

PD PLAN

FRIENDSHIP STATION

A PLANNED UNIT DEVELOPMENT

APEX, NORTH CAROLINA

OWNER/DEVELOPER:

Friendship Station, LLC

ORIGINALLY ISSUED: February 1, 2017

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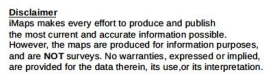
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SECTION 3 – PROJECT DATA

- A. Project name: **Friendship Station PUD**
- B. Owner/Developer: Friendship Station, LLC
PO Box 1720
Cary, NC 27512
- C. Prepared by: Jones & Clossen Engineering, PLLC
P.O. Box 1062, 221 N. Salem Street, Suite 001
Apex, NC 27502
(919) 387-1174
- D. Designated Single Point of Contact:
Stuart M. Jones (Jones & Clossen Engineering, PLLC)
- E. Current and Proposed Zoning of the Property:
Current zoning: RR and R-80W
Proposed zoning: PUD-CZ
- F. Current and Proposed Land Uses:
Current: Residential, Vacant
Proposed: Residential, Office and Commercial
- G. Current and Proposed 2030 Land Use Designation.
Current: Low Density Residential, Medium Density Residential, Mixed
Medium Density Residential and Commercial Services
Proposed: Sections 1 and 3
High Density Residential, Commercial Services, Office Employment
Proposed: Sections 2 and 4-7
Medium Density Residential

H. List of Included Properties

1	3148 OLIVE FARM RD	0720177185
2	3136 OLIVE FARM RD	0720276714
3	3113 OLIVE FARM RD	0720286437
4	3113 OLIVE FARM RD	0720282995
5	3232 OLIVE FARM RD	0720384594
6	8004 HUMIE OLIVE RD	0720393303
7	0 HUMIE OLIVE RD	0720394893
8	0 RICHARDSON RD	0720493535
9	2900 OLD US 1 HWY	0720496990
10	8025 HUMIE OLIVE RD	0721407556
11	8217 HUMIE OLIVE RD	0721304403 (partial)
12	8116 HUMIE OLIVE RD	0721411467
13	2816 RICHARDSON RD	0721412695
14	2804 RICHARDSON RD	0721411862

15	2740 RICHARDSON RD	0721422066 (partial)
16	2732 RICHARDSON RD	0721329353 (partial)
17	8129 HUMIE OLIVE RD	0721318016
18	8129 MH HUMIE OLIVE RD	0721411163
19	8105 HUMIE OLIVE RD	0721414214
20	2908 RICHARDSON RD	0721415035
21	8109 HUMIE OLIVE RD	0721403941
22	2916 RICHARDSON RD	0721402685
23	2705 BUTTERFINGER LN	0721400714
24	2712 BUTTERFINGER LN	0721307565
25	0 HUMIE OLIVE RD	0720590123
26	2800 RICHARDSON RD	0721413974 (partial)
27	8132 HUMIE OLIVE RD	0721317510
28	8021 HUMIE OLIVE RD	0721319514

SECTION 4 – PURPOSE STATEMENT

Friendship Station PUD is a proposed mixed use residential and commercial project to be developed under the Town of Apex ordinance as a Planned Unit Development (PUD). The project contains several parcels either owned or under contract by Friendship Station, LLC. The PUD also includes several parcels owned by individuals who have joined the rezoning application. The project is located along Humie Olive Road and includes a substantial extension of Richardson Road south of Humie Olive Road. The proposed PUD includes parcels that have been used as farm land and also includes a conservation easement area along Little Beaver Creek. The parcels south of Humie Olive Road are designated as Medium Density Residential and Commercial Services on the 2030 Land Use Map and the parcels north of Humie Olive Road are designated as Low Density Residential.

Friendship Station will provide a mix of non-residential and residential uses in the PUD. There are also planned buildings along Richardson Road extension that will have approximately 50,000 square feet of commercial and/or office space on the ground floor with residential flats above. There is also a large commercial section of the PUD that may allow for more buildings with a mix of non-residential and residential uses. There will be a wide variety of residential housing options including residential flats above commercial space, apartments, townhomes with front entry garages, townhomes with rear alley loaded garages, townhomes with private parking areas, single family detached homes with alley access, standard front entry garage single family homes and ranch style homes targeting the over 55 population. The wide variety of residential homes will allow a mix of residents with different ages and income levels.

The proposal to rezone this property to PUD-CZ is in keeping with the Town's objectives to create high quality developments with a small town feel. This development will be a pedestrian friendly community with sidewalks along both sides of the internal public streets and multiple sidewalk connections to public sidewalks along Humie Olive Road. This development will enhance the value of the surrounding properties by providing quality residential and commercial development for the area.

SECTION 5 – PERMITTED USES

The Town of Apex UDO allows a mixture of uses in the PUD zoning district and the owners have chosen to further restrict the allowable uses as listed below:

PARCEL SECTION 1

(More than 30% of Sections 1 and 3 combined will be non-residential)

Residential Uses

Condominium
Multi-family or apartment
Townhouse
Townhouse detached

Public and Civic Uses

Assembly hall, nonprofit
Assembly hall, for-profit
Government service
Veterinary clinic or hospital

Utilities

Utility, minor

Recreational Uses

Greenway
Park, active
Park, passive
Recreational facility, private

Food and Beverage Service

Restaurant, general

Office and Research

Medical or dental clinic or office
Medical or dental laboratory
Office, business or professional
Research facility

Retail Sales and Service

Artisan studio
Barber and beauty shop
Book store
Convenience store
Dry cleaners and laundry service
Financial institution
Floral Shop

Grocery, specialty
Health/fitness center or spa
Newsstand or gift shop
Personal service
Pharmacy (no drive-through)
Printing and copying service
Real estate sales
Retail sales, general
Studio for art
Tailor shop
Pet services

PARCEL SECTION 3

(More than 30% of Sections 1 and 3 combined will be non-residential)

Residential Uses

Condominium
Congregate Living Facility
Accessory apartment

Public and Civic Uses

Ambulatory Health-care Facility with Emergency Dept.
Assembly Hall, nonprofit
Assembly Hall, for profit
Church or place of worship (P/S)
Government service
Veterinary clinic or hospital

Utilities

Utility, minor

Recreational Uses

Entertainment, indoor

Commercial Uses Adult Use

Bar or nightclub (S)

Food and Beverage Service

Restaurant, drive through
Restaurant, general

Office and Research

Medical or dental clinic or office
Medical or dental laboratory
Office, business or professional
Research facility

Public Accommodation

Hotel or motel

Retail Sales and Service

Artisan studio

Barber and beauty shop

Book store

Convenience store

Convenience store with gas sales

Dry cleaners and laundry service

Farmer's market

Financial institution

Floral shop

Grocery, general

Grocery, specialty

Health/fitness center or spa

Kennel, indoor

Newsstand or gift shop

Personal service

Pharmacy

Printing and copying service

Real estate sales

Retail sales, general

Studio for art

Tailor shop

Theater

Pet services

Vehicle repair and service

Vehicle inspection center

Production

Microbrewery

Microdistillery

PARCEL SECTIONS 2, 4 and 7

Residential Uses Only

Single family (Minimum lot size – 4,000 sf, average lot size – 5,000 sf)

Townhouse

Townhouse detached

Utilities

Utility, minor

PARCEL SECTION 5

Residential Uses Only

Single Family (Minimum lot size – 4,500 sf, average lot size – 5,500 sf)

Utilities

Utility, minor

PARCEL SECTION 6

Residential Uses Only

Single Family (Minimum lot size – 6,000 sf, average lot size – 10,000 sf)

Utilities

Utility, minor

SECTION 6 – DESIGN CONTROLS

A. Maximum Densities

Maximum residential density for the project is 5 units per gross acre.

Maximum number of apartment units is 200 and at least 50% of the apartment units shall be located above non-residential uses in the same building.

Section 1 may have up to 50,000 square feet of commercial uses, may have up to 220,000 square feet of office space, may have up to 320 residential units or any combination of these uses.

There is no limit on the total square footage of commercial buildings for the project.

B. Proposed Maximum Height of the Buildings and Number of Stories

Section 1: Maximum height – 54'	Maximum stories – 4
Section 3: Maximum height – 42'	Maximum stories – 3
Sections 2, 4 & 7: Maximum height – 42'	Maximum stories – 3
Sections 5 & 6: Maximum height – 36'	Maximum stories – 2

C. Proposed Minimum Building Setbacks

Residential Single Family Detached

From Buffer or RCA – 10'

Front Yard – 10' Minimum

Side Yard – 5' Minimum (no aggregate)

Rear Yard – 10' Minimum

Driveways from back of sidewalk to garage – 20'

Townhouse

From Buffer or RCA – 10'

Front – 15'
Driveways from back of sidewalk to garage – 20'
Rear – 15'
Side (end units) – 5'
Side (corner) – 10'

Commercial or Multi-family Buildings

From Buffer or RCA – 10'
From Public Right-of-Way – 20'
Building to Building – 20'

D. Percentage of Built upon Area

The UDO allows for a maximum 70 percent of built upon area in a PUD project and the Friendship Station PUD will not exceed that amount.

E. Perimeter Buffers

The PD plans show buffers around the site to provide visual breaks between uses and public roads. In Section 1 and 3 we are proposing a 15 foot Type E buffer along Richardson Road adjacent to the mixed use areas to provide plantings but still allow visibility for retail uses. Generally speaking, the buffers shown are consistent with the current UDO with 10 foot Type B buffers around residential and 20' Type B buffers around commercial areas.

Adjacent residents who asked for additional buffering next to Sections 5 and 6 prompted larger buffer widths and/or buffer density in these sections. The southern and eastern property lines adjacent to Phase 6 will have a minimum 15 foot Type B buffer with an average buffer width of 25 feet. The buffer along the northern property line of Section 5 has been increased to a 20 foot Type A buffer.

F. Percentage of Resource Conservation Area

The Friendship Station PUD is providing at least 25% of the total area for Resource Conservation Area and landscape buffers. If any section of residential single family detached lots is mass graded, then that section shall dedicate an additional 2% RCA.

G. Habitat for Humanity

In Section 2 of the PUD, provide Habitat for Humanity a minimum of eight townhome lots (two building pads), subject to terms negotiated between Habitat for Humanity and the developer.

SECTION 7 – ARCHITECTURAL STANDARDS

Single Family Detached Residential Standards

1. Vinyl siding is not permitted; however, vinyl windows, decorative elements and trim are permitted.
2. Most single family residential detached units shall have a crawl space or a raised slab with a finished floor elevation at least 20 inches above the average grade across the front of the house at the front door. A maximum of 30% of the homes may be at grade ranch homes designed for easier access and these lots will be identified at the time of master plan approval.
3. Garage doors must contain windows, decorative details or carriage-style adornments.
4. House entrances for homes with front facing single-car garages must have a covered porch/stoop area leading to the front door.
5. The garage cannot protrude more than one foot out from the front façade or front porch unless it is a side entry garage.
6. 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
7. All windows on a side elevation shall have decorative trim, shutters or shall be a bay window.
8. Front porches shall be a minimum of 6 feet deep.
9. A varied color palette shall be utilized on homes throughout the subdivision to include a minimum of five color families for siding and shall include varied trim, shutter, and accent colors complementing the siding color.
10. Eaves shall project at least 12 inches from the wall of the structure.
11. The roof shall be pitched at 5:12 or greater for 25% of the building designs.

Townhome Residential 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 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. Garage doors must contain windows, decorative details or carriage-style adornments.
4. House entrances for homes with front facing single-car garages must have a covered porch/stoop area leading to the front door.
5. The garage cannot protrude more than one foot out from the front façade or front porch unless it is a side entry garage.
6. 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 gable
 - Decorative gable
 - Decorative cornice
 - Column
 - Portico
 - Balcony
 - Dormer
7. All windows on a side elevation shall have decorative trim, shutters or shall be a bay window.
8. Roofline cannot be a single mass; it must be broken up either horizontally or vertically between every other unit.
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. Guest parking shall be distributed so that there is at least one guest parking space within 200' of each townhome lot.

Apartment Residential 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 on them.
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

Commercial Standards

1. Building Hierarchy

Buildings to be located on the subject property shall be architecturally compatible by way of colors and use of materials. Buildings shall be consistent in scale, massing, relationship to the street, and style. Corner buildings shall match or exceed the height of adjacent buildings.

2. Setbacks

The buildings shall be placed to maintain a consistent street edge. The relationship of the building to the street edge shall emphasize pedestrian circulation. Pedestrian spaces such as sidewalk dining or shaded seating are encouraged. Whenever possible, required parking and open space shall be maintained in the rear or sides of a building.

The orientation of drive thru- lanes, pick-up windows, and other utilitarian building functions should not be oriented toward or located adjacent the street. If drive-thru lanes must be located adjacent to a street, they shall be screened through the use of low walls and/or landscaping. Pick-up windows shall be de-emphasized through screening and/or architectural elements.

3. Building Tenant Size

Buildings shall not have a single tenant which exceeds thirty-five thousand (35,000) square feet.

4. Massing and Proportion

Buildings shall have vertical proportions. Segments shall be no more than sixty (60) feet in width and each section taller than it is wide. Windows and storefront glazing shall be divided to be either square or vertical in proportion so that each section is taller than it is wide. Permitted setbacks can be used to articulate bays of a building to break up its width.

Architectural features such as but not limited to columns, piers, rooflines, and brick patterns can be used to divide and create vertical orientation on building facades.

5. Building Height and Roof Type

Simple parapet roof edges with varying coping and cornice may be used. The rooflines shall vary from building to building as well as within buildings with wide street frontage. The varying heights shall follow logical building massing and shall correspond to building organization.

6. Façade

Each façade shall have a rhythm that is repeated through the pattern of wall and openings. The building façade shall have an identifiable base, body, and cap with horizontal elements separating these components. The body of the building shall constitute a minimum of fifty (50%) percent of the total building height. Buildings shall not have blank side walls creating a false front appearance. In addition, corner buildings shall have two facades which maintain a relationship to each other although they do not need to be identical.

7. Façade at Street Level

The street level of the facades shall provide human scaled entries including but not limited to recessed entries, sheltering elements and adjacent storefront windows. Facades shall incorporate a minimum of two (2) continuous details refined to the scale of twelve (12) inches or less within the first ten (10) feet of the building wall, measured vertically at street level. Recessed arcades, entries flush with the building face and small entries without adjacent windows shall be avoided.

8. Windows

Windows shall be vertically oriented. The highest percentage of glazing shall be provided at the street level. A minimum of fifty (50%) percent of the street level facade area shall be transparent. Upper floors shall have a minimum of thirty-five (35%) percent transparency for the façade area. Simple patterns shall be used to subdivide the windows creating additional character to the buildings. Overall vertical building proportions shall be expressed in the window proportions. Expanses of vertical windows which give the overall appearance of horizontal massing shall be avoided.

9. Materials

The exterior materials for nonresidential product include a combination of building materials. The primary (front) façade of the main buildings to be considered include:

- Brick masonry
- Decorative concrete block (either integrally colored or textured)
- Stone accents
- Aluminum storefronts with anodized or pre-finished colors.
- EIFS cornices, and parapet trim. EIFS or synthetic stucco shall not be used in the first four feet above grade and shall be limited to only 25% of each building facade.
- Precast concrete

10. Lighting

Only full cut-off lighting fixtures and external house side shields shall be allowed where non-residential properties are adjacent to residential properties.

SECTION 8 – PARKING AND LOADING

Parking and loading requirements for the commercial and residential areas shall conform to the parking standards listed in the Town of Apex UDO Section 8.3.

SECTION 9– SIGNS

Signage for this project will comply with UDO section 8.7. The developer shall submit a master sign plan that shows signage locations and details of signage patterns throughout the development.

SECTION 10 – NATURAL RESOURCE AND ENVIRONMENTAL DATA:

- A. This project is located in the Little Beaver Creek drainage basin which is in the Cape Fear Basin. This project currently falls within the secondary watershed protection overlay district as shown on Town of Apex watershed maps.
- B. There is a FEMA mapped floodplain along Little Beaver Creek as shown on FEMA FIRM Map Number 3720072100J, dated May 2, 2006.
- C. There are no known historic structures on this project.
- D. The PUD will provide buffers along Humie Olive and Richardson Roads which will be used for decorative plantings and aesthetic appeal. Individual sections within the development may also have additional landscape areas located on the site based upon their specific site or subdivision plan. The PUD will dedicate at least 25% of the area of the PUD for Resource Conservation Area or buffer.

SECTION 11 – STORMWATER MANAGEMENT

Friendship Station PUD will meet all applicable requirements and standards as described in section 6.1 of the Apex UDO. This project will meet all stormwater reduction requirements including limiting the post-development stormwater flows to not exceed the pre-development stormwater runoff.

Friendship Station PUD will use approved devices to control the stormwater and sediment runoff. These devices may include detention ponds, retention ponds, bioretention areas or any other approved BMP stormwater control. Stormwater control devices shall be landscaped and constructed to be an amenity to the development and shall blend into the surroundings.

SECTION 12 – PARKS AND RECREATION

The project was reviewed by the PRCR Advisory Commission on Wednesday, April 26th. The Commission recommended a land dedication, credit for construction of Public Greenways to the Little Beaver Creek Greenway System and to Olive Farm Park and a fee-in-lieu for any balance of Rec Sub Fees owed based on the number of units and types proposed at Master Subdivision Approval. The fee rate will be based on the rate of the current year when the PUD is approved by Town Council.

SECTION 13 – PUBLIC FACILITIES

This project is located along Humie Olive Road and is adjacent to Richardson Road. The project will be building a significant portion of the Richardson Road extension to the south of Humie Olive Road. Friendship Station will include the extension of public streets into the site from Humie Olive Road and several connections to existing public streets as shown on the PUD Layout Plan. All public streets will have sidewalks on both sides of the street. The developer will extend a public sidewalk from the PUD boundary to the Friendship School campus within the existing public right-of-way of Humie Olive Road. The Transportation Plan and Parks, Recreation, and Greenways Master Plan identify a 10' multi-use path in this location. The multi-use path will be constructed along the PUD frontage on Humie Olive Road but will transition to a 5' sidewalk to provide an off-site pedestrian connection while avoiding impacts to uses on adjacent parcels including a cemetery. The transportation network for Friendship Station will be consistent with the Town of Apex Transportation Plan and associated requirements of the UDO. The project will build a section of the Richardson Road extension from Humie Olive Road to the property line with Charles & Theodore Walden. The PD Plan recognizes that the Town of Apex is in the process of preparing a conceptual design for future Richardson Road in the pursuit of a release of right-of-way for the Richardson Road extension through the Little Beaver Creek Conservation Easement. It is understood that the planned alignment of future Richardson Road between Humie Olive Road and Old US 1 Highway and the associated network of collector streets may be amended based on what an Interagency Review Team (IRT) consisting of the NC Department of Transportation, NC State Property Office, NC Department of Environment and Natural Resources, NC Department of Water Resources, and the US Army Corps of Engineers determines is allowable through the conservation easement. While the PUD layout proposes an alignment of Richardson Road and the associated Major Collector Street that is consistent with the current Transportation Plan, the layout will be revised if needed based on the determination of the IRT.

The developers of Friendship Station will work with the Town of Apex, Wake County Public Schools and other parties while a final location for Richardson Road is determined.

Transportation Conditions – Based Upon the TIA

All proposed roadway improvements on state maintained roadways and the design for the new extension of Richardson Road including all proposed points of access are subject to NCDOT review and approval.

Humie Olive Road and New Hill Olive Chapel Road (to be completed in Phase I)

Developer shall extend the westbound left-turn lane on Humie Olive Road to provide 250 feet of storage and appropriate taper. Developer shall construct a southbound left-turn lane on New Hill Olive Chapel Road with 150 feet of storage and appropriate taper.

Humie Olive Road and Olive Farm Road (to be completed in Phase I)

Developer shall construct a westbound left-turn lane on Humie Olive Road with 50 feet of storage and appropriate taper.

Humie Olive Road and Richardson Road (to be completed in Phase I) Developer shall construct the northbound Richardson Road approach with an exclusive left turn lane with a minimum of 75 feet storage and a shared through- right lane. Developer shall reconstruct the southbound Richardson Road approach with an exclusive left turn lane with a minimum of 250 feet storage and a shared through- right lane. Developer shall construct a westbound left-turn lane with a minimum of 100 feet of storage and appropriate taper. Developer shall construct an eastbound left-turn lane with a minimum of 100 feet of storage and appropriate taper. Developer shall install a traffic signal when warranted and permitted by NCDOT, subject to evaluation through a warrant study to be conducted by the developer when requested by Town staff.

Richardson Road and Site Drive #1 (right-in/right-out only)

Developer shall construct stop-controlled right-in/right-out eastbound and westbound approaches with 1 lane of egress and 1 lane of ingress at this intersection and install a median on Richardson Road to prevent left turns. Site Drive #1 should be spaced far enough from adjacent intersections on Richardson Road to provide for future turn lane storage and transition when this road is ultimately widened to a 4-lane divided facility according to the Apex Transportation Plan.

Richardson Road and Site Drive #2

Developer shall construct stop-controlled full movement eastbound and westbound approaches with 1 lane of egress and 1 lane of ingress at this intersection. Site Drive #2 should be spaced at least 800 feet from adjacent full movement intersections on Richardson Road to provide for future turn lane storage and transition when this road is ultimately widened to a 4-lane divided facility according to the Apex Transportation Plan.

Richardson Road and Site Drive #3

Developer shall construct a stop-controlled full movement eastbound approach with 1 lane of egress and 1 lane of ingress and an exclusive southbound right turn lane with 50 feet of storage and appropriate taper at this intersection. Site Drive #3 should be spaced at least 800 feet from adjacent full movement intersections on Richardson Road to provide for future turn lane storage and transition when this road is ultimately widened to a 4-lane divided facility according to the Apex Transportation Plan.

Humie Olive Road and McKenzie Ridge/Site Drive #4

Developer shall construct a stop-controlled full movement northbound approach with 1 lane of egress and 1 lane of ingress across from the McKenzie Ridge subdivision entrance and

construct eastbound and westbound left-turn lanes on Humie Olive Road both with 50 feet of storage and appropriate taper.

Richardson Road and Site Drive #5

Developer shall construct a three-leg intersection for Phase I, with a stop-controlled full movement westbound approach with 1 lane of egress and 1 lane of ingress and a southbound left-turn lane with 100 feet of storage and appropriate taper. Site Drive #5 should be spaced at least 800 feet from adjacent full movement intersections on Richardson Road to provide for future turn lane storage and transition when this road is ultimately widened to a 4-lane divided facility per Apex Transportation Plan. In Phase II, Developer shall construct a stop-controlled full movement eastbound approach with 1 lane of egress and 1 lane of ingress, a southbound right-turn lane with 200 feet of storage and appropriate taper, and a northbound left-turn lane with 75 feet of storage and appropriate taper.

Richardson Road and Site Drive #6 (right-in/right-out only)

Developer shall construct a stop-controlled right-in/right-out westbound approach with 1 lane of egress and 1 lane of ingress at this intersection and install a median on Richardson Road to prevent left turns. Site Drive #6 should be spaced far enough from adjacent full movement intersections on Richardson Road to provide for future turn lane storage and transition when this road is ultimately widened to a 4-lane divided facility according to the Apex Transportation Plan.

Humie Olive Road and Site Drive #7 (right-in/right-out only)

Developer shall construct a stop-controlled right-in/right-out northbound approach with 1 lane of egress and 1 lane of ingress at this location, including an eastbound right turn lane on Humie Olive Road with a minimum of 100 feet storage and appropriate taper. This access shall include a median on Humie Olive Road to prevent left turns and be located far enough from the intersection of Richardson Road to accommodate appropriate deceleration and storage length for the westbound left turn lane at Richardson Road.

Humie Olive Road and Site Drive #8 (right-in/right-out only)

Developer shall construct a stop-controlled right-in/right-out southbound approach with 1 lane of egress and 1 lane of ingress in Phase I. This access shall include a median on Humie Olive Road to prevent left turns. Developer shall construct a stop-controlled right-in/right-out northbound approach with 1 lane of egress and 1 lane of ingress, and providing an eastbound right turn lane with a minimum of 100 feet storage and appropriate taper in Phase II.

As shown on the PUD Utility Plans, the sanitary sewer connection will come by extending the Little Beaver Creek outfall from west to east through the project. Friendship Station will have to connect to the sewer outfall proposed as part of the Woodbury project and extend the outfall up to the site and then through the site. At this time the line size is shown as a sixteen inch sewer line on the Town sewer infrastructure plans. Water distribution service will be provided to this project by the extension of a twelve inch waterline along Humie Olive Road and into the site along the Richardson Road extension. There will be at least two other waterline connections for the project which will loop the waterlines through other development

projects.

SECTION 14 – PHASING

The project shall be developed in at least eight phases. The residential development of Section 7 may be the first phase developed because of the current availability of sewer service and this process may begin in 2017. Other development will depend to a large amount on the schedule of the sewer outfall and the demand for residential rooftops, office employment and commercial services.

SECTION 15 – CONSISTENCY WITH LAND USE PLAN

The Town of Apex 2030 Land Use Map currently designates the area south of Humie Olive Road area for medium density residential and a mixed use area of medium density residential and commercial services while the area north of Humie Olive Road is shown as low density residential. We believe this PUD is appropriate for the area, is consistent with the current intent of the Town Council and we have requested a Land Use Map Amendment for Sections 1, 3 & 7.

SECTION 16 – COMPLIANCE WITH THE UDO

The proposed plans for Friendship Station PUD are in compliance with the standards and allowances provided in the current approved version of the Town of Apex Unified Development Ordinance. Any variance from UDO requirements has been noted in this plan.

SECTION 17 – LAND USE NOTES

- A. This project will require the formation of at least one Property Owners Association which will handle the maintenance of common areas, buffers, RCA, stormwater devices, etc.
- B. The existing houses on the property will be either moved or removed from the site.