

"Attachment B"

Planned Unit Development Plan

KOBRA TRACTS

Apex, North Carolina

Revision Date: 10-06-2020

Prepared for The Town of Apex

Applicant

Lennar Corporation - Raleigh Division
1100 Perimeter Park Drive, Suite 112
Morrisville, NC 27560

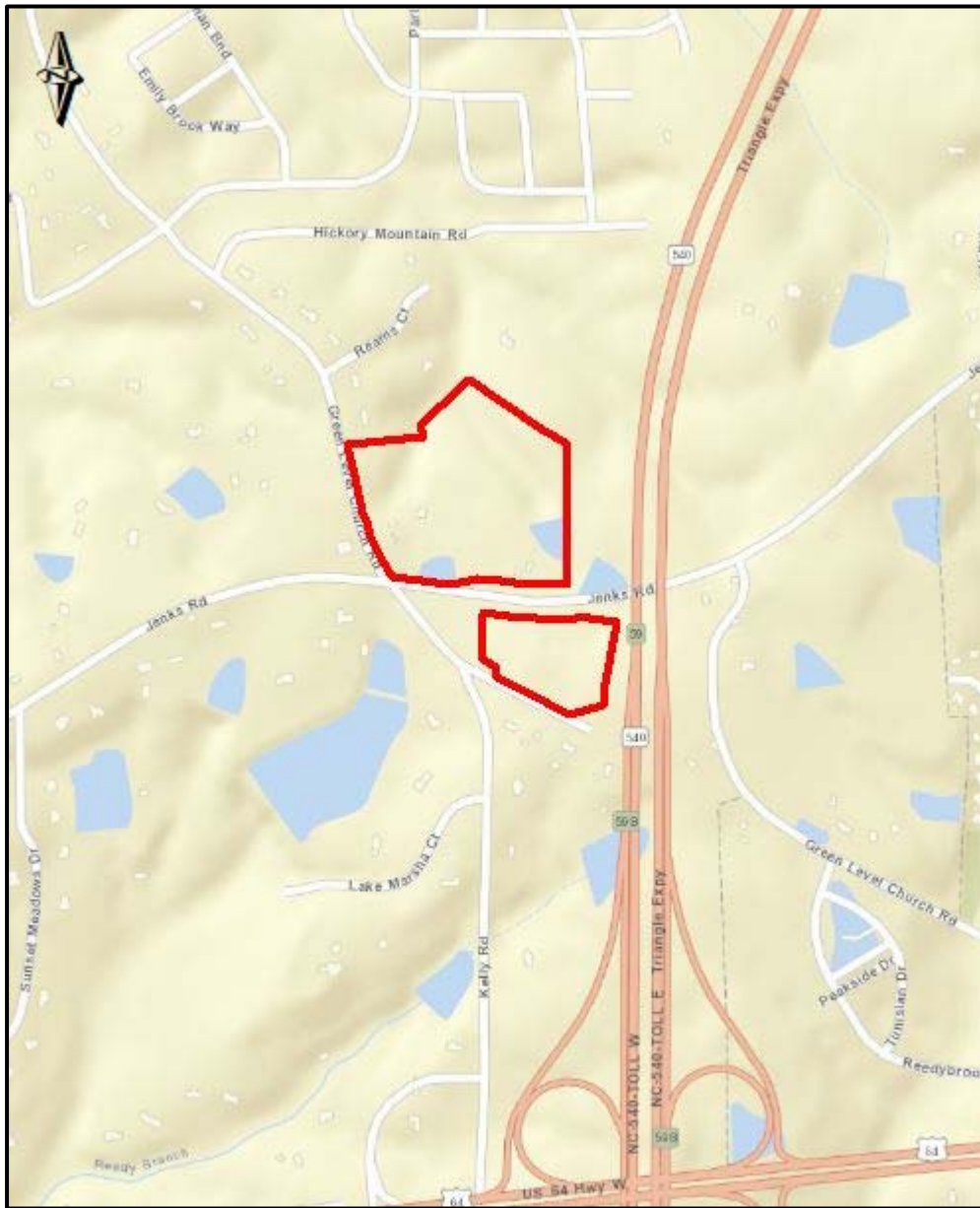
Property Owner

KOBRA LLC
117 Woodland Ridge Drive
Fuquay-Varina, NC 27526

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2.0 VICINITY MAP



Project Parcels: Not to Scale

3.0 PROJECT DATA

Name of Project	KOBRA Tracts	
PIN(s)	0733102211 0732196422	
Preparer/Owner Information	Prepared by	WithersRavenel 137 S. Wilmington Street, Suite 200 Raleigh, NC 27601 Phone: 919.469.3340 Fax: 919.467.6008 Email: bvega@withersravenel.com
	Owner	KOBRA LLC 117 Woodland Ridge Drive Fuquay-Varina, NC 27526
Current Zoning Designation	Rural Residential (RR)	
Proposed Zoning Designation	Planned Unit Development (PUD-CZ)	
Current 2045 Land Use Map Designation	Med. Density Residential/Office Employment & Mixed-Use: High Density Residential/Office Employment/Commercial Services	
Proposed 2045 Land Use Map Designation	No Proposed Change	
Area of Tracts	18.21 ac & 5.46 ac (Total 23.67 ac)	
Area designated as Mixed-Use on 2045 Land Use Map	5.46 ac	
Area of Mixed-Use Property Proposed as Non-Residential Development	5.46 ac	
Percent of Mixed-Use Areas Proposed as Non-Residential Development	100%	

4.0 PROPOSED LIST OF USES

The Rezoned Lands may be used for, and only for, the uses listed immediately below. The permitted uses are subject to the limitations and regulations stated in the UDO and any additional limitations or regulations stated below. For convenience, some relevant sections of the UDO may be referenced; such references do not imply that other sections of the UDO do not apply.

Residential

- Single-Family
- Accessory Dwelling Unit
- Townhouse
- Townhouse, Detached

Non-Residential

- Utility, Minor
- Greenway
- Park, Active
- Park, Passive
- Office, Business or Professional
- Restaurant, General
- Medical or Dental Office or Clinic
- Medical or Dental Laboratory
- Hotel or Motel
- Artisan Studio
- Barber and Beauty Shop
- Pet Services
- Studio for Art
- Tailor Shop
- Microbrewery
- Microdistillery
- Retail Sales, General
- Grocery, Specialty
- Book Store
- Financial Institution
- Floral Shop
- Funeral Home
- Kennel
- Newsstand or Gift Shop
- Personal Service
- Pharmacy
- Printing and Copying Service
- Real Estate Sales

5.0 PURPOSE STATEMENT-PLANNED UNIT DEVELOPMENT STANDARDS

The KOBRA Tracts Conceptual Layout has been carefully designed in order to help establish appropriately-sized residential and non-residential land uses strategically along major thoroughfares. With the Town of Apex expanding, intentional development along the 540 corridor will help the nearby areas grow in a purposeful manner according to the concepts laid out in the Advance Apex Future Land Use Plan. The site will provide a mixture of residential options and non-residential uses that will set the tone for corridor development in northwest Apex. This elegant mixture of uses will create a live/work environment that will promote walkability and serve as an anchor for strategic, intentional development.

6.0 PROPOSED DESIGN CONTROLS

Maximum Square Footage per Non-Residential Use	39,000 sq. ft.		
Maximum Densities per Residential Use (du/Acre)	3 du/acre (70 du total)		
Maximum Height of Buildings	Residential – 32 feet		
	Non-residential - 48 feet		
Minimum Residential Setbacks	Front: 5' from façade 19' from garage to lot line 20' from garage to back of sidewalk	Side: 5'	Rear: 10'
		Corner Side: 10'	
Non-Residential Setbacks	Front: 20'	Side: 10'	Rear: 20'
		Corner Side: 10'	
Amount and Percentage of Built Upon Area Allowed	70%		
Amount and Percentage of Proposed Built Upon Area (Max)	16.57 Acres, 70%		

Buffers shall be designated as such:

Northern Parcel (PIN #0733102211)	
North	10' Type B Buffer
East	10' Type B Buffer
South	30' Type B Buffer
West	30' Type B Buffer
Southern Parcel (PIN #0732196422)	
North	30' Type E Buffer
West	20' Type B Buffer
South	20' Type B Buffer
East	100' Type A Buffer**
**May be reduced to 50' Type A Buffer per UDO Section 8.2.6	

A 30 ft. wide minimum cross access easement will be provided from PIN# 0733102211 to PIN# 0732198808 in order to provide an access point for the parcel through a driveway at Jenks Road. In the event that the driveway extends to the main entrance of the subdivision on Jenks Road, the buffer will be reduced to no less than 15' to accommodate the access easement.

7.0 PROPOSED RESIDENTIAL ARCHITECTURAL CONTROLS

1. Vinyl siding is not permitted; however, vinyl windows, decorative elements and trim are permitted.
2. All townhomes shall have a 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. The roofline cannot be a single mass; it must be broken up horizontally and vertically between every unit.
4. Garage doors must have windows, decorative details or carriage-style adornments on them.
5. Entrances for units with front-facing single-car garages shall have a prominent covered porch/stoop area leading to the front door.
6. Building facades shall have horizontal relief achieved by the use of recesses and projections.

7. 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.
8. The rear and side elevations of the units that can be seen from the right-of-way shall have trim around the windows.
9. The visible side of a townhome 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 gables
 - Decorative gable
 - Decorative cornice
 - Column
 - Portico
 - Balcony
 - Dormer
10. The Residential dwelling units will be provided with solar conduit to accommodate the future installation of solar panels.

8.0 PROPOSED NON-RESIDENTIAL ARCHITECTURAL CONTROLS

1. The predominant exterior building materials shall be brick, wood, stone, and tinted/textured concrete masonry units.
2. The building exterior shall have more than one (1) material color.
3. No more than 20% of any building façade may consist of EIFS material.
4. EIFS or synthetic stucco shall not be used in the first 4 feet above grade.

9.0 PARKING AND LOADING

All parking provided on the Site will comply with the requirements outlined in Section 8.3 of the Town of Apex Unified Development Ordinance.

10.0 SIGNAGE

All signage on the Site will comply with the requirements outlined in Section 8.7 of the Town of Apex Unified Development Ordinance.

11.0 NATURAL RESOURCE AND ENVIRONMENTAL DATA

The KOBRA Tracts Site is located within the Primary Watershed Protection Overlay District and is therefore subject to the requirements outlined in Section 6.1 of the Town of Apex Unified Development Ordinance.

The parcels that make up the Site do not contain FEMA designated 100-year floodplains according to FEMA FIRM Panels 3720073300J and 3720073200J, effective 05/02/2006.

The Site is also subject to the Resource Conservation Area requirements outlined in Section 8.1 of the Town of Apex Unified Development Ordinance.

- 5.92 acres (25% of gross site acreage) required for the Resource Conservation Area
- 6.0 acres (25.35% of gross site acreage) of Resource Conservation Area provided.

Existing deciduous trees greater than 18" in diameter (DBH), as identified in the tree survey, that are removed by site development shall be replaced by planting a 1.5" caliper native tree from the Town of Apex Design and Development Manual.

According the North Carolina Historic Preservation Office's HPOWEB 2.0 Mapping application, there are no historic structure contained on the Site.

12.0 STORMWATER MANAGEMENT REQUIREMENTS

The parcels on which the development is proposed upon currently consist of a few existing structures, some cleared lands, and wooded lands. Two ponds exist on the northern parcel, and drain to Clark Branch Creek and Reedy Branch Creek, eventually feeding into Jordan Lake. The proposed development plan will require stormwater management measures in accordance with Sections 6.1 and 7.5.7 in the Town of Apex Unified Development Ordinance. Stormwater captured on the Site will be conveyed to proposed Stormwater Control Measures, which will be identified on plans during the master subdivision or site plan approval stage. Post-development peak runoff shall not

exceed pre-development peak runoff for the 24-hour, 1-year and 10-year storm events in accordance with the Unified Development Ordinance. Treatment for the first 1-inch of runoff will be provided such that the removal of 85% Total Suspended Solids is achieved. All stormwater devices will meet the design requirements of NCDENR and the Town of Apex.

13.0 PARKS, RECREATION AND CULTURAL ADVISORY COMMISSION REVIEW

At the June 24, 2020 meeting, the PRCAC recommended a fee-in-lieu of \$2,321.54 per unit to be paid at the time of the first final subdivision plat.

14.0 PUBLIC FACILITIES REQUIREMENTS

All utilities shall meet the Town of Apex Master Utility Maps.

Sanitary Sewer Service

All on-site sanitary sewer lines will be designed according to Town of Apex Engineering Standards and Specifications. Easements will be established for public sewer outside of Public R/W.

Sanitary Sewer will be established upon the site and will tie into an existing manhole at the southern end of the Greenmoor Subdivision via an offsite sewer outfall to be within a Town of Apex utility easement. Potable water will be established upon the site and tie to the existing lines along Green Level Church Road and Jenks Road.

Water Service

All on-site water lines will be designed according to Town of Apex Engineering Standards and Specifications.

Gas & Electric Service

The Public Service Company of North Carolina (PSNC) will require a revenue analysis based on the proposed development in order to determine the applicable costs to the developer for installation of infrastructure.

The Site is in the service area of both the Town of Apex Electric Utilities and Progress Energy.

Roadways

The Site will require an internal public roadway network and parking spaces. The onsite transportation circulation system shall be consistent with the Town of Apex Transportation Plan and the Town of Apex Standard Specifications and Standard Details. Frontage improvements along Jenks Road & Green Level Church Road have been identified during the pre-application correspondence and will be incorporated into the design, subject to approval by the Town of Apex & NCDOT.

Phase 1 roadway improvements are as follows:

- i. Developer shall dedicate public right-of-way along Green Level Church Road based on a minimum of half of a 4-lane, 110' right-of-way section and construct a 5' paved shoulder along the frontage within Phase 1.
- ii. Developer shall construct a southbound left turn lane on Green Level Church Road at Jenks Road with at least 150' of storage and adequate taper & deceleration lengths per NCDOT standards.
- iii. Developer shall construct a southbound left turn lane on Green Level Church Road at proposed site access with at least 50' of storage and adequate taper & deceleration lengths per NCDOT standards. This access shall be located a minimum of 500 feet from Jenks Road.
- iv. Developer shall dedicate public right-of-way along Jenks Road based on a minimum of half of a 3-lane, 80' right-of-way section and construct a 5' paved shoulder along the frontage within Phase 1. Jenks Road improvements shall include the extension of the existing two-way left turn lane from west of the NC 540 bridge to the intersection with Green Level Church Road. The access points for Phase 1 and Phase 2 shall align across from each other and be located a minimum of 500 feet from Green Level Church Road.
- v. Developer shall coordinate with traffic signal installation by others at the intersection of Green Level Church Road at Jenks Road if not already installed by the time this development plan moves forward. Developer is responsible for plan revisions and

- modifications to the traffic signal to accommodate roadway improvements associated with Phase 1 and Phase 2.
- vi. Developer shall dedicate additional right-of-way along the project frontage to accommodate a roundabout based on the preliminary layout on file with the Town (designed as part of the Westford development zoning conditions) if not removed from the Transportation Plan prior to subdivision plan approval.

Phase 2 roadway improvements are as follows:

- i. Developer shall not propose access to Dominik Court until either one of the following conditions is met:
 - a. Dominik Court is realigned southward to provide an approximate right-angle intersection with Kelly Road approximately 700-800' south of Jenks Road, and a southbound left turn lane is provided on Kelly Road at Dominik Court with a minimum of 100' of storage plus deceleration and taper according to NCDOT standards.
 - b. A public street connecting Dominik Court to Jenks Road is constructed and Dominik Court is converted to a right-in/right-out access at Kelly Road.

Transit

According to the Advance Apex 2045 Transportation Plan, there are no existing or proposed transit routes designated on or adjacent to the Site.

Pedestrian Facilities

According to the Advance Apex 2045 Plan, sidewalks are planned along both Green Level Church Road and Jenks Road. The development plan will incorporate sidewalk infrastructure along both streets as well as the internal street network, and thus is in compliance with the future land use plan.

Phase 1 pedestrian facility improvements are as follows:

- i. Developer shall construct a 10' side path on the east side of Green Level Church Road along the frontage within Phase 1.
- ii. Developer shall construct a 5' sidewalk on the north side of Jenks Road along the frontage within Phase 1.

137 S Wilmington Street, Suite 200 | Raleigh, NC 27601

t: 919.469.3340 | f: 919.467.6008 | www.withersravenel.com | License No. C-0832

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Phase 2 pedestrian facility improvements are as follows:

- i. Developer shall construct a 10’ side path on the south side of Jenks Road along the frontage within Phase 2.
- ii. Developer shall construct an extension of the 10’ side path located on the south side of Jenks Road from Phase 2 to the intersection of Jenks Road and Green Level Church Road and design and install a signalized crosswalk across Jenks Road at the traffic signal. Fee-in-lieu, in the amount of 125% of the estimated cost of construction plus fair market value of the property to be acquired, shall be assessed if easement or right-of-way cannot be secured prior to completion of the first CO within Phase 2. Any performance guarantee provided for this section of side-path shall be released upon acceptance of said fee-in-lieu by the Town.
- iii. Developer shall improve the north side of Dominik Court along the frontage of Phase 2 based on a minimum 27’ b-b curb and gutter roadway with 5’ sidewalk.

Education

Wake County Public Schools Long Range Planning has verified the following base schools for this future residential area:

Base School	Enrollment Cap	Student Overflow School
White Oak Elementary	Yes	Davis Drive Elementary
Mills Park Middle	Yes	West Cary Middle
Green Level High	No	

The Apex Friendship Elementary School on Humie Olive Road is expected to open in August 2022.

15.0 PHASING PLAN

KOBRA Tracts development will be constructed in phases according to economic considerations and infrastructure requirements. The residential section of the site

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will be developed as a standalone phase separate from the commercial section. Phase 1 and phase 2 improvements shall be constructed as described in the previous section.

Please note the following considerations for the phasing plan:

1. Access points are preliminary in nature and subject to Town of Apex and NCDOT review and approval.
2. Limits of land disturbance within each phase shall be determined at the master subdivision plan and site plan stages.
3. Public utilities shall be provided for each phase of development.

16.0 CONSISTENCY WITH 2045 LAND USE PLAN

The Advance Apex 2045 Future Land Use Map depicts the future land use of the northern parcel as a mixture of Medium Density Residential and Office Employment. Medium Density Residential lands are described in the Land Use Plan as consisting of single-family homes, duplexes, and townhomes with densities between three (3) and seven (7) dwelling units per acre. It is intended to act as a transition between higher and lower residential densities. The Office Employment land use is described as allowing for a wide range of businesses that provide professional, managerial, or administrative services. The plan also states that Office Employment lands should match the scale and character of their surroundings.

The southern parcel is made up of High Density Residential, Office Employment and Commercial Service designations, as well as being considered a Mixed-Use land classification. High Density Residential land is described as providing housing options located in close proximity to major commercial areas or corridors, and includes townhomes, triplexes, quadplexes and apartments at densities greater than 14 dwelling units per acre. Similar to Office Employment, Commercial Services land is described as match the scale and character of its surroundings. These lands are designated to supply commercial services and conveniences. Being within a Mixed-Use portion of land, the

site is required to have greater than or equal to 30 percent of its development be related to non-residential uses.

Overall, the KOBRA Tracts Site proposes medium density residential housing options appropriate to its proximity to major thoroughfares, as well as establishing a healthy mixture of non-residential space to nurture a live/work environment in northwestern Apex. Uses proposed for the site are directly in line with the uses declared in the Future Land Use Plan.

17.0 CONSISTENCY WITH UNIFIED DEVELOPMENT ORDINANCE

The proposed development is consistent with all applicable requirements of the Town of Apex Unified Development Ordinance. To this extent, it is worth noting that the development will not supply stub streets on the eastern termination of the residential section of the project per the text of the following section:

- 7.2.1.A.2.c.iii - Where severe topography or other physical features exist, the Planning Director in conjunction with the Stormwater and Utility Engineering Manager, may determine that a stub street is not required.

Due to the environmental impact of the potential connection to the eastern parcel, it is requested that no stub be required at this location.

18.0 ELEVATIONS

Please see the following pages for typical elevations illustrative of the proposed residential building.

19.0 AFFORDABLE HOUSING

If the Town of Apex has a fund or other mechanism in place to receive donations to construct, subsidize, or participate in the development of affordable housing units (the “Fund”), the developer will contribute \$15,000 to this Fund prior to the first residential Certificate of Occupancy. In the event the Fund has not been established by the Town of Apex, the money will be conveyed to a local non-profit working on affordable housing

initiatives. The developer will work with the Town of Apex to identify a mutually acceptable local non-profit organization to receive these funds.

PLANNED UNIT DEVELOPMENT KOBRA TRACTS

TOWN OF APEX, WAKE COUNTY, NORTH CAROLINA

1ST SUBMITTAL: MARCH 2, 2020 2ND SUBMITTAL: JULY 10, 2020 3RD SUBMITTAL: AUGUST 14, 2020

CASE #: 20CZ04

PUD | KOBRA
WR PROJECT NO.: 0218110.1

INDEX OF SHEETS

EXISTING CONDITIONS PLAN	1.0
CONCEPTUAL LAYOUT PLAN	2.0
PRELIMINARY PHASING PLAN	3.0
PRELIMINARY UTILITY PLAN	4.0
STORMWATER MANAGEMENT PLAN	5.0

ZONING CONDITIONS

PHASE 1 IMPROVEMENTS

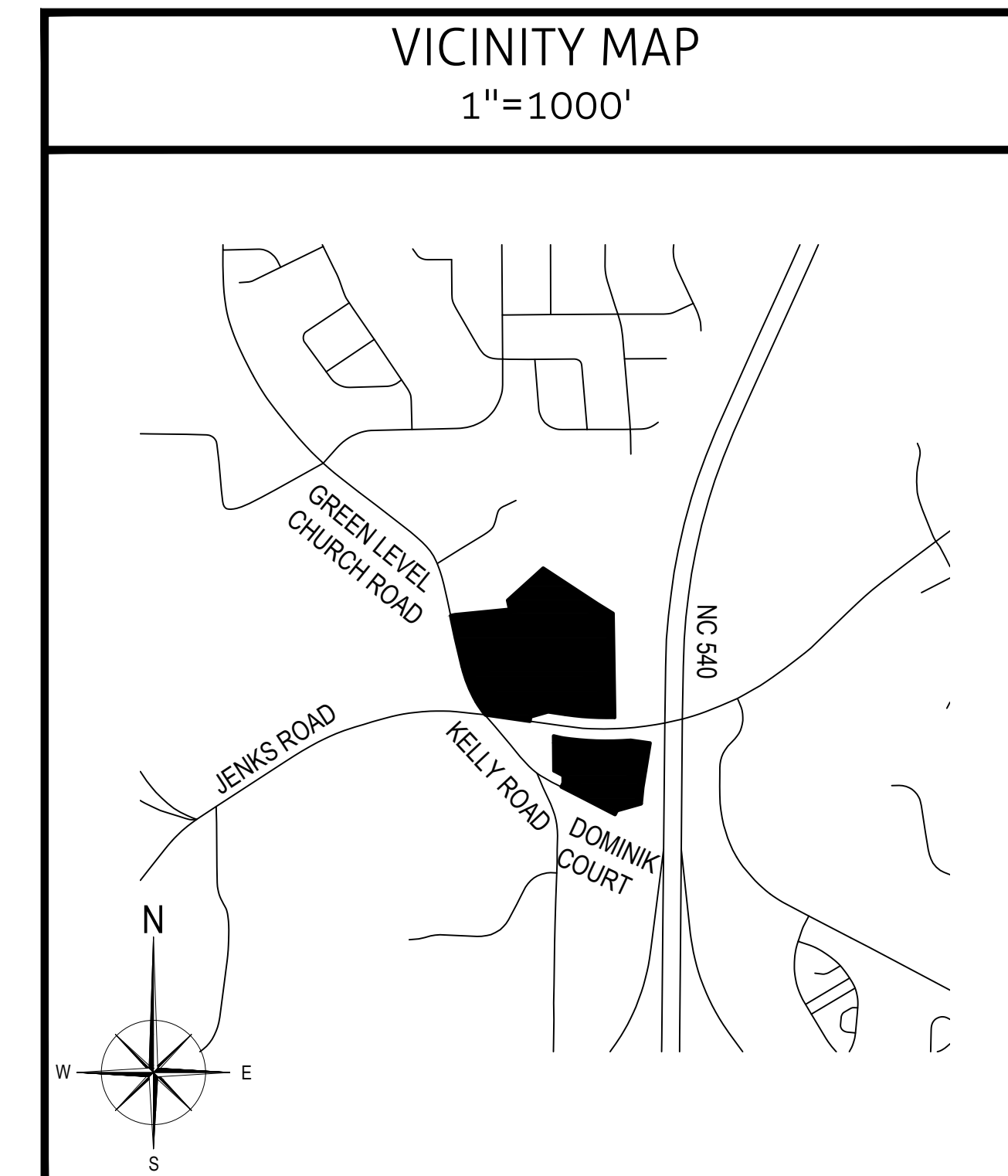
- DEVELOPER SHALL DEDICATE PUBLIC RIGHT-OF-WAY ALONG GREEN LEVEL CHURCH ROAD BASED ON A MINIMUM OF HALF OF A 4-LANE, 110' RIGHT-OF-WAY SECTION AND CONSTRUCT A 5' PAVED SHOULDER ALONG THE FRONTAGE WITHIN PHASE 1.
- DEVELOPER SHALL CONSTRUCT A SOUTHBOUND LEFT TURN LANE ON GREEN LEVEL CHURCH ROAD AT JENKS ROAD WITH AT LEAST 150' OF STORAGE AND ADEQUATE TAPER & DECELERATION LENGTHS PER NCDOT STANDARDS.
- DEVELOPER SHALL CONSTRUCT A SOUTHBOUND LEFT TURN LANE ON GREEN LEVEL CHURCH ROAD AT PROPOSED SITE ACCESS WITH AT LEAST 50' OF STORAGE AND ADEQUATE TAPER & DECELERATION LENGTHS PER NCDOT STANDARDS. THIS ACCESS SHALL BE LOCATED A MINIMUM OF 500 FEET FROM JENKS ROAD.
- DEVELOPER SHALL CONSTRUCT A 10' SIDE PATH ON THE EAST SIDE OF GREEN LEVEL CHURCH ROAD ALONG THE FRONTAGE WITHIN PHASE 1.
- DEVELOPER SHALL DEDICATE PUBLIC RIGHT-OF-WAY ALONG JENKS ROAD BASED ON A MINIMUM OF HALF OF A 3-LANE, 80' RIGHT-OF-WAY SECTION AND CONSTRUCT A 5' PAVED SHOULDER ALONG THE FRONTAGE WITHIN PHASE 1. JENKS ROAD IMPROVEMENTS SHALL INCLUDE THE EXTENSION OF THE EXISTING TWO-WAY LEFT TURN LANE FROM WEST OF THE NC 540 BRIDGE TO THE INTERSECTION WITH GREEN LEVEL CHURCH ROAD. THE ACCESS POINTS FOR PHASE 1 AND PHASE 2 SHALL ALIGN ACROSS FROM EACH OTHER AND BE LOCATED A MINIMUM OF 500 FEET FROM GREEN LEVEL CHURCH ROAD.
- DEVELOPER SHALL CONSTRUCT A 5' SIDEWALK ON THE NORTH SIDE OF JENKS ROAD ALONG THE FRONTAGE WITHIN PHASE 1.
- DEVELOPER SHALL COORDINATE WITH TRAFFIC SIGNAL INSTALLATION BY OTHERS AT THE INTERSECTION OF GREEN LEVEL CHURCH ROAD AT JENKS ROAD IF NOT ALREADY INSTALLED BY THE TIME THIS DEVELOPMENT PLAN MOVES FORWARD. DEVELOPER IS RESPONSIBLE FOR PLAN REVISIONS AND MODIFICATIONS TO THE TRAFFIC SIGNAL TO ACCOMMODATE ROADWAY IMPROVEMENTS ASSOCIATED WITH PHASE 1 AND PHASE 2.
- DEVELOPER SHALL DEDICATE ADDITIONAL RIGHT-OF-WAY ALONG THE PROJECT FRONTAGE TO ACCOMMODATE A ROUNDABOUT BASED ON THE PRELIMINARY LAYOUT ON FILE WITH THE TOWN (DESIGNED AS PART OF THE WESTFORD DEVELOPMENT ZONING CONDITIONS) IF NOT REMOVED FROM THE TRANSPORTATION PLAN PRIOR TO SUBDIVISION PLAN APPROVAL.

PHASE 2 IMPROVEMENTS

- DEVELOPER SHALL CONSTRUCT A 10' SIDE PATH ON THE SOUTH SIDE OF JENKS ROAD ALONG THE FRONTAGE WITHIN PHASE 2.
- DEVELOPER SHALL CONSTRUCT AN EXTENSION OF THE 10' SIDE PATH LOCATED ON THE SOUTH SIDE OF JENKS ROAD FROM PHASE 2 TO THE INTERSECTION OF JENKS ROAD AND GREEN LEVEL CHURCH ROAD AND DESIGN AND INSTALL A SIGNALIZED CROSSWALK ACROSS JENKS ROAD AT THE TRAFFIC SIGNAL. FEE-IN-LIEU, IN THE AMOUNT OF 125% OF THE ESTIMATED COST OF CONSTRUCTION PLUS FAIR MARKET VALUE OF THE PROPERTY TO BE ACQUIRED, SHALL BE ASSESSED IF EASEMENT OR RIGHT-OF-WAY CANNOT BE SECURED PRIOR TO COMPLETION OF THE FIRST CO WITHIN PHASE 2. ANY PERFORMANCE GUARANTEE PROVIDED FOR THIS SECTION OF SIDE-PATH SHALL BE RELEASED UPON ACCEPTANCE OF SAID FEE-IN-LIEU BY THE TOWN.
- DEVELOPER SHALL IMPROVE THE NORTH SIDE OF DOMINIK COURT ALONG THE FRONTAGE OF PHASE 2 BASED ON A MINIMUM 27' B-B CURB AND GUTTER ROADWAY WITH 5' SIDEWALK.
- DEVELOPER SHALL NOT PROPOSE ACCESS TO DOMINIK COURT UNTIL EITHER ONE OF THE FOLLOWING CONDITIONS IS MET:
 - DOMINIK COURT IS REALIGNED SOUTHWARD TO PROVIDE AN APPROXIMATE RIGHT-ANGLE INTERSECTION WITH KELLY ROAD APPROXIMATELY 700-800' SOUTH OF JENKS ROAD, AND A SOUTHBOUND LEFT TURN LANE IS PROVIDED ON KELLY ROAD AT DOMINIK COURT WITH A MINIMUM OF 100' OF STORAGE PLUS DECELERATION AND TAPER ACCORDING TO NCDOT STANDARDS.
 - A PUBLIC STREET CONNECTING DOMINIK COURT TO JENKS ROAD IS CONSTRUCTED AND DOMINIK COURT IS CONVERTED TO A RIGHT-IN/RIGHT-OUT ACCESS AT KELLY ROAD.

SITE DATA	
2045 LAND USE PLAN DESIGNATION	CURRENT: MEDIUM DENSITY RESIDENTIAL/OFFICE EMPLOYMENT & MIXED USE PROPOSED: NO CHANGE
ZONING	CURRENT: RURAL RESIDENTIAL (RR) PROPOSED: PLANNED UNIT DEVELOPMENT (PUD-CZ)
AREA OF TRACTS IN PROPOSED PUD	0733-10-2211: 18.21 AC. 0732-19-6422: 5.46 AC. TOTAL: 23.67 AC.
AREA DESIGNATED AS MIXED-USE ON 2045 LAND USE MAP	5.46 AC.
AREA OF MIXED-USE PROPERTY PROPOSED AS NON-RESIDENTIAL DEVELOPMENT	5.46 AC.
PERCENT OF MIXED-USE PROPERTY PROPOSED AS NON-RESIDENTIAL DEVELOPMENT	100%
REQUESTED SEWER CAPACITY	SOUTHERN TRACT: .09 GPD * 39,000 SF * 2.5 (PEAKING FACTOR) = 8,775 GPD NORTHERN TRACT: 120 GPD * 3 BEDROOMS/TOWNHOME * 71 TOWNHOMES = 25,560 GPD
RESIDENTIAL DENSITY	MAXIMUM: 3 DU/ACRE
SQUARE FOOTAGE PER NON-RESIDENTIAL USE	MAXIMUM: 39,000 SF
BUILDING HEIGHT	MAXIMUM: 45 FT
BUILDING SETBACKS	RESIDENTIAL: FRONT 19 FT, REAR 10 FT, SIDE 5 FT, CORNER 10 FT NON-RESIDENTIAL: FRONT 20 FT, REAR 20 FT, SIDE 10 FT, CORNER 10 FT
WATERSHED	PROPERTY LOCATED WITHIN THE PRIMARY WATERSHED PROTECTION OVERLAY DISTRICT.
HISTORIC STRUCTURES	NONE
COMMUNITY AMENITIES	0.4 ACRE RECREATIONAL PLAY LAWN
SITE BUFFERS	
NORTHERN PARCEL (PIN #0733102211)	NORTH: 10' TYPE B BUFFER EAST: 10' TYPE B BUFFER SOUTH: 30' TYPE B BUFFER WEST: 30' TYPE B BUFFER
SOUTHERN PARCEL (PIN #0732196422)	NORTH: 30' TYPE E BUFFER EAST: 20' TYPE B BUFFER SOUTH: 20' TYPE B BUFFER WEST: 100' TYPE A BUFFER**
*19' FROM GARAGE TO LOT LINE AND 20' FROM GARAGE TO BACK OF SIDEWALK	
**MAY BE REDUCED TO 50' TYPE A BUFFER PER UDO SECTION 8.2.6	

NOTE: THE PARKS AND RECREATION ADVISORY COMMISSION VOTED TO APPROVE FEE-IN-LIEU OF PARK LAND DEDICATION ON JUNE 24TH, 2020. FEE-IN-LIEU AMOUNT TO BE DETERMINED AT THE TIME OF MASTER SUBDIVISION PLANS ACCORDING TO THE TOWN OF APEX FEE SCHEDULE.



DEVELOPER

LENNAR CORPORATION - RALEIGH DIVISION
1100 PERIMETER PARK DRIVE, SUITE 112
MORRISVILLE, NC 27560
PHONE: 919.337.0235

ATTN: STEPHEN DORN
STEPHEN.DORN@LENNAR.COM

PREPARED BY:



115 MacKanan Drive | Cary, NC 27511 | t: 919.469.3340 | license #: C-0832 | www.withersravenel.com

PLANNER: BRENDIE VEGA, AICP
BVEGA@WITHERSRAVENEL.COM

CIVIL ENGINEER: ARNALDO ECHEVARRIA, PE
AECHEVARRIA@WITHERSRAVENEL.COM

OWNER

KOBRA LLC
117 WOODLAND RIDGE DRIVE
FUQUAY-VARINA, NC 27526



LINE TABLE		
LINE	BEARING	DISTANCE
L1	N12°09'14"W	62.39'
L2	N47°16'47"E	55.55'
L3	S08°08'33"W	30.00'
L4	N77°57'22"E	30.00'
L5	S81°55'19"E	131.38'
L6	S74°18'38"W	168.88'
L7	S27°20'07"W	30.00'
L8	N27°04'31"E	29.72'
L9	N00°33'05"W	49.68'
L10	N62°29'58"W	69.96'
L11	S76°36'12"E	59.39'

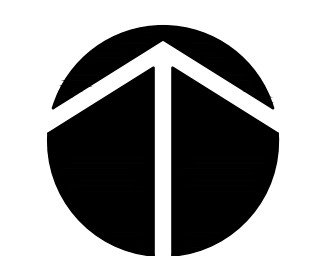
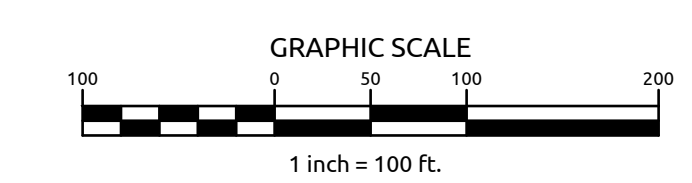
CURVE TABLE				
CURVE	LENGTH	RADIUS	BEARING	CHORD
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C4	243.94	850.73	S21°35'41"E	243.11'
C5	95.77	870.89	S34°19'23"E	95.72'
C6	463.43	2080.00	S88°03'21"E	462.48'

- NOTES:**
- MAXIMUM NUMBER OF RESIDENTIAL UNITS: 71 UNITS
 - MAXIMUM COMMERCIAL AREA: 39,000 SF
 - 100' TYPE A BUFFER ALONGS 540 ON SOUTHERN TRACT MAY BE CHANGED TO A 50' TYPE A BUFFER PROVIDED THE FOLLOWING CONDITIONS ARE MET:
 - NO MORE THAN 20% OF THE FACADES OF NON-RESIDENTIAL BUILDINGS FACING THE HIGHWAY CAN USE EIFS OR OTHER SYNTHETIC STUCCO.
 - PEDESTRIAN CONNECTIONS IN THE FORM OF SIDEWALKS AND/OR SIDE PATHS SHALL BE MADE FROM NON-RESIDENTIAL BUILDINGS TO ADJACENT RESIDENTIAL DEVELOPMENT AND PROPERTIES WITH FUTURE RESIDENTIAL LAND USE. THE FORM OF THE CONNECTION SHALL BE DETERMINED BY THE PLANNING DIRECTOR OF DESIGN.
 - FURTHERMORE, PROPERTIES THAT FRONT A LIMITED-CONTROLLED ACCESS HIGHWAY WITH NO OTHER ACCESS OR ROAD FRONTAGE SHALL BE ALLOWED TO REDUCE THE OPACITY OF NO MORE THAN 50% OF THIS BUFFER TO A TYPE E BUFFER. THE REMAINDER OF THE BUFFER SHALL BE PLANTED TO A TYPE A STANDARD.

LEGEND

- POND
- RESIDENTIAL
- COMMERCIAL
- PERIMETER BUFFER
- RESOURCED CONSERVATION AREA
- STREAM BUFFER
- RIGHT-OF-WAY DEDICATION FOR FUTURE ROUNDABOUT
- STREAM
- ACCESS POINT

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No.	Revision	Date	By

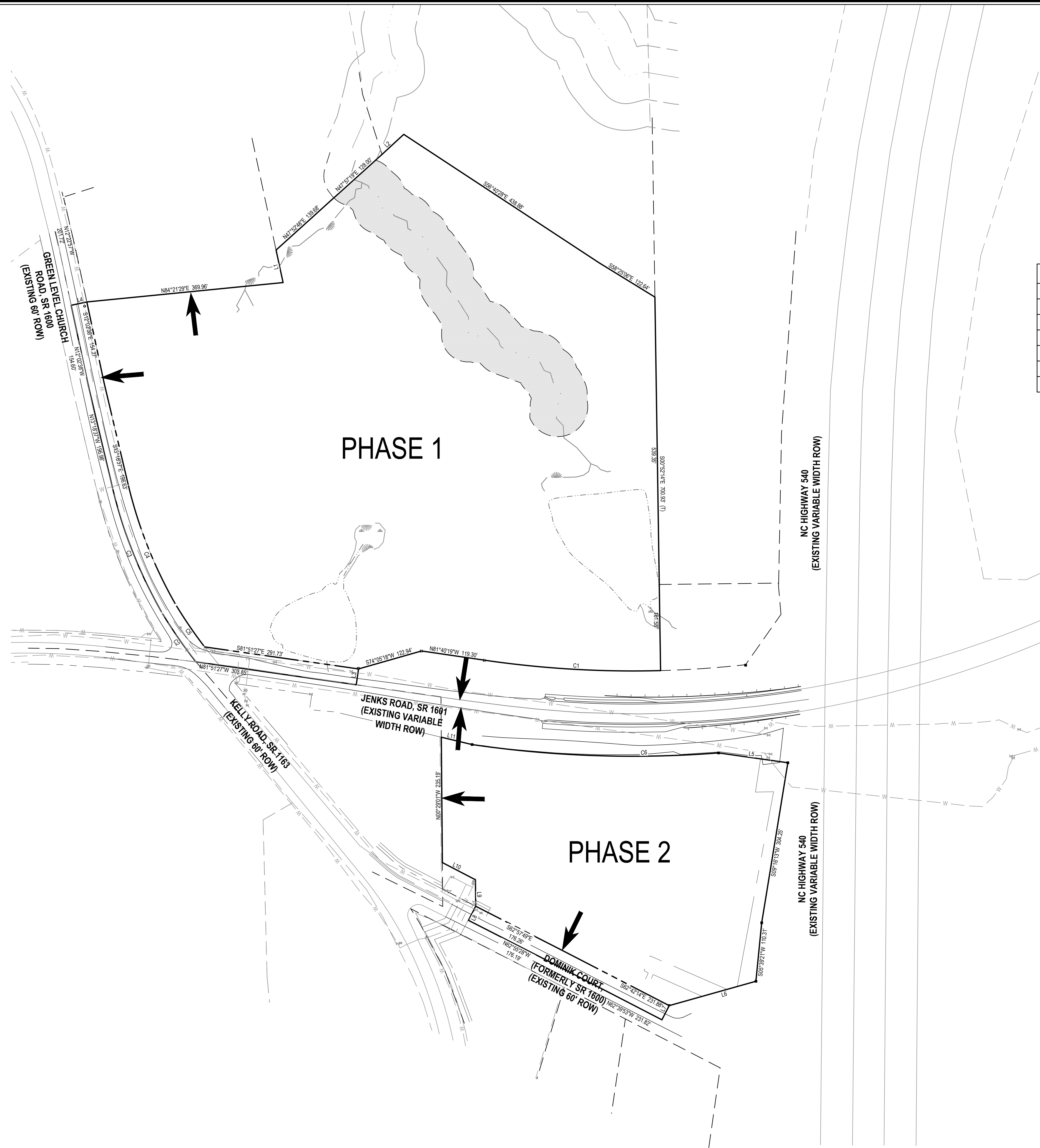
Designer	BDM	Scale	1" = 100'
Drawn By	BDM	Date	08/14/20
Checked By	AE	Job No.	02181110.1

KOBRA TRACT
WAKE COUNTY
NORTH CAROLINA

CONCEPTUAL LAYOUT PLAN

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Sheet No.
2.0



LINE TABLE		
LINE	BEARING	DISTANCE
L1	N12°09'14"W	62.39'
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L3	S08°08'33"W	30.00'
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PHASE 1 IMPROVEMENTS

- DEVELOPER SHALL DEDICATE PUBLIC RIGHT-OF-WAY ALONG GREEN LEVEL CHURCH ROAD BASED ON A MINIMUM OF HALF OF A 4-LANE, 110' RIGHT-OF-WAY SECTION AND CONSTRUCT A 5' PAVED SHOULDER ALONG THE FRONTAGE WITHIN PHASE 1.
- DEVELOPER SHALL CONSTRUCT A SOUTHBOUND LEFT TURN LANE ON GREEN LEVEL CHURCH ROAD AT JENKS ROAD WITH AT LEAST 150' OF STORAGE AND ADEQUATE TAPER & DECELERATION LENGTHS PER NCDOT STANDARDS.
- DEVELOPER SHALL CONSTRUCT A SOUTHBOUND LEFT TURN LANE ON GREEN LEVEL CHURCH ROAD AT PROPOSED SITE ACCESS WITH AT LEAST 50' OF STORAGE AND ADEQUATE TAPER & DECELERATION LENGTHS PER NCDOT STANDARDS. THIS ACCESS SHALL BE LOCATED A MINIMUM OF 500 FEET FROM JENKS ROAD.
- DEVELOPER SHALL CONSTRUCT A 10' SIDE PATH ON THE EAST SIDE OF GREEN LEVEL CHURCH ROAD ALONG THE FRONTAGE WITHIN PHASE 1.
- DEVELOPER SHALL DEDICATE PUBLIC RIGHT-OF-WAY ALONG JENKS ROAD BASED ON A MINIMUM OF HALF OF A 3-LANE, 80' RIGHT-OF-WAY SECTION AND CONSTRUCT A 5' PAVED SHOULDER ALONG THE FRONTAGE WITHIN PHASE 1. JENKS ROAD IMPROVEMENTS SHALL INCLUDE THE EXTENSION OF THE EXISTING TWO-WAY LEFT TURN LANE FROM WEST OF THE NC 540 BRIDGE TO THE INTERSECTION WITH GREEN LEVEL CHURCH ROAD. THE ACCESS POINTS FOR PHASE 1 AND PHASE 2 SHALL ALIGN ACROSS FROM EACH OTHER AND BE LOCATED A MINIMUM OF 500 FEET FROM GREEN LEVEL CHURCH ROAD. DEVELOPER SHALL CONSTRUCT A 5' SIDEWALK ON THE NORTH SIDE OF JENKS ROAD ALONG THE FRONTAGE WITHIN PHASE 1. DEVELOPER SHALL COORDINATE WITH TRAFFIC SIGNAL INSTALLATION BY OTHERS AT THE INTERSECTION OF GREEN LEVEL CHURCH ROAD AT JENKS ROAD IF NOT ALREADY INSTALLED BY THE TIME THIS DEVELOPMENT PLAN MOVES FORWARD. DEVELOPER IS RESPONSIBLE FOR PLAN REVISIONS AND MODIFICATIONS TO THE TRAFFIC SIGNAL TO ACCOMMODATE ROADWAY IMPROVEMENTS ASSOCIATED WITH PHASE 1 AND PHASE 2.
- DEVELOPER SHALL DEDICATE ADDITIONAL RIGHT-OF-WAY ALONG THE PROJECT FRONTAGE TO ACCOMMODATE A ROUNDABOUT BASED ON THE PRELIMINARY LAYOUT ON FILE WITH THE TOWN (DESIGNED AS PART OF THE WESTFORD DEVELOPMENT ZONING CONDITIONS) IF NOT REMOVED FROM THE TRANSPORTATION PLAN PRIOR TO SUBDIVISION PLAN APPROVAL.

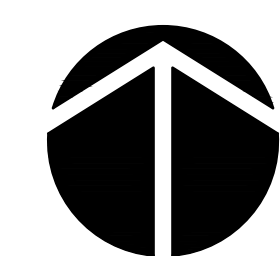
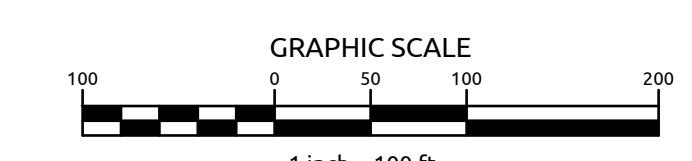
PHASE 2 IMPROVEMENTS

- DEVELOPER SHALL CONSTRUCT A 10' SIDE PATH ON THE SOUTH SIDE OF JENKS ROAD ALONG THE FRONTAGE WITHIN PHASE 2.
- DEVELOPER SHALL CONSTRUCT AN EXTENSION OF THE 10' SIDE PATH LOCATED ON THE SOUTH SIDE OF JENKS ROAD AND GREEN LEVEL CHURCH ROAD AND DESIGN AND INSTALL A SIGNALIZED CROSSWALK ACROSS JENKS ROAD AT THE TRAFFIC SIGNAL. FEE-IN-LIEU, IN THE AMOUNT OF 125% OF THE ESTIMATED COST OF CONSTRUCTION PLUS FAIR MARKET VALUE OF THE PROPERTY TO BE ACQUIRED, SHALL BE ASSESSED IF EASEMENT OR RIGHT-OF-WAY CANNOT BE SECURED PRIOR TO COMPLETION OF THE FIRST CO WITHIN PHASE 2. ANY PERFORMANCE GUARANTEE PROVIDED FOR THIS SECTION OF SIDE-PATH SHALL BE RELEASED UPON ACCEPTANCE OF SAID FEE-IN-LIEU BY THE TOWN.
- DEVELOPER SHALL IMPROVE THE NORTH SIDE OF DOMINIK COURT ALONG THE FRONTAGE OF PHASE 2 BASED ON A MINIMUM 27' B-B CURB AND GUTTER ROADWAY WITH 5' SIDEWALK.
- DEVELOPER SHALL NOT PROPOSE ACCESS TO DOMINIK COURT UNTIL EITHER ONE OF THE FOLLOWING CONDITIONS IS MET:
 - A. DOMINIK COURT IS REALIGNED SOUTHWARD TO PROVIDE AN APPROXIMATE RIGHT-ANGLE INTERSECTION WITH KELLY ROAD APPROXIMATELY 700-800' SOUTH OF JENKS ROAD, AND A SOUTHBOUND LEFT TURN LANE IS PROVIDED ON KELLY ROAD AT DOMINIK COURT WITH A MINIMUM OF 100' OF STORAGE PLUS DECELERATION AND TAPER ACCORDING TO NCDOT STANDARDS.
 - B. A PUBLIC STREET CONNECTING DOMINIK COURT TO JENKS ROAD IS CONSTRUCTED AND DOMINIK COURT IS CONVERTED TO A RIGHT-IN/RIGHT-OUT ACCESS AT KELLY ROAD.

PHASING NOTES:

- ACCESS POINTS ARE PRELIMINARY IN NATURE AND SUBJECT TO TOWN OF APEX AND NCDOT REVIEW AND APPROVAL.
- LIMITS OF LAND DISTURBANCE WITHIN EACH PHASE SHALL BE DETERMINED AT THE SUBDIVISION PLAN STAGE.
- PUBLIC UTILITIES SHALL BE PROVIDED FOR EACH PHASE OF DEVELOPMENT.

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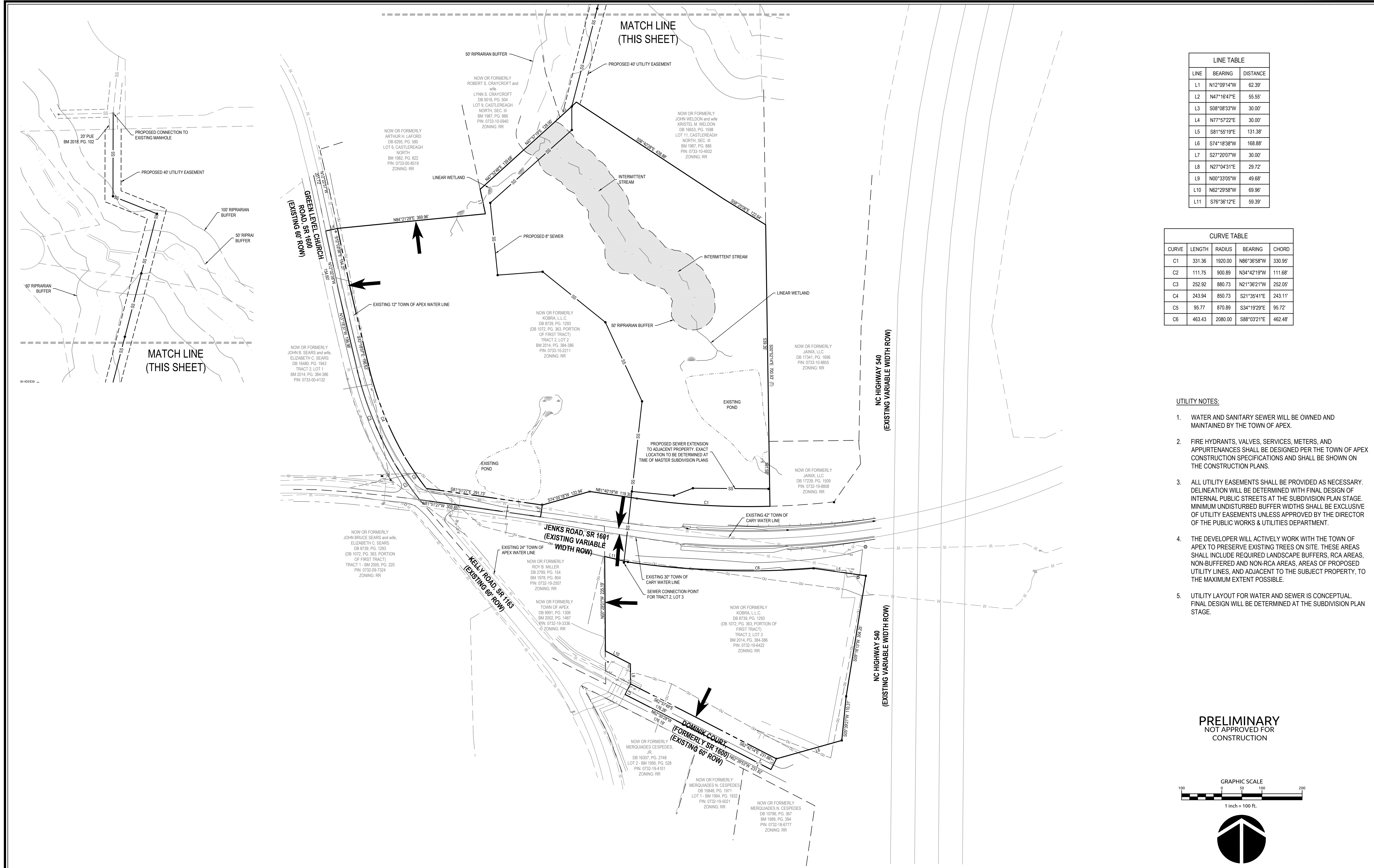
Designer	BDM	Scale	1" = 100'
Drawn By	BDM	Date	08/14/20
Checked By	AE	Job No.	02181110.1

KOBRA TRACT
WAKE COUNTY
NORTH CAROLINA

PRELIMINARY PHASING PLAN

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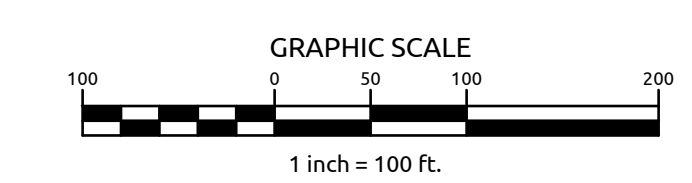


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- UTILITY NOTES:**
1. WATER AND SANITARY SEWER WILL BE OWNED AND MAINTAINED BY THE TOWN OF APEX.
 2. FIRE HYDRANTS, VALVES, SERVICES, METERS, AND APPURTENANCES SHALL BE DESIGNED PER THE TOWN OF APEX CONSTRUCTION SPECIFICATIONS AND SHALL BE SHOWN ON THE CONSTRUCTION PLANS.
 3. ALL UTILITY EASEMENTS SHALL BE PROVIDED AS NECESSARY. DELINEATION WILL BE DETERMINED WITH FINAL DESIGN OF INTERNAL PUBLIC STREETS AT THE SUBDIVISION PLAN STAGE. MINIMUM UNDISTURBED BUFFER WIDTHS SHALL BE EXCLUSIVE OF UTILITY EASEMENTS UNLESS APPROVED BY THE DIRECTOR OF THE PUBLIC WORKS & UTILITIES DEPARTMENT.
 4. THE DEVELOPER WILL ACTIVELY WORK WITH THE TOWN OF APEX TO PRESERVE EXISTING TREES ON SITE. THESE AREAS SHALL INCLUDE REQUIRED LANDSCAPE BUFFERS, RCA AREAS, NON-BUFFERED AND NON-RCA AREAS, AREAS OF PROPOSED UTILITY LINES, AND ADJACENT TO THE SUBJECT PROPERTY, TO THE MAXIMUM EXTENT POSSIBLE.
 5. UTILITY LAYOUT FOR WATER AND SEWER IS CONCEPTUAL. FINAL DESIGN WILL BE DETERMINED AT THE SUBDIVISION PLAN STAGE.

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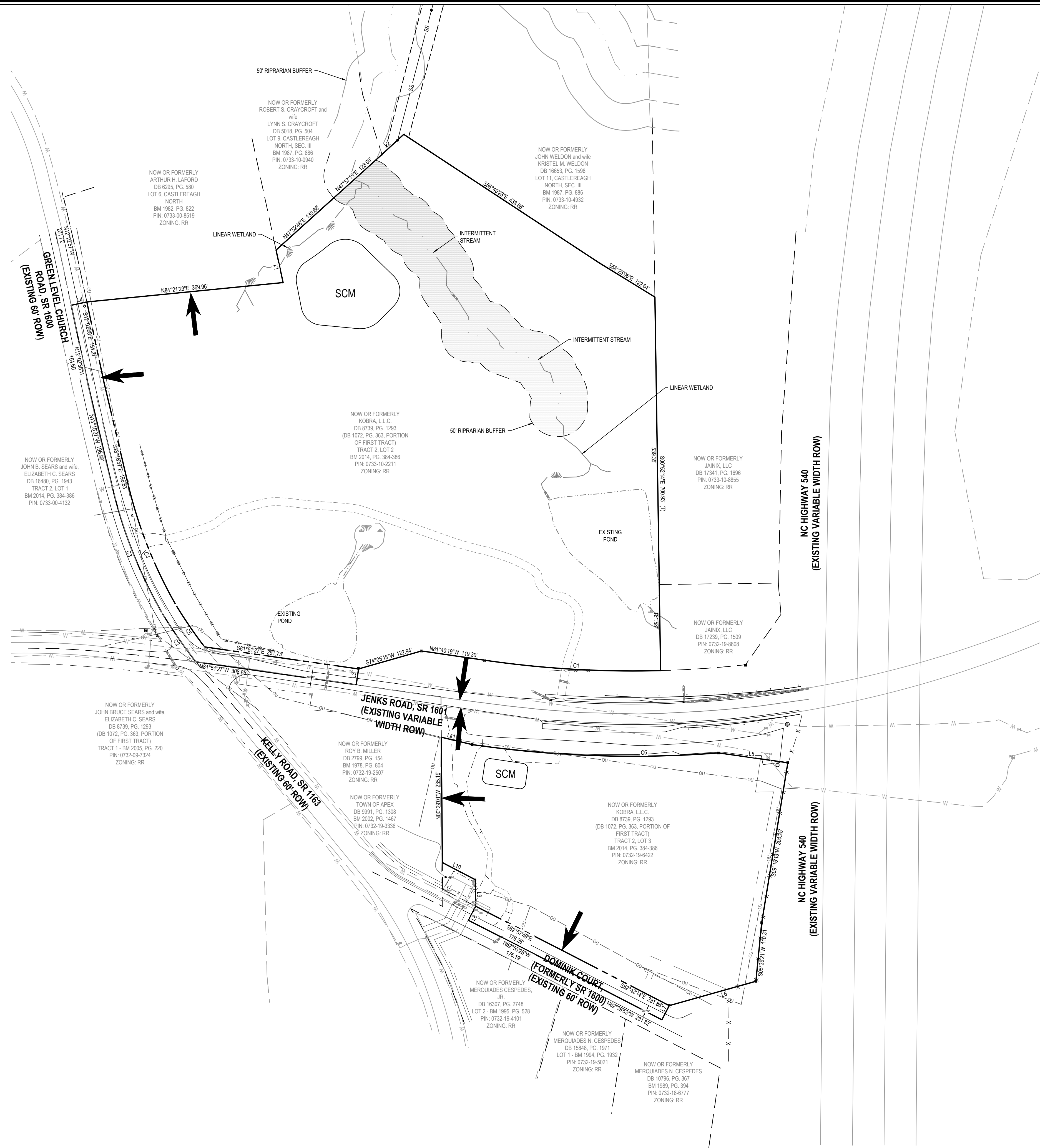
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NORTH CAROLINA

PRELIMINARY UTILITY PLAN

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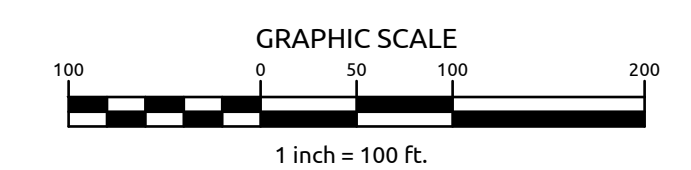
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STORMWATER MANAGEMENT NOTES:

1. TOPOGRAPHIC AND UTILITY INFORMATION BASED ON AVAILABLE GIS MAPPING. PRELIMINARY BOUNDARY SURVEY PREPARED BY WITHERSRAVENEL.
2. WETLAND/STREAM INFORMATION BASED ON EVALUATION BY S&C DATED 02/06/20. BUFFERS BASED ON TOWN OF APEX STREAM BUFFER DETERMINATION (APEX #19-006).
3. REGULATORY FEMA MAPPED FLOODPLAINS DO NOT EXIST ON SITE PER FIRM MAP #3720073300J (5/2/06) & #3720073200J (5/2/06).
4. THE SUBJECT PROPERTY IS LOCATED WITHIN THE TOWN OF APEX PRIMARY WATERSHED PROTECTION OVERLAY DISTRICT.
5. STORMWATER MANAGEMENT FACILITIES SHALL BE DESIGNED PER THE TOWN OF APEX STANDARDS AND REGULATIONS FOR STORMWATER QUANTITY AND QUALITY (UDO SECTION 6.1.7.B).
6. ALL APPLICABLE LOCAL AND STATE ENVIRONMENTAL PERMITS SHALL BE OBTAINED PRIOR TO START OF CONSTRUCTION.
7. STORMWATER TREATMENT WILL BE HANDLED BY INDIVIDUAL OR REGIONAL FACILITIES WITHIN THE SUBJECT PROPERTY OR ADJACENT OFF-SITE DRAINAGE EASEMENT.

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KOBRA TRACT
WAKE COUNTY
NORTH CAROLINA

STORMWATER MANAGEMENT PLAN

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