

ORDINANCE AMENDING THE OFFICIAL ZONING DISTRICT MAP OF THE TOWN OF APEX TO CHANGE THE ZONING OF APPROXIMATELY 203.7 ACRES LOCATED ON 0,3148, 3136, 3113, AND 3232 OLIVE FARM ROAD; 0, 2916, 2908, 2816, AND 2804 RICHARDSON ROAD; 0, 0, 8004, 8025, 8129, 8109, 8105, 8132, 8021, AND 8116 HUMIE OLIVE ROAD; 2900 OLD US 1 HWY, 2712 AND 2705 BUTTERFINGER LANE; AND PARTS OF 8217 HUMIE OLIVE ROAD, 2740, 2800, AND 2732 RICHARDSON ROAD FROM RURAL RESIDENTIAL AND R-40W TO PLANNED UNIT DEVELOPMENT CONDITIONAL ZONING

#17CZ04

WHEREAS, the application of Friendship Station, LLC/Jones & Cnossen Engineering, PLLC, petitioner, for the rezoning of lands hereinafter described was duly filed with the office of the Planning Director and thereafter a public hearing was held hereon on the 12th day of June 2017 before the Planning Board. Thereafter, the Planning Board submitted its final report to the Town Council recommending approval of said application for the rezoning of the lands hereinafter described, all in accordance with the requirements of the Town of Apex Unified Development Ordinance and the provisions of Chapter 160A, Article 19, of the North Carolina General Statutes. A public hearing was held on the 20th day of June 2017, before the Town Council. All public hearings were held pursuant to due notice mailed and published pursuant to G.S. § 160A-384; **NOW, THEREFORE**,

BE IT ORDAINED BY THE TOWN COUNCIL OF THE TOWN OF APEX

Section 1: The lands that are the subject of the Ordinance are those certain lands described in Attachment "A" – Legal Description which is incorporated herein by reference, and said lands are hereafter referred to as the "Rezoned Lands."

Section 2: The Town of Apex Unified Development Ordinance, including the Town of Apex North Carolina Official Zoning District Map which is a part of said Ordinance, is hereby amended by changing the zoning classification of the "Rezoned Lands" from RR (Rural Residential) and R-40W (Wake County Zoning) to PUD-CZ (Planning Unit Development-Conditional Zoning) District, subject to the conditions stated herein.

Section 3: The Planning Director is hereby authorized and directed to cause the said Official Zoning District Map for the Town of Apex, North Carolina, to be physically revised and amended to reflect the zoning changes ordained by this Ordinance.

Section 4: The "Rezoned Lands" are subject to the conditions in Attachment "B" Friendship Station PUD which are imposed as part of this rezoning.

Section 5: The "Rezoned Lands" shall be perpetually bound to the conditions imposed including the uses authorized, unless subsequently changed or amended as provided for in the Unified Development Ordinance. Site plans for any development to be made pursuant to this amendment to the Official Zoning District Map shall be submitted for site plan approval as provided for in the Unified Development Ordinance.

Ordinance Amending the Official Zoning District Map #17CZ04
Page Two

Section 6: This ordinance shall be in full force and effect from and after its adoption.

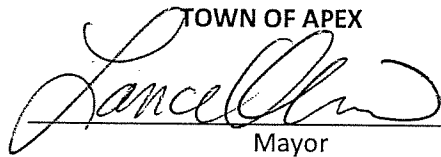
Motion by Council Member WILKIE

Seconded by Council Member MOYER

With 3 Council Member(s) voting "aye."

With 1 Council Member(s) voting "no."

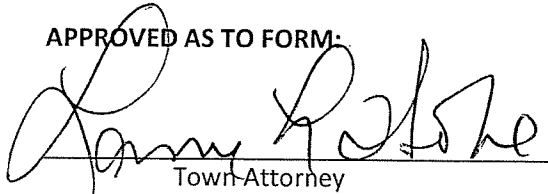
This the 18th day of July 2017.

TOWN OF APEX

Mayor

ATTEST:


Town Clerk

APPROVED AS TO FORM:


Town Attorney

Attachment "A"

Lying and being in the Buckhorn Township, Wake County, North Carolina, and described as follows more fully to wit;

BEGINNING at an existing iron pipe in Humie Olive Road (N.C.S.R. No. 1142) and being a southwestern corner of Parkside Development Group, LLC "Common Area"; thence with aforesaid Humie Olive Road, South 80°02'59" East, 38.87 feet to a point in Humie Olive Road; thence to and with the western property lines of Christian Chapel United Church Of Christ, the following four (4) courses and distances with Christian Chapel United Church Of Christ, South 05°01'44" West, 59.99 feet to an existing iron pipe, South 07°59'14" West, 692.03 feet to an existing iron pipe, South 78°01'41" East, 402.66 feet to an existing iron pipe, and South 01°08'21" West, 155.69 feet to an existing iron pipe, a corner with Wake County Board Of Education; thence the following two (2) with Wake County Board Of Education, South 01°18'53" West, 849.78 feet to an existing iron pipe and South 01°18'53" West, 232.72 feet to an existing iron pipe; thence another property line of Wake County Board Of Education, South 01°47'33" West, 413.56 feet to an existing railroad iron, being a corner in the line of William Pridgen; thence with the line of William Pridgen, North 87°59'19" West, 317.25 feet to an existing iron pipe, being a corner with Margaret R. Bland Heirs; thence with an eastern property line of Margaret R. Bland Heirs, North 01°11'51" East, 235.48 feet to an existing iron pipe being a corner with Margaret R. Bland Heirs; thence the following two (2) courses and distances with aforesaid Bland Heirs, North 79°08'21" West, 1032.11 feet to an existing iron pipe, and South 17°27'32" West, 475.38 feet to an existing railroad iron, being a corner with Elizabeth H. Olive; thence the following five (5) courses and distances with Elizabeth H. Olive, South 86°09'52" East, 90.00 feet to an existing iron pipe, South 01°39'57" East, 652.95 feet to an existing iron pipe, South 78°21'44" West, 535.32 feet to an existing iron pipe, South 80°54'27" West, 119.41 feet to an existing iron pipe, a corner with Elizabeth H. Olive; thence with an eastern property line of aforesaid Olive, South 02°29'50" West, 514.61 feet to an existing iron pipe, being the northwestern corner of Johnny L. Hinsley; thence with the western property line of aforesaid Hinsley, South 02°47'56" West, 450.90 feet to an existing iron pipe, a corner with Ronald D. Hinsley; thence with the western property line of aforesaid Hinsley, South 02°45'28" West, 356.09 feet to an existing railroad iron, being a northern corner of Michael G. Hauch; thence with a northern property line of aforesaid Hauch, North 88°11'01" West, 419.45 feet to an existing iron pipe; thence with the northern property line of Michael P. Cuales, North 88°11'01" West, 374.98 feet to an existing iron pipe, a corner of Linda Barbee Barker; thence with the northern property line of aforesaid Barker, North 88°13'19" West, 853.90 feet to an existing iron pipe, a corner with David G. Bristol; thence with the northern property line of aforesaid Bristol, South 87°50'57" West, 333.35 feet to an existing iron pipe, being a corner in the eastern property line of George Heelan, Trustee; thence with an eastern property line of aforesaid Heelan, North 03°53'45" East, 401.11 feet to an existing iron pipe, being a corner of Robert A. Olive; thence the following three (3) courses and distance with aforesaid Olive, South 86°03'25" East, 129.96 feet to a nail set at an existing iron pipe, North 60°28'08" East, 665.17 feet to an existing iron pipe, North 03°55'21" East, 1000.58 feet to a point in the centerline of

Olive Farm Road (N.C.S.R. No. 1178), being a corner with Robert A. Olive; thence the following three (3) courses and distances with the centerline of aforesaid Olive Farm Road, North 72°38'24" West, 18.46 feet to a point, North 72°08'09" West, 43.60 feet to a point, and North 06°51'16" East, 10.20 feet to an existing iron pipe, being a corner of Robert A. Olive within the right-of-way of Olive Farm Road (N.C.S.R. No. 1178) ; thence another property line of Robert A. Olive, North 82°02'30" West, 33.53 feet to a point in aforesaid road centerline, being a corner with George Heelan, Trustee; thence the following eight (8) courses and distance with the property lines of aforesaid Heelan in the centerline of Olive Farm Road, North 62°14'29" West, 52.89 feet to an existing iron pipe, North 37°22'59" West, 74.93 feet to an existing iron pipe, North 10°23'56" West, 99.91 feet to an existing iron pipe, North 00°11'51" West, 100.03 feet to an existing iron pipe, North 01°43'36" East, 99.99 feet to an existing iron pipe, North 03°43'43" East, 99.93 feet to an existing iron pipe, North 12°12'29" East, 100.17 feet to an existing iron pipe, and North 21°52'10" East, 100.10 feet to an existing iron pipe, being a corner with Robert L. Kelly; thence another property line with Robert L. Kelly, North 89°44'16" East, 33.66 feet to an existing railroad iron, being a corner of the Olive Cemetery; thence the following three (3) courses and distances with the Olive Cemetery, South 00°29'07" West, 148.51 feet to an existing iron pipe, South 87°21'06" East, 148.44 feet to an existing iron pipe, and North 01°45'58" East, 105.80 feet to an existing iron pipe, being a corner with Robert L. Kelly; thence the following ten (10) courses and distances with Robert L. Kelly, South 68°58'28" East, 661.98 feet to a point, North 23°00'22" East, 54.97 feet to a point, North 00°52'23" East, 85.65 feet to a point, North 47°08'03" East, 83.29 feet to a point, North 05°08'20" East, 120.59 feet to a point, North 12°09'29" East, 69.95 feet to a point, North 12°09'30" East, 92.68 feet to an existing iron pipe, North 07°54'55" East 120.66 feet to an existing iron pipe, North 50°50'30" East, 75.31 feet to an existing iron pipe, and North 86°23'50" East, 57.27 feet to a point in the centerline of a branch, being a corner of Buckingham Pines, LLC; thence with the western property lines of Buckingham Pines, LLC, up the run of a branch the following twenty-six (26) courses and distances, North 39°52'08" East, 7.69 feet to a point, North 22°31'18" East, 19.06 feet to a point, South 73°56'05" East, 18.17 feet to a point, North 28°33'04" East, 32.59 feet to a point, North 41°20'59" West, 25.18 feet to a point, North 00°31'32" West, 35.73 feet to a point, North 41°10'02" East, 24.16 feet to a point, North 01°10'20" East, 22.65 feet to a point, North 69°17'53" West, 16.25 feet to a point, North 01°37'49" East, 20.94 feet to a point, North 34°48'26" East, 64.42 feet to a point, North 47°33'34" West, 8.45 feet to a point, North 61°46'25" East, 34.01 feet to a point, North 33°29'35" East, 44.85 feet to a point, North 10°42'17" West, 12.69 feet to a point, North 26°32'34" East, 26.81 feet to a point, North 03°27'29" East, 14.11 feet to a point, North 23°05'48" West, 11.14 feet to a point, North 53°59'11" East, 22.01 feet to a point, North 22°38'26" East, 9.76 feet to a point, North 67°47'16" East, 18.52 feet to a point, North 12°44'34" West, 9.39 feet to a point, North 24°18'41" East, 11.43 feet to a point, North 22°57'23" West, 14.15 feet to a point, North 44°46'28" East, 18.03 feet to a point, and North 03°06'50" West, 35.45 feet to a point in aforesaid branch centerline, being a corner with Dianne O. Ellis; thence the following two (2) courses and distances with Dianne O. Ellis, South 89°42'42" East, 463.67 feet to an existing iron pipe, and North 00°53'35" West, 792.58 feet to an existing iron pipe, being a corner with Algird Stunzenas; thence with the western property line of aforesaid Stunzenas, North 00°58'34" East, 255.71 feet to a

point in the centerline of Humie Olive Road (N.C.S.R. No. 1142); thence the following three (3) courses and distances with the centerline of Humie Olive Road, North 55°45'08" East, 3.24 feet to a point, North 57°39'40" East, 76.55 feet to a point, North 59°10'23" East, 52.24 feet to an existing railroad spike, a corner of Arcadia West Development, LLC; thence the following two (2) courses and distances with Arcadia West Development, LLC, North 02°27'31" East, 624.71 feet to an existing iron pipe and North 05°56'20" East, 643.67 feet to an existing iron pipe, being the southwest corner of Mainer T. Holland; thence with the southern property line of Mainer T. Holland, South 89°03'38" East, 293.62 feet to an iron pipe set, a new corner with Cheryl Renee Walden Wright; thence a new line with aforesaid Wright, South 15°42'28" East, 251.24 feet to an iron pipe set, a new corner with Jean Holloway Walden; thence a new line with aforesaid Walden, South 15°33'16" West, 230.62 feet to an iron pipe set, a new corner with Linda Walden Brown; thence with the north line of aforesaid Brown, North 87°26'53" East, 51.01 feet to an existing iron pipe, being the northwest corner of Willie R. Walden; thence with aforesaid Walden, North 87°27'32" East, 477.01 feet to an iron pipe set; a new corner with Willie R. Walden; thence a new line with Willie R. Walden, South 04°23'59" East, 117.94 feet to an iron pipe set, a new corner with Willie R. Walden in a northern line of Linda Walden Brown; thence with aforesaid Brown, North 89°10'56" East, 196.68 feet to an existing railroad spike in the centerline of Richardson Road (N.C.S.R. No. 1145); thence the following three (3) courses and distances along the centerline of Richardson Road (N.C.S.R. No. 1145), South 07°03'30" West, 126.31 feet to a point, South 07°01'19" West, 190.32 feet to a point, and South 07°05'16" West, 134.67 feet to an existing railroad spike in the intersection of Richardson Road (N.C.S.R. No. 1145) and Humie Olive Road (N.C.S.R. No. 1142), being the southwestern corner for John D. Butler; thence with the southern property line of aforesaid Butler and with Humie Olive Road (N.C.S.R. No. 1142), South 80°02'59" East, 217.34 feet to the point and place of BEGINNING and containing 203.745 acres more or less. The above described tract of land being all of Wake County PIN's 0721.03-31-8016, 0721.03-41-1862, 0721.03-41-1467, 0721.03-40-7556, 0721.03-49-6990, 0720.01-49-3535, 0720.01-39-4893, 0720.01-39-3303, 0720.01-38-4594, 0720.01-28-6437, 0720.01-28-2995, 0721.03-41-2695, 0721.01-27-6714, 0720.01-17-7185, 0720.01-59-0123, 0721.03-41-4214, 0721.03-41-1163, 0721.03-40-3941, 0721.03-40-2685, 0721.03-40-0714, 0721.03-30-7565, 0721.03-41-5035, 0721.03-31-7510, 0721.03-31-9514, and a portion of Wake County PIN's, 0721.03-32-9353, 0721.03-30-4403, 0721.03-42-2066, and 0721.03-41-3974.

PD PLAN

FRIENDSHIP STATION

A PLANNED UNIT DEVELOPMENT

APEX, NORTH CAROLINA

OWNER/DEVELOPER:

Friendship Station, LLC

ORIGINALLY ISSUED: February 1, 2017

Revised March 10, 2017

April 12, 2017

May 4, 2017

May 31, 2017

June 13, 2017

July 10, 2017

July 18, 2017

Jones & Crossen Engineering, PLLC

221 N. Salem Street, Suite 001

P.O. Box 1062

Apex, NC 27502

(919)387-1174

SECTION 2 – VICINITY MAP



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.

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

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'

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

- 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

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.

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

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

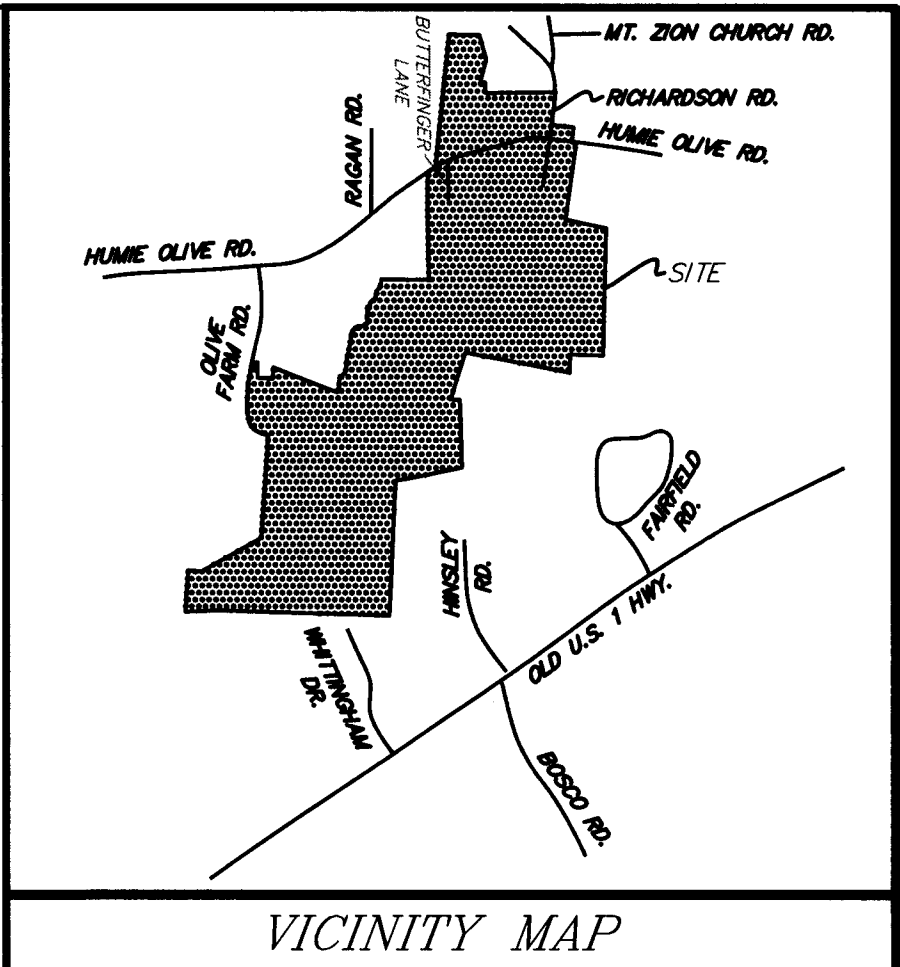
The proposed plans for Friendship Station PUD are in compliance with the standards and allowances provided in the current approved version of the Town of Apex Unified Development Ordinance. Any variance from UDO requirements has been noted in this plan.

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.

1. PROTECTION FENCING MUST BE PLACED AWAY FROM ANY SAVED TREE ONE FOOT FOR EACH INCH OF TREE CALIPER. PROTECTION FENCING MUST BE PLACED AT LEAST 10 FEET AWAY FROM ANY OTHER DESIGNATED RESOURCE CONSERVATION AREA, SUCH AS BUT NOT LIMITED TO HISTORIC BUILDINGS AND STRUCTURES. WETLANDS, WETLAND BUFFER, PROTECTION FENCING MUST BE PLACED ALONG THE OUTSIDE LINE OF THE 100-YEAR FLOODPLAIN, AND THE OUTSIDE EDGE OF ANY RIPARIAN BUFFER. ADDITIONAL PROTECTION FENCING MAY BE REQUIRED IN OTHER LOCATIONS CLOSE TO CONSTRUCTION ACTIVITY WHERE IT IS DEEMED NECESSARY BY THE ZONING ENFORCEMENT OFFICER; SUCH AREAS MAY INCLUDE BUT ARE NOT LIMITED TO COMMON PROPERTY LINES OR NEAR PUBLIC AREAS (SIDEWALKS, ETC.).
2. SITE ELEMENTS REQUIRED TO SATISFY RECREATION AND OPEN SPACE REQUIREMENTS SUCH AS BUT NOT LIMITED TO PLAY AREAS, GREENWAYS, TRAILS, AND OTHERS TYPICALLY ASSOCIATED WITH THEM (BENCHES, TRASH CONTAINERS, SIGNS, ETC.) MUST MEET ANY APPLICABLE STANDARDS FOUND IN THE TOWN OF APEX STANDARD SPECIFICATIONS AND CONSTRUCTION DETAILS AND THE REQUIREMENTS OF THE TOWN OF APEX PARKS AND RECREATION DEPARTMENT.
3. ALL REQUIRED SITE ELEMENTS SHOWN WITHIN A PARTICULAR PHASE MUST BE COMPLETED BEFORE A FINAL CERTIFICATE OF OCCUPANCY MAY BE ISSUED FOR ANY BUILDING WITHIN THAT PHASE.
4. NO SIGNS ARE APPROVED AS PART OF A PUD-CZ PLAN APPROVAL. A SEPARATE SIGN PERMIT MUST BE OBTAINED.

1. THE SECTION AREAS AND RCA AREAS ARE APPROXIMATE AND MAY CHANGE AT THE TIME OF MASTER PLAN APPROVAL.
2. FUTURE PUBLIC ROADWAY CONNECTIONS ARE SHOWN TO DEMONSTRATE CONNECTIVITY FOR THE OVERALL PROJECT BUT SPECIFIC LOCATIONS WILL BE DETERMINED AT THE TIME OF MASTER PLAN APPROVAL.
3. THE MAINTENANCE OF LAND, LANDSCAPE BUFFERS, COMMON AREAS AND THE STORMWATER DEVICES SHALL BE THE RESPONSIBILITY OF THE PROPERTY OWNERS ASSOC.
4. ALL INTERNAL PUBLIC STREETS SHALL HAVE 50 FEET OF RIGHT-OF-WAY, 27 FEET OF CURB AND ASPHALT WITH SIDEWALKS ON BOTH SIDES OF THE STREET UNLESS SPECIFIED OTHERWISE.
5. RICHARDSON ROAD EXISTING IMPROVEMENTS SHALL INCLUDE 2 LANES BUILT-UP ON THE EAST SIDE OF THE RAW AND TURN LANES AS NECESSARY.
6. DEVELOPER SHALL DEDICATE ADDITIONAL RAW ALONG THE FRONTAGE OF SECTION 7 TO ACCOMMODATE THE FUTURE REALIGNMENT OF RICHARDSON ROAD BASED UPON A 100' RAW AND 50 MPH DESIGN STANDARD.



SITE DATA	
TOTAL PROJECT AREA	203.7 ACRES
MAX. DENSITY - RESIDENTIAL SECTION 1	10 UNITS PER ACRE
MAX. DENSITY - RESIDENTIAL SECTIONS 2 & 4-7	6 UNITS PER ACRE (PER SECTION)
OVERALL RESIDENTIAL DENSITY	5 UNITS PER ACRE
RCA / LANDSCAPE BUFFER AREA REQUIRED	25% OR 50.9 ACRES
RCA / LANDSCAPE BUFFER AREA PROVIDED	25% OR 50.9 ACRES
WATERSHED PROTECTION OVERLAY DISTRICT	PRIMARY
DESIGNATED 100-YEAR FEMA FLOODPLAIN	NO
PUBLIC RECREATION REQUIREMENT	SINGLE FAMILY DETACHED UNITS @ \$3,286.33
FEE-IN-LIEU	SINGLE FAMILY ATTACHED UNITS @ \$2,200.58
	MULTI-FAMILY UNITS @ \$1,937.54



GRAPHIC SCALE

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 a minimum of 25 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 the DOT, 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.

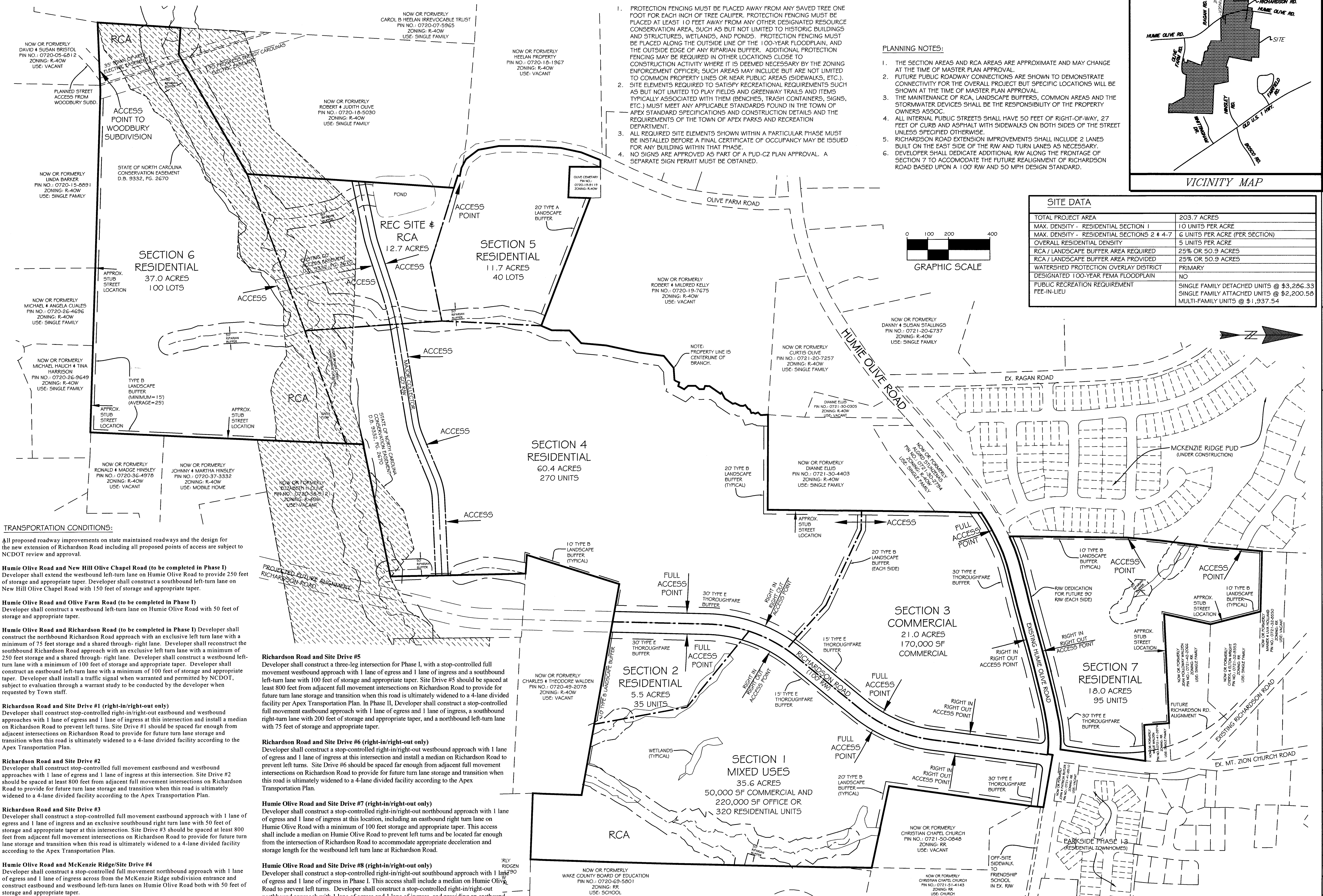
Humie Olive Road and McKenzie Ridge/Site Drive #4
Developer shall construct a stop-controlled full movement northbound approach with 1 lane of egress and 1 lane of ingress across from the McKenzie Ridge subdivision entrance and construct eastbound and westbound left-turn lanes on Humie Olive Road both with 50 feet of storage and appropriate taper.

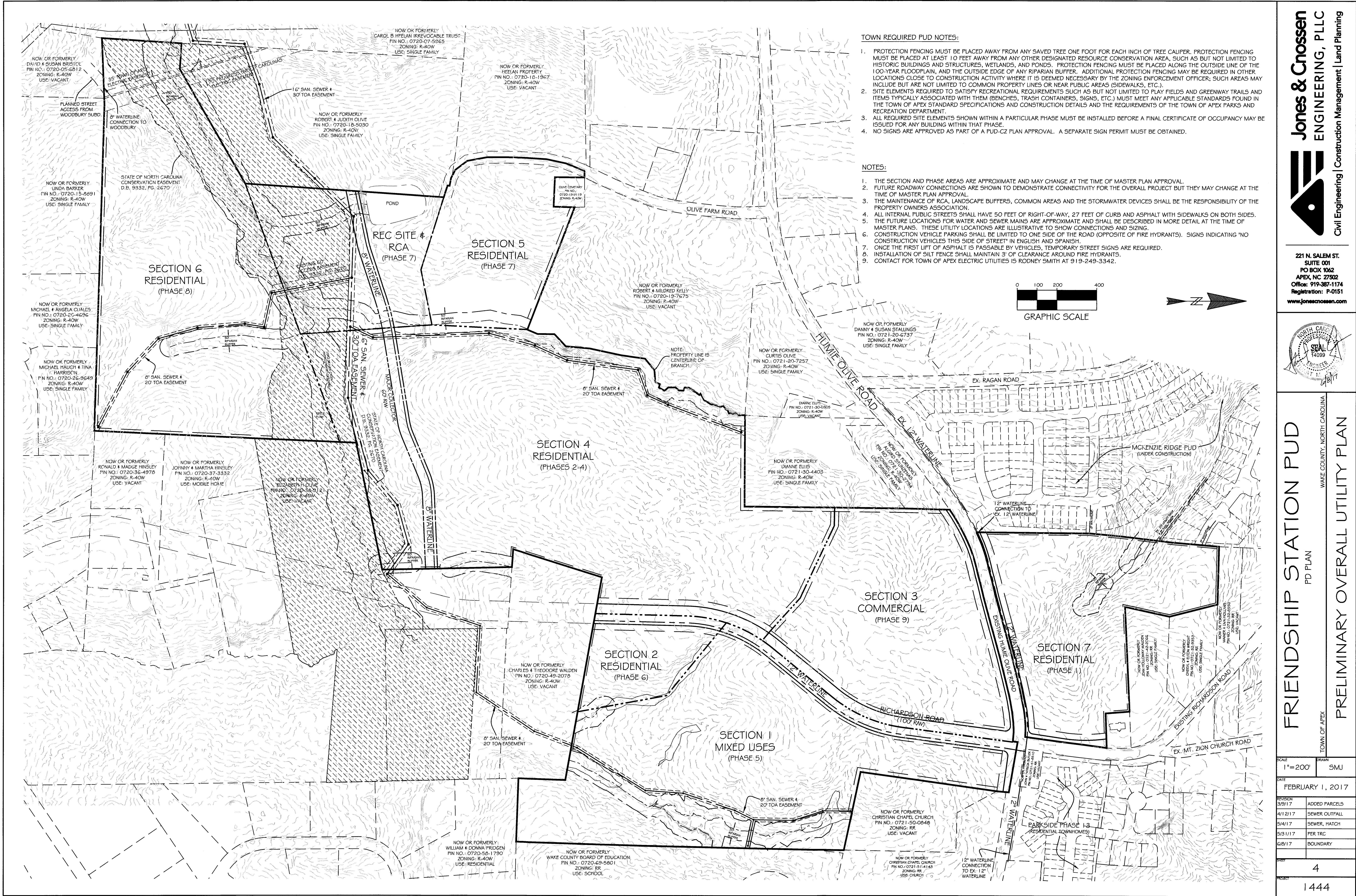
Developer shall construct a three-leg intersection for Phase I, with a stop-controlled left movement westbound approach with 1 lane of egress and 1 lane of ingress and a southbound left-turn lane with 100 feet of storage and appropriate taper. Site Drive #5 should be spaced at least 800 feet from adjacent full movement intersections on Richardson Road to provide for a safe and efficient intersection. The intersection of Site Drive #5 and Richardson Road shall be a stop-controlled intersection with a 4-lane divided approach and a 4-lane divided facility per AASHTO Transportation Planning. 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 approach 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.





- TOWN REQUIRED PUD NOTES:
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 5. THE FUTURE LOCATIONS FOR WATER AND SEWER MAINS ARE APPROXIMATE AND SHALL BE DESCRIBED IN MORE DETAIL AT THE TIME OF MASTER PLANS. THESE UTILITY LOCATIONS ARE ILLUSTRATIVE TO SHOW CONNECTIONS AND SIZING.
 6. CONSTRUCTION VEHICLE PARKING SHALL BE LIMITED TO ONE SIDE OF THE ROAD (OPPOSITE OF FIRE HYDRANTS). SIGNS INDICATING "NO CONSTRUCTION VEHICLES THIS SIDE OF STREET" IN ENGLISH AND SPANISH.
 7. ONCE THE FIRST LIFT OF ASPHALT IS PASSABLE BY VEHICLES, TEMPORARY STREET SIGNS ARE REQUIRED.
 8. INSTALLATION OF SILT FENCE SHALL MAINTAIN 3' OF CLEARANCE AROUND FIRE HYDRANTS.
 9. CONTACT FOR TOWN OF APEX ELECTRIC UTILITIES IS RODNEY SMITH AT 919-249-3342.



Jones & Clossen

ENGINEERING, PLLC

Civil Engineering | Construction Management | Land Planning

221 N. SALEM ST.
SUITE 001
PO BOX 1062
APEX, NC 27502
Office: 919-387-1174
Registration: P-0151
www.jonesclossen.com

SEAL
14039

FRIENDSHIP STATION PUD

PD PLAN

TOWN OF APEX

WAKE COUNTY, NORTH CAROLINA

PRELIMINARY OVERALL UTILITY PLAN

SCALE
1"=200'

DRAWN
SMJ

DATE
FEBRUARY 1, 2017

REVISION
3/9/17

ADDED PARCELS

4/12/17

SEWER OUTFALL

5/4/17

SEWER, HATCH

5/31/17

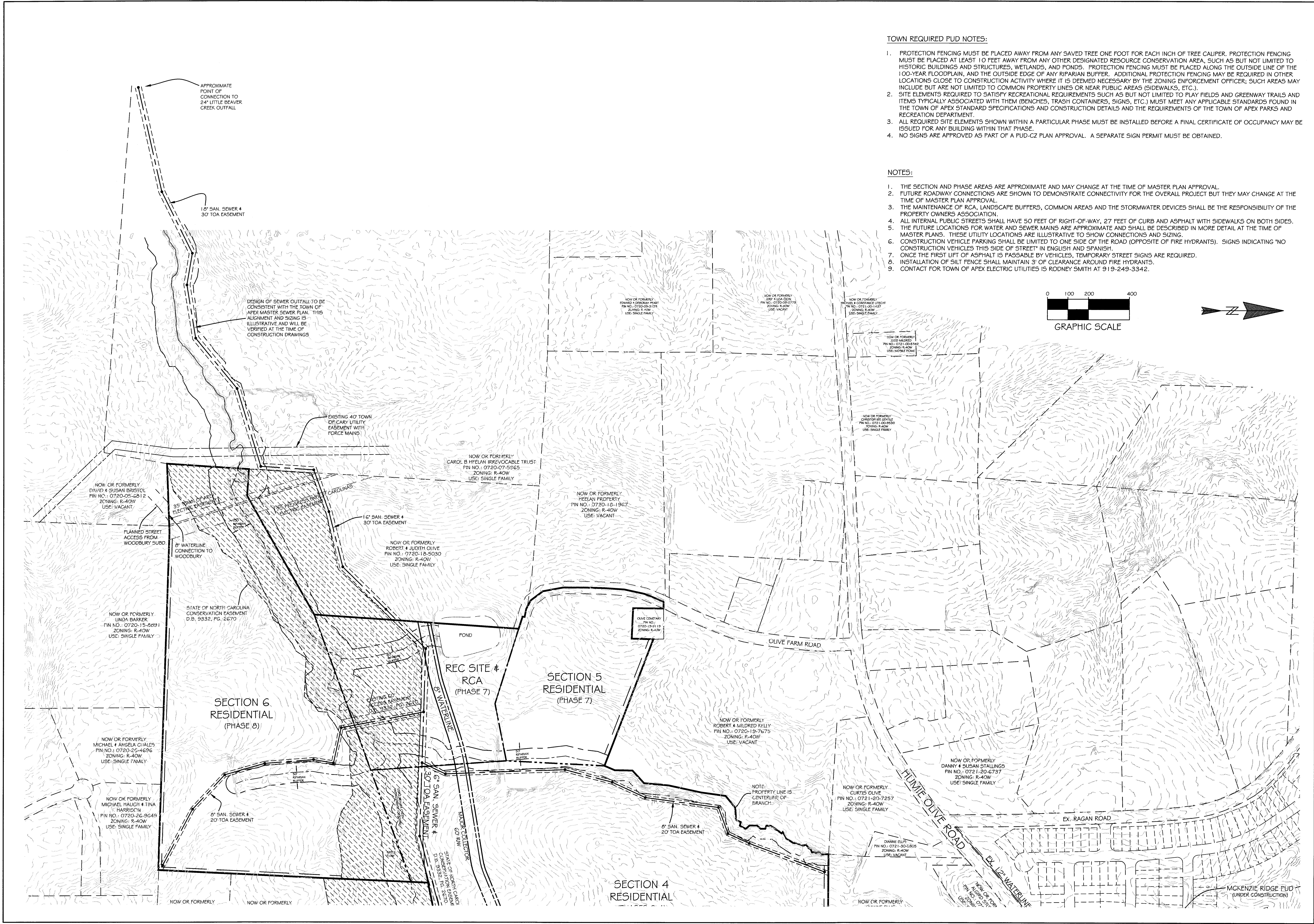
PER TRC

6/6/17

BOUNDARY

SHEET
4

PROJECT
1444



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NORTH CAROLINA

PLANNING

SEAL

14099

4/17

FRIENDSHIP STATION PUD

PD PLAN

TOWN OF APEX

WAKE COUNTY, NORTH CAROLINA

PRELIMINARY OFF-SITE UTILITY PLAN

SCALE

1"=200'

BRAIN

SMJ

DATE

FEBRUARY 1, 2017

REVISION

3/9/17

ADDED PARCELS

4/12/17

ADDED OFF-SITE

5/4/17

EASEMENT HATCH

5/31/17

NOTES, EASEMENTS

6/9/17

BOUNDARY

SHEET

5

PROJECT

1444