

WEST VILLAGE PUD

PD PLAN FOR PUD CZ

APEX, NORTH CAROLINA

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Revised: June 24, 2020

PREPARED FOR:

Town of Apex

C/O Stanley Martin Homes

4020 Westchase Blvd

Suite 470

Raleigh, NC 27607

PREPARED BY:

THE JOHN R. MCADAMS COMPANY

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 **MCADAMS**

Section 1: Table of Contents – PUD Text

Section 1: Table of Contents

Section 2: Vicinity Map

Section 3: Project Data

Section 4: Purpose Statement

Section 5: Permitted Uses

Section 6: Proposed Design Controls

Section 7: Proposed Architectural Controls

Section 8: Parking and Loading

Section 9: Signage

Section 10: Natural Resource and Environmental Data

Section 11: Stormwater Management

Section 12: Parks and Recreation

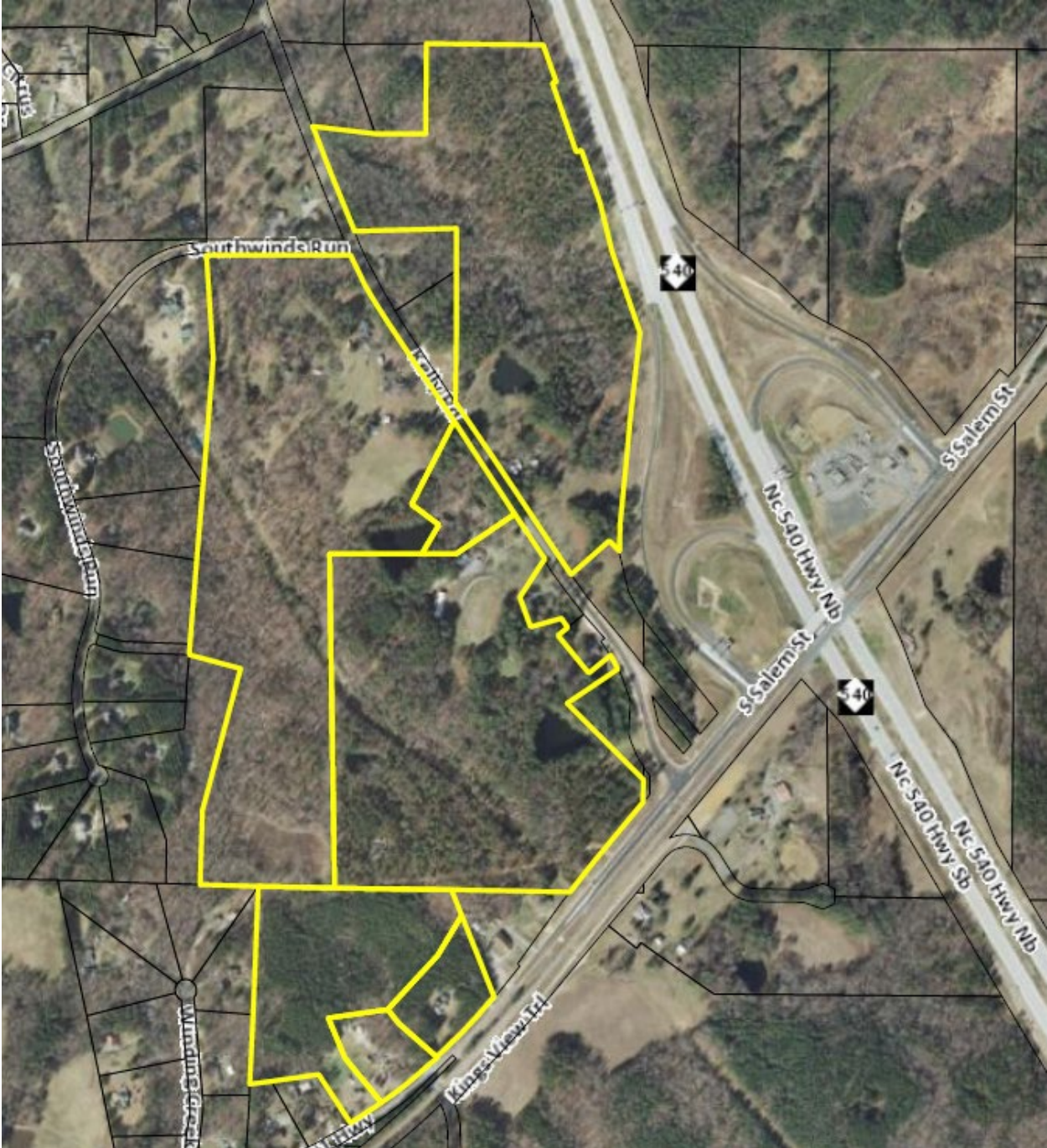
Section 13: Public Facilities

Section 14: Phasing Plan

Section 15: Consistency with Land Use Plan

Section 16: Compliance with UDO

Section 2: Vicinity Map



Section 3: Project Data

A. Name of Project: West Village PUD

B. Applicant

Owner/Developer: Stanley Martin Homes
4020 Westchase Blvd
Suite 470
Raleigh, NC 27607

Prepared By: The John R. McAdams Company, Inc.
2905 Meridian Parkway
Durham, NC 27713

C. Current Zoning Designation:

PUD-CZ (#15CZ33)

D. Proposed Zoning Designation:

PUD-CZ

E. Current 2045 Land Use Map Designation:

High Density Residential, Office Employment, Commercial Services, and Medium Density Residential.

Acres below are approximate as the line separating Land Use Map uses isn't surveyed. Acres and ratios below based upon total project acreage of 163.34 acres.

Medium Density Residential Acreage – 33.47 Acres (20.75% of Project Total)

Mixed-Use Acreage – 129.87 Acres (79.25% of Project Total, 38.96 acres required to be non-residential based on minimum 30% requirement

F. Proposed 2045 Land Use Map Designation:

The proposed PUD includes a mix of residential (maximum of 380 units) and non-residential uses (500,000 square feet maximum) which is consistent with the current land use designation of High Density Residential, Office Employment, Commercial Services, and Medium Density Residential. Acres and ratios below based upon total project acreage of 163.34 acres.

Proposed Residential – maximum of 380 units (up to 6 units/acre allowable)

- 3.55 units/residential use acre

Proposed Non-Residential – up to 55.99 acres, up to 500,000 SF

- 43.11% of Mixed-Use designation

G. Area of Tracts and Property Ownership

Total Gross Acreage within PUD: 163.34 Acres

Net Acreage following Right-of-Way Dedication: 161.34

Property Identification Number (PIN):

0731331798

0731441619

0731329405

0731311773

0731318157

0731422153

0731434504

0731441619

0731338590

0731435707

0731434767

Section 4: Purpose Statement

The West Village PUD development concept intends to provide a mix of residential housing opportunities and non-residential uses that are consistent with the Town’s stated PUD goal to provide site specific, high quality neighborhoods that exhibit natural feature preservation as well as compatibility with, and connectivity to, surrounding land uses. It is the intent of this development to comply with the PUD development parameters and design controls set forth in the Town’s UDO (Section 2.3.4 (F) (1)(a)(i)-(vi)). More specifically, this plan will:

- Allow uses that are compatible with Section 4.2.2, *Use Table* of the UDO.
- Offer a mix of non-residential and residential uses, including single-family detached lots, detached townhomes and attached townhomes. The maximum development density for each uses is provided for in this PUD Plan.
- Demonstrate dimensional standards that are consistent with the UDO, and where variances occur, said variances will be included herein and subject to Council approval.

- Provide a variety of residential and non-residential uses that are linked by a network of connected streets and pedestrian sidewalk and trail networks in a way that promotes connectivity, walkability and healthy lifestyles.
- Provide distinctive style architecture and housing which is compatible with the Land Use Plan and value expectations of surrounding properties.
- The Developer shall provide two locations for public art located within the proposed roundabouts and/or commercial areas, to be coordinated with the Town of Apex.

All site specific standards and conditions of this PD Plan shall be consistent with all Conditional Zoning (CZ) District standards set forth in the UDO Section 2.3.3, *Conditional Zoning Districts*. The proposed PUD, with a maximum density of 380 units per acre and 500,000 square feet of non-residential uses will provide a development density that is consistent with the 2045 Land Use Plan designations of High Density Residential, Office Employment, Commercial Services, and Medium Density Residential. The Advance Apex 2045 Plan describes medium density residential use as primarily single-family, duplexes, and townhomes between 3 and 7 dwelling units per acre, a density that will act as a transition between more urbanized areas of Apex to lower density neighborhoods in the western part of the study area. Not only is the proposed PUD consistent with the future land use plan, it provides an effective transition from the high intensity intersection of Old US HWY 1 and NC HWY 540 to the existing lower density neighborhood to the north and west. The project will transition from non-residential uses at intersection of Old US HWY 1 and NC HWY 540 to townhomes and finally single-family detached homes adjacent to the lower density residential to the west. Road improvements, meeting Town of Apex standards, will allow connectivity within the development and to adjoining infrastructure, while a sidewalk network will offer pedestrian linkages as an alternative transportation modality.

Section 5: Permitted Uses

The development will include residential and non-residential uses. Specifically, the permitted uses shall include:

Residential

Housing (front loaded or alley loaded)

- Single-Family
- Townhouse
- Townhouse, detached

Utilities

- Utility, minor

Recreational Uses

- Greenway
- Park, Active
- Park, Passive
- Recreation facility, private

Non-Residential**Public and Civic Uses**

- Assembly Hall, Non-profit/for-profit
- Church
- Cemetery
- Day Care Facility
- School, Public or Private
- Veterinary Clinic or Hospital
- Vocational School
- Drop-in or Short-Term Child Care

Utilities

- Communication Tower, Commercial (limited to the existing tower)
- Utility, minor

Recreational Uses

- Entertainment, Indoor
- Greenway
- Park, Active
- Park, Passive
- Recreation facility, private

Food and Beverage Service

- Restaurant, drive-through
- Restaurant, general

Office and Research

- Medical or dental clinic or office
- Office, business or professional

Public Accommodation

- Hotel or motel

Retail Sales and Service

- Barber and beauty shop
- Book store
- Building supplies, retail
- Convenience store
- Convenience store with gas sales
- Dry cleaners and laundry service
- Farmer's market
- Financial institution
- Floral shop
- Funeral home
- Gas and fuel, retail
- Greenhouse or nursery, retail
- Grocery, general
- Grocery, specialty
- Health/fitness center or spa
- Laundromat
- Newsstand or gift shop
- Personal service
- Pharmacy
- Printing and copying services, limited
- Retail sales, bulky goods
- Retail sales, general
- Studio for art
- Tailor shop
- Theatre
- Pet services
- Artisan studio

Section 6: Proposed Design Controls

A. Residential Densities and Design Controls Density

- Maximum Units: 380 units
- Maximum built upon area: 70% (impervious)

Single-Family

- Minimum lot size: 7,000 square feet (8,000 SF average, minimum of 10,000 SF within 100' of Westwinds neighborhood off of Southwinds Run)
- Minimum lot width: 55 feet
- Front setback: 20 feet
- Side setback: 5 feet
- Corner side setback: 10 feet
- Rear setback: 15 feet
- Maximum building height: 36 feet (front façade, basements could increase height of floor to roof on rear façade)

Townhomes

- Minimum lot size: Not applicable
- Minimum lot width: 22 feet
- Front setback: 10 feet (alley loaded units)
18 feet (garage front units)
- Side setback: 0 feet
- Building separation: 16 feet
- Rear setback: 5 feet (alley loaded units)
10 feet (garage front units)
- Maximum building height: 45 feet; 3 story

Townhomes (Detached)

- Minimum lot size: Not applicable
- Minimum lot width: 22 feet
- Front setback: 10 feet (alley loaded units)
18 feet (garage front units)
- Side setback: 3 feet
- Corner side setback: 10 feet
- Rear setback: 5 feet (alley loaded units)
10 feet (garage front units)
- Maximum building height: 45 feet; 3 story

B. Non-Residential Densities and Design Controls

- Maximum Density: 500,000 square feet
- Minimum lot size: 5,000 square feet
- Minimum lot width: None
- Front setback: 5 feet
- Side setback: 5 feet
- Corner side setback: 5 feet
- Rear setback: 5 feet
- Maximum building height: 75 feet; 5 story
- Maximum built upon area: 70% (impervious)

C. Landscaping, Buffering, and Screening

All landscape, buffering and screening standards shall comply with buffer types and widths, shown on sheet C-2 of the PUD plans. However, along the new Street A and new Street B through Commercial Pod – 3 and the Residential area off of Old US HWY 1 no streetscape buffers will be required based on the option to alley load homes or buildings on the street. The 30' Type E Buffer along Old US HWY 1 frontage shall apply to residential and non-residential uses as shown on sheet C-2. Additionally, a portion of the 40' buffer along the western side of PIN 0731331798 will be disturbed and replanted to meet Type A standards, as shown on sheet C-2. This is to allow grading within the buffer and reduce retaining wall height to minimize adverse visual impacts for the neighbouring property.

Section 7: Proposed Architectural Controls

The proposed development will exhibit quality architectural aesthetics to establish a neighborhood theme while allowing architectural diversity. Basic architectural controls are included to ensure a consistency of character throughout the development while providing flexibility for variety, thus avoiding monotony.

Three (3) distinct residential areas are envisioned for West Village and will be comprised of attached townhomes, detached townhomes and detached single family homes. While the majority of the homes are likely to have front load garages, it is anticipated a portion of the project will also integrate alley-loaded detached townhomes within at least one or possibly both of the townhome sections. The prevailing architecture scheme proposed is designed to promote a mix of “Americana” and “New Urbanism”. There are 2 distinct townhome designs proposed, one is a Lake Cottage series utilizing a more natural material selection and earth tone color palette with wood and stone accents. The second townhome series is identified as an Urban American

design series with emphasis on clean lines and alternating materials to provide horizontal relief and additional interest. The color palate will be a soft series of brighter colors to incorporate diversity and vibrancy to the streetscape.

The single family detached homes will involve several different architectural styles including, but not only, Craftsman and Colonial melded into a diverse, eclectic and non-monotonous streetscape. Elevations will include gables, dormers and varying roof pitches to establish variation amongst facades. Colors used in the single family collection are expected to span a broad spectrum but generally softer in nature.

While each of the architectural series proposed will have their own identity, a number of common threads will link the different neighborhoods within West Village including the extensive use of front porches, metal accent roofs and decorative garage doors. Units shall not be the same color as the adjacent units. Elevations have been included below in an effort to represent the bulk, massing, scale and architectural style of the development.

Note: A maximum of 36' allowed. References below should not prohibit variations in height, however similar character, look and style shall be utilized. One story and one and a half story homes are allowable.



URBAN AMERICAN



COLONIAL



LAKE COTTAGE



CRAFTSMAN



WRAP PORCHES WHERE ALLOWED

SINGLE FAMILY HOMES

Architecture that incorporates Lake Cottage and Urban American styles, as well as Craftsman and Colonial to create an organic style that mimics the neighborhoods of the past.

Color palettes from Urban American and Lake Cottage collections will merge

Materials will be the stone, brick, metal, board & batten, shake and horizontal siding. Front doors and garage doors will match the architectural styles of the homes.

There will be covered porches on all elevations to encourage outdoor living and the sense of community. Wrap porches encouraged on allowable lots.



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WEST VILLAGE
APEX, NORTH CAROLINA



URBAN AMERICAN

COLONIAL

LAKE COTTAGE

CRAFTSMAN



OUTDOOR LIVING



OPEN FLOOR PLANS



COVERED PORCHES ON ALL ELEVATIONS

SINGLE FAMILY HOMES - 1 1/2 Story Homes

Architecture that incorporates Lake Cottage and Urban American styles, as well as Craftsman and Colonial to create an organic style that mimics the neighborhoods of the past.

Color palettes from Urban American and Lake Cottage collections will merge

Materials will be the stone, brick, metal, board & batten, shake and horizontal siding. Front doors and garage doors will match the architectural styles of the homes.

There will be covered porches on all elevations to encourage outdoor living and the sense of community.



SAMPLE COLOR PALETTE: COMBINES LAKE COTTAGE & URBAN AMERICAN

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WEST VILLAGE
APEX, NORTH CAROLINA



LIGHTER STAIN ACCENTS



WHITE GARAGE DOORS



LIGHT TRIM

LAKE COTTAGE STYLE
TOWNHOMES
REAR LOAD GARAGE

Covered Porches

Stone

Light Stain & Painted Wood Accents:

Brackets & Columns

Light Trims

Metal Roofs (Accent)

Bronze Detailing

Multiple Siding Materials

- Shake, Board & Batten, Lap

Carriage Style Garage Doors with Glass



SAMPLE COLOR PALETTE - COMBINED LAKE COTTAGE & URBAN AMERICAN

WEST VILLAGE
APEX, NORTH CAROLINA



STAINED WOOD COLUMNS



STAINED FRONT DOORS



DARK TRIM & WINDOWS



METAL ROOF ACCENTS



STONE



EXPOSED WOOD BEAMS



COLOR PALETTE INSPIRED BY NATURE

**LAKE COTTAGE STYLE
TOWNHOMES**

- FRONT LOAD GARAGE
- Covered Porches
- Stone
- Wood Accents:
 - Brackets - Front Doors
 - Columns - Garage Doors with glass
- Dark Trims
- Metal Roofs (**Accent**)
- Bronze Detailing
- Multiple Siding Materials
 - Shake, Board & Batten, Lap

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Note: Third story living space may be included, however maximum heights per PUD will not be exceeded.



WHITE GARAGE DOORS WITH GLASS



CLEAN WINDOW GRID PATTERN



METAL ROOF



INDUSTRIAL STYLE LIGHT FIXTURES



COVERED PORCHES



BRIGHT DOOR COLORS



FRESH COLOR PALETTE

**URBAN AMERICAN
TOWNHOMES**

- Fresh Color Palette with Bright Doors
- Clean Architectural Lines
- Stone Accents
- Carriage Garage Doors with Windows
- Covered porches
- Metal Roof (**Accent**)

WEST VILLAGE
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Streetscape features may be used to help with establishing a framework for the proposed development. These features may include benches, trash receptacles, street and/or pedestrian lights compatible with their context. Other features may include markers, bollards, pole banners, and unique paving patterns.

Additional features used as focal points or key terminus points may be located within or around the development (i.e. gazebos, fountains, and public art). Other features not mentioned may be considered with administrative staff approval.

Residential Design Guidelines:

Single-Family Residential

1. Vinyl siding is not permitted; however, vinyl windows, decorative elements and trim are permitted.
2. All single-family homes shall have a crawl space or have a raised slab foundation which at a minimum rises at least 20 inches from average grade across the front of the house to the finished floor level at the front door.
3. Garage doors must have windows, decorative details or carriage-style adornments on them.
4. The garage cannot protrude more than 4' out from the front façade or front porch except where a side load garage condition presents itself.
5. The roof shall be pitched at 5:12 or greater.

Townhomes and Townhomes Detached

6. Vinyl siding is not permitted; however, vinyl windows, decorative elements and trim are permitted.
7. All townhomes shall have a crawl space or have a raised slab 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.
8. Roofline cannot be a single mass; it must be broken up either horizontally and/or vertically between, at minimum, every other unit.
9. Garage doors must have windows, decorative details or carriage-style adornments on them.
10. House entrances for units with front-facing single-car garages must have a prominent covered porch/stoop area leading to the front door.

Proposed Materials

Proposed materials will be of a similar palette to provide consistency of character along with visual interest. Exterior material that may be incorporated into any of the residential building products include:

- Cementitious siding, metal accent roofs
- Wood siding
- Stone or synthetic stone
- Brick

Additional exterior materials that are prohibited include:

- Aluminium siding

Additional building materials may be included with administrative staff approval.

In addition to the above design guidelines, Builders of residential homes shall install conduit from the electric panel box to the attic area appropriate to allow connection of a roof-installed solar panel system.

Non-Residential Design Guidelines:

- Buildings shall be arranged to define, create and activate edges and public places.
- Every effort shall be made to locate service and loading areas in the rear of structures. Where these features are located between the building and a public road, they will be designed in such a way that they do not distract from the character of the development and they will be screened in accordance with the UDO.
- Drive-thru lanes, pick-up windows and other like functions shall be allowable if located facing an adjacent street or drive. Landscaping and/or other architectural features should be used to create screening for these types of uses.
- Elevations of buildings facing a street shall incorporate detailing in keeping with the character and style of other architectural features.
- Elevations of corner buildings shall utilize design features such as variations in wall plane, variation in building mass and window placement to generate street interest.
- Architectural treatments such as varying roof forms, façade articulation, breaks in roof, walls with texture materials and ornamental details as well as landscaping shall be incorporated to add visual interest.
- Differences of roof height, pitch, ridgelines and materials shall be used to create visual interest and avoid repetition.

Non-residential exteriors shall incorporate variation in materials. The primary (front) façade of the main buildings to be considered may include:

- Brick and/or stone masonry
- Decorative concrete block (integral color or textured)
- Stone accents
- Aluminium 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 façade
- Precast concrete
- Roof features may include flat roofs with parapet, hip roofs or awnings with metal or canvas material
- Soffit and fascia materials to be considered include EIFS with crown trim elements
- Cementitious siding

Non-residential buildings visible from public view shall be constructed with compatible materials. Rear elevations of non-residential buildings facing opaque landscape buffers or not visible from vehicular use areas or public rights-of-way may incorporate decorative concrete masonry, metal coping, or EIFS trim.

Exterior materials not allowable as a part of the development are as follows:

- Vinyl siding
- Painted, smooth faced concrete block
- Metal Walls

Section 8: Parking and Loading

All parking standards within the PUD will comply with Section 8.3, *Parking and Loading*, of the Town of Apex's UDO (effective date December 15, 2015).

Section 9: Signage

All signage for this PUD shall comply with Section 8.7, *Signs*, of the Town of Apex UDO. A Master Sign Plan shall be submitted by the developer that shows detailed location, dimensions, and materials of all signs, in accordance with Section 8.7 referenced above, with any site plan submittal.

Off-Site Signage Conditions

Developer shall design and construct neighborhood sign for adjacent Westwinds community at intersection of Southwinds Run and Kelly Road. A sign easement will be

coordinated with adjacent land owners to confirm location as the location will need to be platted and recorded.

Section 10: Natural Resource and Environmental Data

A. River Basins and Watershed Protection Overlay Districts

The project is located primarily Cape Fear River Basin. The project site is located within the Primary Watershed Protection Overlay District as shown on the Town of Apex watershed map. Given this overlay district, this PUD will comply with all built upon area, vegetated conveyances, structural BMP's and riparian stream buffer requirements of Section 6.1.7 (B)(1)-(4).

B. FEMA designated 100 year floodplains

The project site does not sit within a designated current or future 100 year floodplain as shown on the Town of Apex FEMA map and FIRM Panel 3720073100J, dated May 2, 2006.

C. Resource Conservation Areas (RCA) – Required and Provided

This PUD will be subject to, and meet the requirements of Section 8.1.2 of the UDO, *Resource Conservation Area* and Section 2.3.4, *Planned Development Districts*, as provided for within.

The PUD will preserve a minimum of 27% (including 2% required if the site is mass graded) of the gross project area as a Resource Conservation Area (RCA). Designated RCA areas will be consistent with the items listed in Section 8.1.2(B) of the Town's UDO. Preserved streams, wetlands, and associated riparian buffers provide the primary RCA's throughout the site. Additional RCA's are provided as stormwater management areas, and greenway trails which necessarily contribute to a walkable community as the project intends. RCA is transferrable from locations shown as a part of the exhibits associated with this PUD document. However, the minimums stated shall be met prior to full build out of the project. On-site ponds are intended to be drained and based on the outcome of those processes, developable land may be created and RCA relocated.

D. Landscaping, Buffering and Screening

This PUD will be subject to, and meet the requirements of Section 8.2.6 of the UDO, *Buffering* as provided for within. Please note the perimeter buffer associated with the

westernmost property line has been increased above the minimum 10' required buffer in order to provide additional screening to the residential land located to the west of the project area. While a majority of this westernmost buffer includes 30' of undisturbed buffer and 10' of Type A (40' total), a portion of the 40' buffer along the western side of PIN 0731331798 will be disturbed and replanted to meet Type A standards, creating a 40' Type A buffer, as shown on sheet C-2. Allowing grading in this portion of the buffer will allow for reduced retaining wall height, as requested by the neighbouring property owner.

The PUD will contain the following landscape buffers to separate adjacent land uses:

- Type A: Opaque

This buffer functions as an opaque screen from the ground to a height of at least 6 feet. Plantings of deciduous and evergreen trees shall obtain a height at maturity of between 18 and 60 feet and have no unobstructed openings between tree canopies at maturity. Large trees shall be spaced no wider than 15 feet at time of planting. Screening plants for the type a buffer shall be evergreen and between 5 and 6 feet tall at the time of installation (see plant standards sec. 8.2.2(b)). At least 50 percent of the required trees and 100 percent of the shrubs must be evergreen species.

- Type B: Semi-Opaque

This buffer serves as a semi-opaque screen from the ground to a height of between 3 and 6 feet with openings no greater than 10 feet. Trees shall obtain a height of between 18 and 40 feet at maturity and have no unobstructed openings greater than 20 feet between canopies at maturity. Large trees shall be spaced no wider than 40 feet at time of planting, and small trees shall be spaced no more than 20 feet. At least 75 percent of the required shrubs must be evergreen species.

- Type D: Streetfront

This buffer is intended to provide a softening of the view of a particular property from the street, without eliminating views to and from the property. This shall include at least one large type tree for every 1,000 square feet of buffer, or two small trees for every 1,000 square feet of buffer. Large trees may not be spaced more than 30 feet apart, and small trees no more than 15 feet apart. At maturity, these trees shall reach a height of at least 20 feet. A streetfront buffer is required along all private and public streets except thoroughfares and controlled access highways. However, along the new Street A and new Street B through Commercial Pod – 3 and the Residential area off of Old US HWY 1 no

streetscape buffers will be required based on the option to alley load homes or buildings on the street.

- **Type E: Streetscape Buffers Along Thoroughfares.**
Streetscape buffers are required on all thoroughfares as shown on the adopted thoroughfare map. Streetscape buffers are to remain undisturbed to the maximum extent practicable except where no existing vegetation is present. However, along the new Street A and new Street B through Commercial Pod – 3 and the Residential area off of Old US HWY 1 no streetscape buffers will be required based on the option to alley load homes or buildings on the street.

E. Any historic structures present

One historic structure exists within Non-Residential Pod 1 and is shown on the Existing Conditions Plan and noted on the Preliminary Layout and Phasing Plan.

Prior to approval of a site plan for Non-Residential Pod 1 (subject property), a Historic Preservation Easement and Rehabilitation Agreement shall be established for historic structure(s) on the site with Capital Area Preservation (or such other agency as designated by the Town of Apex). The specific terms of the Historic Preservation Easement and Rehabilitation Agreement shall be as agreed to by the Owner and Capital Area Preservation (or such other agency as designated by the Town).

Efforts associated with removing, restoring or maintaining this structure will occur as a part of the non-residential development associated with this development pod. However, as a part of the road widening effort if conflicts arise as a part of required transportation or utility improvements, efforts to address this structure may happen prior to the non-residential development. Activities relating to the historic structure will be done in compliance with applicable UDO requirements, including Section 2.2.8.

Section 11: Stormwater Management

This PUD shall meet all stormwater management requirements for quality and quantity treatment in accordance with Section 6.1.7 of the UDO, such that:

- Post development peak runoff shall not exceed pre-development peak runoff conditions for the 1 year, 10 year, 25 year and 24 hour storm events.

- Treatment for the first 1 inch of runoff will provide for 85% removal of total suspended solids.

Acceptable stormwater structures shall include detention ponds, retention ponds, bio-retention areas, or other approved devices consistent with the NC DWQ Stormwater BMP Manual and the Town of Apex UDO.

Section 12: Parks and Recreation

This project was reviewed by the PRCR Advisory Commission on 12/9/2015 and fee in lieu was recommended for a maximum of 380 residential units.

<u>No. Units</u>	<u>Housing Type</u>	<u>Fee Per Unit*</u>	<u>Total Fees</u>
85	Single-family	\$3,221.90	\$273,861.50
294	Townhomes	\$2,157.44	\$634,287.36

**Fees are based upon approval date and runs with project with exception of the increase in total unit count.*

Section 13: Public Facilities

The proposed PUD shall meet all Public Facilities requirements as set forth in UDO Section 2.3.4(F) (1) (f) and be designed according to sound engineering standards. Specifically, road and utility infrastructure shall be as follows:

- **General Roadway Infrastructure:**

All proposed roadway infrastructure will be consistent with the Town of Apex UDO and Transportation Plan (updated in 2011), and the Traffic Impact Analysis approved by the Town of Apex and NCDOT. An internal road network will be provided in accordance with the Town's UDO. All road networks will promote connectivity wherever possible to adjacent neighborhoods, undeveloped property, nearby points of interest, and municipal destinations. Further, cul-de-sacs will be avoided except where environmental features make through streets unfeasible.

Roadway Phasing – Prior to time of the fifty-first certificate of occupancy associated with the residential located off of Old US HWY 1, the second point of access (southernmost portion of Street A), necessary portion of the southernmost roundabout and Street B shown shall be constructed. As a part of the non-residential development in Pod 3, the roundabout proposed on Kelly Road shall be constructed along with the portion of

Street A tying back to the southernmost roundabout. Prior to time of the first certificate of occupancy associated with Pod 3, Street A will be complete the connection from Kelly Road and Old US HWY 1.

- **Off-Site Transportation Conditions:**

The project will also provide the following off-site transportation conditions:

All recommendations on state maintained roadways are subject to NCDOT review and approval as part of the driveway permits and encroachment agreements. Build 2018 refers to the first plat of residential development or as otherwise determined by Apex Town Council during the review and approval of subdivision plans. Build 2020 refers to the first plat of commercial development or as otherwise determined by Apex Town Council during the review and approval of commercial site plans. Internal Protected Storage Length (IPS) refers to the required minimum distance from the intersection along the proposed driveway or street before any full movement commercial driveway access or public street intersection will be allowed.

Developer shall provide right-of-way dedication along Kelly Road and Old US 1 based on a 100-foot right-of-way. Where Old US 1 abuts railroad right-of-way the developer shall be responsible for dedicating public right-of-way 70 feet from roadway centerline along the project frontage or as otherwise required to accommodate a 100-foot road right-of-way exclusive of railroad right-of-way.

Street 'A' and Street 'B' (including Kelly Road at Site Drive #4)

- Street 'A' shall be constructed as a 3-lane 38-foot curb and gutter street with 5-foot sidewalk on both sides on 62-foot public right-of-way.
- Street 'B' shall be constructed as a 2-lane 39-foot curb and gutter street with on-street parking and 6-foot sidewalk on both sides on 53-foot public right-of-way.
- Residential driveway access shall not be permitted along Streets 'A' and 'B'.
- Prior to platting the 51st residential unit in the Residential area located adjacent to Old US 1, developer shall construct and dedicate as public Street 'A' from Site Drive #5 to the roundabout at Street 'B', roundabout serving Street 'A' at Street 'B', and Street 'B' from Site Drive #6/Pleasant Plains Road to the roundabout at Street 'A'.
- Prior to the first certificate of occupancy within POD 3, developer shall construct and dedicate as public Street 'A' from the roundabout at Street 'B' to Kelly Road at Site Drive #4 and construct a roundabout on Kelly Road at Site Drive #4. The roundabout will serve a 4-lane divided roadway to the north and 2-lane roadway to the south for Build 2020.

Kelly Road at Olive Chapel Road

- Developer shall construct a 200-foot eastbound right turn lane and a 300-foot additional westbound left turn lane on Olive Chapel Road (with southbound receiving through lane on Kelly Road) for Build 2020.

Kelly Road at Apex Barbecue Road

- Developer shall construct a 400-foot eastbound left turn lane, 350-foot westbound left turn lane, 350-foot northbound left turn lane, 150-foot northbound right turn lane, 350-foot southbound left turn lane, and 200-foot southbound right turn lane for Build 2020.

Kelly Road at Southwinds Run

- Developer shall construct a 100-foot northbound left turn lane on Kelly Road, an additional (second) northbound through lane through the intersection to drop as a right turn at Site Drive #1, and begin an additional (second) southbound through lane immediately south of Southwinds Run for Build 2020.

Old US 1 at Kelly Road

- Developer shall construct a 100-foot westbound right turn lane on Old US 1 for Build 2018.
- Developer shall convert the intersection to right-in/right-out as well as construct an additional westbound through lane, beginning at the NC 540 Southbound off-ramp as a free-flow right turn exiting the ramp, along with a 200-foot westbound right turn lane on Old US 1 for Build 2020.
- Prior to platting the 300th residential unit, the developer will complete a signal warrant analysis at the intersection of Old US 1 and Kelly Road to determine if a traffic signal is warranted at the intersection. If the signal is warranted and approved for installation by NCDOT, the developer will permit and install the traffic signal. However, if Street "A" through POD 3 is under construction prior to installation of the signal, then the requirement for the signal shall be waived and the Kelly Road / Old US 1 intersection shall be converted to a Right-In/Right-Out as required in the improvements for the commercial development.

NC 540 Ramps at Old US 1

- Developer shall provide a free-flow right turn lane for the NC 540 Southbound off-ramp and additional receiving through lane continuing west to drop as a right turn at Site Drive #6 on Old US 1 for Build 2020.

Old US 1 at Pleasant Plains Road & Site Drive #6

- Developer shall construct Site Drive #6 with a through-right lane and a 200-foot left turn lane for Build 2018.

- Developer shall construct a 200-foot eastbound left turn lane and 200-foot westbound left turn lane on Old US 1 for Build 2018.
- Developer shall install a traffic signal once warranted and approved by NCDOT and install communication with the NC 540 traffic signals.
- Developer shall construct an additional westbound through lane on Old US 1 to drop as a right turn lane at Site Drive #6 for Build 2020.
- Developer shall construct an additional eastbound through lane on Old US 1 beginning 400 feet west of Site Drive #6 for Build 2020.

Kelly Road at Site Drive #1

- Developer shall construct Site Drive #1 as a right-in and right-out only providing 100 feet IPS and a 100-foot northbound right turn lane on Kelly Road for Build 2018.
- Developer shall construct an additional northbound through lane on Kelly Road to drop as a right turn lane at Site Drive #1 for Build 2020.

Kelly Road at Site Drive #2

- Developer shall construct Site Drive #2 as a right-in and right-out only providing 100 feet IPS for Build 2018.
- Developer shall construct an additional northbound through lane and an additional southbound through lane on Kelly Road at Site Drive #2 for Build 2020.

Kelly Road at Site Drive #3

- Developer shall construct Site Drive #3 with a 100-foot eastbound right turn lane and a 100-foot westbound right turn lane on the Site Drive #3 approaches adjacent to through-right lanes with 200 feet IPS for Build 2018.
- Developer shall construct 100-foot northbound and 100-foot southbound left turn lanes on Kelly Road for Build 2018.
- Developer shall construct an additional (second) southbound through lane and additional (second) northbound through lane on Kelly Road at Site Drive #3 for Build 2020.

Old US 1 at Site Drive #5

- Developer shall construct Site Drive #5 as a full-movement intersection with 200-foot dual southbound left turn lanes and a 200-foot southbound right turn lane providing 300 feet IPS providing connectivity to both the residential and commercial phases for Build 2020.
- Developer shall construct an additional (second) westbound through lane and add a 200-foot westbound right turn lane on Old US 1 for Build 2020.

- Developer shall construct a 300-foot eastbound left turn lane and an additional (second) eastbound through lane on Old US 1 dropping 1000 feet east of the intersection for Build 2020.
- **Electric Charging Stations:**
Developer shall provide 2 charging stations, one within the residential and one within the non-residential for electric vehicles within the overall project. In addition to these committed stations, two additional charging stations will be installed as part of the overall project.
- **Water & Sewer Utilities:**
All **water and sanitary sewer** service will be provided by the developer and conform to the Town of Apex Public Works and Utilities Department requirements. Preliminary location and tie in points are shown on sheet C-3 and C-4 of the PUD plans. The water extension shown along Kelly Road to Old US HWY 1, alternatively, could be located through Pod – 3 Commercial and southernmost residential accomplishing the intent of the routing shown on sheet C-3 and C-4. The ultimate routing will be dictated by timing of commercial development, roadway construction internal to the site and timing commitment related to the extension. However, this will be coordinated with the Town of Apex at time of site plan and construction documents.

Developer to provide \$75,000 in escrow for use by the Westwinds community for insurance associated with community wells, for use in drilling new wells or to extend public water into the community as a primary or secondary water source. Ultimately, the well-related use of the funds will be determined by the Westwinds community. Land owners will be required to annex into the Town of Apex prior to making any connections to public water services provided by the Town.

- **Other Utilities:**
Electricity will be provided by Apex Electric. Phone, cable and gas will be provided by the developer and shall meet the Town of Apex standards as outlined in the UDO.

Section 14: Phasing Plan

This PUD will be completed in up to 10 phases. Location of phases will be determined at the time of Master Subdivision Review and Approval.

Section 15: Consistency with the Land Use Plan

The proposed development is consistent with the 2045 Land Use Map's goals and objectives. The project contains both medium density residential and mixed-use designations. In accordance with this designation, the plan proposes a mix of uses that include single-family detached lots, townhomes and non-residential uses. The proposed development is situated at the intersection of Old US HWY 1 and NC HWY 540, positioning the project at a key location for future non-residential uses. As such, the project is allocating 34.28% of the total site area to accommodate non-residential uses. However, as it relates to the Mixed-Use designation, 43.11% of that total area has been allocated for non-residential uses.

The neighborhood is designed to provide an effective transition from the high intensity intersection of Old US HWY 1 and NC HWY 540 to the existing lower density neighborhoods to the north and west. The project will transition from non-residential uses at the intersection of Old US HWY 1 and NC HWY 540 to townhomes and finally single-family detached homes adjacent to the lower density residential to the northwest.

All uses within the project will be designed with an interconnected system of walkable streets, trails, open spaces and recreational amenities, providing for a highly desirable place for Apex residences to work, shop, eat and live.

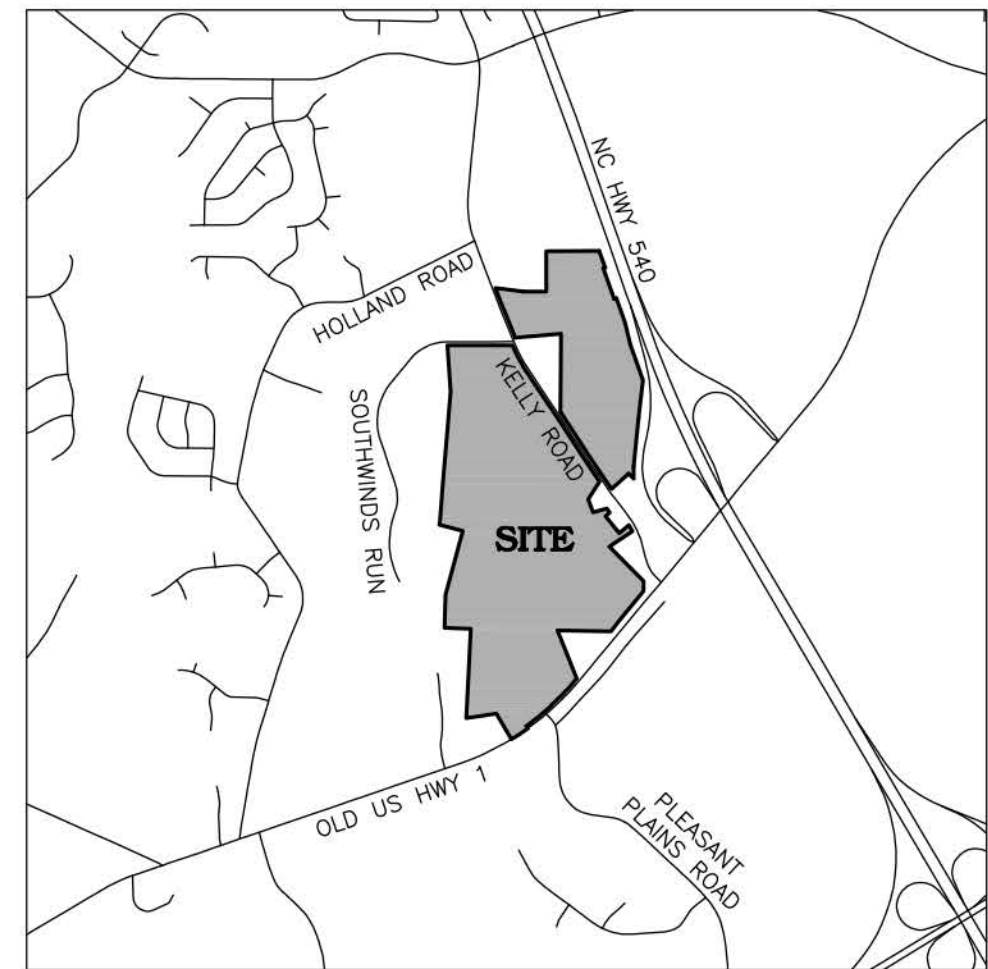
Section 16: Compliance with the UDO

The development standards adopted for this PUD are in compliance with all applicable sections of the Town's Unified Development Ordinance (UDO).

WEST VILLAGE

PLANNED DEVELOPMENT PLAN FOR PUD-CZ KELLY ROAD & OLD US HIGHWAY 1 APEX, NORTH CAROLINA PROJECT NUMBER: SMH-17000

DATE: MAY 1, 2020
REVISED: JUNE 12, 2020
REVISED: JUNE 24, 2020



VICINITY MAP
NTS



AERIAL MAP
NTS

DEVELOPER:
STANLEY MARTIN HOMES
4020 WESTCHASE BOULEVARD, SUITE 190
RALEIGH, NC 27607
CONTACT: BRIAN KETCHUM
PHONE: 919-977-8760
EMAIL: KetchumBK@stanleymartin.com

TRANSPORTATION ZONING CONDITIONS

- ALL RECOMMENDATIONS ON STATE MAINTAINED ROADWAYS ARE SUBJECT TO NCDOT REVIEW AND APPROVAL AS PART OF THE DRIVEWAY PERMITS AND ENCROACHMENT AGREEMENTS. BUILD 2018 REFERS TO THE FIRST PLAT OF RESIDENTIAL DEVELOPMENT OR AS OTHERWISE DETERMINED BY A TOWN COUNCIL DURING THE REVIEW AND APPROVAL OF SUBDIVISION PLANS. BUILD 2020 REFERS TO THE FIRST PLAT OF COMMERCIAL DEVELOPMENT OR AS OTHERWISE DETERMINED BY APEX TOWN COUNCIL DURING THE REVIEW AND APPROVAL OF COMMERCIAL SITE PLANS. INTERNAL PROTECTED STORAGE LENGTH (PSL) REFERS TO THE REQUIRED MINIMUM DISTANCE FROM THE INTERSECTION ALONG THE PROPOSED DRIVEWAY OR STREET BEFORE ANY FULL MOVEMENT COMMERCIAL DRIVEWAY ACCESS OR PUBLIC STREET INTERSECTION WILL BE ALLOWED.
- DEVELOPER SHALL PROVIDE RIGHT-OF-WAY DEDICATION ALONG KELLY ROAD AND OLD US 1 BASED ON A 100-FOOT RIGHT-OF-WAY. WHERE OLD US 1 ABUTS RAILROAD RIGHT-OF-WAY THE DEVELOPER SHALL BE RESPONSIBLE FOR DEDICATING PUBLIC RIGHT-OF-WAY 70 FEET FROM ROADWAY CENTERLINE ALONG THE PROJECT FRONTAGE OR AS OTHERWISE REQUIRED TO ACCOMMODATE A 100-FOOT ROAD RIGHT-OF-WAY EXCLUSIVE OF RAILROAD RIGHT-OF-WAY.
- STREET 'A' AND STREET 'B' (INCLUDING KELLY ROAD AT SITE DRIVE #4)
 - STREET 'A' SHALL BE CONSTRUCTED AS A 3-LANE 38-FOOT CURB AND GUTTER STREET WITH 5-FOOT SIDEWALK ON BOTH SIDES ON 62-FOOT PUBLIC RIGHT-OF-WAY.
 - STREET 'B' SHALL BE CONSTRUCTED AS A 2-LANE 35-FOOT CURB AND GUTTER STREET WITH ON-STREET PARKING AND 6-FOOT SIDEWALK ON BOTH SIDES ON 53-FOOT PUBLIC RIGHT-OF-WAY.
 - RESIDENTIAL DRIVEWAY ACCESS SHALL NOT BE PERMITTED ALONG STREETS 'A' AND 'B'.
 - PRIOR TO PLATING THE 51ST RESIDENTIAL UNIT IN THE RESIDENTIAL AREA LOCATED ADJACENT TO OLD US 1, DEVELOPER SHALL CONSTRUCT AND DEDICATE AS PUBLIC STREET 'A' FROM SITE DRIVE #5 TO THE ROUNDABOUT AT STREET 'B'. ROUNDABOUT SERVING STREET 'A' AT STREET 'B', AND STREET 'B' FROM SITE DRIVE #6/PLEASANT PLAINS ROAD TO THE ROUNDABOUT AT STREET 'A'.
 - PRIOR TO THE FIRST CERTIFICATE OF OCCUPANCY WITHIN POD 3, DEVELOPER SHALL CONSTRUCT AND DEDICATE AS PUBLIC STREET 'A' FROM THE ROUNDABOUT AT STREET 'B' TO KELLY ROAD AT SITE DRIVE #4 AND CONSTRUCT A ROUNDABOUT ON KELLY ROAD AT SITE DRIVE #4. THE ROUNDABOUT WILL SERVE AS A 4-LANE DIVIDED ROADWAY TO THE NORTH AND 2-LANE ROADWAY TO THE SOUTH FOR BUILD 2020.
- KELLY ROAD AT OLIVE CHAPEL ROAD
 - DEVELOPER SHALL CONSTRUCT A 200-FOOT EASTBOUND RIGHT TURN LANE AND A 300-FOOT WESTBOUND LEFT TURN LANE ON OLIVE CHAPEL ROAD (WITH SOUTHBOUND RECEIVING THROUGH LANE ON KELLY ROAD) FOR BUILD 2020.
- KELLY ROAD AT APEX BARBECUE ROAD
 - DEVELOPER SHALL CONSTRUCT A 400-FOOT EASTBOUND LEFT TURN LANE, 350-FOOT WESTBOUND LEFT TURN LANE, 350-FOOT NORTHBOUND LEFT TURN LANE, 150-FOOT NORTHBOUND RIGHT TURN LANE, 350-FOOT SOUTHBOUND LEFT TURN LANE, AND 200-FOOT SOUTHBOUND RIGHT TURN LANE FOR BUILD 2020.
- KELLY ROAD AT SOUTHWINDS RUN
 - DEVELOPER SHALL CONSTRUCT A 100-FOOT NORTHBOUND LEFT TURN LANE ON KELLY ROAD, AN ADDITIONAL (SECOND) NORTHBOUND THROUGH LANE THROUGH THE INTERSECTION TO DROP AS A RIGHT TURN AT SITE DRIVE #1, AND BEGIN AN ADDITIONAL (SECOND) SOUTHBOUND THROUGH LANE IMMEDIATELY SOUTH OF SOUTHWINDS RUN FOR BUILD 2020.
- OLD US 1 AT KELLY ROAD
 - DEVELOPER SHALL CONSTRUCT A 100-FOOT WESTBOUND RIGHT TURN LANE ON OLD US 1 FOR BUILD 2018.
 - DEVELOPER SHALL CONVERT THE INTERSECTION TO RIGHT-IN/RIGHT-OUT AS WELL AS CONSTRUCT AN ADDITIONAL WESTBOUND THROUGH LANE, BEGINNING AT THE NC 540 SOUTHBOUND OFF-RAMP AS A FREE-FLOW RIGHT TURN EXITING THE RAMP, ALONG WITH A 200-FOOT WESTBOUND RIGHT TURN LANE ON OLD US 1 FOR BUILD 2020.
- NC 540 RAMP AT OLD US 1
 - DEVELOPER SHALL PROVIDE A FREE-FLOW RIGHT TURN LANE FOR THE NC 540 SOUTHBOUND OFF-RAMP AND ADDITIONAL RECEIVING THROUGH LANE CONTINUING WEST TO DROP AS A RIGHT TURN AT SITE DRIVE #6 ON OLD US 1 FOR BUILD 2020.
- OLD US 1 AT PLEASANT PLAINS ROAD & SITE DRIVE #6
 - DEVELOPER SHALL CONSTRUCT SITE DRIVE #6 WITH A THROUGH-RIGHT LANE AND A 200-FOOT LEFT TURN LANE FOR BUILD 2018.
 - DEVELOPER SHALL CONSTRUCT A 200-FOOT EASTBOUND LEFT TURN LANE AND 200-FOOT WESTBOUND LEFT TURN LANE ON OLD US 1 FOR BUILD 2018.
 - DEVELOPER SHALL INSTALL A TRAFFIC SIGNAL ONCE WARRANTED AND APPROVED BY NCDOT AND INSTALL COMMUNICATION WITH THE NC 540 TRAFFIC SIGNALS.
 - DEVELOPER SHALL CONSTRUCT AN ADDITIONAL WESTBOUND THROUGH LANE ON OLD US 1 TO DROP AS A RIGHT TURN LANE AT SITE DRIVE #6 FOR BUILD 2020.
 - DEVELOPER SHALL CONSTRUCT AN ADDITIONAL EASTBOUND THROUGH LANE ON OLD US 1 BEGINNING 400 FEET WEST OF SITE DRIVE #6 FOR BUILD 2020.
- KELLY ROAD AT SITE DRIVE #1
 - DEVELOPER SHALL CONSTRUCT SITE DRIVE #1 AS A RIGHT-IN AND RIGHT-OUT ONLY PROVIDING 100 FEET IPS AND A 100-FOOT NORTHBOUND RIGHT TURN LANE ON KELLY ROAD FOR BUILD 2018.
 - DEVELOPER SHALL CONSTRUCT AN ADDITIONAL NORTHBOUND THROUGH LANE ON KELLY ROAD TO DROP AS A RIGHT TURN LANE AT SITE DRIVE #1 FOR BUILD 2020.
- KELLY ROAD AT SITE DRIVE #2
 - DEVELOPER SHALL CONSTRUCT SITE DRIVE #2 AS A RIGHT-IN AND RIGHT-OUT ONLY PROVIDING 100 FEET IPS FOR BUILD 2018.
 - DEVELOPER SHALL CONSTRUCT AN ADDITIONAL NORTHBOUND THROUGH LANE AND AN ADDITIONAL SOUTHBOUND THROUGH LANE ON KELLY ROAD AT SITE DRIVE #2 FOR BUILD 2020.
- KELLY ROAD AT SITE DRIVE #3
 - DEVELOPER SHALL CONSTRUCT SITE DRIVE #3 WITH A 100-FOOT EASTBOUND RIGHT TURN LANE AND A 100-FOOT WESTBOUND RIGHT TURN LANE ON THE SITE DRIVE #3 APPROACHES ADJACENT TO THROUGH-RIGHT LANES WITH 200 FEET IPS FOR BUILD 2018.
 - DEVELOPER SHALL CONSTRUCT 100-FOOT NORTHBOUND AND 100-FOOT SOUTHBOUND LEFT TURN LANES ON KELLY ROAD FOR BUILD 2018.
 - DEVELOPER SHALL CONSTRUCT AN ADDITIONAL (SECOND) SOUTHBOUND THROUGH LANE AND ADDITIONAL (SECOND) NORTHBOUND THROUGH LANE ON KELLY ROAD AT SITE DRIVE #3 FOR BUILD 2020.
- OLD US 1 AT SITE DRIVE #5
 - DEVELOPER SHALL CONSTRUCT SITE DRIVE #5 AS A FULL-MOVEMENT INTERSECTION WITH 200-FOOT DUAL SOUTHBOUND LEFT TURN LANES AND A 200-FOOT SOUTHBOUND RIGHT TURN LANE PROVIDING 300 FEET IPS PROVIDING CONNECTIVITY TO BOTH THE RESIDENTIAL AND COMMERCIAL PHASES FOR BUILD 2020.
 - DEVELOPER SHALL CONSTRUCT AN ADDITIONAL (SECOND) WESTBOUND THROUGH LANE AND ADD A 200-FOOT WESTBOUND RIGHT TURN LANE ON OLD US 1 FOR BUILD 2020.
 - DEVELOPER SHALL CONSTRUCT A 300-FOOT EASTBOUND LEFT TURN LANE AND AN ADDITIONAL (SECOND) EASTBOUND THROUGH LANE ON OLD US 1 DROPPING 1000 FEET EAST OF THE INTERSECTION FOR BUILD 2020.

OWNERS

- | | |
|---|---|
| 1. SM RALEIGH LLC
PIN: 0731-44-1619
ZONING: PUD-CZ
USE: VACANT | 7. SEARS, TONY C & JUDY T
PIN: 0731-33-8863
ZONING: PUD-CZ
USE: FORESTRY |
| 2. FAHEY FAMILY FARM LLC
PIN: 0731-43-4504
ZONING: PUD-CZ
USE: RESIDENTIAL | 8. SEARS, TONY C & JUDY T
PIN: 0731-32-9405
ZONING: PUD-CZ
USE: FORESTRY |
| 3. FAHEY FAMILY FARM LLC
PIN: 0731-43-5707
ZONING: PUD-CZ
USE: VACANT | 9. SEARS, TONY C & JUDY T
PIN: 0731-42-2153
ZONING: PUD-CZ
USE: FORESTRY |
| 4. FAHEY FAMILY FARM LLC
PIN: 0731-43-4767
ZONING: PUD-CZ
USE: VACANT | 10. SM RALEIGH
PIN: 0731-31-1773
ZONING: PUD-CZ
USE: VACANT |
| 5. SM RALEIGH LLC
PIN: 0731-33-1798
ZONING: PUD-CZ
USE: VACANT | 11. J&M STROUP LLC
PIN: 0731-31-8157
ZONING: PUD-CZ
USE: RESIDENTIAL |
| 6. SEARS, TONY C & JUDY T
PIN: 0731-33-8590
ZONING: PUD-CZ
USE: FORESTRY | |

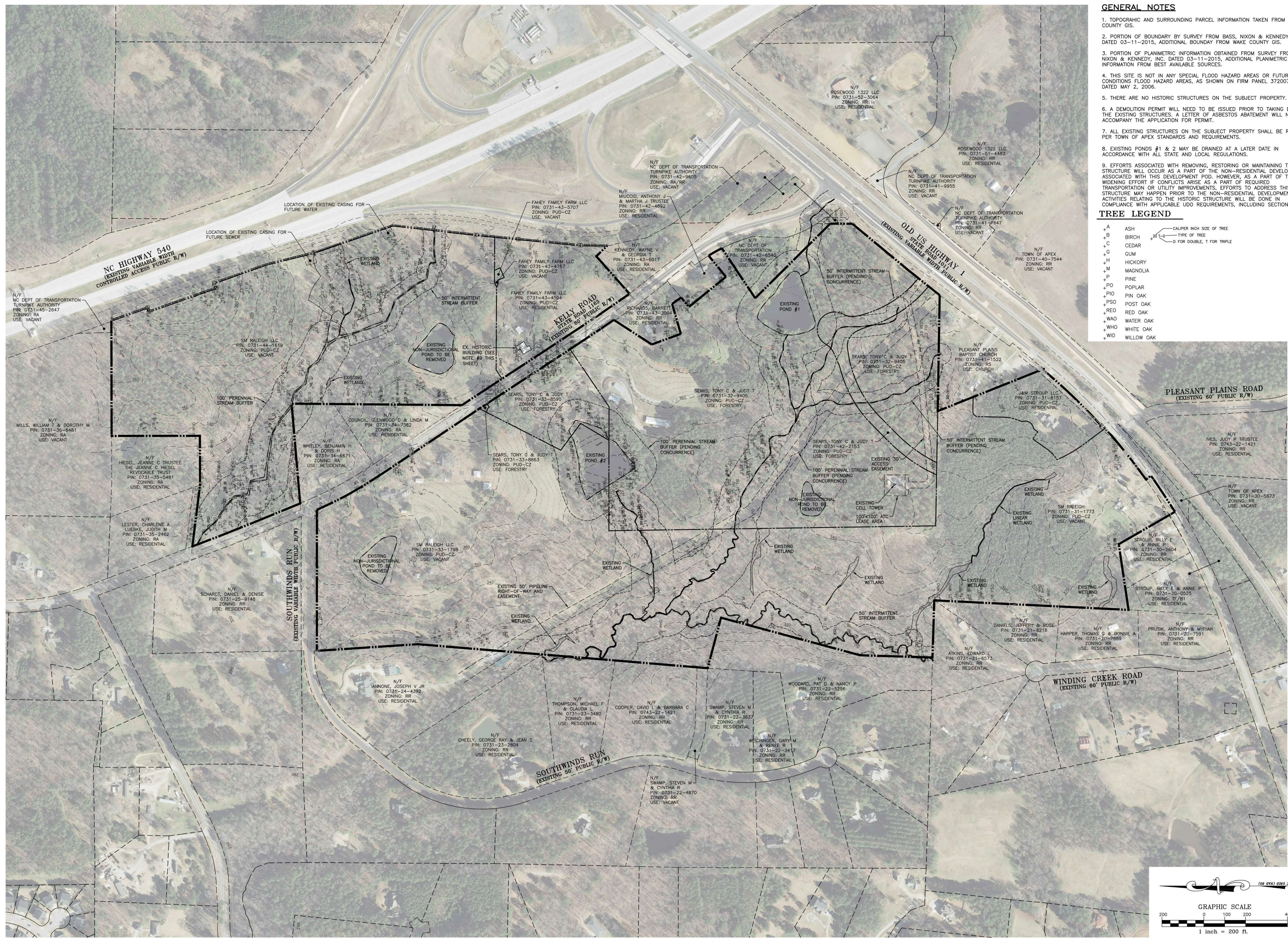
SITE DATA

DEVELOPER	STANLEY MARTIN HOMES 4020 WESTCHASE BLVD, SUITE 190 RALEIGH, NC 27607			
PARCELS	0731-44-1619 0731-43-4504 0731-43-5707 0731-43-4767	0731-33-1798 0731-33-8590 0731-33-8863 0731-32-9405	0731-42-2153 0731-31-1773 0731-31-8157	
(SEE TABLE ON COVER SHEET FOR OWNER INFORMATION)				
SITE AREA	GROSS: 163.34 AC R/W DEDICATION: 2.00 AC NET: 161.34 AC			
EXISTING ZONING	PUD-CZ #15C233			
PROPOSED ZONING	PUD-CZ			
RIVER BASIN	CAPE FEAR			
WATERSHED OVERLAY	PRIMARY WATERSHED PROTECTION OVERLAY DISTRICT			
MAX BUILT UPON AREA (IMPERVIOUS)	LESS THAN 70% (IMPERVIOUS)			
2045 LAND USE MAP DESIGNATION	HIGH DENSITY RESIDENTIAL, OFFICE EMPLOYMENT, COMMERCIAL SERVICES, AND MEDIUM DENSITY RESIDENTIAL			
EXISTING USE	RESIDENTIAL			
PROPOSED USE	UP TO 393 TOTAL RESIDENTIAL UNITS (SINGLE FAMILY & TOWNHOMES) UP TO 500,000 SF NON-RESIDENTIAL RECREATIONAL FACILITY (PRIVATE), PARK (ACTIVE), PARK (PASSIVE), UTILITY (MINOR)			
MIX OF USES	RESIDENTIAL: 105.35 AC (65.30%) NON-RESIDENTIAL: 55.99 AC (34.70%)			
DENSITY	393 UNITS / 105.84 AC = 3.71 UNITS/AC			
LOT WIDTH	MINIMUM 55'	TOWNHOME 22'	TOWNHOME DETACHED 22'	NON-RESIDENTIAL 50'
LOT SIZE	MINIMUM 7,000 SF	N/A	N/A	5,000 SF
AVERAGE	8,000 SF	N/A	N/A	N/A
*MINIMUM LOT SIZE FOR SINGLE FAMILY LOTS WITHIN 100' OF FAR WESTERN PROPERTY LINE (ADJACENT TO WESTWINDS SUBDIVISION) SHALL BE 10,000 SF				
SETBACKS	SIDE 5'	0'	3'	5'
FRONT	20'	10'; OR 18' WHERE THERE IS A FRONT-LOADED GARAGE	10'; OR 18' WHERE THERE IS A FRONT-LOADED GARAGE	5'
CORNER SIDE	10'	16' BUILDING SEPARATION	10' BUILDING SEPARATION	5'
REAR	15'	10'; OR 5' TO ALLEY-LOADED GARAGE	10'; OR 5' TO ALLEY-LOADED GARAGE	5'
BUILDING HEIGHT	MAXIMUM 36'	45' (3-STORY)	45' (3-STORY)	75' (5-STORY)
FEMA FIRM PANEL	3720073100J			
RESOURCE CONSERVATION AREA (RCA)	27% MINIMUM (43.56 AC) INCLUDES 2% REQUIRED IF SITE IS MASS GRADED			
IMPERVIOUS SURFACE AREA	ALLOWED	112.94 AC (70%)		
	PROPOSED	36.71 AC (22.75%)		



THE JOHN R. McADAMS COMPANY, INC.
2905 Meridian Parkway
Durham, North Carolina 27713
License No.: C-0293
(800) 733-5646 • McAdamsCo.com
Contact: Josh Decker
decker@mcadamsco.com

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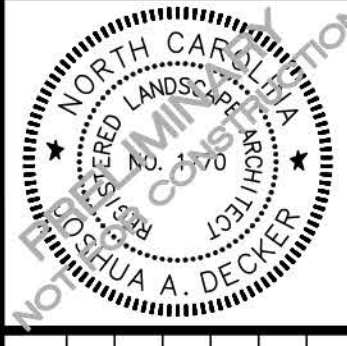


- GENERAL NOTES**
1. TOPOGRAPHIC AND SURROUNDING PARCEL INFORMATION TAKEN FROM WAKE COUNTY GIS.
 2. PORTION OF BOUNDARY BY SURVEY FROM BASS, NIXON & KENNEDY, INC. DATED 03-11-2015, ADDITIONAL BOUNDARY FROM WAKE COUNTY GIS.
 3. PORTION OF PLANIMETRIC INFORMATION OBTAINED FROM SURVEY FROM BASS, NIXON & KENNEDY, INC. DATED 03-11-2015, ADDITIONAL PLANIMETRIC INFORMATION FROM BEST AVAILABLE SOURCES.
 4. THIS SITE IS NOT IN ANY SPECIAL FLOOD HAZARD AREAS OR FUTURE CONDITIONS FLOOD HAZARD AREAS, AS SHOWN ON FIRM PANEL 3720073100J DATED MAY 2, 2006.
 5. THERE ARE NO HISTORIC STRUCTURES ON THE SUBJECT PROPERTY.
 6. A DEMOLITION PERMIT WILL NEED TO BE ISSUED PRIOR TO TAKING DOWN THE EXISTING STRUCTURES. A LETTER OF ASBESTOS ABATEMENT WILL NEED TO ACCOMPANY THE APPLICATION FOR PERMIT.
 7. ALL EXISTING STRUCTURES ON THE SUBJECT PROPERTY SHALL BE REMOVED PER TOWN OF APEX STANDARDS AND REQUIREMENTS.
 8. EXISTING PONDS #1 & 2 MAY BE DRAINED AT A LATER DATE IN ACCORDANCE WITH ALL STATE AND LOCAL REGULATIONS.
 9. EFFORTS ASSOCIATED WITH REMOVING, RESTORING OR MAINTAINING THIS STRUCTURE WILL OCCUR AS A PART OF THE NON-RESIDENTIAL DEVELOPMENT ASSOCIATED WITH THIS DEVELOPMENT POD. HOWEVER, AS A PART OF THE ROAD WIDENING EFFORT IF CONFLICTS ARISE AS A PART OF REQUIRED TRANSPORTATION OR UTILITY IMPROVEMENTS, EFFORTS TO ADDRESS THIS STRUCTURE MAY HAPPEN PRIOR TO THE NON-RESIDENTIAL DEVELOPMENT. ACTIVITIES RELATING TO THE HISTORIC STRUCTURE WILL BE DONE IN COMPLIANCE WITH APPLICABLE UDC REQUIREMENTS, INCLUDING SECTION 2.2.8.

TREE LEGEND

+A	ASH	○	CALIPER INCH SIZE OF TREE
+B	BIRCH	○	TYPE OF TREE
+C	CEDAR	○	D FOR DOUBLE, T FOR TRIPLE
+G	GUM		
+H	HICKORY		
+M	MAGNOLIA		
+P	PINE		
+PO	POPLAR		
+PIO	PIN OAK		
+PSO	POST OAK		
+REO	RED OAK		
+WAO	WATER OAK		
+WHO	WHITE OAK		
+WIO	WILLOW OAK		

THE JOHN R. MCADAMS COMPANY, INC.
 2905 Meridian Parkway
 Durham, North Carolina 27713
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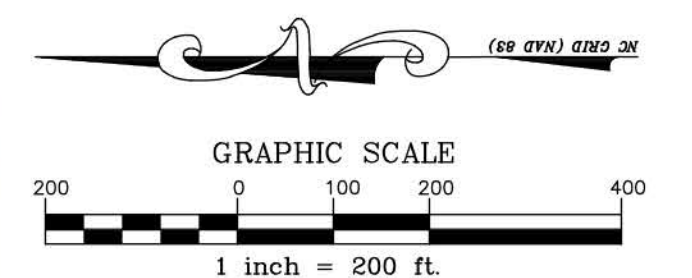
REVISIONS:

1	2020-06-12	PER TOWN OF APEX COMMENTS
2	2020-06-24	PER TOWN OF APEX COMMENTS

DEVELOPER:
 STANLEY MARTINHOMES
 4020 WESTCHASE BOULEVARD,
 SUITE 190
 RALEIGH, NC 27607

WEST VILLAGE
KELLY ROAD & OLD US HIGHWAY 1
 APEX, NORTH CAROLINA
EXISTING CONDITIONS PLAN

PROJECT NO:	ORL-15000
FILENAME:	ORL15000-XC1
DESIGNED BY:	RCZ
DRAWN BY:	RLU
SCALE:	1" = 200'
DATE:	05-01-2020
SHEET NO.:	C-1



PRELIMINARY DRAWING - NOT RELEASED FOR CONSTRUCTION

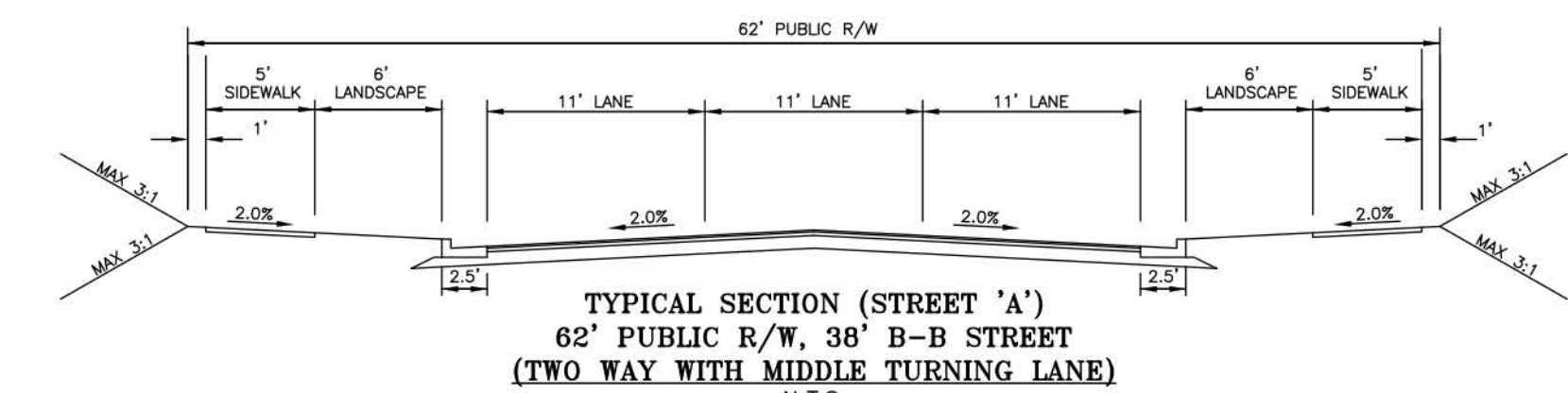
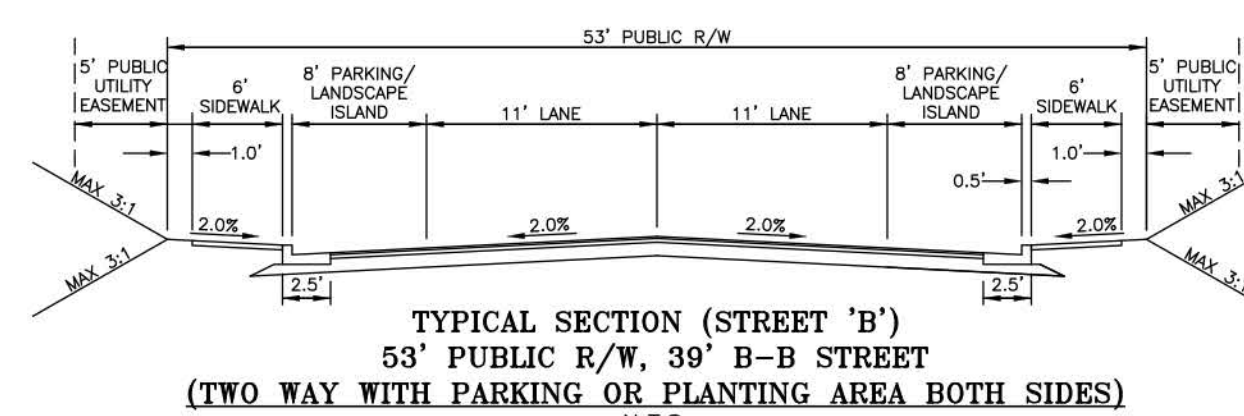
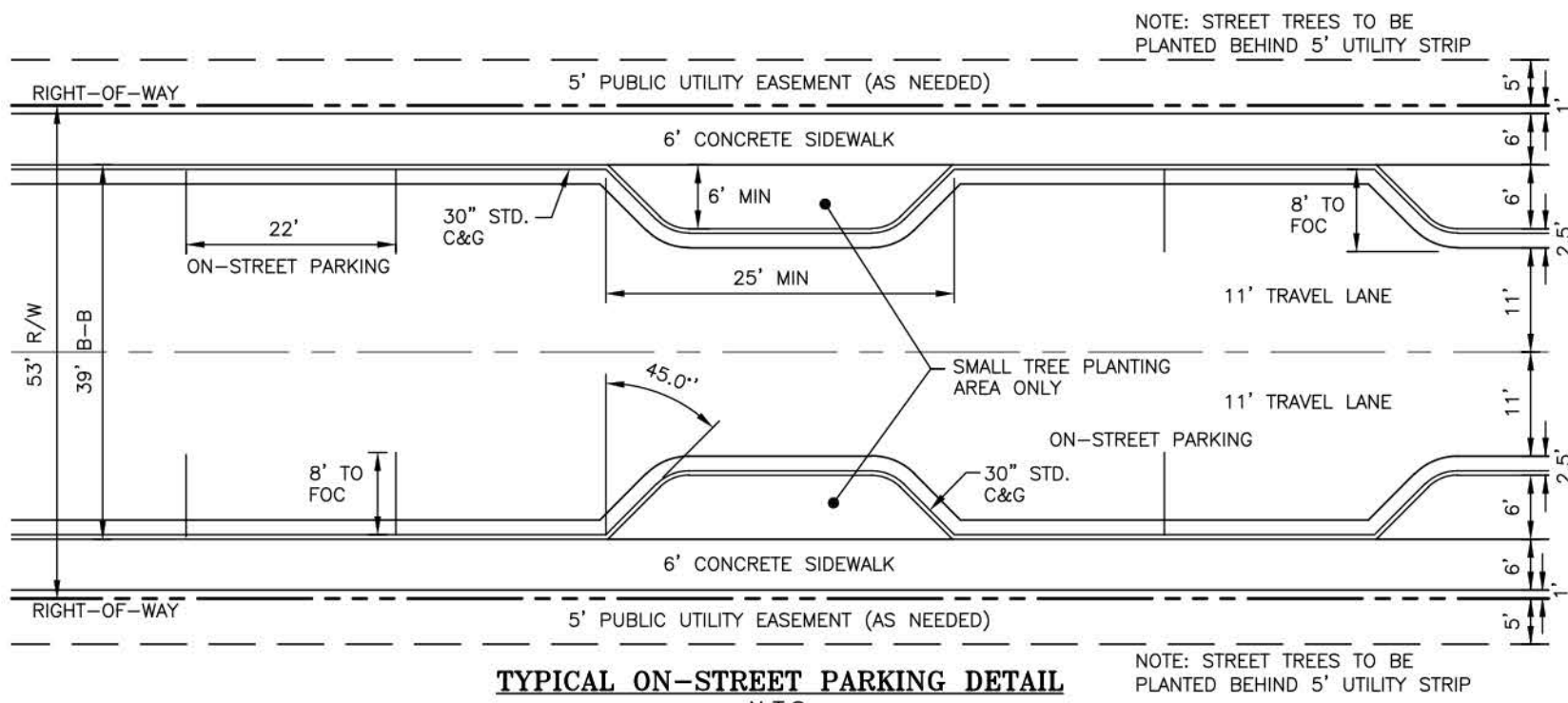
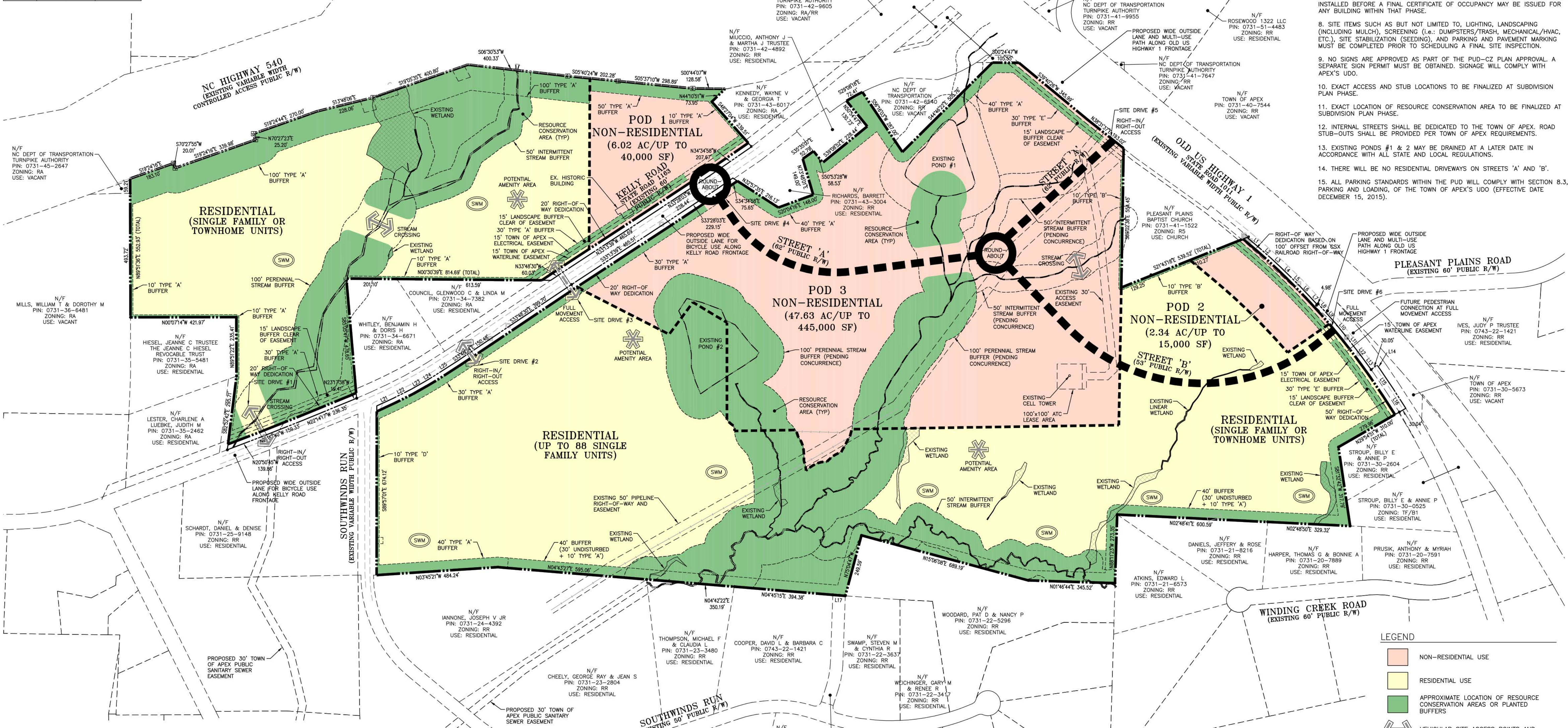
LINE	DIRECTION	DISTANCE
L1	S40°32'07"W	71.72
L2	S41°36'33"W	53.02
L3	S42°59'16"W	53.35
L4	S44°03'19"W	53.17
L5	S45°07'59"W	53.49
L6	S46°17'03"W	53.01
L7	S47°08'27"W	49.64
L8	S47°56'55"W	40.75
L9	S48°37'10"W	50.54
L10	S50°43'16"W	84.89
L11	S51°56'36"W	53.06
L12	S52°56'35"W	52.31
L13	S54°05'42"W	56.50
L14	S54°00'47"W	21.64
L15	S56°04'32"W	95.13
L16	S57°13'06"W	90.86
L17	N04°40'34"E	50.02
L21	S24°58'58"E	73.12
L22	S26°40'10"E	79.58
L23	S29°35'51"E	60.12
L24	S30°35'44"E	44.59
L25	S32°44'34"E	108.36

PHASING NOTES

1. THE PROPERTY WILL BE DEVELOPED IN UP TO 10 PHASES. THE TIMING AND AMOUNT OF PHASES WILL BE DEFINED AT THE TIME OF SITE PLAN REVIEW.
2. ACCESS POINTS ARE PRELIMINARY IN NATURE AND SUBJECT TO TOWN OF APEX AND NDOT REVIEW AT TIME OF SITE PLAN REVIEW.
3. LIMITS OF LAND DISTURBANCE WITHIN EACH PHASE TO BE FINALIZED AT SITE PLAN PHASE.
4. PUBLIC UTILITIES SHALL BE PROVIDED FOR EACH PHASE.
5. ROADWAY PHASING - PRIOR TO TIME OF THE FIFTY-FIRST PLATTED LOT ASSOCIATED WITH THE RESIDENTIAL LOCATED OFF OF OLD US HWY 1, THE SECOND POINT OF ACCESS (SOUTHERNMOST PORTION OF STREET 'A'), NECESSARY PORTION OF THE SOUTHERNMOST ROUNDABOUT AND STREET 'B' SHOWN SHALL BE CONSTRUCTED, AS A PART OF THE NON-RESIDENTIAL DEVELOPMENT IN POD 3, THE ROUNDABOUT PROPOSED ON KELLY ROAD SHALL BE CONSTRUCTED ALONG WITH THE PORTION OF STREET 'A' TRYING BACK TO THE SOUTHERNMOST ROUNDABOUT, PRIOR TO TIME OF THE FIRST CERTIFICATE OF OCCUPANCY FOR ANY COMMERCIAL WITHIN POD 3, STREET 'A' WILL BE FULLY CONSTRUCTED, CONNECTING KELLY ROAD TO OLD US HWY 1.

SITE NOTES

1. REFER TO PUD DOCUMENT FOR A COMPLETE LIST OF ALLOWABLE USES FOR EACH TRACT OR DEVELOPMENT AREA.
2. NO SITE DEVELOPMENT ACTIVITY INCLUDING BUT NOT LIMITED TO TESTING, CLEARING, INSTALLATION OF S&E MEASURES, OR GRADING, SHALL OCCUR UNTIL REQUIRED PROTECTION FENCING HAS BEEN INSTALLED AND INSPECTED. A PROTECTION FENCING INSTALLATION PERMIT MAY BE OBTAINED AT THE PLANNING DEPARTMENT OR BY CALLING 919-249-3426.
3. 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, AND PONDS. 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.).
4. ALL GRADING AND SUPPORT STRUCTURES ASSOCIATED WITH ANY RETAINING STRUCTURE SHALL NOT ENCROACH INTO ANY REQUIRED BUFFER OR PROTECTED AREA (SUCH AS, BUT NOT LIMITED TO, RCA AND CRITICAL ROOT ZONES OF TREES, PUBLIC UTILITY EASEMENTS, AND RIGHTS-OF-WAY), AND SHALL BE CONTAINED ENTIRELY ON SITE.
5. SITE ELEMENTS REQUIRED TO SATISFY RECREATIONAL REQUIREMENTS SUCH AS, BUT NOT LIMITED TO, PLAY FIELDS AND GREENWAY TRAILS AND ITEMS 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.
6. THE SCREENING OF TRASH CONTAINERS (INCLUDING DUMPSTERS AND ROLL-OUT CARTS), OUTDOOR STORAGE, MECHANICAL AND HVAC EQUIPMENT, AND SIMILAR FACILITIES ON THE ROOF, ON THE GROUND, OR ON BUILDINGS SHALL MEET THE REQUIREMENTS FOUND IN SECTION 8.2.8 OF THE UNIFIED DEVELOPMENT ORDINANCE; SPECIFICALLY SCREENING MUST BE DONE SO THAT:
 - A. IT IS INCORPORATED INTO THE OVERALL DESIGN THEME OF THE BUILDING AND LANDSCAPE.
 - B. SCREENING MATERIALS ARE NOT DIFFERENT FROM OR INFERIOR TO THE PRINCIPAL MATERIALS OF THE BUILDING OR LANDSCAPE, AND ARE SIMILAR IN MATERIALS AND COLOR.
 - C. SCREENED ITEMS ARE OUT OF VIEW FROM ADJACENT PROPERTIES AND PUBLIC STREETS, AND A TOTALLY OPAQUE SCREEN IS ACHIEVED.
 - D. ANY GROUND-MOUNTED HVAC OR OTHER MECHANICAL OR UTILITY EQUIPMENT SIX-FOOT TALL OR HIGHER MUST BE FENCED AND LANDSCAPED.
 - E. DUMPSTER ENCLOSURES MUST MEET THE ABOVE REQUIREMENTS PLUS THEY MUST BE AT LEAST EIGHT-FOOT TALL OR THE HEIGHT OF THE DUMPSTER, WHICHEVER IS TALLER; AND BE BUILT OF MASONRY MATERIAL.
7. ALL REQUIRED SITE ELEMENTS SHOWN WITHIN A PARTICULAR PHASE MUST BE INSTALLED BEFORE A FINAL CERTIFICATE OF OCCUPANCY MAY BE ISSUED FOR ANY BUILDING WITHIN THAT PHASE.
8. SITE ITEMS SUCH AS BUT NOT LIMITED TO, LIGHTING, LANDSCAPING (INCLUDING MULCH), SCREENING (I.E.: DUMPSTERS/TRASH, MECHANICAL/HVAC, ETC.), SITE STABILIZATION (SEEDING), AND PARKING AND PAVEMENT MARKING MUST BE COMPLETED PRIOR TO SCHEDULING A FINAL SITE INSPECTION.
9. NO SIGNS ARE APPROVED AS PART OF THE PUD-CZ PLAN APPROVAL. A SEPARATE SIGN PERMIT MUST BE OBTAINED. SIGNAGE WILL COMPLY WITH APEX'S UDO.
10. EXACT ACCESS AND STUB LOCATIONS TO BE FINALIZED AT SUBDIVISION PLAN PHASE.
11. EXACT LOCATION OF RESOURCE CONSERVATION AREA TO BE FINALIZED AT SUBDIVISION PLAN PHASE.
12. INTERNAL STREETS SHALL BE DEDICATED TO THE TOWN OF APEX, ROAD STUB-OUTS SHALL BE PROVIDED PER TOWN OF APEX REQUIREMENTS.
13. EXISTING PONDS #1 & 2 MAY BE DRAINED AT A LATER DATE IN ACCORDANCE WITH ALL STATE AND LOCAL REGULATIONS.
14. THERE WILL BE NO RESIDENTIAL DRIVEWAYS ON STREETS 'A' AND 'B'.
15. ALL PARKING STANDARDS WITHIN THE PUD WILL COMPLY WITH SECTION 8.3, PARKING AND LOADING, OF THE TOWN OF APEX'S UDO (EFFECTIVE DATE DECEMBER 15, 2015).



LEGEND

- NON-RESIDENTIAL USE
- RESIDENTIAL USE
- APPROXIMATE LOCATION OF RESOURCE CONSERVATION AREAS OR PLANTED BUFFERS
- VEHICULAR SITE ACCESS POINTS AND APPROXIMATE STREAM CROSSING LOCATIONS
- POSSIBLE LOCATION OF AMENITY AREA (1 TOTAL ON SITE)
- APPROXIMATE LOCATION OF STORMWATER MANAGEMENT FACILITY

NOTE: ALL ITEMS IN LEGEND OTHER THAN VEHICULAR SITE ACCESS POINTS ARE SHOWN CONCEPTUALLY. FINAL LOCATION OF AMENITIES, RCA, & STORMWATER MANAGEMENT FACILITIES WILL BE DETERMINED AT THE TIME OF SITE PLAN.

GRAPHIC SCALE
1 inch = 200 ft.

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MCADAMS

REVISIONS:

NO.	DATE	DESCRIPTION
1	2020-05-12	PER TOWN OF APEX COMMENTS
2	2020-05-24	PER TOWN OF APEX COMMENTS

DEVELOPER:
STANLEY MARTIN HOMES
4020 WESTCHASE BOULEVARD,
SUITE 190
RALEIGH, NC 27667

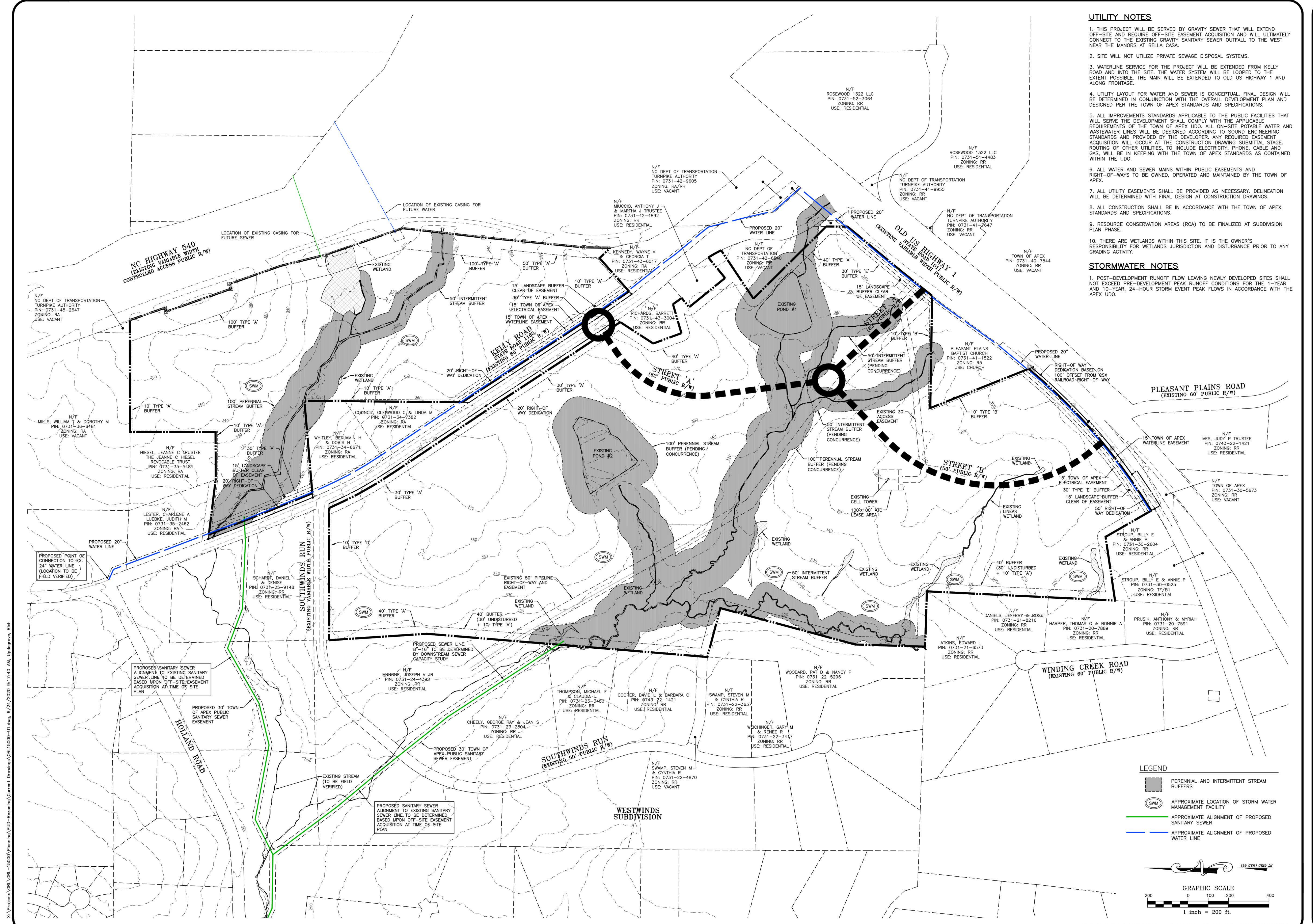
PROJECT NO. ORL-15000
FILENAME: ORL15000-S1
DESIGNED BY: RCZ
DRAWN BY: RLU
SCALE: 1"=200'
DATE: 05-01-2020
SHEET NO. C-2

WEST VILLAGE
KELLY ROAD & OLD US HIGHWAY 1
APEX, NORTH CAROLINA

PRELIMINARY LAYOUT & PHASING PLAN

MCADAMS

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- ### UTILITY NOTES
1. THIS PROJECT WILL BE SERVED BY GRAVITY SEWER THAT WILL EXTEND OFF-SITE AND REQUIRE OFF-SITE EASEMENT ACQUISITION AND WILL ULTIMATELY CONNECT TO THE EXISTING GRAVITY SANITARY SEWER OUTFALL TO THE WEST NEAR THE MANORS AT BELLA CASA.
 2. SITE WILL NOT UTILIZE PRIVATE SEWAGE DISPOSAL SYSTEMS.
 3. WATERLINE SERVICE FOR THE PROJECT WILL BE EXTENDED FROM KELLY ROAD AND INTO THE SITE. THE WATER SYSTEM WILL BE LOOPEO TO THE EXTENT POSSIBLE. THE MAIN WILL BE EXTENDED TO OLD US HIGHWAY 1 AND ALONG FRONTAGE.
 4. UTILITY LAYOUT FOR WATER AND SEWER IS CONCEPTUAL. FINAL DESIGN WILL BE DETERMINED IN CONJUNCTION WITH THE OVERALL DEVELOPMENT PLAN AND DESIGNED PER THE TOWN OF APEX STANDARDS AND SPECIFICATIONS.
 5. ALL IMPROVEMENTS STANDARDS APPLICABLE TO THE PUBLIC FACILITIES THAT WILL SERVE THE DEVELOPMENT SHALL COMPLY WITH THE APPLICABLE REQUIREMENTS OF THE TOWN OF APEX UDO. ALL ON-SITE POTABLE WATER AND WASTEWATER LINES WILL BE DESIGNED ACCORDING TO SOUND ENGINEERING STANDARDS AND PROVIDED BY THE DEVELOPER. ANY REQUIRED EASEMENT ACQUISITION WILL OCCUR AT THE CONSTRUCTION DRAWING SUBMITTAL STAGE. ROUTING OF OTHER UTILITIES, TO INCLUDE ELECTRICITY, PHONE, CABLE AND GAS, WILL BE IN KEEPING WITH THE TOWN OF APEX STANDARDS AS CONTAINED WITHIN THE UDO.
 6. ALL WATER AND SEWER MAINS WITHIN PUBLIC EASEMENTS AND RIGHT-OF-WAYS TO BE OWNED, OPERATED AND MAINTAINED BY THE TOWN OF APEX.
 7. ALL UTILITY EASEMENTS SHALL BE PROVIDED AS NECESSARY. DELINEATION WILL BE DETERMINED WITH FINAL DESIGN AT CONSTRUCTION DRAWINGS.
 8. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE TOWN OF APEX STANDARDS AND SPECIFICATIONS.
 9. RESOURCE CONSERVATION AREAS (RCA) TO BE FINALIZED AT SUBDIVISION PLAN PHASE.
 10. THERE ARE WETLANDS WITHIN THIS SITE. IT IS THE OWNER'S RESPONSIBILITY FOR WETLANDS JURISDICTION AND DISTURBANCE PRIOR TO ANY GRADING ACTIVITY.
- ### STORMWATER NOTES
1. POST-DEVELOPMENT RUNOFF FLOW LEAVING NEWLY DEVELOPED SITES SHALL NOT EXCEED PRE-DEVELOPMENT PEAK RUNOFF CONDITIONS FOR THE 1-YEAR AND 10-YEAR, 24-HOUR STORM EVENT PEAK FLOWS IN ACCORDANCE WITH THE APEX UDO.

- ### REVISIONS:
- | | |
|------------|---------------------------|
| 2020-06-12 | PER TOWN OF APEX COMMENTS |
| 2020-06-24 | PER TOWN OF APEX COMMENTS |

DEVELOPER:
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PROJECT NO: ORL-15000
FILENAME: ORL15000-U1
DESIGNED BY: RCZ
DRAWN BY: RLU
SCALE: 1"=200'
DATE: 05-01-2020
SHEET NO: C-3

LEGEND

- PERENNIAL AND INTERMITTENT STREAM BUFFERS
- APPROXIMATE LOCATION OF STORM WATER MANAGEMENT FACILITY
- APPROXIMATE ALIGNMENT OF PROPOSED SANITARY SEWER
- APPROXIMATE ALIGNMENT OF PROPOSED WATER LINE

GRAPHIC SCALE
 1 inch = 200 ft.

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WEST VILLAGE
KELLY ROAD & OLD US HIGHWAY 1
 APEX, NORTH CAROLINA

PRELIMINARY UTILITY & STORMWATER MANAGEMENT PLAN

PROJECT NO: ORL-15000
FILENAME: ORL15000-U1
DESIGNED BY: RCZ
DRAWN BY: RLU
SCALE: 1"=200'
DATE: 05-01-2020
SHEET NO: C-3

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