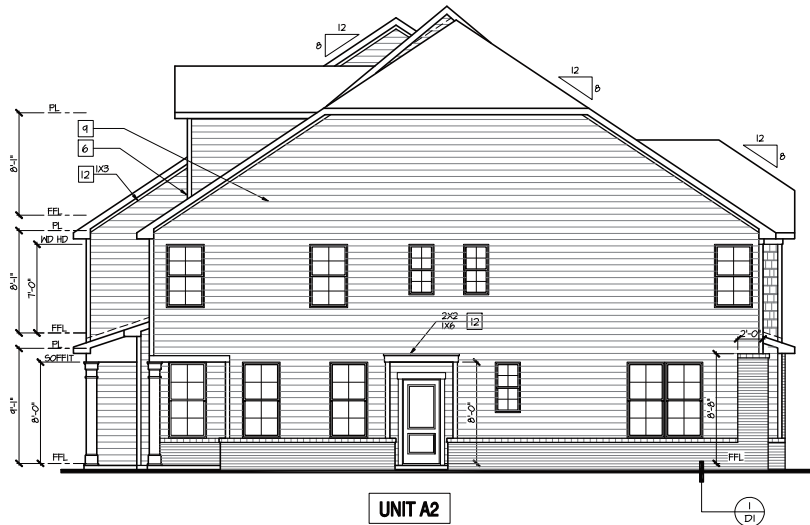
Left Elevation 5-Plex 'A'

SCALE: 3/16"=1'-0" AT 22"X34" LAYOUT



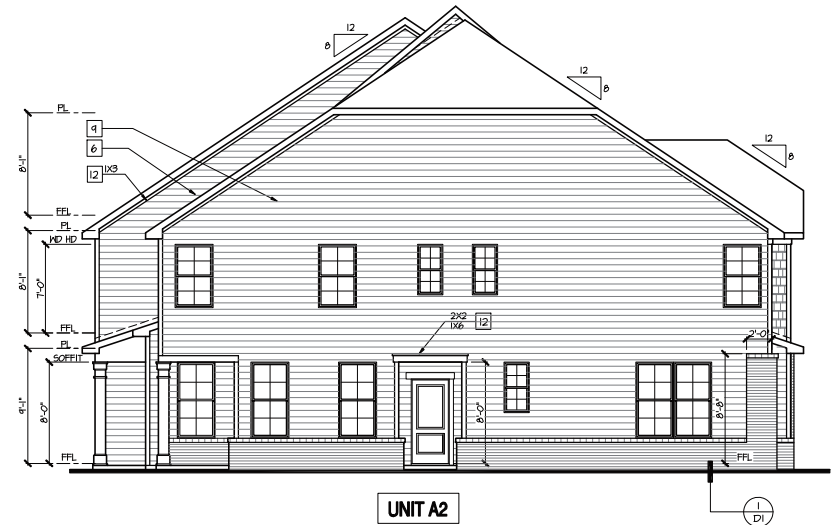
Right Elevation 5-Plex 'A'

SCALE: 3/16"=1'-0" AT 22"X34" LAYOUT



UNIT A2
Left Elevation 5-Plex 'B'

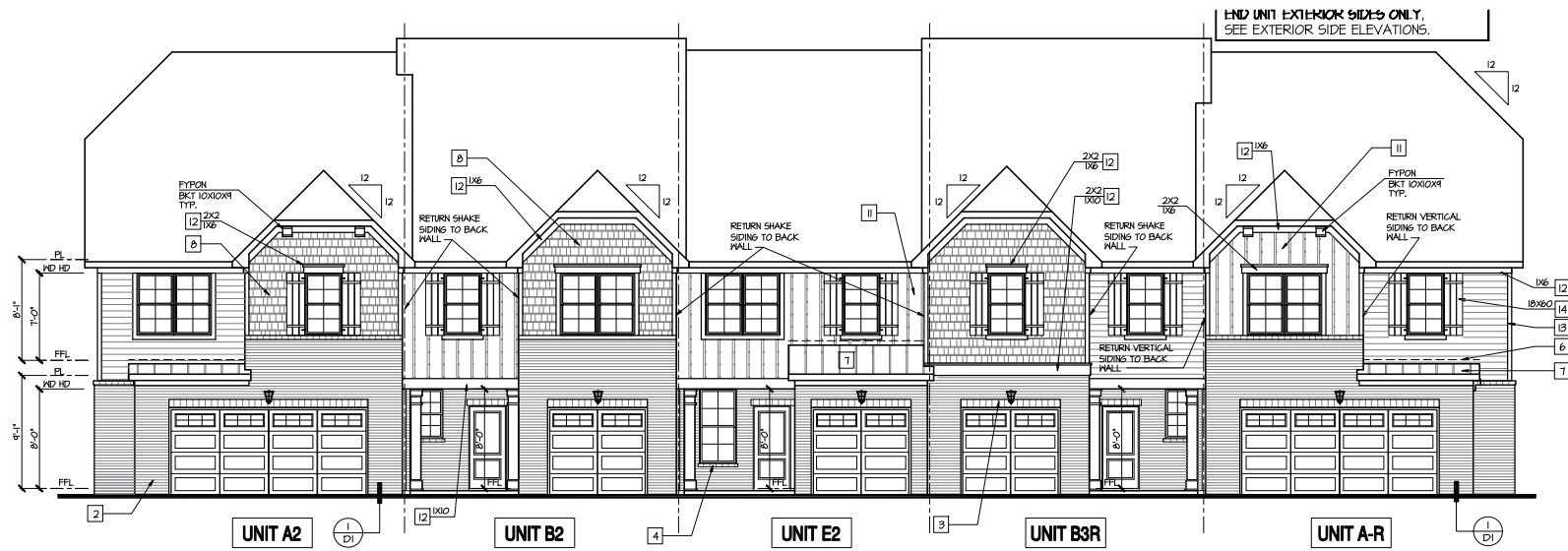
SCALE: 3/16"=1'-0" AT 22"x34" LAYOUT



UNIT A2
Left Elevation 5-Plex 'B'

SCALE: 3/16"=1'-0" AT 22"x34" LAYOUT

NOTES:	
-	GRADE CONDITIONS MAY VARY FOR INDIVIDUAL SITE FROM THAT SHOWN. BUILDER SHALL VERIFY AND COORDINATE PER ACTUAL SITE CONDITIONS.
-	WINDOW HEAD HEIGHTS: 1ST FLOOR = 8'-0" UNO, ON ELEVATIONS. 2ND FLOOR = 7'-0" UNO, ON ELEVATIONS.
-	ROOFING: PITCHED SHINGLES PER DEVELOPER.
-	WINDOWS: MANUFACTURER PER DEVELOPER. DIVIDED LITES AS SHOWN ON THE EXTERIOR ELEVATIONS.
-	ENTRY DOOR: AS SELECTED BY DEVELOPER.
-	GARAGE DOORS: AS SELECTED BY DEVELOPER, RAISED PANEL AS SHOWN.
-	ALL EXTERIOR MATERIALS TO BE INSTALLED PER MANUFACTURER'S WRITTEN INSTRUCTIONS.
KEY NOTES:	
MASONRY:	
[1]	ADHERED STONE VENEER AS SELECTED BY DEVELOPER. HEIGHT AS NOTED.
[2]	MASONRY FULL BRICK AS SELECTED BY DEVELOPER. HEIGHT AS NOTED.
[3]	8" SOLDIER COURSE.
[4]	ROWLOCK COURSE.
TYPICALS:	
[5]	CORROSION RESISTANT SCREEN LOUVERED VENTS, SIZE AS NOTED.
[6]	CORROSION RESISTANT ROOF TO WALL FLASHING. CODE COMPLIANT FLASHING MUST BE INSTALLED AT ALL ROOF/WALL INTERSECTIONS.
[7]	STANDING SEAM METAL ROOF, INSTALL PER MANUFACTURER'S WRITTEN INSTRUCTIONS.
SIDING:	
[8]	VINYL SHAKE SIDING PER DEVELOPER.
[9]	VINYL CORNER.
[10]	VINYL LAP SIDING PER DEVELOPER.
[11]	VINYL CORNER.
[12]	VINYL BATT AND BOARD SIDING PER DEVELOPER.
[13]	VINYL CORNER.
[14]	VINYL VERTICAL SIDING PER DEVELOPER.
[15]	VINYL CORNER.
[16]	1X SYMBEARD TRIM OR EQUAL, UNO, SIZE AS NOTED.
[17]	3 1/2" VINYL TRIM (WINDOW JAMBES AND EXTERIOR CORNERS).
[18]	VINYL SHUTTERS, TYPE AS SHOWN, SIZE AS NOTED.



UNIT A2 UNIT B2 UNIT E2 UNIT B3R UNIT A-R
Front Elevation 5-Plex 'B'

SCALE: 3/16"=1'-0" AT 22"x34" LAYOUT

END UNIT EXTERIOR SIDES ONLY.
SEE EXTERIOR SIDE ELEVATIONS.



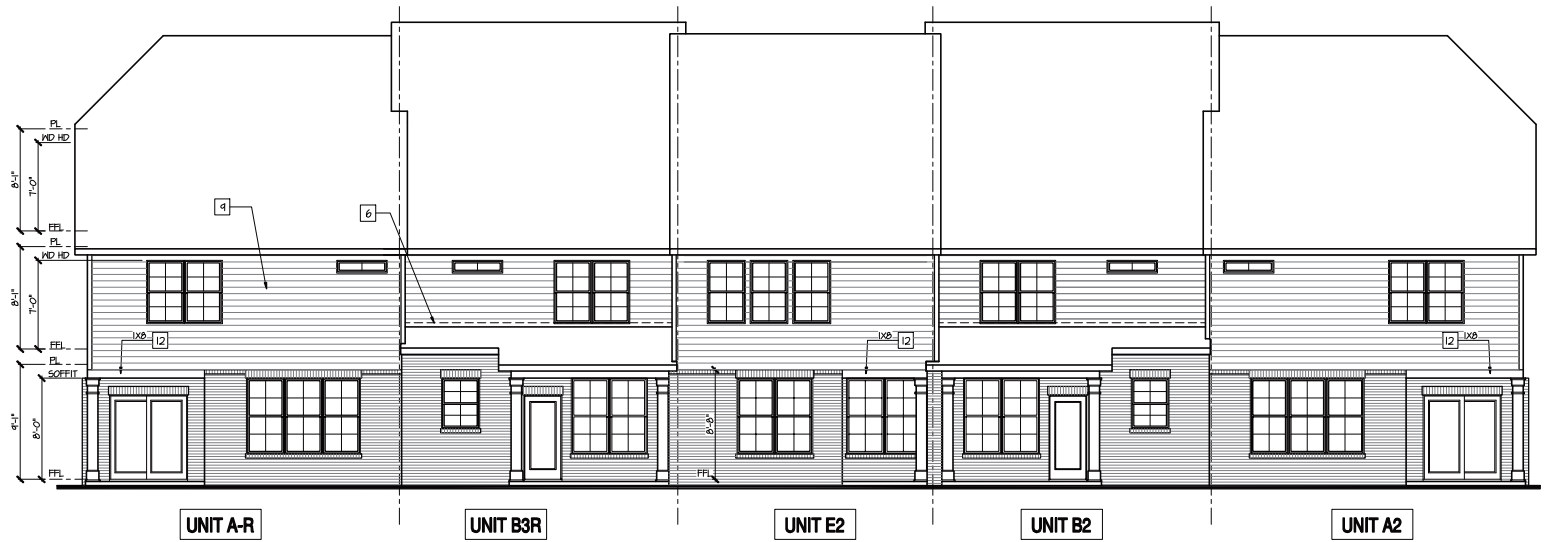
SCALE: 3/16"=1'-0" AT 22"X34" LAYOUT



SCALE: 3/16"=1'-0" AT 22"X34" LAYOUT

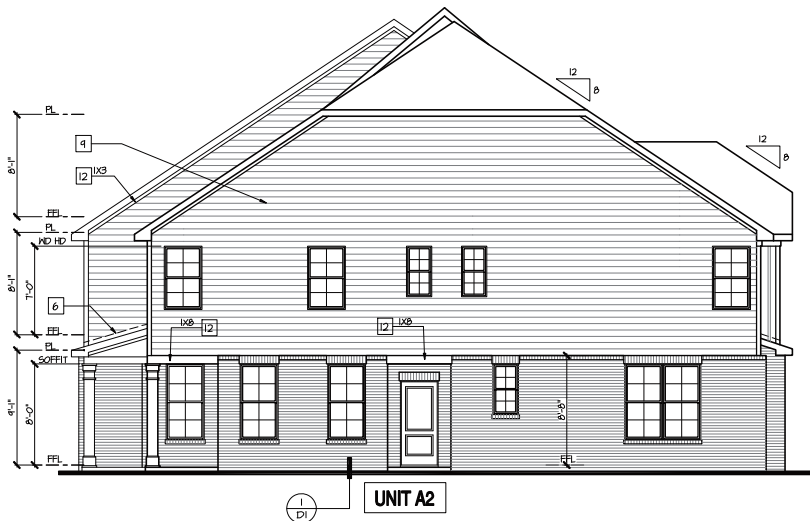


SCALE: 3/16"=1'-0" AT 22"X34" LAYOUT



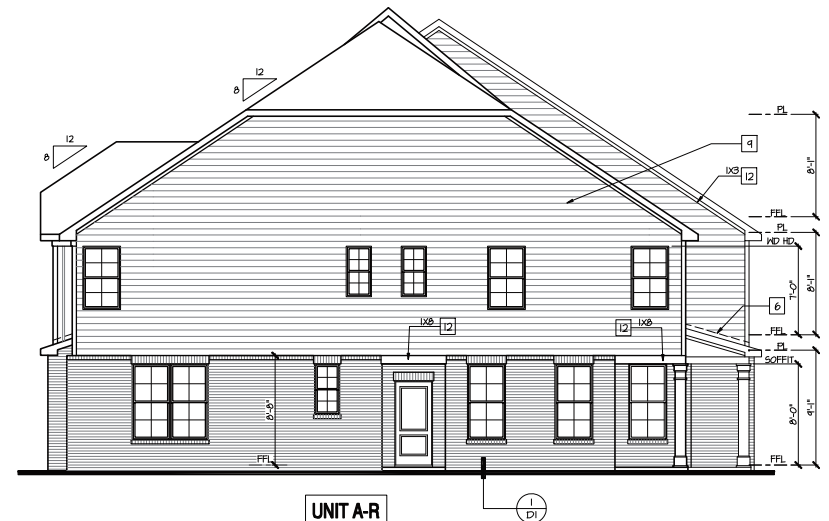
Rear Elevation 5-Plex 'B'

SCALE: 3/16"=1'-0" AT 22"x34" LAYOUT



Left Elevation 5-Plex 'B'

SCALE: 3/16"=1'-0" AT 22"x34" LAYOUT



Right Elevation 5-Plex 'B'

SCALE: 3/16"=1'-0" AT 22"x34" LAYOUT

NOTES:

- GRADE CONDITIONS MAY VARY FOR INDIVIDUAL SITE FROM THAT SHOWN. BUILDER SHALL VERIFY AND COORDINATE PER ACTUAL SITE CONDITIONS.
- WINDOW HEAD HEIGHTS:
 - 1ST FLOOR = 8'-0" UNDO. ON ELEVATIONS.
 - 2ND FLOOR = 7'-0" UNDO. ON ELEVATIONS.
- ROOFING: PITCHED SHINGLES PER DEVELOPER.
- WINDOWS: MANUFACTURER PER DEVELOPER. DIVIDED LITES AS SHOWN ON THE EXTERIOR ELEVATIONS.
- ENTRY DOOR: AS SELECTED BY DEVELOPER.
- GARAGE DOORS: AS SELECTED BY DEVELOPER, RAISED PANEL, AS SHOWN.
- ALL EXTERIOR MATERIALS TO BE INSTALLED PER MANUFACTURER'S WRITTEN INSTRUCTIONS.

CHECKED: _____

DATE: _____

3. SPECIAL NOTES:

MASONRY:

- [1] ADHERED STONE VENEER AS SELECTED BY DEVELOPER. HEIGHT AS NOTED.
- [2] MASONRY FULL BRICK AS SELECTED BY DEVELOPER. HEIGHT AS NOTED.
- [3] 8" SOLDIER COURSE.
- [4] ROWLOCK COURSE.

TYPICALS:

- [5] CORROSION RESISTANT SCREEN LOUVERED VENTS, SIZE AS NOTED.
- [6] CORROSION RESISTANT ROOSTER TO HALL FLASHING, CODE COMPLIANT FLASHINGS MUST BE INSTALLED AT ALL ROOF/WALL INTERSECTIONS.
- [7] STANDING SEAM METAL ROOF, INSTALL PER MANUFACTURER'S WRITTEN INSTRUCTIONS.

SIDINGS:

- [8] VINYL SHAKE SIDING PER DEVELOPER
W/ VINYL CORNER.
- [9] VINYL LAP SIDING PER DEVELOPER
W/ VINYL CORNER.
- [10] VINYL BATT AND BOARD SIDING PER DEVELOPER
W/ VINYL CORNER.
- [11] VINYL VERTICAL SIDING PER DEVELOPER
W/ VINYL CORNER.
- [12] IX SYMBARD TRIM OR EQUAL, UNDO. SIZE AS NOTED.
- [13] 3 1/2" VINYL TRIM (WINDOW JAMBS AND EXTERIOR CORNERS.)
- [14] VINYL SHUTTLES, TYPE AS SHOWN. SIZE AS NOTED.

KEY NOTES:

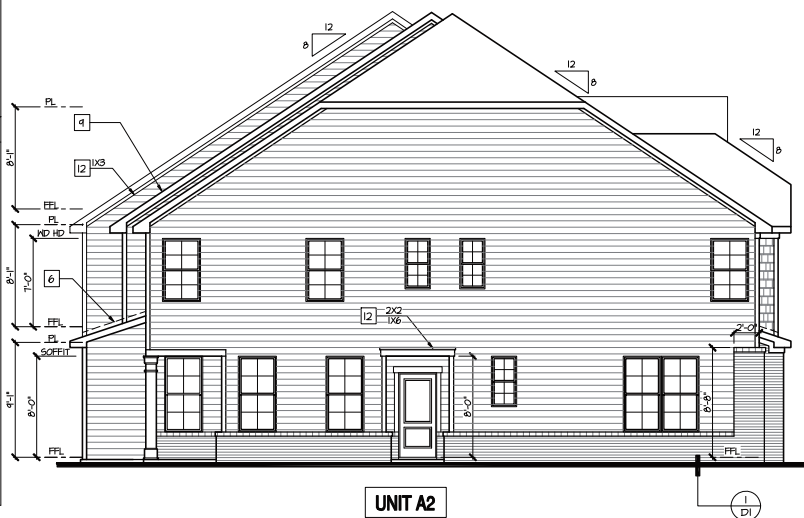
MASONRY:	
1	ADHERED STONE VENEER AS SELECTED BY DEVELOPER. HEIGHT AS NOTED.
2	MASONRY FULL BRICK AS SELECTED BY DEVELOPER. HEIGHT AS NOTED.
3	8" SOLDIER COURSE.
4	ROWLOCK COURSE

TYPICALS:

- 5 CORROSION RESISTANT SCREEN LOUVERED VENTS, SIZE AS NOTED.
- 6 CORROSION RESISTANT ROOF TO WALL FLASHING. CODE COMPLIANT FLASHING MUST BE INSTALLED AT ALL ROOF/WALL INTERSECTIONS.
- 7 STANDING SEAM METAL ROOF, INSTALL PER MANUFACTURER'S WRITTEN INSTRUCTIONS.

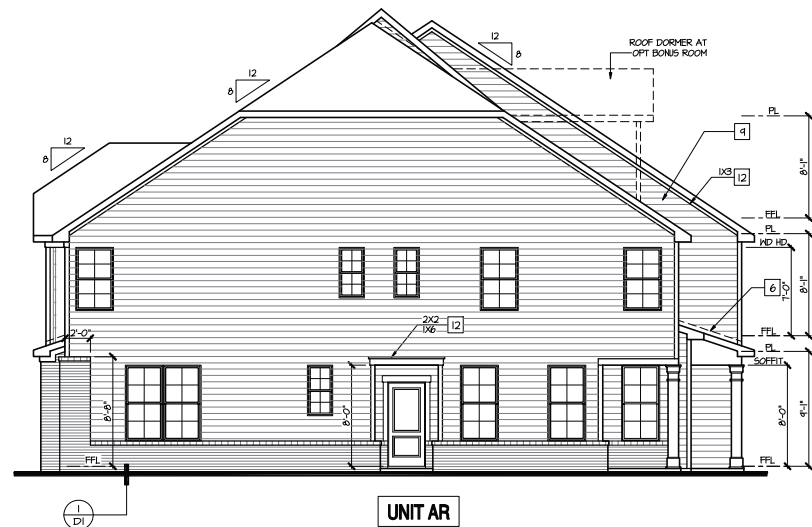
SIDING:

- 8 VINYL SHAKE SIDING PER DEVELOPER
N VINYL CORNER.
- 9 VINYL LAP SIDING PER DEVELOPER
N VINYL CORNER.
- 10 VINYL BATT AND BOARD SIDING PER DEVELOPER
N VINYL CORNER.
- 11 VINYL VERTICAL SIDING PER DEVELOPER
N VINYL CORNER.
- 12 1X SIDINGBOARD TRIM OR EQUAL, W.N.O. SIZE AS NOTED
- 13 3 1/2" VINYL TRIM (WINDCH JAMES AND EXTERIOR CORNERS.)
- 14 VINYL SHUTTERS, TYPE AS SHOWN. SIZE AS NOTED.



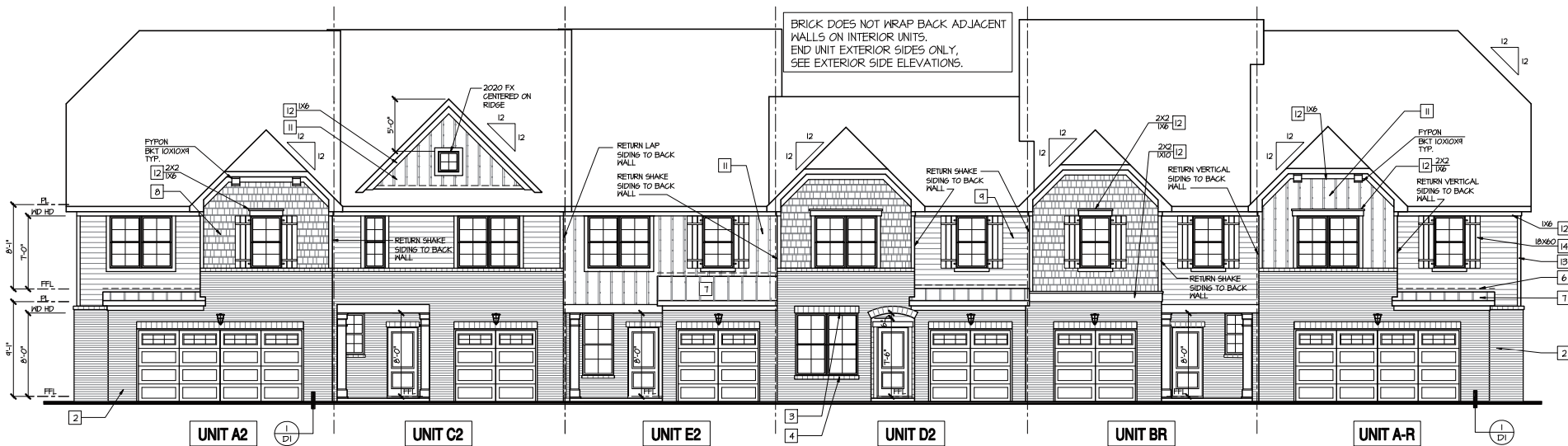
Left Elevation 6-Plex 'A'

SCALE: 3/16"=1'-0" AT 22"X34" LAYOUT



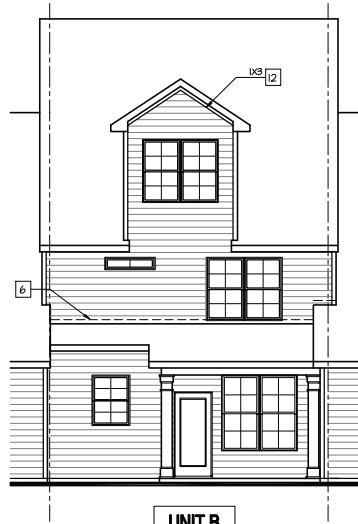
Right Elevation 6-Plex 'A'

SCALE: 3/16"=1'-0" AT 22"X34" LAYOUT



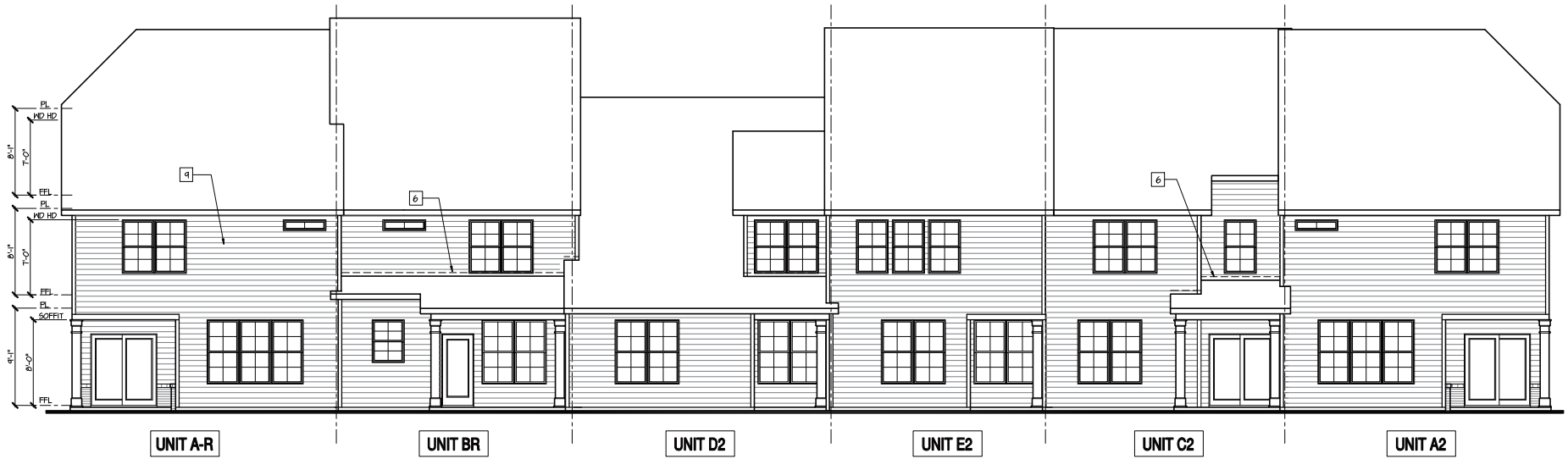
Front Elevation 6-Plex 'A'

SCALE: 3/16"=1'-0" AT 22"X34" LAYOUT



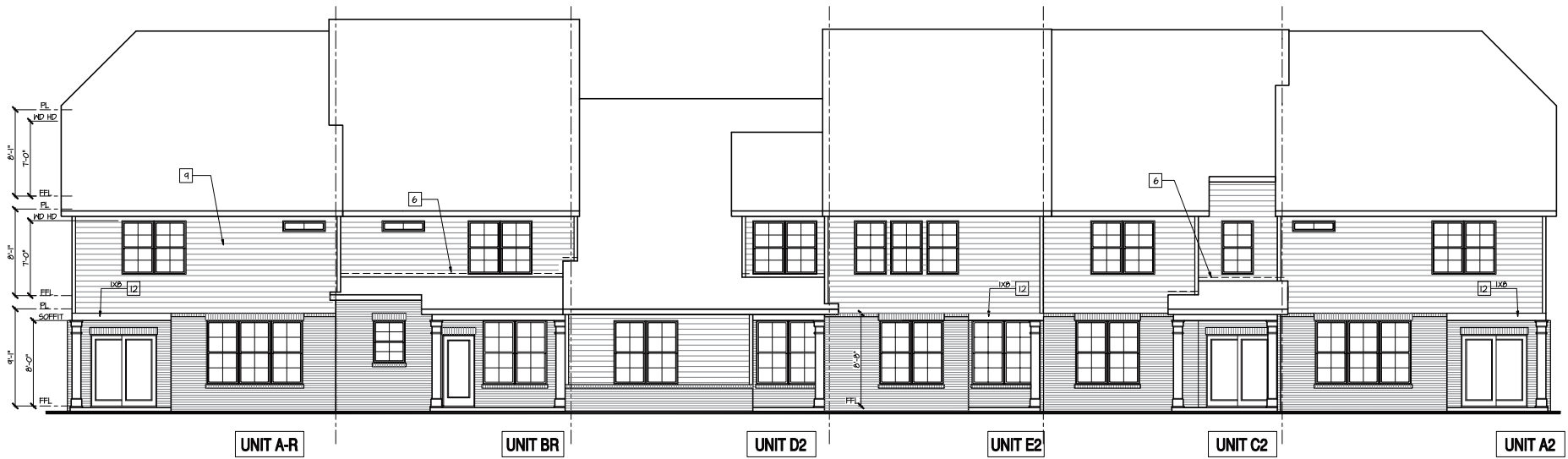
Rear Elevation

SCALE: 3/16"=1'-0" AT 22"X34" LAYOUT



Rear Elevation 6-Plex 'A'

SCALE: 3/16"=1'-0" AT 22"X34" LAYOUT

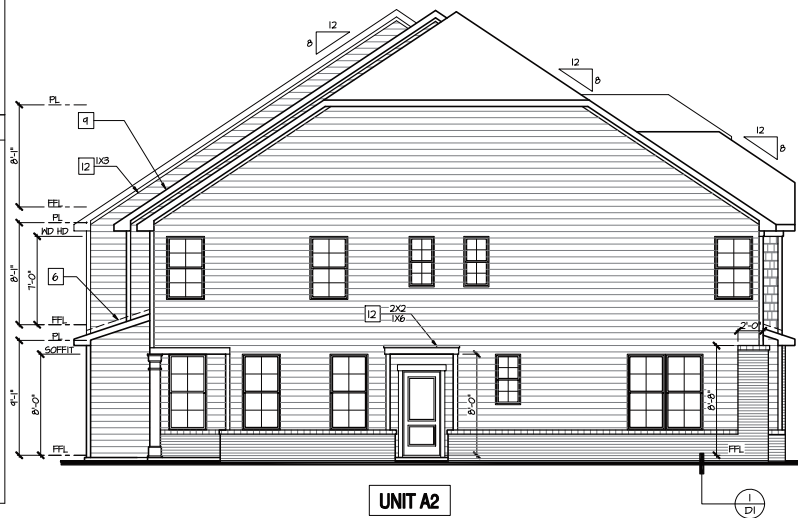


NOTES:

- GRADE CONDITIONS MAY VARY FOR INDIVIDUAL SITE FROM THAT SHOWN. BUILDER SHALL VERIFY AND COORDINATE PER ACTUAL SITE CONDITIONS.
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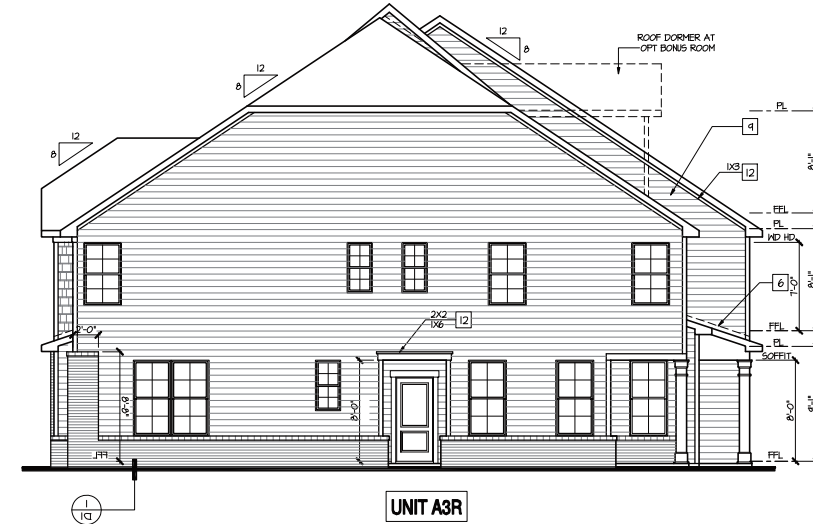
KEY NOTES:

- MASONRY:**
- [1] ADHERED STONE VENEER AS SELECTED BY DEVELOPER, HEIGHT AS NOTED.
 - [2] MASONRY FULL BRICK AS SELECTED BY DEVELOPER, HEIGHT AS NOTED.
 - [3] 8" SOLDIER COURSE.
 - [4] RAINLOCK COURSE.
- TYPICALS:**
- [5] CORROSION RESISTANT SCREEN COVERED VENTS, SIZE AS NOTED.
 - [6] CORROSION RESISTANT ROOF TO WALL FLASHING, CODE COMPLIANT FLASHING MUST BE INSTALLED AT ALL ROOF/WALL INTERSECTIONS.
 - [7] STANDING SEAM METAL ROOF, INSTALL PER MANUFACTURER'S WRITTEN INSTRUCTIONS.
- SIDING:**
- [8] VINYL SHAKE SIDING PER DEVELOPER.
 - [9] VINYL CORNER.
 - [10] VINYL LAP SIDING PER DEVELOPER.
 - [11] VINYL CORNER.
 - [12] VINYL BATT AND BOARD SIDING PER DEVELOPER.
 - [13] VINYL CORNER.
 - [14] VINYL VERTICAL SIDING PER DEVELOPER.
 - [15] VINYL CORNER.
 - [16] 1X SYMBORD TRIM OR EQUAL, UNO, SIZE AS NOTED.
 - [17] 3 1/2" VINYL TRIM (WINDOW JAMBES AND EXTERIOR CORNERS).
 - [18] VINYL SHUTTERS, TYPE AS SHOWN, SIZE AS NOTED.



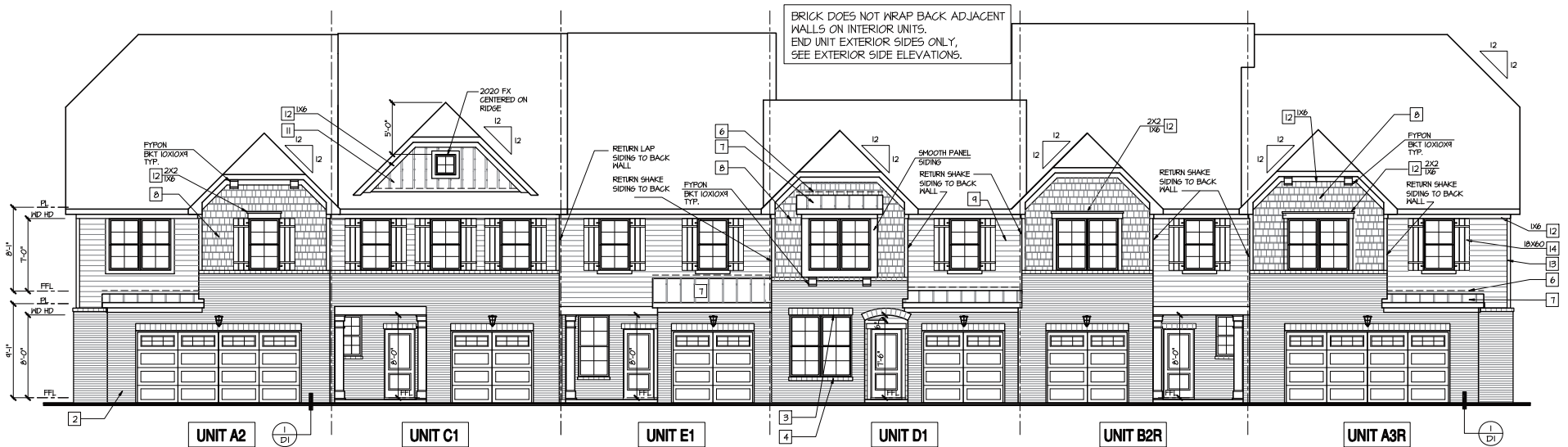
Left Elevation 6-Plex 'B'

SCALE: 3/16"=1'-0" AT 22"x34" LAYOUT



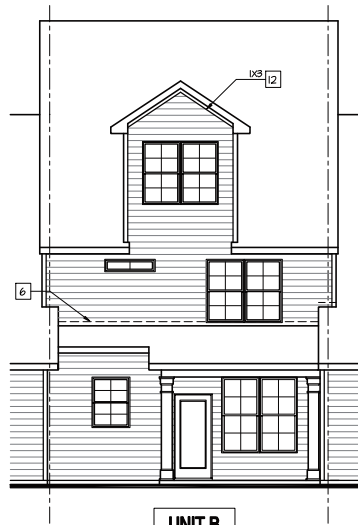
Right Elevation 6-Plex 'B'

SCALE: 3/16"=1'-0" AT 22"x34" LAYOUT

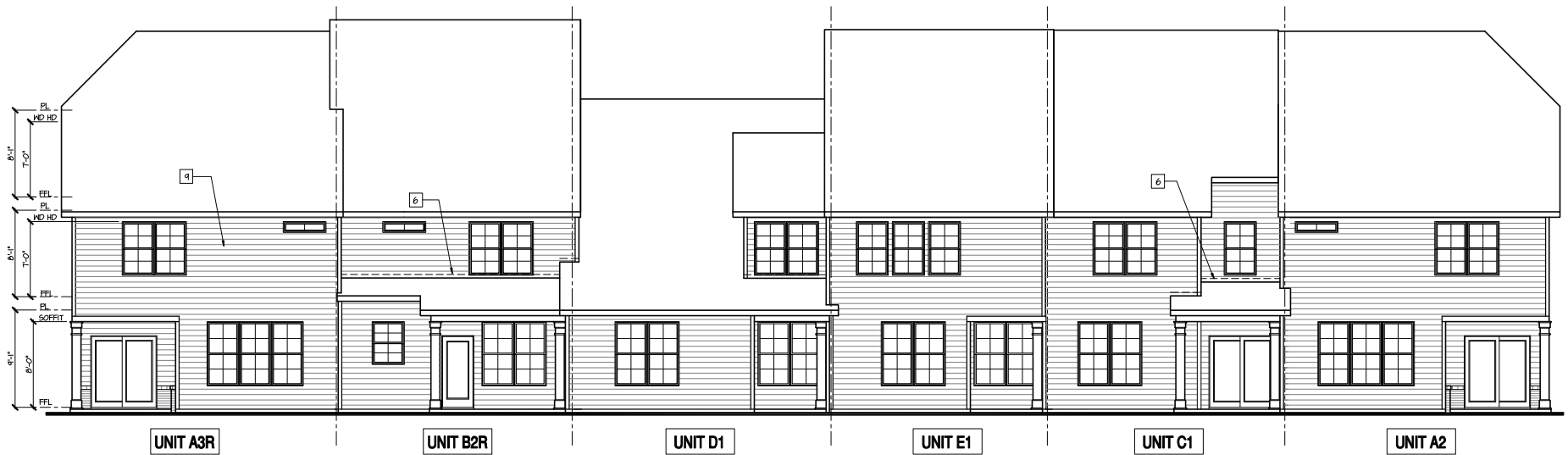


Front Elevation 6-Plex 'B'

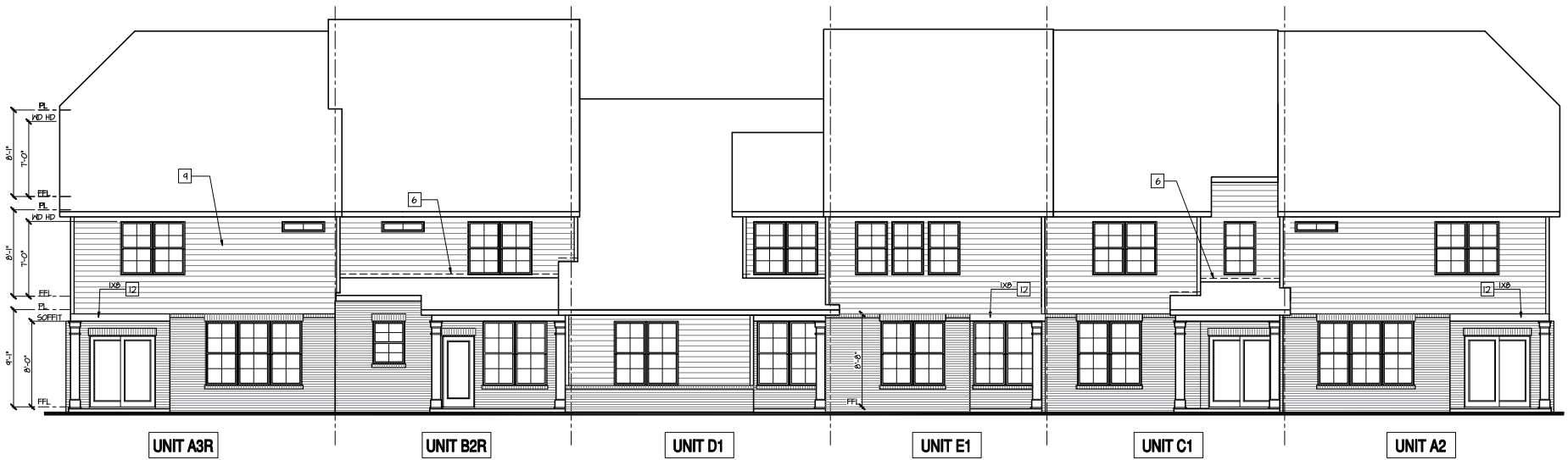
SCALE: 3/16"=1'-0" AT 22"x34" LAYOUT



Rear Elevation

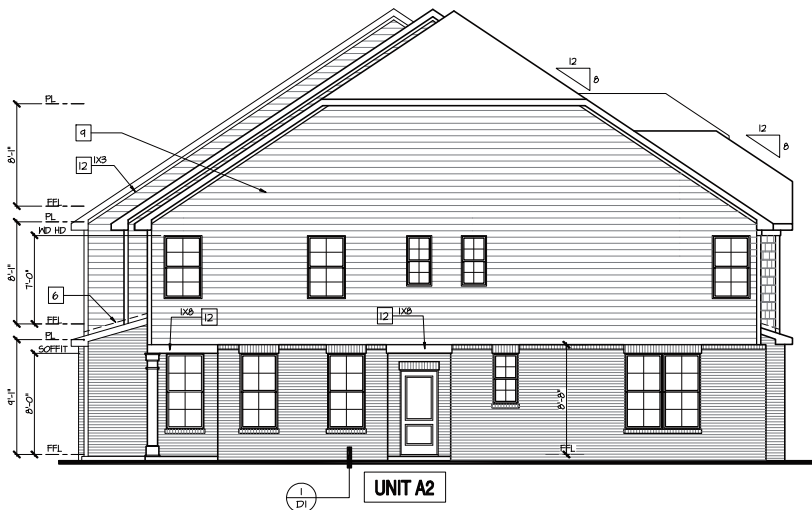


Rear Elevation 6-Plex 'B'



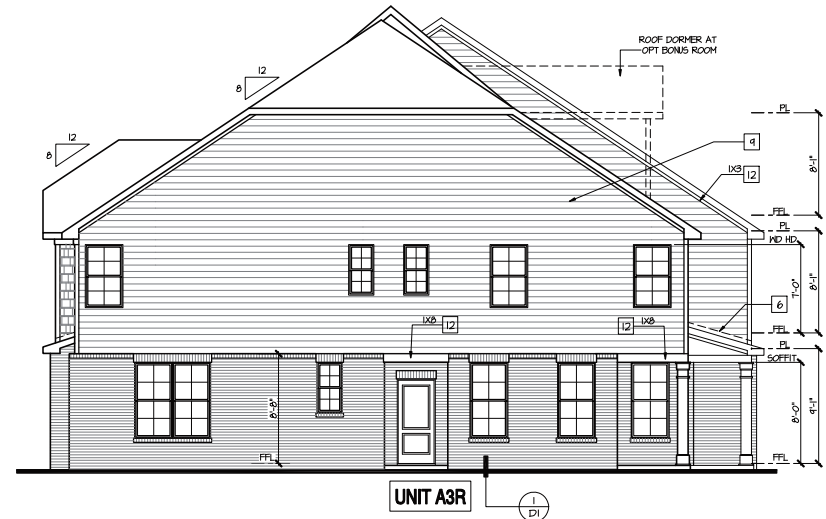
Rear Elevation 6-Plex 'B'

SCALE: 3/16"=1'-0" AT 22"X34" LAYOUT



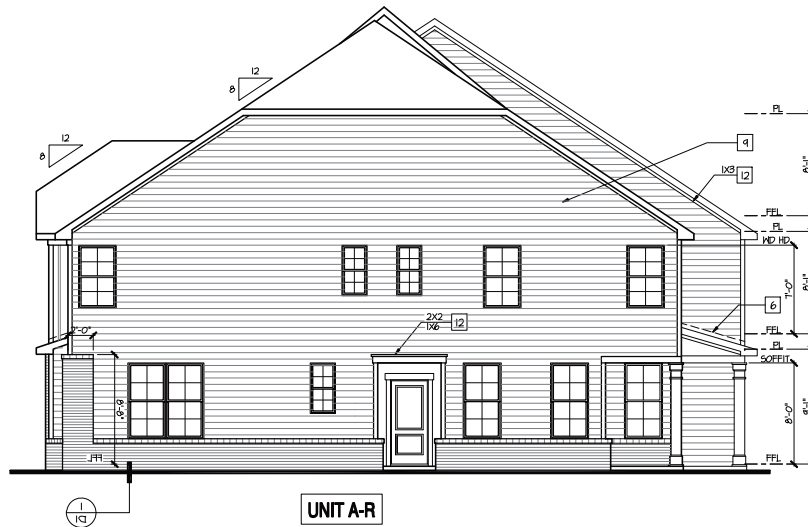
Left Elevation 6-Plex 'B'

SCALE: 3/16"=1'-0" AT 22"X34" LAYOUT



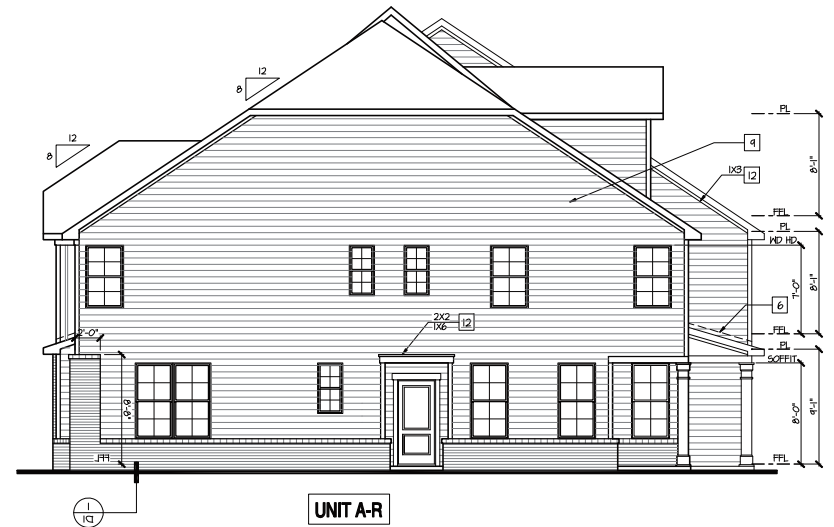
Right Elevation 6-Plex 'B'

SCALE: 3/16"=1'-0" AT 22"X34" LAYOUT



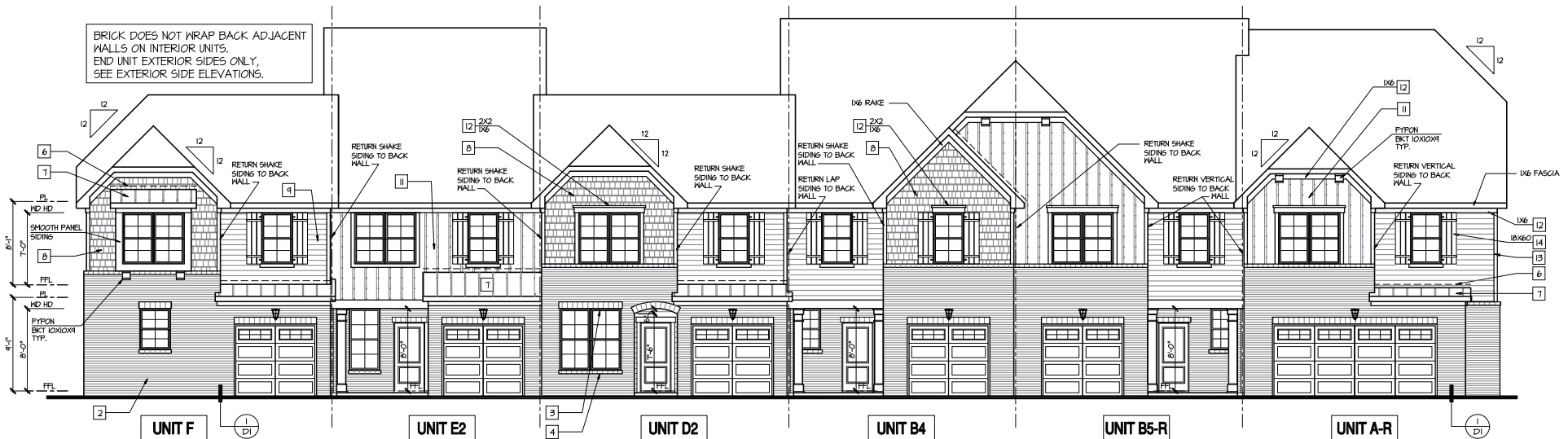
UNIT A-R
Right Elevation 6-Plex 'C'

SCALE: 3/16"=1'-0" AT 22"X34" LAYOUT



UNIT A-R
Right Elevation 6-Plex 'C'

SCALE: 3/16"=1'-0" AT 22"X34" LAYOUT



Front Elevation 6-Plex 'C'

SCALE: 3/16"=1'-0" AT 22"X34" LAYOUT



UNIT A-R

Right Elevation 6-Plex 'C'

SCALE: 3/16"=1'-0" AT 22'X34" LAYOUT



UNIT F

Left Elevation 6-Plex 'C'

SCALE: 3/16"=1'-0" AT 22'X34" LAYOUT



UNIT A-R

UNIT B5-R

UNIT B4

UNIT D2

UNIT E2

UNIT F

Rear Elevation 6-Plex 'C'

SCALE: 3/16"=1'-0" AT 22'X34" LAYOUT

APARTMENT BUILDING ELEVATIONS

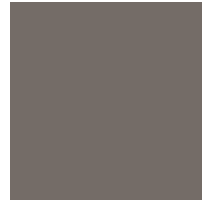
Apartment standards:

1. Vinyl siding is not permitted; however, vinyl windows, decorative elements and trim are permitted.
2. Siding materials shall be varied in type and/or color on 30% of each façade on each building.
3. Windows must vary in size and/or type.
4. Windows that are not recessed must be trimmed.
5. Recesses and projections shall be provided for at least 50% of each façade on each building.
6. Rooflines cannot be a single mass; they must be varied with the use of gables or parapets.
7. Garage doors must have windows, decorative details or carriage-style adornments.
8. At least three of the following decorative features shall be used on each building:
 - Decorative shake
 - Board and batten
 - Decorative porch railing/posts
 - Shutters
 - Decorative/functional air vents on roof or foundation
 - Recessed windows
 - Decorative windows
 - Decorative brick/stone
 - Decorative gables
 - Decorative cornices
 - Tin/metal roof
9. A varied color palette shall be utilized for the apartment buildings throughout the development. With garden style apartments, a minimum of three color families for siding shall be provided and will include varied trim, shutter, and accent colors complementing the siding color. For a single mass apartment structure, the color shall vary with accent colors or architectural features to provide building relief.
10. Breezeway(s) for the four story apartment elevation is to be enclosed for additional mechanical equipment or elevators.

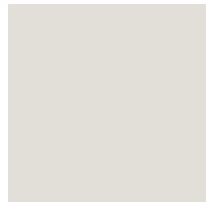
Apartment Color Palette (Sherwin Williams)
All colors are Primary with the exception of those noted



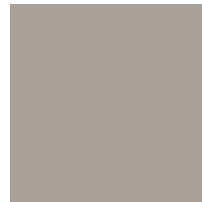
SW 6117
SMOKEY
TOPAZ



SW 7019
GAUNTLET
GRAY



SW 7014
ELDER WHITE



SW 7024
FUNCTIONAL GRAY



SW 6242
BRACING BLUE



SW 6524
COMMODORE



SW 6761
THERMAL
SPRING
(ACCENT)



SW 6871
POSITIVE
RED
(ACCENT)

White may also be used as a primary, trim, or accent color with any palette variations



PRELIMINARY BUILDING ELEVATION
FOR ILLUSTRATIVE PURPOSES ONLY

PRELIMINARY BUILDING ELEVATIONS
FOR ILLUSTRATIVE PURPOSES ONLY



Front Elevation



Rear Elevation



Typ. Side Elevation



ARCHITECTURAL PLAN
EXTERIOR MATERIALS

- ASPHALT SHINGLE ROOF
- STANDING SEAM METAL ROOF
- FIBER CEMENT SIDING
- FIBER CEMENT PANELS
- BRICK PER BUILDER
- BRICK ROULOCKSOLDER PER BUILDER
- CULTURED STONE VENEER

1 FRONT ELEVATION
Scale: 1/8" = 1'-0"

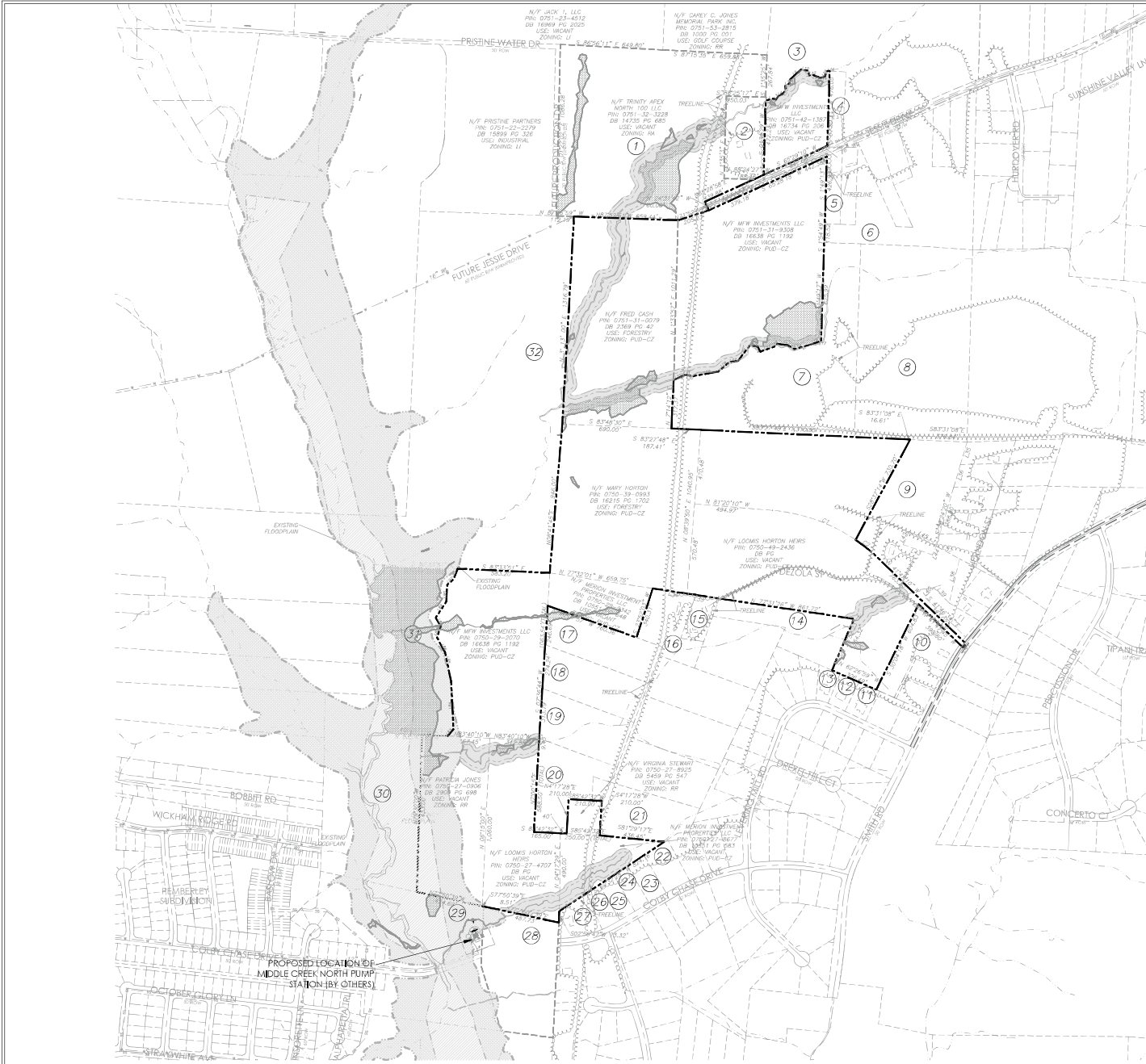
PRELIMINARY BUILDING ELEVATIONS
FOR ILLUSTRATIVE PURPOSES ONLY



2 TYPICAL SIDE ELEVATION
Scale: 1/8" = 1'-0"

PRELIMINARY BUILDING ELEVATIONS
FOR ILLUSTRATIVE PURPOSES ONLY





- NOTES:**
1. THERE ARE NO CONTRIBUTING HISTORICAL STRUCTURES WITHIN THE PROJECT BOUNDARY.
 2. SUBJECT PROPERTIES KNOWN AS PARCEL IDENTIFICATION NUMBERS, AS SHOWN ON SHEET C000.
 3. ALL OFF-SITE EASEMENTS SHALL BE ACCURATELY BY THE DEVELOPER AND THESE OFF-SITE EASEMENTS SHALL BE RECORDED BY A DEED OF EASEMENT PRIOR TO UTILITY INFRASTRUCTURE CONSTRUCTION APPROVAL. THESE EASEMENTS SHALL BE DEDICATED TO THE TOWN OF APEX AND LABELED TOWN OF APEX PUBLIC UTILITY EASEMENTS.
 4. NO PERSON SHALL PLACE ANY PART OF A STRUCTURE, ANY PERMANENT EQUIPMENT, OR IMPROVEMENT WITHIN TOWN OF APEX PUBLIC UTILITY EASEMENTS. PROHIBITED STRUCTURES INCLUDE, BUT ARE NOT LIMITED TO: BUILDINGS, HOUSES, AIR CONDITIONING UNITS, HEAT PUMP UNITS, DECKS, GARAGES, STORAGE/POOL SHEDS, SWIMMING POOLS, WALLS, RETAINING WALL MECHANICAL APPLICATIONS AND FENCES. UPON PRIOR WRITTEN APPROVAL FROM THE PUBLIC WORKS DEPARTMENT, FENCES MAY PERMITTED ACROSS EASEMENTS, PROVIDED THAT AN ACCESS GATE IS INSTALLED FOR THE FULL WIDTH OF THE EASEMENT.
 5. NO PERSON SHALL PLANT TREES, SHRUBS, OR OTHER PLANTS WITHIN A TOWN OF APEX PUBLIC UTILITY EASEMENT WITHOUT PRIOR WRITTEN APPROVAL FROM THE PUBLIC WORKS DEPARTMENT.
 6. ANY AND ALL STREET LIGHTS SHALL ONLY BE PROVIDED AND INSTALLED BY THE TOWN OF APEX.
 7. THE PROPERTY SHOWN HEREON IS IN THE TOWN OF APEX SECONDARY WATERHEAT PROTECTION AREA.
 8. FROM PANEL 37200751001 AND 37200750003 SHOWS THE PRESENCE OF FLOOD ZONES ON PROPERTY.

BOUNDARY INFORMATION OBTAINED FROM WAKE COUNTY GIS, DEED AND PLAT DESCRIPTIONS, APEX UDAIR AND OTHER AVAILABLE DATA SOURCES. FINAL BOUNDARY AND SURVEY DOCUMENT WILL BE PROVIDED DURING THE SITE PLAN DESIGN PHASE OF THE DEVELOPMENT.

NUMBER	N/O OWNER	PIN	DEED BOOK	DEED PAGE	USE	ZONING
1	Trinity Apex North 300 LLC	0751-32-3228	3735	685	VACANT	IA
2	BLANCHE HINTON	0751-32-4256			SINGLE FAMILY	IA
3	INDUSRIAL ASSOCIATION LLC	0751-42-4828	1215	930	SINGLE FAMILY	IA
4	BLANCHE HINTON	0751-42-4433			SINGLE FAMILY	IA
5	BLANCHE HINTON	0751-43-4824	1381	629	SINGLE FAMILY	IA
6	KKLAND NC	0751-51-0857	1381	629	VACANT	IR
7	KKLAND NC	0751-40-0697	1381	629	VACANT	IR
8	JIRHAN GIFFIN	0751-40-7981	878	2496	VACANT	IR
9	DWIGHT WRIGHT	0750-49-8838	1215	1702	SINGLE FAMILY	IR
10	WILLIAM HORTON	0750-49-9041	1366	743	SINGLE FAMILY	IR
11	MARTHA BURNET	0750-48-5688	1519	1893	SINGLE FAMILY	IR
12	RICHARD BACHOLZKY	0750-48-4775	1444	1976	SINGLE FAMILY	IR
13	KEENEY MOOREHGAN	0750-48-3860	1784	2062	SINGLE FAMILY	IR
14	JOSHUA BECK	0750-49-1134	1284	1727	SINGLE FAMILY	IR
15	MELISSA HINTON	0750-39-5262	881	225	MOBILE	IR
16	EUGENE HORTON HEIRS	0750-39-3222			VACANT	IR
17	MATTHEW HORTON	0750-39-3045	581	59	VACANT	IR
18	ALTON RICHARDSON	0750-38-8880	745	786	VACANT	IR
19	CDNARD RICHARDSON	0750-38-8532	1858	2707	VACANT	IR
20	CDNARD RICHARDSON	0750-38-8271	7175	654	VACANT	IR
21	ROBERT HISE	0750-37-1596	1444	2524	SINGLE FAMILY	IR
22	ROBERT CATHEY	0750-37-3654	1988	1801	SINGLE FAMILY	IR
23	RICHARD STEWART	0750-37-3555	1012	2141	SINGLE FAMILY	IR
24	DERNIS DALE	0750-37-1540	1800	97	SINGLE FAMILY	IR
25	TODD YOUNG	0750-37-0454	1069	476	SINGLE FAMILY	IR
26	JOHN FAUCHI	0750-27-8538	1856	2123	SINGLE FAMILY	IR
27	GEORGE KING	0750-27-3301	1780	2771	SINGLE FAMILY	IR
28	MPV INVESTMENTS, LLC	0750-26-4926	1554	2295	SINGLE FAMILY	IR
29	PIMBELLY PROPERTY	0750-17-6279	1533	1996	VACANT	PUD-CZ
30	OWENS ASSOCIATION, INC	0750-18-4078			VACANT	IR
31	MPV INVESTMENTS, LLC	0750-19-7053	1638	1192	VACANT	IA
32	CHARLES WOMBLE	0750-29-0721	443	940	VACANT	IA

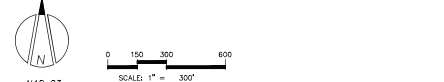
ON-SITE STREAM BUFFERS
 ON-SITE WETLANDS
 FLOODWAY
 FLOOD FRINGE

*OFF-SITE STREAM BUFFERS ARE NOT SHOWN

PROJECT'S PERIMETER BOUNDARY

NO.	NAME	ADDRESS	CITY	STATE	ZIP	PHONE	EMAIL
1	ALTON RICHARDSON	10000 W. JESSIE DRIVE	APEX	NC	27502	919.487.1234	alton@richardson.com
2	ALTON RICHARDSON	10000 W. JESSIE DRIVE	APEX	NC	27502	919.487.1234	alton@richardson.com
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ENVIRONMENTAL FEATURES NOTE:
 STREAM BUFFERS WERE OBTAINED FROM APEX WATERSHED PROTECTION OVERLAY DISTRICT MAP. USGS MAPPING, WAKE COUNTY SOILS SURVEY AND AN ON-SITE DELINEATION BY SOIL & ENVIRONMENTAL CONSULTANTS (S&E). A FINAL JURISDICTIONAL DETERMINATION (JD) MAP WILL BE PREPARED FOR APPROVAL.



EXISTING CONDITIONS
 SCALE: 1" = 300'

4448 ALEXANDER BLVD., SUITE 200
 APEX, NC 27502
 WWW.PEAKENGINEERINGDESIGN.COM

NC License #P0673

project: **HORTON PARK**
JESSIE DRIVE
WHITE OAK TOWNSHIP
APEX, NORTH CAROLINA 27502

sheet: **1**

title: **EXISTING CONDITIONS**

proj #: **161201**

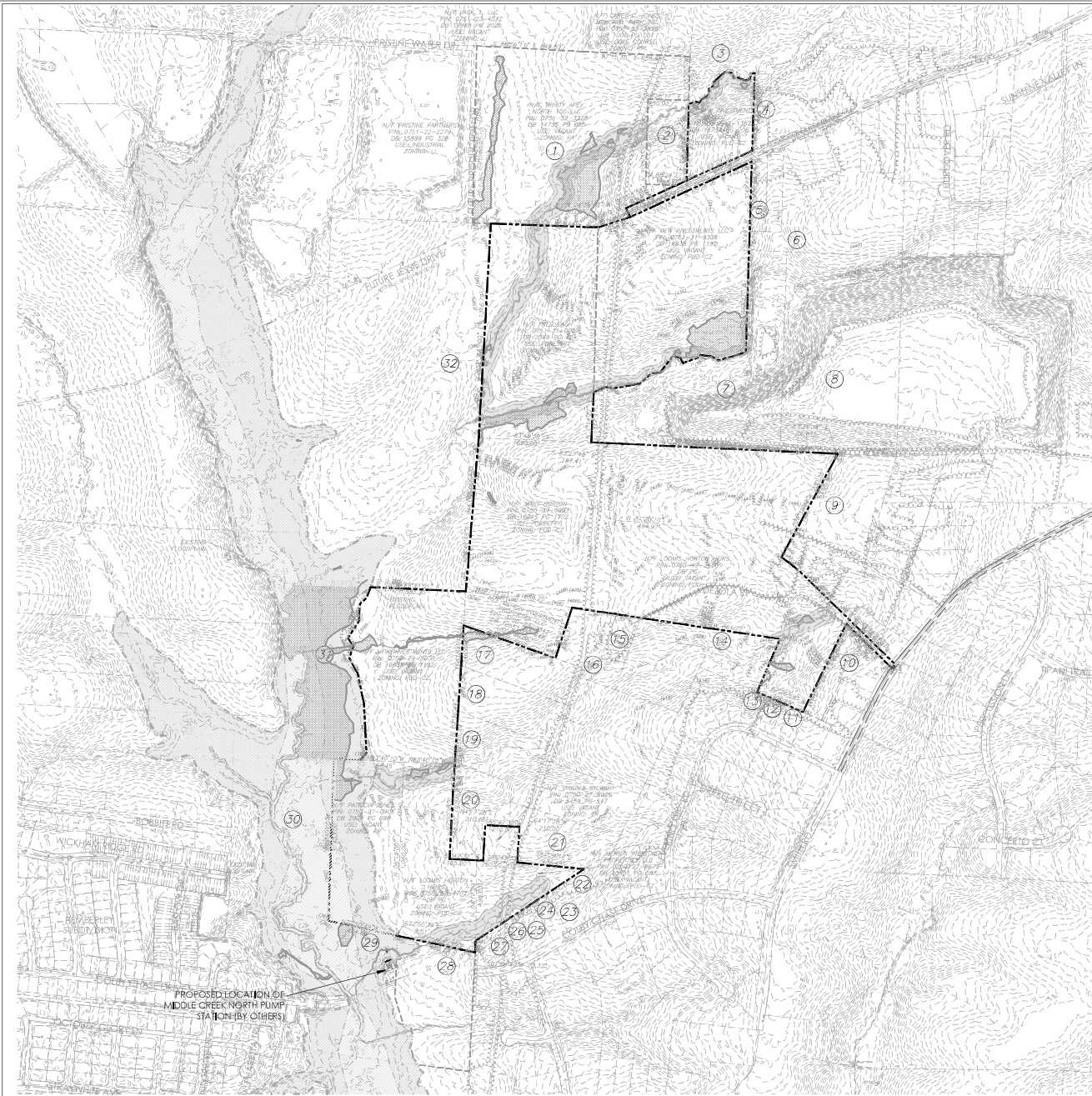
date: **February 1, 2018**

dwg by: **chd** by: **JE JR**

scale: **1" = 300'**

sheet: **C001**

Prepared Unit Development Plan



ENVIRONMENTAL FEATURES NOTE:
STREAM BUFFERS WERE OBTAINED FROM APEX WATERSHED PROTECTION OVERLAY DISTRICT
MAP. USGS MAPING, WAKE COUNTY SOIL SURVEY AND AN ON-SITE DELINEATION BY SOIL &
ENVIRONMENTAL CONSULTANTS (SEC). A FINAL JURISDICTIONAL DETERMINATION (JD) MAP
WILL BE PREPARED FOR APPROVAL.

- PROJECT'S PERIMETER
BOUNDARY
- ON-SITE STREAM
BUFFERS
- ON-SITE WETLANDS
- FLOODWAY
- FLOOD FRINGE

*OFF-SITE STREAM BUFFERS ARE NOT SHOWN

NUMBER	IN OWNER	PIN	DEED BOOK	DEED PAGE	USE	ZONING
1	Trinity Apex North 10 LLC	0781-32-1228	13735	685	VACANT	RA
2	BLANCHE HINTON	0781-32-4256			SINGLE FAMILY	RA
3	NDUS REAL ASSOCIATION LLC	0781-42-8828	11215	930	SINGLE FAMILY	RA
4	BLANCHE HINTON	0781-42-1433			SINGLE FAMILY	RA
5	BLANCHE HINTON	0781-41-8014	13881	629	VACANT	RR
6	KK AND NC	0781-51-0857	13881	629	VACANT	RR
7	KK AND NC	0781-40-0697	13881	629	VACANT	RR
8	SIRHAN GIFFIN	0781-40-7981	8778	2496	VACANT	RR
9	DWIGHT WRIGHT	0781-49-8888	14215	1702	SINGLE FAMILY	RR
10	WILLIAM HORTON	0781-49-9041	14166	743	SINGLE FAMILY	RR
11	MARTHA BIRNET	0781-48-5688	11519	1893	SINGLE FAMILY	RR
12	RICHARD BACHOLZKY	0781-48-4775	14444	1976	SINGLE FAMILY	RR
13	KENNETH MOISEHEGAN	0781-48-3860	17784	2062	SINGLE FAMILY	RR
14	JOSUEA BECK	0781-49-1134	13784	1777	SINGLE FAMILY	RR
15	MELISSA HINTON	0781-39-1262	8281	225	MOBILE	RR
16	EUGENE HORTON HIRS	0781-39-1222			VACANT	RR
17	MATTHEW HORTON	0781-39-9045	2961	59	VACANT	RR
18	ALTON RICHARDSON	0781-38-3880	1345	786	VACANT	RR
19	DONALD RICHARDSON	0781-28-8532	13558	2707	VACANT	RR
20	DONALD RICHARDSON	0781-28-8271	7275	654	VACANT	RR
21	ROBERT HEISE	0781-37-1996	14444	2524	SINGLE FAMILY	RR
22	ROBERT CATNEY	0781-37-1864	1388	1821	SINGLE FAMILY	RR
23	RICHARD STUWART	0781-37-1555	13012	2141	SINGLE FAMILY	RR
24	DENNIS DALE	0781-37-1540	13800	97	SINGLE FAMILY	RR
25	TODD YOUNG	0781-37-0454	13009	476	SINGLE FAMILY	RR
26	JOHN FALCHI	0781-37-0558	14036	2123	SINGLE FAMILY	RR
27	GEORGE KING	0781-37-3301	13790	2771	SINGLE FAMILY	RR
28	MFV INVESTMENTS, LLC	0781-26-4526	13554	2295	SINGLE FAMILY	RR
29	PENBELLY PROPERTY OWNERS ASSOCIATION, INC.	0781-17-6279	10533	1996	VACANT	PUD-CZ
30	LOOMIS HORTON JR HIRS	0781-19-4078			VACANT	RR
31	MFV INVESTMENTS, LLC	0781-19-7053	14638	1192	VACANT	RA
32	CHARLES WIMBLE	0781-29-0721	4443	949	VACANT	RA

LINE	DIRECTION	DISTANCE	LINE	DIRECTION	DISTANCE
1	N 79°28'12" E	45.83	149	N 08°42'58" W	42.31
2	N 70°04'41" E	18.41	150	N 86°12'51" W	27.89
3	N 38°08'43" E	29.34	151	N 43°38'00" W	30.00
4	N 64°47'41" E	28.00	152	N 31°32'01" E	41.88
5	N 51°16'15" E	28.21	153	S 48°59'21" E	38.62
6	N 09°20'04" E	28.40	154	N 07°11'41" E	14.91
7	N 85°27'50" E	30.00	155	N 16°53'01" E	91.80
8	N 10°39'28" W	21.49	156	N 00°50'40" E	51.52
9	N 40°01'04" E	103.29	157	N 50°38'50" E	62.80
10	S 76°41'58" E	45.82	158	S 43°45'01" W	32.49
11	N 10°10'20" E	28.21	159	S 89°11'41" W	16.15
12	N 82°54'46" E	28.00	160	N 32°46'23" W	51.84
13	S 80°07'50" E	45.82	161	N 32°46'23" W	51.84
14	N 70°54'41" E	27.70	162	N 45°37'54" E	23.68
15	N 26°33'41" E	42.23	163	N 05°04'04" W	38.41
16	N 89°35'31" E	14.87	164	N 08°17'32" E	78.83
17	N 89°11'21" W	2.52	165	S 82°56'50" E	33.88
18	S 72°07'01" W	80.88	166	N 30°48'01" E	23.45
19	S 73°49'10" W	80.28	167	N 42°17'12" W	46.06
20	S 67°10'50" W	48.81	168	N 21°32'50" E	47.79
21	N 81°40'01" W	61.14	169	N 37°38'54" E	7.30
22	S 40°40'01" W	61.14	170	N 48°46'51" E	28.61
23	S 70°39'20" W	98.61	171	N 22°07'21" E	28.00
24	S 24°49'01" W	34.53	172	N 08°18'42" E	50.98
25	N 77°13'18" E	55.48	173	N 08°09'08" E	24.70
26	S 17°11'11" W	172.54	174	N 17°01'08" E	16.20
27	S 84°49'48" E	53.84	175	S 40°15'01" W	38.31
28	S 48°57'01" E	94.52	176	S 40°15'01" W	38.31
29	S 79°54'01" W	184.77	177	S 01°34'01" E	23.18
30	S 79°57'01" W	38.19	178	S 11°13'41" E	51.88
31	S 87°46'01" W	14.38	179	S 13°42'51" E	16.58
32	S 68°23'01" W	78.35	180	S 17°44'01" E	78.15
33	N 77°28'01" W	148.08	181	S 18°50'01" E	30.80
34	N 77°51'01" W	276.14	182	S 43°50'51" E	26.26
35	S 20°54'01" W	148.12	183	N 45°37'54" E	56.41
36	S 20°54'01" W	169.89	184	N 01°01'01" E	301.17
37	N 13°28'01" W	282.14	185	N 07°07'21" E	182.70
38	N 47°13'21" W	136.81	186	N 24°12'03" E	113.30
39	S 39°46'17" W	80.00	187	N 34°04'01" E	71.10
40	S 27°10'17" W	80.00	188	N 36°33'54" E	64.44
41	S 18°52'50" W	80.00	189	N 37°50'01" E	111.55
42	S 27°10'17" W	80.00	190	N 07°08'11" E	106.81
43	S 17°10'17" W	166.89	191	N 30°50'01" E	78.20
44	N 70°10'17" E	21.21	192	N 38°47'51" E	50.37
45	N 30°04'01" E	46.70			
46	N 40°09'01" E	49.37			

CURVE	ARC LENGTH	ARC RADIUS	CHORD BEARING	CHORD LENGTH
C1	615.63	1,097.89	S 89°19'32" E	808.68
C2	144.28	1,097.89	S 45°33'02" E	144.18



0 150 300 600
SCALE: 1" = 300'

EXISTING CONDITIONS
SCALE: 1" = 300'



*OFF-SITE STREAM BUFFER ARE NOT SHOWN

PEAK
Engineering & Design
3448 Apex Parkway #368 | Apex, NC 27502
ph: 919.439.0100 fax: 919.439.6411
www.PeakEngineeringDesign.com

project:
HORTON PARK
JESSIE DRIVE
WHITE OAK TOWNSHIP
APEX, NORTH CAROLINA 27502

[illegible]

title:
*EXISTING
CONDITIONS
TREE SURVEY*

proj #: 161201

date:
February 1, 2018

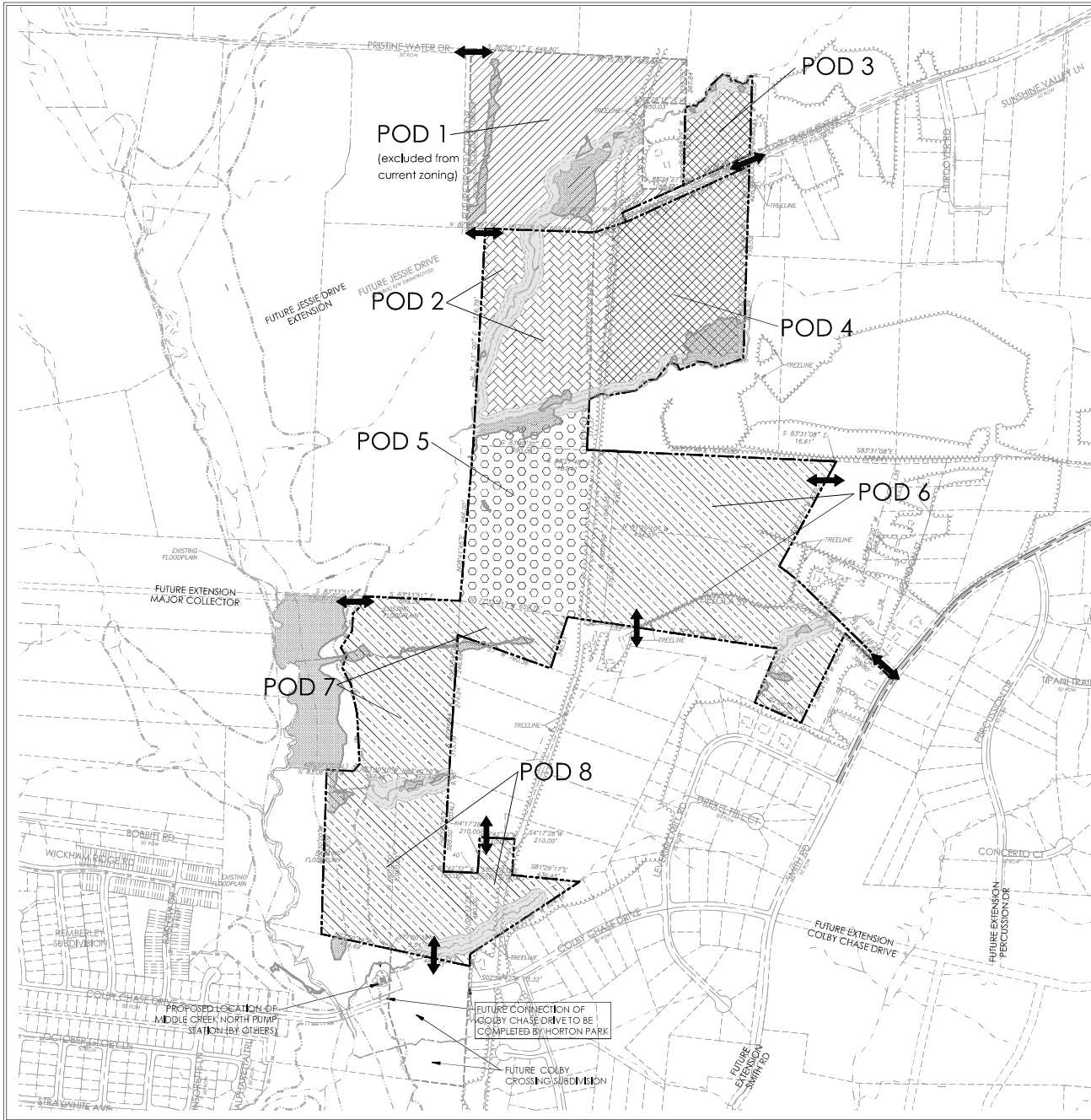
dwg by: chkd by:
JE JR

scale:
 $1'' = 300'$

sheet:

C003

Planned Unit



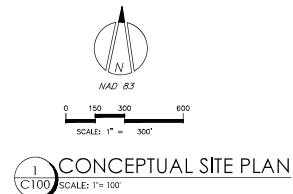
POD SUMMARY				
POD #	DWELLING TYPE	PROPOSED ZONING	ACREAGE	MAXIMUM ALLOWED
1****	N/A	LI-CZ	27.92	N/A
POD 1 is included for reference to zoning case #17CZ19 only				
2	N/A	PUD-CZ	19.06	N/A
3	Single Family	PUD-CZ	4.55	18*
3	Townhomes	PUD-CZ	4.55	27**
4	Apartments	PUD-CZ	20.99	314***
4	Townhomes	PUD-CZ	20.99	125**
5	Single Family	PUD-CZ	19.71	78*
5	Townhomes	PUD-CZ	19.71	118**
6, 7 & 8	Single Family	PUD-CZ	82.59	227
PODs 6, 7 & 8 are limited by the number of lots - not density				

- * 4 UNITS PER ACRE
- ** 6 UNITS PER ACRE
- *** 15 UNITS PER ACRE
- **** FOR REFERENCE ONLY

- INDUSTRIAL & OFFICE EMPLOYMENT (AREAS OUTSIDE OF THE PUD ZONING AND PD TEXT STANDARDS)
- NON-RESIDENTIAL/ TECH-FLEX
- APARTMENTS AND/OR TOWNHOUSES
- TOWNHOUSES
- SINGLE FAMILY
- ON-SITE STREAM BUFFERS

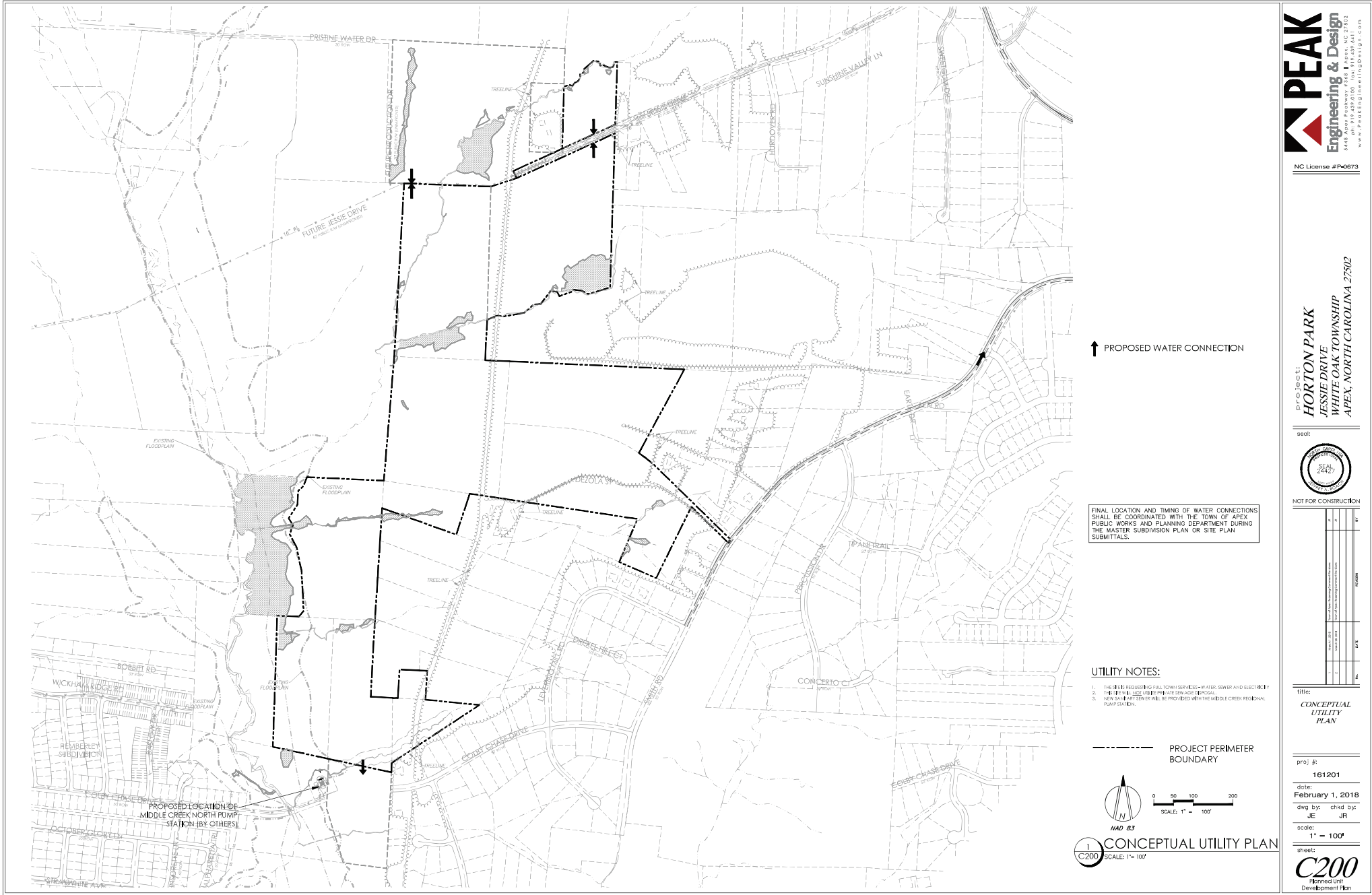
- PROJECT PERIMETER BOUNDARY
- POTENTIAL ACCESS POINTS

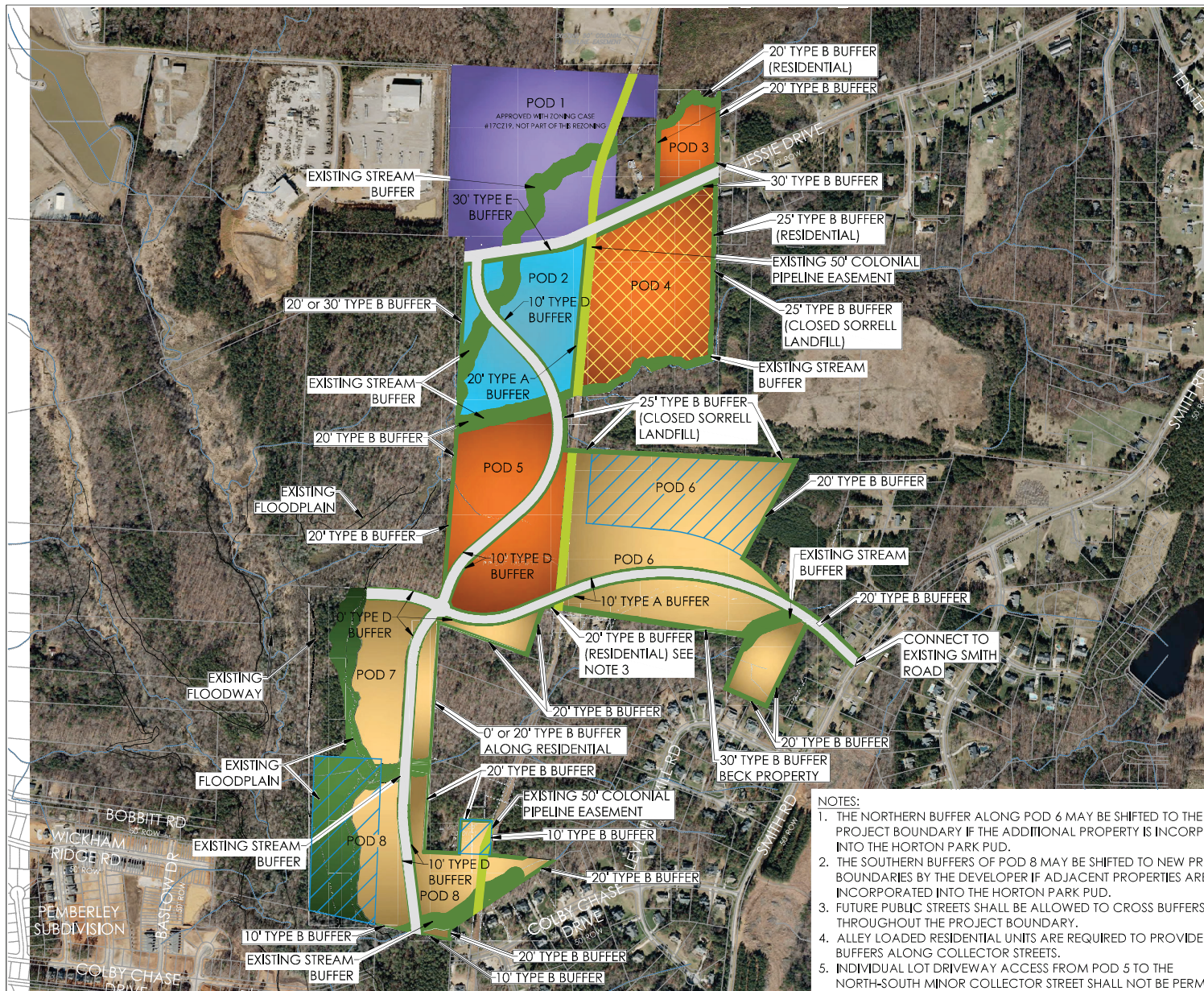
PLAN SHEETS ARE INTENDED FOR ILLUSTRATIVE USE ONLY



1
C100
SCALE: 1" = 100'

NOTES:
STREAM BUFFERS ASSEMBLED USING WATERBODIES PROTECTION
OVERLAY DISTRICT MAP AND WARE COUNTY GIS DATA.



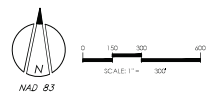


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PODs 6, 7 & 8 are limited by the number of lots - not density				

- * 4 UNITS PER ACRE
- ** 6 UNITS PER ACRE
- *** 15 UNITS PER ACRE
- **** FOR REFERENCE ONLY

- AREAS ASSOCIATED WITH NEW REZONING (PROPERTIES WERE NOT INCLUDED IN #17CZ19)
- INDUSTRIAL & OFFICE EMPLOYMENT (AREA OUTSIDE OF THE PUD ZONING AND PD TEXT STANDARDS, FOR REFERENCE ONLY)
- TECH/FLEX
- APARTMENTS AND/OR TOWNHOUSES
- TOWNHOUSES AND/OR SINGLE FAMILY
- SINGLE FAMILY
- FLOODPLAIN OR BUFFERS
- PROPOSED STREETS

- NOTES:
1. THE NORTHERN BUFFER ALONG POD 6 MAY BE SHIFTED TO THE NEW PROJECT BOUNDARY IF THE ADDITIONAL PROPERTY IS INCORPORATED INTO THE HORTON PARK PUD.
 2. THE SOUTHERN BUFFERS OF POD 8 MAY BE SHIFTED TO NEW PROJECT BOUNDARIES BY THE DEVELOPER IF ADJACENT PROPERTIES ARE INCORPORATED INTO THE HORTON PARK PUD.
 3. FUTURE PUBLIC STREETS SHALL BE ALLOWED TO CROSS BUFFERS THROUGHOUT THE PROJECT BOUNDARY.
 4. ALLEY LOADED RESIDENTIAL UNITS ARE REQUIRED TO PROVIDE TYPE 'D' BUFFERS ALONG COLLECTOR STREETS.
 5. INDIVIDUAL LOT DRIVEWAY ACCESS FROM POD 5 TO THE NORTH-SOUTH MINOR COLLECTOR STREET SHALL NOT BE PERMITTED.



Designer: JE Scale: 1" = 300'
 Drawn By: JE Date: 3-29-2018
 Checked By: JR Job No.: 161201

HORTON PARK
 APEX, NORTH CAROLINA

PROPOSED SITE EXHIBIT

PEAK Engineering & Design

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Sheet No.
EX-1