

**WENDELL FALLS PUD PLAN DOCUMENT
REVISED JULY 2015**

I. INTRODUCTION: A SUMMARY OF THIS APPLICATION BY NASH WENDELL FALLS, LLC

In June of 2006, the Town of Wendell (“Town”) and Wendell Falls Development, LLC entered into a Development Agreement regarding approximately 1,200 acres of property (the “Property”). On October 9, 2006 and July 14, 2008 the Town approved development of the Property as a Planned Unit Development (the “PUD Approval”). In October of 2013, NASH Wendell Falls, LLC (“Wendell Falls”) acquired the rights to the PUD Approval and became the developer of the project (the “Project”).

In addition to Wendell Falls becoming the new developer, after the Project was originally approved, the Town adopted the Unified Development Ordinance (“UDO”). The UDO, having been subsequently adopted, does not apply to the Project except when and as Wendell Falls has sought to apply certain portions of the UDO to the Project by amendment of the Development Agreement with the Town. Rather than applying portions of the UDO to portions of the Project in a piecemeal pattern over time, Wendell Falls seeks to design a traditional Planned Unit Development wherein the UDO would apply to the entire Project except where provisions of this PUD Plan document (this document, including the attached exhibits, is referred to hereinafter as the “2015 PUD Plan Document”) allows for differences based on the nature of a master planned community of significance size. The UDO, however, currently makes no provision for a planned unit development.

In consultation with the Town Planning Staff, Town Manager and the Town attorneys, Wendell Falls determined that the best, most coherent and unifying approach would be to amend the UDO to add a PUD option for master planned communities of greater than 200 acres and to approve a PUD plan document for the Project under that new UDO provision. This approach would provide Wendell Falls the flexibility it needs to continue to develop the Project in accordance with a changing market and as typically needed for a large master-planned community.

Thus, Wendell Falls seeks approval of this 2015 PUD Plan Document through the following integrated applications:

1. UDO Text Amendment to add a PUD classification and to make necessary ancillary changes to UDO to allow for the integration of the PUD category.
2. A Zoning Map Amendment to create a PUD District for Wendell Falls as well as a modified Master Plan map for the Project, greatly simplifying the Master Plan by reducing the number of zones from 34 down to 5.
3. A Special Use Permit Application to seek approval this proposed 2015 PUD Plan Document.
4. A Fifth Amendment to the Development Agreement between the Town and Wendell Falls to incorporate the changes associated with the 2015 PUD Plan Document.

II. CORNERSTONES OF THE PROJECT UNCHANGED:

It is important to note at the outset that, as a result of an approval of the 2015 PUD Plan Document, the following cornerstones of the Wendell Falls PUD are **not** changing:

- a. Maximum number of residential units over entire Project: 4,000
- b. Maximum amount of commercial square footage: 2,000,000
- c. Maximum density of entire Project will not change: 3.43 dwelling units/ac
- d. Minimum Open Space over entire Project will not change: 273 acres of Open Space (as described in section IV.G. of this 2015 PUD Plan Document)
- e. The maximum number of multi-family and attached residential units within the Project shall be 1,400, which is derived from calculating 35% of the number of permitted dwelling units, 4,000.

Wendell Falls does not seek to change any of those fundamental Project parameters at this time.

DESCRIPTION OF MAPS ATTACHED:

- EXHIBIT A-1: Wendell Falls Revised Master Plan/PUD Map (Map #1)
- EXHIBIT A-2: Wendell Falls Comparison of New PUD Zones to Old PUD Pods (Map #2)
- EXHIBIT A-3: Wendell Falls Revised Open Space Plan (Map #3)
- EXHIBIT A-4: Wendell Falls Revised Circulation Plan (Map #4)

DESCRIPTION OF ADDITIONAL EXHIBITS ATTACHED:

- EXHIBIT B: Supplemental Use Standards for Wendell Falls (UDO Chapter 3)
- EXHIBIT C: Circulation and Connectivity Standards in Wendell Falls (UDO Chapter 9)
- EXHIBIT D: Typical Road Sections for Wendell Falls
- EXHIBIT E: Definitions Applicable to Wendell Falls (UDO Chapter 19)

III. BRIEF HISTORY OF THE PROJECT TO DATE:

Since acquiring the Project in late 2013, Wendell Falls has made tremendous strides in bringing the Project to market. Construction was completed on the primary arterial roadway bifurcating the development, commonly known as “Wendell Falls Parkway” in December 2013. The completion of this arterial roadway allowed long-awaited access to the Wendell Falls development and to the Town of Wendell from the Wendell Falls Parkway interchange that had been constructed years prior. In the Spring of 2014, the Project’s first phases of residential property, specifically parcels SF 1, SF 2 and SF 3, were rezoned to the NC classification contained in the Town’s UDO. This rezoning allowed for greater variety of single family detached homesites and homes. The rezoning was followed up with platting efforts which accommodated an overall increase in the number of single family homesites in those sections compared with concepts presented by the previous developer, along with the incorporation of alley-fed homesites to improve the development’s visual appeal and enhance housing product diversification. The revised plats required significant retrofitting of infrastructure previously constructed by the original developer. Home construction commenced in these first residential phases in January 2015. A second round of entitlement activity was completed in March 2015, which rezoned parcels SF 13, SF 14, SF 15 and SF 4 to classifications contained in the UDO. Furthermore, the design and construction of the first amenity offerings commenced in Spring of 2014, consisting of an approximately 8,500 SF clubhouse, swimming pool, festival lawn, fishing pier, kids play area, and initial trail segments. All of these design, planning and construction efforts culminated in grand opening the community to the public in May 2015, with completed amenities and model home village, approximately 20 additional home starts and a number of homes sales to customers accomplished.

Wendell Falls, having now been involved with the Project for approaching two years, and having conformed certain residential portions to the UDO, has reached strong conclusions about ways to improve the PUD to increase the likelihood of long-term success for the Project – benefitting both Wendell Falls and the Town. Wendell Falls believes the amendments proposed with this application significantly enhance the likelihood of more timely and purposeful development of the Project. With this application, Wendell Falls commits to maintain certain cornerstones of the original approval completely unchanged while simultaneously seeking use flexibility within the Project.

Within that steady framework, Wendell Falls seeks to simplify the PUD into functional and flexible categories, while still maintaining important diversity of uses and housing categories. The original PUD Approval created 34 different land use pods, each with defined boundaries and requirements as to allowed uses and development standards (such as lot widths, average lots sizes, setbacks, etc.).

This 2015 PUD Plan Document simplifies the Project by consolidating the 34 land use pods down to 5 Zones (see

attached Exhibit A-2 which compares the original PUD map with the currently proposed PUD map), each with certain allowed uses and development standards. The principal motivation for these proposed simplifications is the reality that the order, precise location and exact allocation of and between residential and commercial development in a project this size is very difficult, if not impossible, to predict so far in advance. In 2014 and 2015, Wendell Falls came before the Town to seek amendments to the Development Agreement, each time seeking to respond to market forces regarding lot size and development standards. If the 34 pods are left in place as is, Wendell Falls would anticipate needing to repeatedly come back to the Town Board for a continuous series of similar amendments to both the Development Agreement and the PUD Approval as the market dictates the actual uses and most logical locations for those uses.

Approving this proposed 2015 PUD Plan Document, including built-in protections to ensure diversity of housing options and properly located commercial development, allows Wendell Falls to efficiently roll out the Project in a way that will be beneficial to the Town and more functional for Wendell Falls.

IV. 2015 REVISED MASTER PLAN:

This 2015 PUD Plan Document, including the attached exhibits and maps, comprises the master plan for Wendell Falls (it may sometimes hereinafter be referred to as the “2015 Revised Master Plan”).

A. THE 2015 PUD PLAN DOCUMENT AND THE UDO

As with the original approval, this 2015 PUD Plan Document, including all of its component maps and exhibits, will be the governing document applicable in the first instance to all matters relating to the development of Wendell Falls. To the extent of any conflicts between this 2015 PUD Plan Document and provisions of the UDO, the 2015 PUD Plan Document provisions shall apply.

B. THE WENDELL FALLS PUD ZONING DISTRICT AND MASTER PLAN

Approval of this 2015 PUD Plan Document and the associated zoning map amendment creates a PUD Zoning District comprised of the real property shown on the Revised Master Plan/PUD Map (the “Revised Master Plan/PUD Map,” attached as Exhibit A-1). The Wendell Falls PUD Zoning District is comprised of all of the real property included in the original PUD.

The 2015 Revised Master Plan is comprised of a variety of uses within five (5) different Zones that will ultimately define the community as a place where its residents should be able to access all of their daily needs in a short walk or drive. The 2015 Revised Master Plan represents an attempt to achieve a balance among community goals, market dynamics, and the adopted design philosophy for the development. The resulting overall gross density for Wendell Falls is approximately 3.43 dwelling units per acre (unchanged). This overall density falls below the maximum target density of 4.0 dwelling units per acre as defined by the Town of Wendell Land Use Plan. Parks and open space account for approximately 270 acres and include such uses as active and passive recreation (including the county park and the homeowner recreation site) as well as a greenway trail network that links many of the development's neighborhoods.

1. 2015 Revised Master Plan.

Attached as Exhibit A-1 and incorporated herein is the revised master plan/PUD map. It is supplemented by all of the additional maps and exhibits hereto which are incorporated by reference and are part of the revised master plan for the Wendell Falls Project.

2. Description of the Five 2015 Master Plan Zones.

Zone 1 - Regional Mixed-Use: This zone is situated adjacent to Hwy 64, which is designated as

the future I-495 corridor. Given its adjacency to the busy interstate and newly constructed interchange at Wendell Falls Parkway, the intent of this Zone is to allow for mixed-use development, with a heavy emphasis on regional retail, office, medical services and a wide-range of other commercial uses. This Zone is intended to attract commercial establishments that will rely on the convenient access to attract users from a broad geographical region. Furthermore, this Zone provides opportunity for the integration of residential development to enhance the mixed-use goals and walkability of the overall community.

Zone 2 – Neighborhood Mixed-Use: This Zone is located central to the community and is integrated among properties that are zoned residential. This Zone is intended to provide for a mix of commercial uses that will effectively integrate with surrounding residential uses, and ease the transition between Wendell Falls Parkway and residential homes. The success of businesses located in this Zone will depend on traffic generated from Wendell Falls Parkway, as well as residents living in Wendell Falls and, more broadly, the Town of Wendell. The intent is to create a commercial district that encourages both vehicular and pedestrian access.

Zone 3 – Residential: The intention of this Zone is to allow for a diverse offering of homes designed to meet the housing needs of the area’s broad demographic make-up. The Zone permits a wide range of housing types with varying densities in an effort to be responsive the ever-changing demands and preferences of future homeowners.

Zone 4 – Recreation: The Recreation Zone is established to ensure the community develops with appropriate levels of active and passive recreational opportunities for a community of this size and make-up. The original Rec-1 pod consisted of an 18.9 acre parcel. The Recreation Zone (Zone 4) depicted on the 2015 Master Plan consists of an approximately 11.85 acre portion of the original 18.9 acre recreational land tract. The 11.85 acre site consists of a clubhouse (including a café, fitness center and event space for rental), swimming pool, children’s’ play area, fishing pier, pond, paved walking trail, festival lawn and outdoor pavilion. A minimum of 7.05 acres of additional land has been or will be set aside elsewhere within the Project for active and passive recreational opportunities throughout the community. Including other recreational sites already developed in Wendell Falls, the total amount of recreation property developed to date is 17.45 acres. The total requirement is 18.9 acres, leaving 1.45 acres still yet to be developed. Notwithstanding the fact that the remaining requirement is 1.45 acres, Wendell Falls will create at least one contiguous active recreation site of at least 2.0 acres in size.

Zone 5 - Flex: This Zone, which is located in an area that abuts an active railway and is in close proximity to Hwy 64/Future I-495, is intended to allow for a high degree of flexibility in responding to opportunities for economic growth and development of the Triangle. Recent assessments of Wake County Economic Development have determined that this parcel is potentially suitable for attracting job-based manufacturing or research development companies. To accommodate this possibility, this Zone will allow for such development. Additionally, this Zone is located nearest the Regional Mixed Use Zone and is permitted for uses similar to those allowed in Regional Mixed Use.

3. Wendell Falls Use Matrix.

The 2015 Master Plan divides Wendell Falls into five (5) master zoning areas, depicted on the 2015 Master Plan and described in the following table. The use categories match the use categories found in UDO Use Matrices (UDO, Section 2.3.C), except that the uses highlighted in yellow below are newly created as part of the 2015 Master Plan. The following use matrix establishes the allowed uses within Wendell Falls:

Zone	ZONE 1	ZONE 2	ZONE 3	ZONE 4	ZONE 5A*	ZONE 5B*
General Description	Regional Mixed-use	Neighborhood Mixed-use	Residential	Rec.	Flex: First In: Manufacturing, Wholesale, Storage	Flex: First In: Anything other than Manufacturing, Wholesale, Storage
Map Color	Purple	Red	Yellow	Blue	Brown	Brown
Residential						
Dwelling Single Family	P	P	P	NP	SUP	P
Dwelling Multi-family	P	P	P	NP	SUP	P
Dwelling Secondary	PS	PS	PS	NP	SUP	PS
Family Care Home (6 or fewer Residents)	PS	PS	PS	NP	SUP	PS
Home Occupation	PS	PS	PS	NP	SUP	PS
Housing Service for the Elderly	P	P	P	NP	SUP	P
Live-work Units	PS	PS	PS	NP	SUP	PS
Manufactured Housing	NP	NP	NP	NP	NP	NP
Lodging						
Bed and Breakfast Inns	P	P	NP	NP	SUP	P
Hotels/Motels/Inns	P	P	NP	NP	P	P
Rooming or Boarding House	P	P	NP	NP	P	P
Office/Service						
Animal Services	PS	PS	NP	NP	PS	PS
Animal Services - Boarding as primary	NP	NP	NP	NP	PS	NP
ATM	PS	PS	NP	NP	PS	PS
Banks, Credit Unions, Financial Services	P	P	NP	NP	SUP	P
Business Support Services	P	P	NP	NP	SUP	P
Child/Adult Day Care Home (8 or less persons)	PS	PS	PS	NP	SUP	PS
Child/Adult Day Care Center (More than 8 persons)	PS	PS	SUP	NP	SUP	PS
Community Service Organization	P	P	NP	NP	SUP	P
Continuing Care Residential Community	P	P	NP	NP	SUP	P
Drive Thru Service	PS	PS	NP	NP	PS	PS
Equipment Rental	PS	PS	NP	NP	PS	PS
Funeral Home	P	SUP	NP	NP	SUP	P

Group Care Facility (More than 6 residents)	PS	PS	PS	NP	SUP	PS
Government Services	P	P	NP	NP	P	P
Laundry Services	P	P	NP	NP	SUP	P
Medical Services - Civic, Urgent Care Center	P	P	NP	NP	SUP	P
Medical Services - Doctors Office	P	P	NP	NP	SUP	P
Mixed-use Buildings (office, retail, residential)	P	P	NP	NP	SUP	P
Theater, Live Performance, Indoor	P	P	NP	NP	SUP	P
Theater, Live Performance, Outdoor	SUP	SUP	NP	NP	SUP	SUP
Post Office	P	P	NP	NP	SUP	P
Personal Services	P	P	NP	NP	SUP	P
Professional Services	P	P	NP	NP	SUP	P
Residential Treatment Facility	P	P	NP	NP	SUP	P
Studio - Art, Music	P	P	NP	NP	SUP	P
Studio - Dance, Martial Arts	P	P	NP	NP	SUP	P
Tattoo Parlor	PS	NP	NP	NP	SUP	PS
Vehicle Services - Minor, Maintenance/Repair	PS	PS	NP	NP	PS	PS
Vehicle Services - Major Repair/Body Work	PS	NP	NP	NP	PS	PS
Retail/Restaurants						
Alcoholic Beverage Sales Store	PS	PS	NP	NP	SUP	PS
Auto Parts Sales	P	P	NP	NP	P	P
Bar/Tavern/Night Club/Billiard/Pool Hall	PS	PS	NP	NP	SUP	PS
Car Wash - Stand alone, Self Service	PS	PS	NP	NP	PS	PS
Demonstration Kitchen	P	P	NP	NP	SUP	P
Drive-thru Retail/Restaurants	P	P	NP	NP	SUP	P
Gas Station/C-store	PS	PS	NP	NP	PS	PS
General Retail - 10,000 sf or less	P	P	NP	NP	SUP	P
General Retail - 10,001 to 50,000 sf	P	P	NP	NP	SUP	P
General Retail – greater than 50,001 sf	P	P	NP	NP	SUP	P
Restaurant	P	P	NP	NP	SUP	P
Shopping Center - Neighborhood Center	P	P	NP	NP	SUP	P
Shopping Center - Community Center	P	P	NP	NP	SUP	P
Shopping Center – Regional	P	NP	NP	NP	SUP	P
Vehicle Sales	PS	NP	NP	NP	PS	PS
Heavy Equipment/RV Sales/Farm Equipment Sales/Mobile Home Sales	NP	NP	NP	NP	PS	NP

Entertainment/Recreation						
Adult Establishment	NP	NP	NP	NP	NP	NP
Amusements, Indoor	PS	PS	NP	NP	SUP	PS
Amusements, Outdoor	PS	NP	NP	NP	SUP	PS
Cultural or Community Facility	P	P	NP	NP	SUP	P
Farmers Markets	PS	PS	NP	PS	SUP	PS
Sports Training/Fitness Complex	P	P	NP	NP	SUP	P
Meeting Facilities	P	P	NP	NP	SUP	P
Recreation Facilities -Indoor	P	P	NP	P	SUP	P
Recreation Facilities - Outdoor	P	P	NP	P	SUP	P
Shooting Range, Indoor	PS	NP	NP	NP	P	PS
Sweepstakes Center	NP	NP	NP	NP	NP	NP
Theater, Movie	P	P	NP	NP	SUP	P
Manufacturing/Wholesale/Storage						
Agriculture	P	P	NP	NP	SUP	P
Laundry, dry cleaning plant	P	NP	NP	NP	P	P
Manufacturing, Light	PS	NP	NP	NP	P	PS
Manufacturing, Neighborhood	PS	PS	NP	NP	P	PS
Manufacturing, Heavy	NP	NP	NP	NP	P	NP
Media production	P	P	NP	NP	P	P
Metal products fabrication, machine or welding shop	NP	NP	NP	NP	P	NP
Micro-Distillery/Micro- Brewery/Micro-Winery	P	PS	NP	NP	P	P
Mini Warehouses	PS	NP	NP	NP	PS	PS
Research and development	PS	SUP	NP	NP	P	PS
Storage - Outdoor as a primary use	NP	NP	NP	NP	P	NP
Storage - Warehouse - indoor storage	P	SUP	NP	NP	P	P
Wholesale Distribution	SUP	NP	NP	NP	P	SUP
Civic/Institutional						
Campground	NP	NP	NP	NP	SUP	NP
Cemetery	SUP	NP	NP	NP	SUP	SUP
College/Universities	P	P	NP	NP	SUP	P
Hospital	P	P	NP	NP	SUP	P
Public Safety Station	P	P	NP	NP	SUP	P
Religious Institutions	SUP	SUP	SUP	NP	SUP	SUP
Schools - Elementary & Secondary	P	P	SUP	NP	SUP	P
Schools - Vocations/Technical	P	P	SUP	NP	SUP	P

Infrastructure						
Airport	NP	NP	NP	NP	NP	NP
Transit Station - Passenger	P	PS	SUP	SUP	P	P
Wireless Telecom Facility - Stealth	SUP	SUP	NP	NP	P	SUP
Wireless Telecom Facility - Tower	SUP	SUP	NP	NP	P	SUP
Utilities - Class 1	PS	PS	PS	NP	PS	PS
Utilities - Class 2	PS	PS	PS	NP	PS	PS
Utilities - Class 3	PS	NP	NP	NP	PS	PS
Park & Ride	P	P	NP	NP	P	P
Parking Lot (primary use)	P	P	SUP	NP	P	P
Parking Structure (primary use)	P	P	NP	NP	P	P
P= Permitted						
PS=Permitted subject to additional standards in UDO Chapter 3 or as modified in Exhibit B to this 2015 PUD Plan Document						
SUP=Special use permit required						
NP=Not permitted						

* The determination of whether Column 5A or 5B is applicable to Zone 5 is triggered by issuance of the first certificate of occupancy within Zone 5. From and after initial submission of a site plan indicating the proposed use (and initially triggering the Zone 5A or 5B designation) but prior to issuance of a certificate of occupancy for the structure, all subsequently submitted site plans shall be consistent with the pending 5A or 5B zone designation.

4. Gateway Overlay District.

Wendell Falls Parkway, Poole Road and Highway 64 are subject to the 300' Gateway Overlay District provisions of Section 2.17 of the UDO. Notwithstanding that, the parking requirements within Wendell Falls are differentiated in each of the five Wendell Falls PUD Zones as set forth in Section IV.J., below.

C. SUPPLEMENTAL USE STANDARDS

The Supplemental Use Standards set out in Chapter 3 of the UDO and as modified herein apply within Wendell Falls. Attached as Exhibit B and incorporated herein are portions of the Chapter 3 Supplemental Standards as to which Wendell Falls seeks modifications/additions.

D. GENERAL LOT AND STRUCTURE PROVISIONS

The General Lot and Structure provisions of Chapter 4 of the UDO apply within Wendell Falls. However, the following slight clarifications are necessary: (1) common areas, civic areas and areas owned by the property owners association are included within the term "public space" (UDO section 4.2.A); (2) two separate side yards are unnecessary where a zero lot line/sideyard product is allowed (UDO section 4.2.C.2); (3) building requirements for accessory structures will be as set forth in the Wendell Falls Design Guidelines (UDO section 4.4.B.); (4) flag lots shall be permitted for commercial lots; as for residential lots, flag lots will not typically be permitted but the Administrator may allow them on a case-by-case basis, in the Administrator's discretion, where allowance is supported by site

conditions, environmental considerations, topography or other factors bearing on the land planning process (unlike as provided in UDO Section 4.2.I); (5) double frontage lots shall be permitted in Zones 1, 2 and 3 (UDO section 4.2.J); and (6) UDO Section 4.3 standards regarding commercial trash receptacles are applicable except that the “planting island” requirement and the 6’ fence requirement (cross referenced through UDO Section 8.10) are deleted

E. BUILDING TYPES, DESIGN STANDARDS AND MIX

1. Building Types Allowed in Wendell Falls Zones:

BUILDING TYPES AND DESIGN STANDARDS

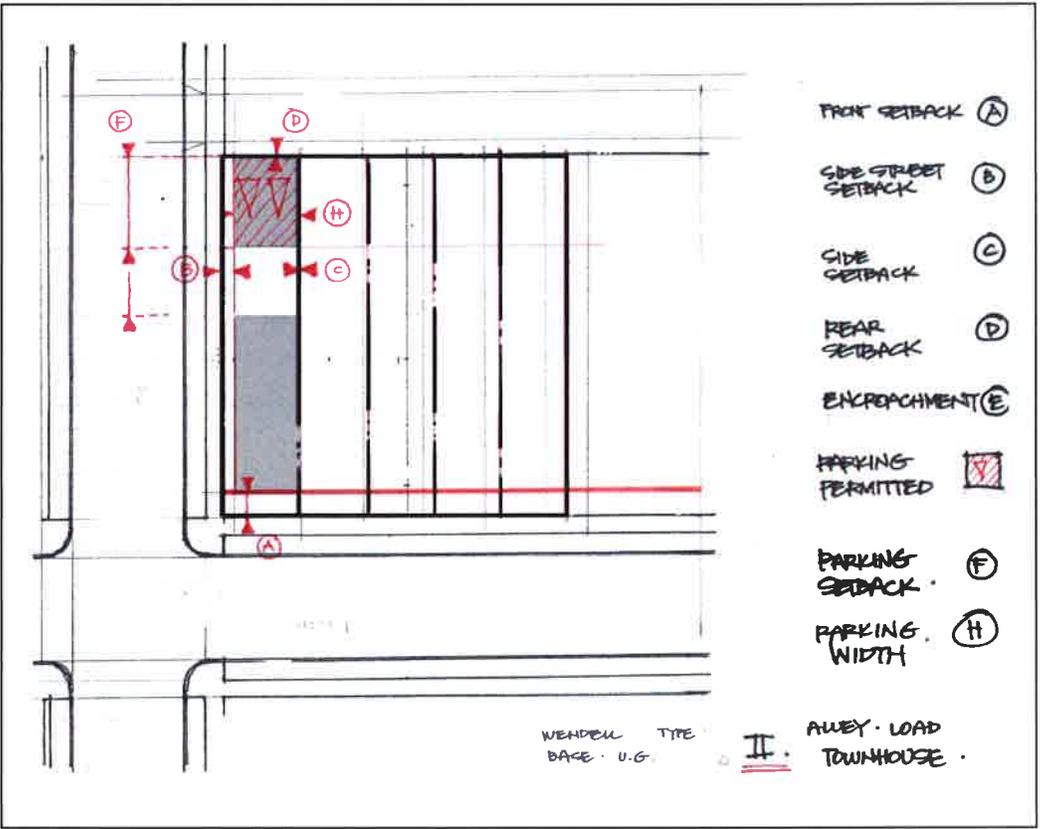
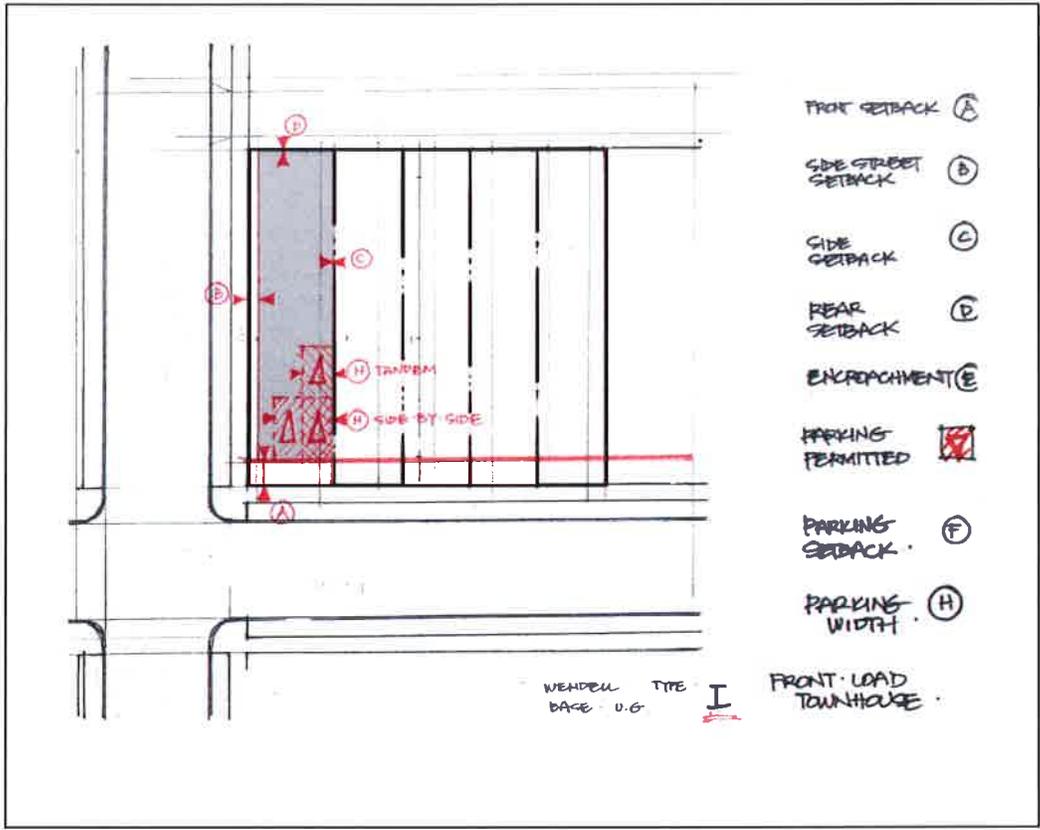
	Civic	Institutional	House - Street	House - Alley	Townhouse	Apartment	Mixed-Use	Commercial	All Other Bldgs
Zone 1	●	●	●	●	●	●	●	●	●
Zone 2	●	●	●	●	●	●	●	●	-
Zone 3	●	●	●	●	●	●	●	●	-
Zone 4	●	-	-	-	-	-	-	●	-
Zone 5	●	●	●	●	●	●	●	●	●

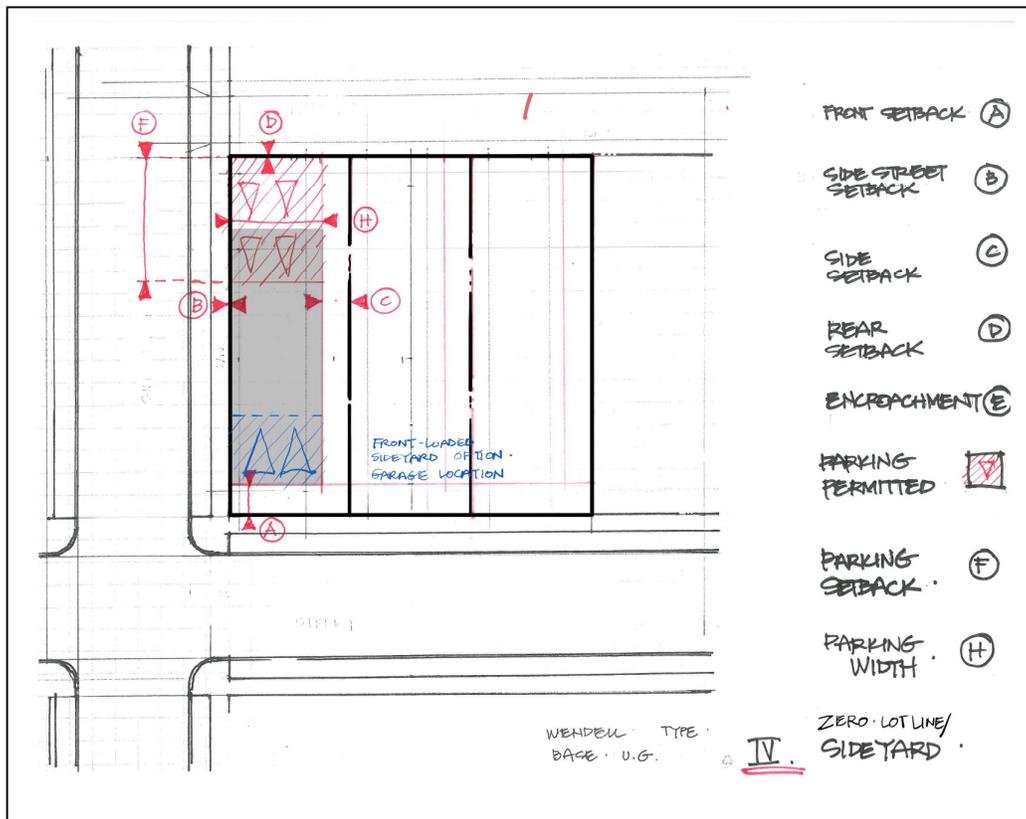
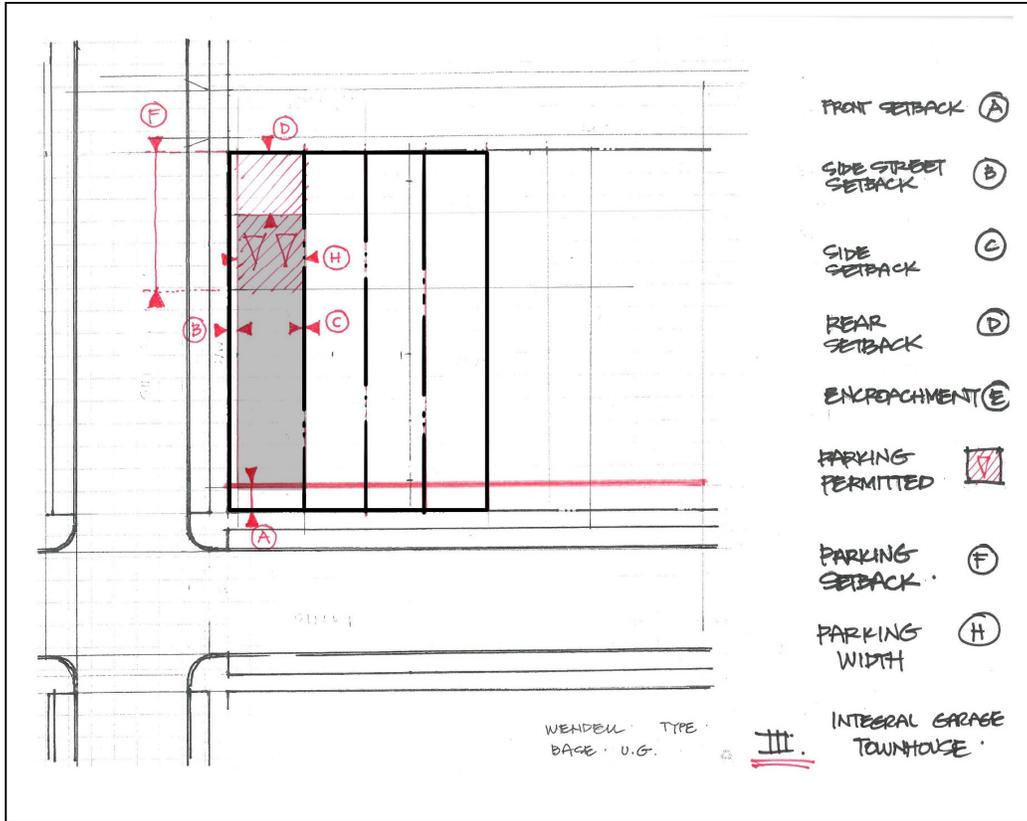
● = *building type allowed*

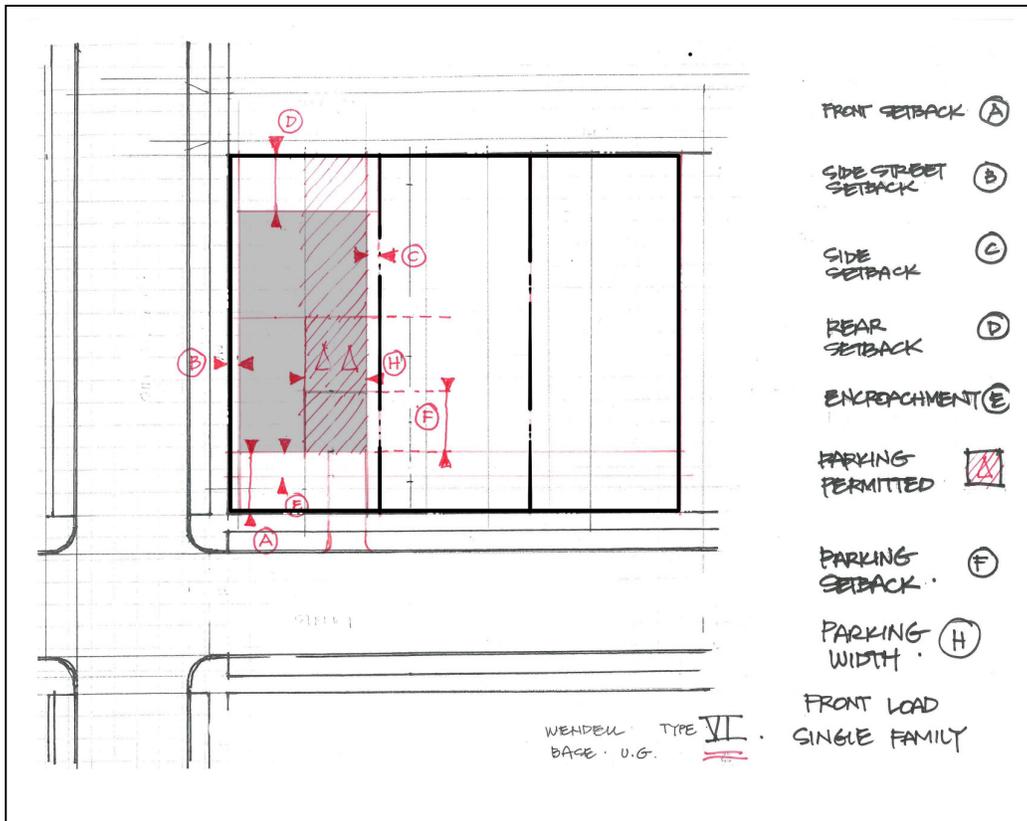
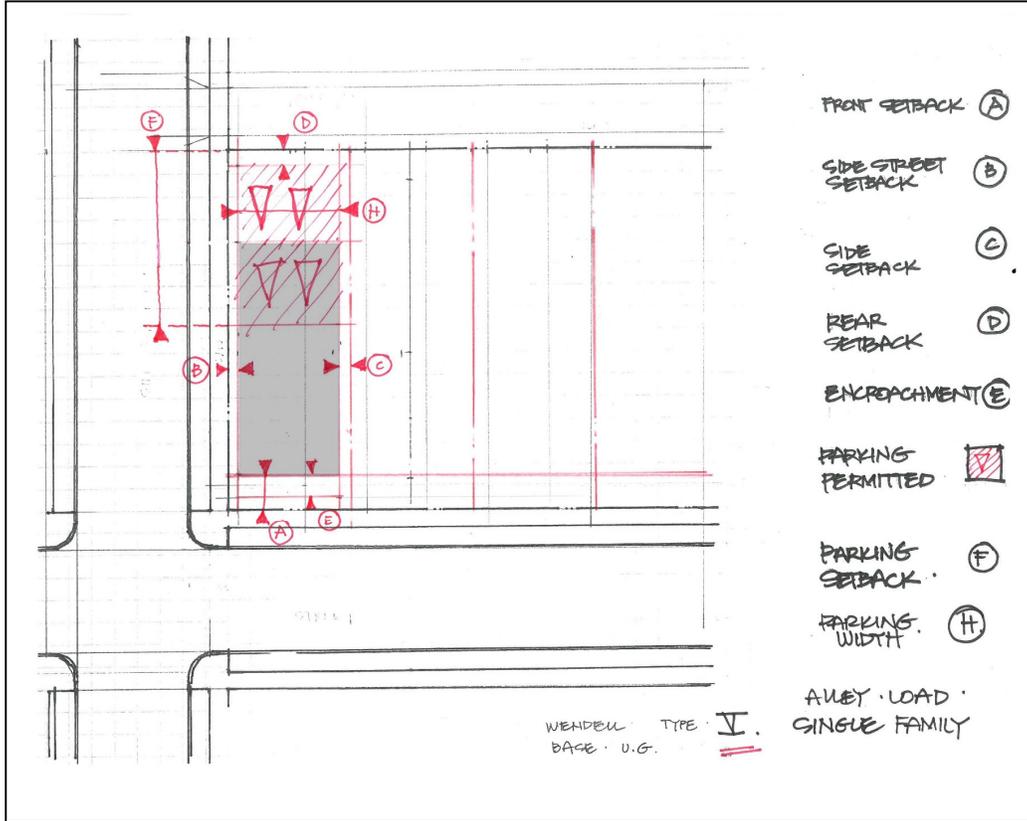
2. Residential Building Types and Design Standards

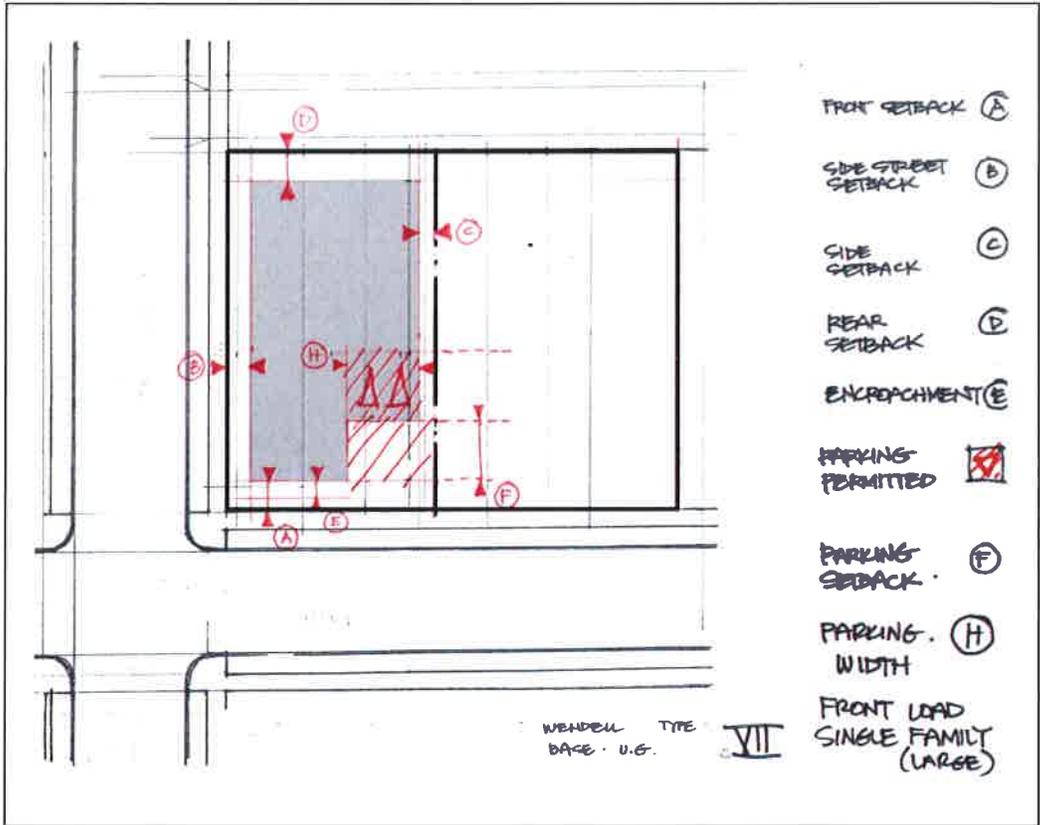
Given the large scope of the Wendell Falls Project and the design intensive nature of the development, the residential building types and design standards set out in UDO Chapter 5 will instead be governed by the following seven typical building type rubrics in combination with the Wendell Falls minimum residential design guidelines which are attached to and included in the Fifth Amendment to the Development Agreement. In addition, guidelines at least as restrictive as the minimum residential design guidelines shall be incorporated into recorded restrictive covenants for the residential parcels.

**SEVEN WENDELL FALLS TYPICAL RESIDENTIAL BUILDING TYPES
(FOLLOW ON NEXT 4 PAGES)**









TYPE	FRONT			SETBACKS			ENCOACHMENTS	PARKING	
	WIDTH	DEPTH	FRONT	SIDE STREET	SIDE	REAR		PARKING TYPE PERMITTED	PARKING WIDTH
I	18' MIN	60' MIN	BTL	6' MIN	0'	0'	NONE	TANDEM OR SIDE-BY-SIDE	20' MAX
II	18' MIN	60' MIN	BTL	6' MIN	0'	0' MIN	NONE	SIDE-BY-SIDE GARAGE AND/OR PARKING PAD	32' MAX
III	18' MIN	60' MIN	BTL	6' MIN	0'	0' MIN	NONE	SIDE-BY-SIDE GARAGE AND/OR PARKING PAD	32' MAX
IV	18' MIN *3	60' MIN	4' MIN, 8' MAX	0' MIN, AGGREGATE 6'	10' MAX	0' MIN *4	NONE	SIDE-BY-SIDE GARAGE AND/OR PARKING PAD	32' MAX
V	24' MIN	60' MIN	8' MIN, 12' MAX	6' MIN	3' MIN	0' MIN	8' MAX, PORCHES/STOOPS	SIDE-BY-SIDE GARAGE AND/OR PARKING PAD	32' MAX
VI	35' MIN	60' MIN	10' MIN, 25' MAX	6' MIN	3' MIN	20' MIN	8' MAX, PORCHES/STOOPS	SIDE-BY-SIDE	65% OF HOUSE WIDTH MAX
VII	70' MIN	60' MIN	10' MIN, 35' MAX	8' MIN	5' MIN	20' MIN	8' MAX, PORCHES/STOOPS	SIDE-BY-SIDE, COURT	36' MAX

NOTES: 1. Rear setback indicates the rear minimum allowable distance between the rear property line and a building or other structure on the lot. A rear setback of 0 is meant to maximize useable rear yard.
2. All front load homes will have a minimum of 17.5' setback to face of garage or face of building for homes with a parking pad and no garage.
*3, 18' minimum for an attached duplex or 24' minimum for detached Zero lot line product.
*4, 20' Rear setback required for a front loaded product.

DEFINITIONS
BTL (BUILD-TO-LINE) A build-to-line provides a mandatory line for the front walls of buildings, in order to regulate a consistent public realm. The BTL location will appear on plat plans to be submitted at the time the buildings are approved by the town.
ENCOACHMENTS An encroachment is an opportunity to build within a required setback and is reserved for architectural elements that contribute to the public realm - such as porches and balconies

2. Commercial Building Types and Design Standards

The commercial building design standards addressed in UDO Chapter 5 will be replaced by the Wendell Falls minimum commercial design guidelines which are attached to and included in the Fifth Amendment to the Development Agreement. In addition, guidelines at least as restrictive as the minimum commercial design guidelines shall be incorporated into recorded restrictive covenants for the commercial parcels.

Below are the Wendell Falls building types and design standards for commercial buildings and apartments:

Apartment/Condo Dimensional Standards by Zoning District

	Zone 2 & 3	Zone 1 & 5
Lot Width (<i>Minimum</i>)	NA	30 ft
Front Setback (<i>Minimum</i>)	0 ft	0 ft
Front Setback (<i>Maximum</i>)	none	none
Front Yard Encroachment (<i>a</i>)	8 ft	8 ft
Side Setback (<i>Minimum</i>)	6 ft between buildings	0 ft or 4 ft
Rear Setback (<i>Minimum</i>)	0 ft	0 ft or 4 ft
Rear Setback from Alley (<i>Minimum</i>)	15 ft from centerline	0 ft
Accessory Structure Side/Rear Setback (<i>Minimum</i>)	Zone 2: 0 ft Zone 3: 3 ft	0 ft
Maximum Height	3 stories	5 stories
Minimum Height	NA	2 stories or 20 ft

Notes:

- (a) *Balconies, stoops, stairs, chimneys, open porches, bay windows, and raised doorways are permitted to encroach into the front setback. Upper story balconies may encroach into the right-of-way (over the sidewalk only) with permission from the Administrator.*

Mixed-Use Building Dimensional Standards by Zoning District

	Zone 1 & 5	Zone 2
Lot Width (<i>Minimum</i>)	25 ft	25 ft
Front Setback (<i>Minimum</i>)	0 ft	0 ft
Front Setback (<i>Maximum</i>)	none	none
Front Yard Encroachment (<i>a</i>)	8 ft	8 ft
Side Setback (<i>Minimum</i>)	0 ft within development, otherwise 5 ft	0 ft within development, otherwise 5 ft
Rear Setback (<i>Minimum</i>)	0 ft	0 ft
Rear Setback from Rear Lane/Alley (<i>Minimum</i>)	0 ft	0 ft
Accessory Structure Side/Rear Setback (<i>Minimum</i>)	Zone 2: 0 ft Zone 3: 3 ft	0 ft
Maximum Height	5 stories	3 stories
Minimum Height	None	None

Notes:

- (a) *Balconies, stoops, stairs, chimneys, open porches, bay windows, and raised doorways are permitted to encroach into the front setback. Upper story balconies may encroach into the right-of-way (over the sidewalk only) with permission from the Administrator.*

Commercial Building Dimensional Standards by Zoning District

	Zone 2 & 3	Zone 1 & 5
Lot Width (<i>Minimum</i>)	32 ft	25 ft
Lot Depth (<i>Minimum</i>)	none	none
Front Setback (<i>Minimum</i>)	0 ft	0 ft
Front Setback (<i>Maximum</i>)	none	none
Front Yard Encroachment (<i>a</i>)	8 ft	8 ft
Side Setback (<i>Minimum</i>)	0 ft within development, otherwise 5 ft	0 ft within development, otherwise 5 ft
Rear Setback (<i>Minimum</i>)	0 ft	0 ft
Rear Setback from Rear Lane/Alley (<i>Minimum</i>)	0 ft	0 ft
Accessory Structure Side/Rear Setback (<i>Minimum</i>)	Zone 2: 0 ft Zone 3: 3 ft	0 ft
Maximum Height	3 stories	160'
Minimum Height	none	none

Notes:

(a) *Balconies, stoops, stairs, chimneys, open porches, bay windows, and raised doorways are permitted to encroach into the front setback. Upper story balconies may encroach into the right-of-way (over the sidewalk only) with permission from the Administrator.*

- Number of Dwelling Units in the Project/Number of Commercial Square Footage. The maximum number of dwelling units for the Project is 4,000. The maximum amount of commercial square footage in the Project is 2,000,000 s.f.
- Detached Housing Mix Table. The following table represents the minimum percentage throughout Wendell Falls for each range of lot sizes, expressed as a percentage of the actual number of developed dwelling units for the Project. This percentage chart shall ensure diversity of product types within Wendell Falls.

Lot Width Range	Minimum Percentage
24'-35'	10%
36'-50'	15%
51+	15%

- Residential/Non-Residential Mix Table as a Percentage of Acreage

Use	Minimum
Residential	50%
Non-residential/Mixed Use	10%

6. Maximum Percentage of Multi-family and Attached Dwellings. The maximum number of multi-family and attached residential units within the Project shall be 1,400, which is derived from calculating 35% of the number of permitted dwelling units, 4,000.

F. ENVIRONMENTAL PROTECTION

The Environmental Protection Standards set out in Chapter 6 of the UDO apply within Wendell Falls subject to the terms of the Development Agreement, as amended, and subject to the following modifications which are simply intended to conform the current, previously employed and approved practices for the development of Wendell Falls thus far:

1. Section 6.4 of the UDO is replaced with the following. "Pre-development site grading may commence only with a permit issued in accordance with an approved sedimentation and erosion control plan from Wake County Environmental services."
2. Section 6.5.L.4.a is modified to add the following to the end of the first sentence. "unless otherwise approved by Wake County and the Town Administrator."
3. Section 6.5.0.8.a is deleted and replaced by the following: "Developer must reference on the recorded plat that a maintenance plan will be recorded upon completion of the stormwater management facility and that the maintenance agreement instructs the property owners association or lot owner about the annual maintenance and associated costs for at least a twenty year period."
4. Section 6.5.0.9.a. is replaced with the following: "Developer must reference on the recorded plat that a maintenance agreement will be recorded upon completion of the stormwater management facility and that the maintenance agreement instructs the property owners association or lot owner about the annual maintenance and associated costs for at least a twenty year period."
5. Section 6.6.A is deleted and replaced by the following: "Stream corridor buffers shall be in accordance with the State of North Carolina Division of Water Quality standards and specifications for the Neuse River Basin."
6. Section 6.7.G.1.a. to add "road crossings, utility extensions," after the words "greenways, parks,"

G. OPEN SPACE

The provisions of Section 7 of the UDO apply to Wendell Falls except sections 7.3.B, 7.3.D, 7.4, 7.5 and 7.6 and otherwise where inconsistent with the following.

Much of the open space within Wendell Falls has been identified as important natural resources to preserve (see Exhibit A-3). There are a number of significant open space features within Wendell Falls that help define the character for the community. These open space elements are essential in creating an appealing community that is unique and yet a part of Wendell. The stream buffers within the site are important in and of themselves, particularly in the area where they join together with Mark's Creek. Thus, the open space in the Project is not only preserved but is located where it can be most enjoyed by its residents. As determined by Town ordinances, 1,750 square feet per residence (500 s.f. per bedroom based on average of 3.5 bedrooms) must remain in open space totaling 160.7 acres (13.8%). As presently proposed, approximately 270 acres (excluding the pump station property and including the Wake

County land previously transferred) or approximately 20% of the site will remain in open space, approximately 150% of the Town requirement. Common open space, with the exception of Wendell Falls Park, will be owned and maintained by the Wendell Falls Community Association, Inc. (residential) or a similar commercial association to be established.

As a part of the open space system, a hierarchy of greenways will be located throughout the site to ensure pedestrian and bicycle interconnectivity. Public (major) greenways or public multi-use trails will connect much of the site to Wendell Falls Park. Additional private (minor) greenway connections will then be located in/or between each parcel south of Wendell Falls Parkway in order to provide access onto the public greenway system. Specific locations of the private greenways will be determined at the time of subdivision or preliminary submittal.

The following is a summary of Wendell Falls open space parcels (approx.):

Open Space Site Data	
Parcel	Acreage (AC)
Wendell Falls Park (Wake County)	125.8
Homeowner Recreation Site (Zone 4)	11.85
Additional Recreation Sites (incl. at least 1 active recreation site of 2.0 acres or more)*	7.05
Greenways, Stream Buffers and other Open Space	111.5
Perimeter Buffers	14.2
Total	270.4

* The 2.0+ acre active recreation site shall meet the requirements of UDO Sections 7.3.B.1 and 7.3.D.

Open Space Definitions

Stream Buffer: Undisturbed land area adjacent to streams, ponds, or channels. No land disturbance is allowed except for road crossings, pedestrian circulation, utilities, constructed wetlands, trails and other stormwater devices.

Street Yard: Easements located parallel to public rights-of-way with the purpose of providing a transition from vehicular circulation into the adjacent sites through the use of existing and/or proposed plant material, berms, walls, sidewalks, trails, and other hardscape features. Required stormwater devices, unless proposed for aesthetic purposes, may be located in the outer 10' away from the road. Street Yards are required along any use with a rear yard that abuts a public right of way, planted at the rate of two canopy or four understory trees, and eight shrubs per 100 linear feet or a combination thereof to include a minimum of 50% evergreens.

Landscape Buffer: A permanent easement reserved to provide horizontal separation between land uses. Typically, existing vegetation would remain unchanged, but in those instances where existing plant material is deficient or has been disturbed during construction, additional plant material will be supplemented and reviewed and approved by the Administrator at the time of site plan approval.

Perimeter Buffer: A 20' buffer, as shown on Exhibit A-3, provided to protect the natural scenic beauty along major roadways leading to and from the Town of Wendell and to aid the transition to properties adjacent to developed areas of the Project, while allowing orderly development of land adjacent to these roadways. Existing vegetation would typically remain unchanged, but in those instances where existing plant material has been disturbed during construction and the remaining plant material does not achieve a buffer standard comparable to the Landscape Buffer standard, as determined by the Administrator, additional plant material will be provided to comply with the Perimeter Buffer Standard established in Section IV.H. . Minor structures may be located in the buffer such as multi-use trails, retaining walls, fences, park furniture, hedges, and other landscaping structures as well as general crossings of utility lines, their support structures, and any accessory utility structures.

H. TREE PROTECTION AND LANDSCAPING

Tree Protection. The Project includes in excess of 200 acres of open space along with an extensive Perimeter Buffer, inherently guaranteeing maintenance and preservation of hundreds of acres of trees of all specimen types. Outside these preserved areas, the Project calls for high-density mixed-use development of the property necessitating mass grading techniques which render tree survey provisions in the developed area superfluous. Thus, the tree protection provisions, including section 8.5 of the UDO, are inapplicable to the Project.

Buffers and Street Trees. Chapter 8 of the UDO also addresses Perimeter Buffer standards and Street Tree standards and is revised as follows. As to Perimeter Buffers, in disturbed areas requiring replanting, the minimum plantings shall be: 1 canopy tree every 65 feet, two understory trees every 35 feet, one evergreen tree every 40 feet and one shrub every 16 feet (“Perimeter Buffer Standard”) unless the existing vegetation meets or exceeds this standard. Fences, walls, berms and existing vegetation may be used in lieu of some or all of the above described standard as approved by the Administrator. A minimum Type B Buffer (see UDO) is required between any existing single family residential uses and any non-residential use. As to the Street Tree standard, on collector or higher classification roads, street trees shall be planted in the right of way in planting strips or in tree wells (unless otherwise approved by the Administrator due to conflicts with expanded pedestrian facilities) in accordance with the street tree planting plan approved by the Administrator at the time of construction plan approval. On local residential roads, street trees shall be planted outside the right of way within a five foot (5’) private utility easement. Street trees planted outside the right of way on Project local residential roads shall be maintained by the Wendell Falls Community Association, Inc. Tree spacing shall be 1 tree per every 50’ of lot frontage and shall consist of canopy trees. Street Yards are required along any use with a rear yard that abuts a public right of way, planted at the rate of two canopy or four understory trees, and eight shrubs per 100 linear feet or a combination thereof to include a minimum of 50% evergreens.

Landscaping. The balance of UDO Chapter 8 provisions are replaced by the applicable Wendell Falls design guidelines (residential or commercial), attached as Exhibits E and F to the Fifth Amendment to Development Agreement.

Alternate Methods. With respect to all landscaping materials and methods within Wendell Falls, alternate landscape plans, plant materials, or methods may be used in situations where strict adherence to the provisions of this 2015 PUD Plan Document or the Development Agreement would result in impractical or unreasonable situations or where an alternative plan would more effectively maintain the unique character of the community. The Administrator must approve alternate methods of compliance. Alternate landscape plans shall be reviewed based on their effectiveness and performance in meeting the spirit and intent of the applicable landscaping standards. The Administrator shall review the alternate plan taking into account adjacent land uses, amount of plantings, species arrangement and coverage.

Landscape Maintenance. All vegetation and other screening devices shall be maintained so as to continue their effectiveness. The owner shall replace any required plantings, which die or otherwise fail to satisfy the requirements of the landscape requirements, within 180 calendar days with an equal or similar species and size. When plant material is severely damaged due to unusual weather conditions or other acts of God, the owner shall have up to two years to replant with submittal of a guarantee. The Town Administrator reserves the right to inspect the site once a year after the issuance of a permanent certificate of occupancy in order to ensure compliance with the approved site plan and to ensure that the landscape is properly maintained.

I. CIRCULATION AND CONNECTIVITY

General

The Project will have vehicular access directly onto existing Wendell roadways including Wendell Falls Parkway, Poole Road, Martin Pond Road, Taylor Road, and US 64 Bypass.

Wendell Falls Parkway is expected to become the front door to Wendell off of the new US64 Bypass. This route may take increased traffic demands off of the older and narrower Wendell Boulevard for access into and around downtown Wendell. Thus, appropriate urban design features and signage found within downtown Wendell would be continued along the proposed parkway.

The Circulation and Connectivity provisions of UDO Chapter 9 apply in Wendell Falls except as otherwise provided in this 2015 PUD Plan Document and as shown on the attached Exhibit C.

Roadways

Typical sections for the Wendell Falls Parkway (thoroughfare) and internal collector roadways shall be constructed in accordance with this 2015 PUD Plan Document (see typical road sections attached hereto as Exhibit D). The developer reserves the option to implement alternate street designs (from Town of Wendell standards) at appropriate locations to decrease disturbance to existing topography and vegetation as well as providing traffic calming on residential streets. These alternate designs may include, but are not limited to, one-way circulation, planted medians, roundabouts, reduced right-of-way and street widths, etc. Alternate street design shall be subject to review and approval by the Administrator. The Project will also construct internal collector roadways originating at the parkway that will provide access to all proposed site uses. Precise location of all access points shown on the land use plan shall be determined at subdivision or preliminary plat approval. Access points may be added or deleted if warranted by land use considerations, topography, sight distance issues, etc. All site access points will be designed to allow service by fire and rescue equipment. Cul-de-sacs with fewer than 10 homes may be built without a sidewalk.

Pedestrian and Bicycle Facilities

Pedestrian connections are contemplated throughout the Project. These connections are an important amenity used to enhance the small town atmosphere and the continuation of the Wendell character. The connections will range in size, according to location and function. Connections may include sidewalks on residential streets and collector roadways. Any sidewalks located outside of public rights-of-way shall be maintained by the Wendell Falls Community Association, Inc. Further connections include or will include public and private greenways within the open space areas and stream buffers of the site. A series of public and private greenways and trails will be interconnected and serve the amenity site, the natural waterfall, Wendell Falls Park and many other uses within the site. Public greenways, sidewalks and multi-use paths will be maintained by the Town of Wendell. A multi-purpose path shall be provided along Wendell Valley Boulevard and a multi-purpose path shall connect Wendell Falls Parkway to the elementary school property or by a public greenway path if that path connects to the elementary school property. The multi-use paths may be asphalt or concrete and shall be a minimum of 10' wide along Wendell Falls Parkway, 8' wide along Wendell Valley Boulevard and along the path leading to the elementary school.

Traffic Impact Analysis Summary

A comprehensive traffic impact analysis (TIA) was performed in 2006 and submitted to NCDOT. A copy of this TIA was also presented to the Town of Wendell for review. Revised trip generation calculations were developed in 2008 to evaluate the PUD revisions at that time. NCDOT officials determined that the 2008 change in land uses and associated changes in trip generation did not warrant a revision to the 2006 TIA. Unless a substantial modification to the 2015 Master Plan is requested and approved, no further TIA will be required for the Town of Wendell to evaluate overall off-site roadway improvement requirements for the Project. Except with regard to the roadways for which specific road sections are supplied in Exhibit D hereto, all road and street layouts will be designed per the recommendations of this study (see attached Exhibit A-4 and Exhibit D). Wendell Valley Boulevard may initially be constructed as a 3-lane undivided road (per Wendell Valley Blvd. – Typical Section, Exhibit D) and Wendell Falls will dedicate a 62' right of way for that purpose, with additional width as required to accommodate laneage consistent with the TIA requirements or as otherwise mutually agreed to by the Town and Wendell Falls. In addition, Wendell Falls will reserve an additional 15.5' of right of way on both sides of Wendell Valley Boulevard so as to create the possibility of a future dedicated right of way 93' in width. The 93' right of way reservation would be sufficient to accommodate a four lane divided road section, from Wendell Falls Parkway up to the Norfolk Southern/CLNA Railroad right of way (see "Wendell Valley Blvd, - Potential Future Section" included in Exhibit D attached hereto). The right of way reservation will include 15.5' of width on each side of Wendell Valley Boulevard that will be located within a 20' street yard along both sides of Wendell Valley Boulevard. Should the Town of Wendell ever choose to utilize all or some of the reserved 15.5' of additional right of way on each side for purposes of widening Wendell Valley Boulevard, Wendell Falls agrees to dedicate it at fair market value, leaving a minimum of 4.5' of street yard on each side outside the 90' right of way. The requirement, timing and allocation of expense associated with any required widening of Wendell Valley Boulevard beyond the 62' Collector road right of way shown as "Wendell Valley Blvd. – Typical Section" included in Exhibit D attached hereto will be as determined at the time a TIA may be required for the roadway.

A supplemental TIA will be required with the first commercial site plan proposing access to Wendell Valley Boulevard that can be anticipated to create a cumulative commercial trip generation on Wendell Valley Boulevard of at least 150 two-way vehicle trips in the peak hour. This cumulative commercial trip generation will be calculated based on all current or previous Wendell Falls commercial site plans accessing Wendell Valley Boulevard, and will be calculated based on Institute of Transportation Engineers Standards applicable at that time. The purpose of this supplemental TIA will be to determine laneage requirements on Wendell Valley Boulevard, and the study will evaluate the full buildout of the Project as anticipated at that time. Based on this supplemental TIA, Wendell Falls will be required to provide right of way and construct Wendell Valley Boulevard to mitigate the impacts of trips generated by the full-buildout trip generation of the Project. As future parcels are developed along Wendell Valley Boulevard, additional TIA's will be required if the cumulative two-way trip generation for full buildout of the Project is projected to exceed the full-buildout trip generation as calculated in the supplemental TIA developed with the first commercial development on Wendell Valley Boulevard exceeding 150 peak hour trips. Likewise, if the Project (and in particular, parcels along Wendell Valley Boulevard) is developed at a density lower than anticipated in the supplemental TIA, then Wendell Falls may submit an additional TIA to consider reduced laneage on Wendell Valley Boulevard commensurate with the revised trip generation projections for the Project.

Roadway laneage for existing NCDOT roadways within or directly abutting Project property will be constructed in accordance with the typical sections included in Exhibit D as follows and as further detailed on the typical sections

included in Exhibit D:

1. Knightdale Eagle Rock Rd., Martin Pond Rd., and Poole Rd. N. of Martin Pond Rd. – 3 lane undivided section
2. Poole Road S. of Martin Pond Rd. – 4 lane divided section

Wendell Falls will be responsible for widening and provision of right of way only on the side of the road where the Project has frontage along these roadways, and will only be responsible for improvements that are constructible within existing right of way or right of way or easements to be provided by Wendell Falls within existing Project property.

The following is a summary of factors that were considered in developing the previously approved TIA:

Capacity Analysis Scenarios:

2006 Existing Conditions
2016 No-Build
2016 Build-out
2030 Ramp Intersection Analysis
AM and PM peak hours will be included

Intersections Analyzed:

Poole Road and Martin Pond Road
Poole Road and Eagle Rock Road
Poole Road and Richardson Road
Martin Pond Road and Taylor Road
Martin Pond Road and Eagle Rock Road
Eagle Rock Road and Old Battle Bridge Road
US64 Business and NC-97/Old Battle Bridge Road
Martin Pond Road and Proposed Wendell Falls Boulevard/Richardson Road
Five internal driveway connections onto Wendell Falls Boulevard
Four internal driveway connections onto North/South Collector Road
Two internal driveway connections onto Taylor Road
Poole Road and Site Drive #1
Martin Pond Road and Site Drive #2
Knightdale-Eagle Rock Road and Site Drive #3

Traffic counts performed at the following intersections:

Poole Road and Martin Pond Road
Poole Road and Eagle Rock Road
Poole Road and Richardson Road
Martin Pond Road and Taylor Road
Martin Pond Road and Eagle Rock Road
Eagle Rock Road and Old Battle Bridge Road
US64-Business and NC-97/Old Battle Bridge Road

J. PARKING

Parking within the Project will be in accordance with the UDO with the following modifications/additions to allow for the unique aspects of this PUD.

The Administrator may, upon request, grant minor deviations to parking requirements based on mitigating factors at the time of site plan approval.

The Permitted Off-Street Parking Chart in Section 10.3.A will be modified to include the Project PUD Zones as follows:

A. Permitted Off-Street Parking Locations by Building Type

	Civic	Institutional	House - Street	House - Alley	Townhouse	Apartment	Mixed-Use	Commercial	All Other Bldgs
OSC	V	V	V	-	-	-	-	-	-
RA	V	V	V	-	-	-	-	-	-
RR	III	III	III	-	-	-	-	-	-
R2	III	III	III	-	-	-	-	-	-
R3	II	II	III	II	-	-	-	-	-
R4	II	II	III	II	-	-	-	-	-
R7	II	II	III	II	II	II	II	-	-
Zone 3 NC	II	II	III	II	II	IV*	II	II	-
Zone 2 CMX	VI	VI	III	II	II	IV*	VI	VI	-
CC	II	II	III	II	II	II	II	IV	-
DMX	I	I	-	-	I	I	I	I	-
Zone 1&5 CH	V	V	V	V	V	V	V	V	V
M&I	V	V	-	-	-	-	-	V	V
MH	III	III	III	-	-	-	-	-	-
TND	II	II	III	II	II	II	II	II	-

I Rear Yard Only
II Side and Rear Yards Only
III Yard Limited to Prepared Surfaces Only
IV Front Yard Limited to Two Rows Only (one drive aisle with two bays)
V Unrestricted (For properties in the GO refer to section 2.17)
VI Front Yard Limited to 4 rows only (two drive aisles with 4 bays)

* For site specific circumstances additional front parking widths may be allowed according to the site plan approval.

Circulation drives in the Project will be as set forth in Section 10.4.J., except that they will be allowed within front setbacks and may not exceed 12' in width.

The Parking Ratios Table chart in Section 10.4.A is modified as follows:

10.4 General Parking Requirements

A. Parking Ratios

Use Type	Auto Parking Spaces	Bicycle Parking Spaces (b)
	Minimum Required (a)	
Residential	1 per bedroom up to 2 per unit	1/20 auto spaces (c)
Secondary Dwelling	1 space in addition to spaces for primary dwelling	N/A
Lodging	1 per room or suite	1/50 auto spaces
Office/Service Uses	2.5 2 per 1000 sq ft	1/20 auto spaces
Retail Uses	3.5 2 per 1000 sq ft	1/20 auto spaces
Restaurants	1.5 1 per 4 seats (d)	1/20 auto spaces
Entertainment/ Recreation Uses	1 per 1000 sq ft	1/20 auto spaces
Theaters	1 per 3 seats	1/20 auto spaces
Manufacturing/ Wholesale/Storage	.25 per 1000 sq ft of non-office space	1/50 auto spaces
Civic/Institutional (Schools)	2 per 1000 sq ft	1/20 auto spaces
Civic/Institutional (Non-Assembly Uses, e.g. Hospital, Public Safety Station)	2 per 1000 sq ft	1/20 auto spaces
Civic/Institutional Uses (Assembly Uses Only, e.g., Religious Institutions)	1 per 4 seats (If benches or pews are used then the standard shall be measured as 1 per 6 ft)	1/20 auto spaces
Infrastructure	2 per 1000 sq ft	1/50 auto spaces

(a) All square footage is in gross square feet.

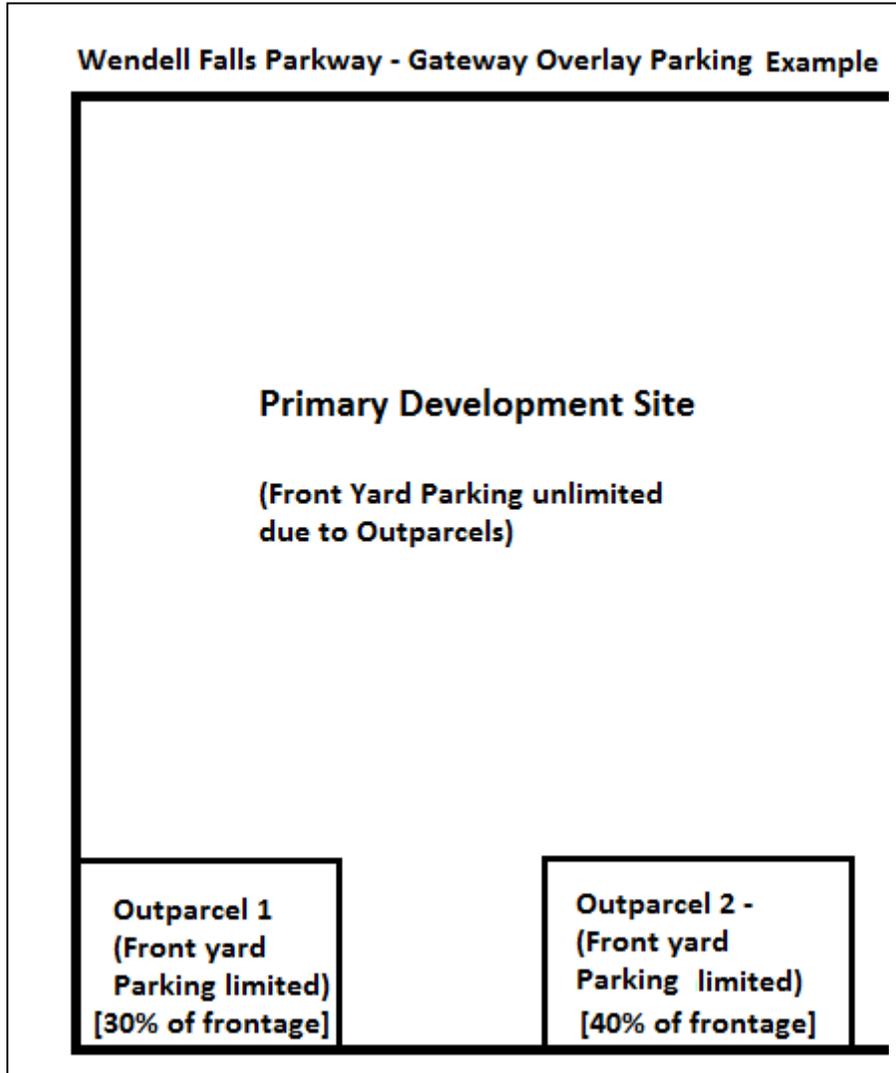
(b) Required bicycle parking spaces are based on 1 bicycle parking space per the indicated number of auto parking spaces provided. A single "inverted U" bicycle parking rack will count as two bicycle parking spaces. The maximum required bicycle spaces shall be 20, equivalent to 10 racks. The minimum required shall be two spaces or one rack.

(c) Bicycle parking is only required for multi-family dwellings of more than 4 units/building

(d) Restaurants shall not provide less than 8 parking spaces, even if no seating is provided.

Development along Wendell Falls Parkway shall be subject to the regulations of the Gateway Overlay (GO) district with the following exception:

The development of property with outparcels along 60% or more of the property's frontage on Wendell Falls Parkway shall be allowed to place up to 100% of its parking in the front-yard; provided the outparcels have a minimum depth of 150 ft. and the outparcels are subject to the standard parking requirements of the gateway overlay district. (See figure immediately below).



K. LIGHTING

Chapter 11 of the UDO applies to Wendell Falls except the following adjustments to account for certain Wendell Falls PUD Zones.

Section 11.10.A.1. is modified to add that minimum average street light spacing in Zones 1 and 5 shall be 300 feet. In Zones 2 and 3, the minimum average street light spacing will be 150 feet (pedestrian lighting) except on thoroughfares, minor thoroughfares and streets requiring a street yard in which case the minimum average spacing can be 300 feet (automobile lighting). Non- pedestrian scale light poles may be used along such thoroughfares and collectors. To the extent Duke Progress (or other such provider) requirements provide otherwise, such other provider requirements will be followed.

L. SIGNS

Signage in Wendell Falls shall be in conformity with Chapter 12 of the UDO; provided that the following two provisions are added as Sections 12.14.A 7 and 8:

7. Notwithstanding Section 12.6.E.6., with respect to a non-residential, mixed use or commercial parcel 50 acres or greater in size, for purposes of demarcation, the Administrator may recommend,

with approval of the Board of Commissioners, a gateway monument sign consistent with the common signage elements of the Project.

8. Notwithstanding Section 12.3.H, a private banner design and program for light poles within the Project may be approved by the Administrator.

M. Special Use Permit General Requirements

Set out below are the applicant's responses to the Special Use Permit General Requirements set out in Section 15.15.B.2.

(a) The proposed use does not affect adversely the general plans for the physical development of the town as embodied by this Ordinance and in any plan or portion thereof adopted by the Board of Commissioners.

The Project is comprised of a variety of land uses that will ultimately define the community as a place where all of its residents can access all of their daily needs in a short walk or drive. The plan submitted by Wendell Falls represents an attempt to achieve a balance among community goals, market dynamics and the adopted design philosophy for the development. Wendell Falls is consistent with the Town's Comprehensive Land Use Plan and Greenway Plan. Ultimately, Wendell Falls will provide a model for future development not only in the Town of Wendell, but for all of Wake County.

(b) The proposed use will not be contrary to the purposes stated for these regulations.

The Wendell Falls Project has established a trajectory that demonstrates accomplishment of the intent and purposes of the UDO as set forth in Chapter 1 of the UDO. The Project facilitates the accomplishment of the many of the items enumerated as the purpose and intent of the UDO, including:

- i. Provide a range of housing opportunities;
- ii. Diversify and increase the per capita tax base;
- iii. Promote Wendell's attractiveness to business and people from all walks of life;
- iv. Increase community amenities such as parks, schools, medical facilities and the like
- v. Protection and preservation of natural resources and amenities

Wendell Falls will provide a safe, convenient, and attractive place for citizens of the Town to live, work, and play. Wendell Falls will be developed to the high quality architectural and design standards featured by successful developments in the region in order to promote and contribute to the health, prosperity, and general welfare of the Town. The result will be a development that will enhance the Town's standing as one of the area's most desirable communities.

(c) The proposed use will not adversely affect the health and safety of residents and workers in the town.

Wendell Falls will contain a mix of residential, civic, office, institutional, and commercial uses. These uses are not of the nature that would threaten the health and safety of the Town's residents or workers in any way. In fact, Wendell Falls will enhance the health and safety of the Town's citizens by providing open space, parks, and greenways to promote healthy living. Wendell Falls is being developed in an environmentally-sound manner, taking into account topography and other natural features. The high quality development is also likely to attract health care providers and services to the Town. Finally, Wendell Falls will boost the local tax base and allow the Town to invest more money in

law enforcement and social services.

(d) The proposed use will not be detrimental to the use or development of adjacent properties or other neighborhood uses.

It is anticipated that the high quality of the Project will only serve to benefit adjacent properties and enhance property values of neighboring parcels. The residential uses contained in Wendell Falls are consistent or complementary with other existing residential uses in the area.

(e) The proposed use will not be affected adversely by the existing uses.

The vast majority of the parcels that make up Wendell Falls are currently undeveloped. The residential uses contained in Wendell Falls are consistent with other existing residential uses in the area. No existing uses in the vicinity of Wendell Falls will adversely affect the development of this Project.

(f) The proposed use will be placed on a lot of sufficient size to satisfy the space requirements of the use.

Wendell Falls is being and will be developed on over 1,300 acres. This is sufficient area to accommodate the Project's anticipated land use needs and the UDO's requirements for development, roads, parks, and open space.

(g) The proposed use will not constitute a nuisance or hazard because of the number of persons who will attend or use the facility, vehicular movement, noise, or fume generation or type of physical activity.

Wendell Falls will contain a mix of residential, civic, office, institutional, and commercial uses. The proximity of these uses to one another will reduce reliance on automobiles within Wendell Falls and minimize traffic congestion. The development's proximity to US64/264 increases the likelihood that most residents will use this route for travel to Raleigh and Research Triangle Park. The only other impacts anticipated by the development of Wendell Falls are those that would be expected of a large residential development.

(h) The standards set forth for each particular use/project for which a permit may be granted have been met.

Wendell Falls intends to meet or exceed all requirements imposed by the Town's Board of Commissioners in accordance with the UDO and the 2015 PUD Plan Document.

(i) The Board may impose or require such additional restrictions and conditions as may be necessary to protect the health and safety of workers and residents in the community, and to protect the value and use of property in the general neighborhood.

Wendell Falls has, and intends to continue to, cooperate with the Town to the fullest extent possible to formulate adequate conditions and restrictions that will protect the health and safety of workers and residents, and the value and use of property in the general neighborhood.

(j) The proposed use shall be subject to the minimum area, setback, and other location requirements of the zoning district in which it will be located.

Wendell Falls will comply with the minimum area, setback, and location requirements imposed by the 2015

PUD Plan Document as approved.

(k) The proposed use shall be subject to the off-street parking and service requirements of these regulations; provided, however, that an approved PUD Plan document may include modifications of such requirements.

Wendell Falls will comply with the off-street parking and service requirements imposed by the 2015 PUD Plan Document approved by the Town's Board of Commissioners.

(l) Whenever the Board shall find, in the case of any permit granted pursuant to the provisions of this Chapter, that any of the terms, conditions, or restrictions, on which, on which such permit are not being complied, the Board shall rescind and revoke the permit after giving due notice to all parties concerned and granting full opportunity for a public hearing.

Wendell Falls will comply with the approved permit and will cooperate with the Town and the Board to address concerns that may arise as to the same.

N. DEVELOPMENT PLAN REQUIREMENTS

The various development plan requirements found in Chapter 16 of the UDO apply to Wendell Falls except for the following modifications relating to the prior existence and approval of the Project and the size and scope of the Project.

1. All necessary environmental due diligence was done during the initial approval process for the Project. Additional Environmental Surveys will not be required for the Project. In exchange for preservation of hundreds of acres of open space, the Project has involved and will continue to employ mass grading techniques rendering the tree survey provisions superfluous.
2. Impervious surface calculations will be provided with stormwater pond design information at the construction plan stage.
3. 16.5.Q is omitted given that the TIA for the Project has previously been supplied and approved.
4. 16.6.S is omitted because that information is supplied elsewhere.
5. The Final Plat (Section 16.7) may be comprised of an entire phase or a portion of a phase (with the approval of the Administrator) shown on the approved preliminary plat.
6. For Final Plat approval (Section 16.7) as-built drawings need only be submitted to CORPUD in order to be reviewed and approved by the Town of Wendell (CORPUD approval not necessary)
7. Final as-built information regarding stormwater BMPs will be submitted at the time the ponds are converted from temporary erosion control basins to final BMPs (Section 16.M)
8. Section 16.8.A is omitted.
9. As to Section 16.8.11, a comprehensive traffic impact analysis (TIA) was performed and submitted to NCDOT. A copy of this TIA was also presented to the Town of Wendell for review. Unless a substantial modification to the 2015 Master Plan is requested and approved, no further TIA will be required for the Town of Wendell. Except possibly with regard to Wendell Valley Boulevard, all road and street layouts will be designed per the recommendations of this study (see attached Exhibit A-4 and Exhibit D). Wendell Valley Boulevard may initially be constructed as a Collector road (see Exhibit D) but Wendell Falls will reserve a right of way sufficient to allow Wendell Valley Boulevard to expand to a four lane road from Wendell Falls Parkway to the

Norfolk Southern Railway crossing. The requirement, timing and allocation of expense associated with any such expansion of Wendell Valley Boulevard will be as determined at the time a T.I.A. may be required for the roadway.

O. INFRASTRUCTURE IMPROVEMENT REQUIREMENTS

Chapter 17 of the UDO applies to Wendell Falls except the following few modifications: (1) Section 17.17.A.1 is modified to add a bond as a form of cash or equivalent security; (2) Section 17.17.B.1 is modified to provide that a financial guarantee may be approved by the Administrator to exceed a term of 18 months in the case of a security for the final lift of asphalt on a roadway.

P. DEFINITIONS

Chapter 19 of the UDO is adopted for this Project except as as shown in the attached Exhibit E.

Q. ADDITIONAL PROJECT CONDITIONS AND NOTES

1. All acreages are preliminary until final surveying takes place during the construction drawing phase of development. Exact stream locations, 100-year floodplain delineations, street alignments, stream buffers, wetlands etc. may cause acreages to vary slightly.
2. All building setbacks shall be as specified in this 2015 PUD Plan Document which shall not be subject to Town of Wendell UDO changes, except reductions consistent with the intent of the 2015 PUD Plan Document, the UDO and approved by the Administrator.
3. No additional recreational space or open space beyond what is specified in this 2015 PUD Plan Document shall be required of any parcel.
4. The proposed street layout may vary due to topography and building configurations. However, the general layout will remain the same.
5. Within non-residential parcels, there shall be no required interior buffers or setbacks between separate buildings, even if under separate ownership. Minimum setbacks shall be defined by building code minimums. See Figure 1 immediately below:

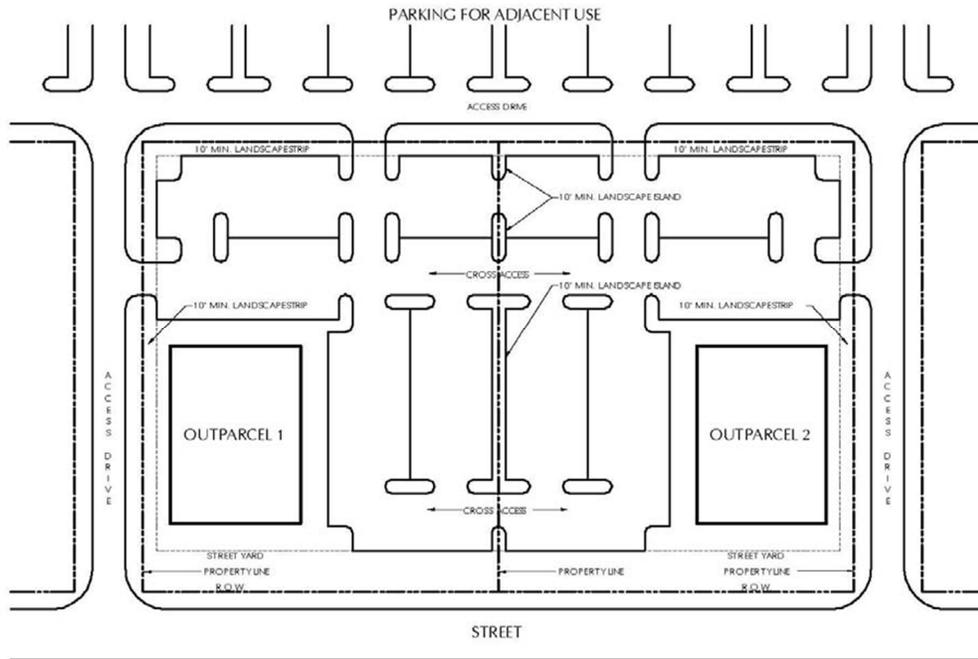


Figure 1

R. UTILITIES

Water and sanitary sewer will be provided to the Project via City of Raleigh utility lines. There will be off-site extensions of both sanitary sewer lines and water lines to serve portions of this property. Additionally, utilities such as cable, electric, gas, telephone, and others will provide services to this property.

Sanitary Sewer Service

Sanitary sewer service has been provided to the Project via construction of a pumping station at the Project's southernmost point. Effluent from the pumping station is discharged into the existing Wendell force-main, which leads to the City of Raleigh Neuse River Treatment Facility. The actual location of the sanitary sewer lines, sizing, and points of connection will be determined during preparation of the infrastructure and individual subdivision construction drawings.

The total average daily flow anticipated for this Project is as follows:

Total Average Daily Flow			
A. Residential	4,000 units x 250 GPD/units	=	1,000,000 GPD
B. Commercial	2,000,000 SF x 0.33 GPD/SF	=	660,000 GPD

Total Average Daily Flow	1,660,000 GPD
---------------------------------	----------------------

Water Service

Water service connection has been provided to this site through an extension of the existing water line constructed in US64 Business. The Project would extend appropriately sized mains along future interior thoroughfares and smaller lines will serve the internal residential collectors.

S. STORMWATER/HYDROLOGY

The Project is tributary to Mark’s Creek, which feeds into the Neuse River Basin. The Project is subject and will adhere to Federal, State, and Local stormwater agencies. These requirements include:

US Army Corps of Engineers

Wetlands Protection

NCDENR – Division of Water Quality

Wetlands Protection
 401 Water Quality Certification
 Neuse River Riparian Buffers

Wake County Environmental Services

Wake County Sediment & Erosion Control
 Stormwater management

The Project will be planned and constructed in a manner emphasizing the protection of the existing wetland areas, riparian buffers and streams. Disturbance of wetland and riparian buffer areas shall be prohibited except where required to construct road crossings, utilities, greenways, stormwater best management practices (BMPs) and other items specifically allowable.

Portions of the Project, along Mark’s Creek contain FEMA mapped AE limited study zones. The Project shall protect these floodplain areas and protect lots and other infrastructure from drainage issues adjacent to other wetland flood prone areas.

The Project will comply with NCDENR Stormwater BMP Manual by maintaining pre-development runoff rates at the post-development condition for the 1-year 24 hour storm event and will provide a minimum of 85% Total Suspended Solid removal for water quality. Where necessary, best management practices will be constructed and may include: wet detention ponds, dry detention basins, alternative level spreaders, and other innovative practices. All BMPs shall be provided in accordance with NCDENR rules and regulations, in addition to the Town’s requirements.

T. GOVERNANCE

Master Property Owners’ Association

Wendell Falls residential properties will be governed by the Wendell Falls Community Association, Inc. homeowners association which will abide by, maintain and enforce the declaration of restrictive covenants for Wendell Falls. In addition, a commercial property association may be established to maintain and enforce commercial covenants and declarations to be filed. The associations shall collect dues from parcel owners to support

maintenance of common areas (excluding civic parcels conveyed to entities other than the associations) as follows:

1. Commercial Association

The commercial association will be responsible for the maintenance of the commercial common areas and commercial land owners shall pay dues to pay for such things as landscaping and maintenance, lighting, entrances, irrigation, etc. Additionally the dues shall pay for pro-rated portions of maintenance of common areas shared with the Wendell Falls Community Association, Inc.

2. Residential

Residential property owners will be subject to the main community association and, on occasion, a sub-association. Dues paid into such associations will be used to maintain common areas assigned to each sub-association and the Wendell Falls Community Association, Inc.

U. RESTRICTIVE COVENANTS

The Restrictive Covenants shall be detailed in nature and shall cover all aspects of the development including such things as the overall sign plan and the uniformity of mailboxes. The initial declaration has already been recorded and will be supplemented as phases are added. The Restrictive Covenants shall be comprehensive and will, among other things, incorporate design guidelines for all structures within the Project.

V. PHASING

The development of residential portions of Wendell Falls is well underway. While the development schedule is impossible to predict, the progression will certainly be phased. It is anticipated that the build out will run for at least the term of the associated Development Agreement and the term may need to be extended depending on market conditions. Anticipated build out is approximately up to 15 – 20 years from the date of approval of this 2015 PUD Plan Document. Residential absorption, while impossible to predict, is anticipated to occur within an estimated build out range as set out below. Commercial absorption will be based on market demand but is anticipated to be complete within approximately 15 – 20 years. See Estimated Phasing Schedule Below.

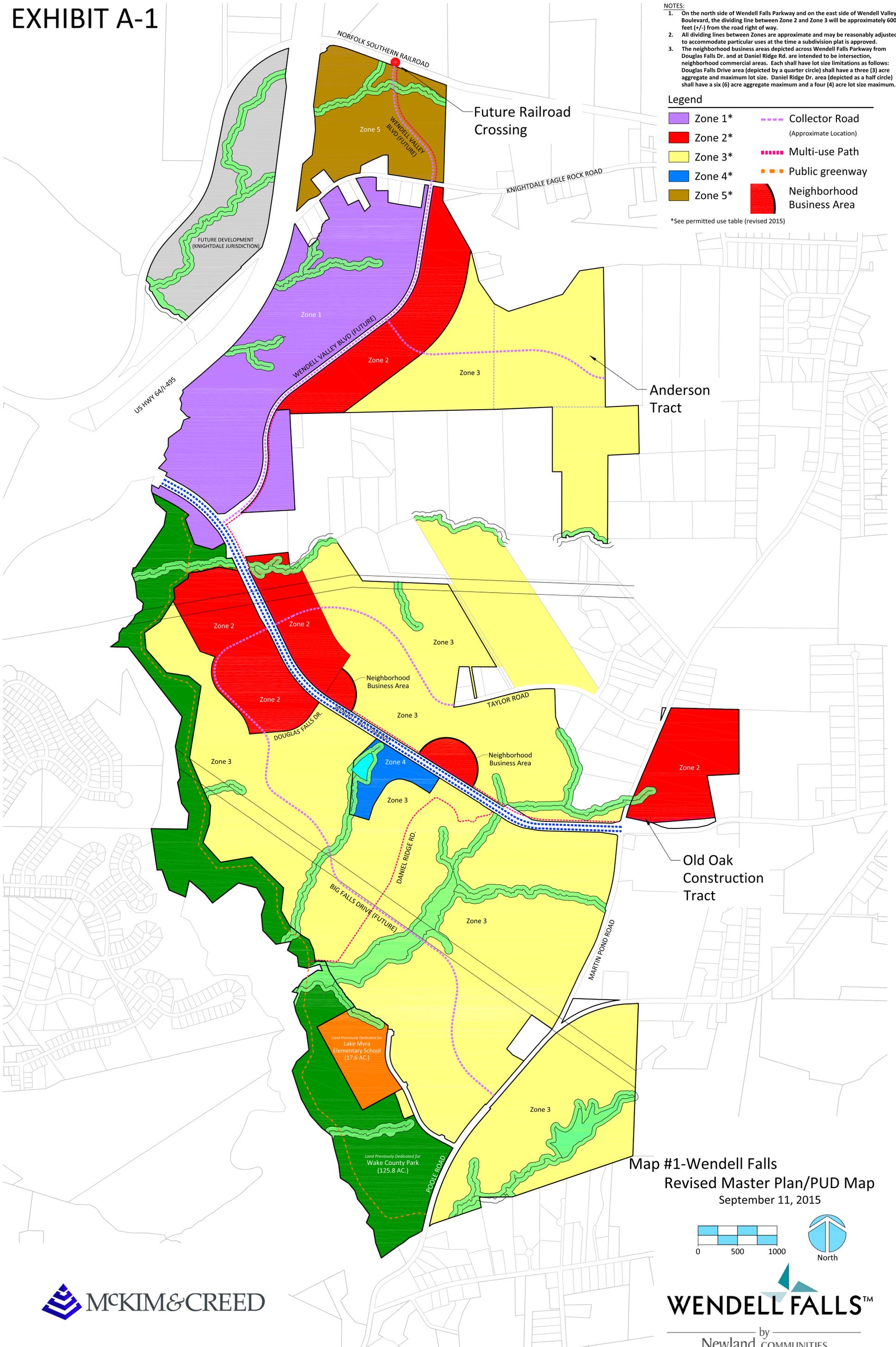
ESTIMATED PHASING SCHEDULE

Year	Residential Units	Commercial S.F.
2015	70	
2016	140	10000
2017	200	30000
2018	300	30000
2019	350	30000
2020	350	100000
2021	350	200000
2022	350	100000
2023	350	200000

2024	350	100000
2025	350	200000
2026	350	100000
2027	300	200000
2028	190	100000
2029		200000
2030		100000
2031		200000
2032		100000
TOTAL	4000	2,000,000

END OF 2015 PUD PLAN DOCUMENT

EXHIBIT A-1



- NOTES:
1. On the north side of Wendell Falls Parkway and on the east side of Wendell Valley Boulevard, the dividing line between Zone 2 and Zone 3 will be approximately 600 feet (+/-) from the road right of way.
 2. All dividing lines between Zones are approximate and may be reasonably adjusted to accommodate particular uses at the time a subdivision plat is approved.
 3. The neighborhood business areas depicted across Wendell Falls Parkway from Douglas Falls Dr. and at Daniel Ridge Rd. are intended to be intersection, neighborhood commercial areas. Each shall have lot size limitations as follows: Douglas Falls Drive area (depicted by a quarter circle) shall have a three (3) acre aggregate and maximum lot size. Daniel Ridge Dr. area (depicted as a half circle) shall have a six (6) acre aggregate maximum and a four (4) acre lot size maximum.

Legend

- Zone 1*
- Zone 2*
- Zone 3*
- Zone 4*
- Zone 5*
- Collector Road (Approximate Location)
- Multi-use Path
- Public greenway
- Neighborhood Business Area

*See permitted use table (revised 2015)

Map #1-Wendell Falls
Revised Master Plan/PUD Map
September 11, 2015

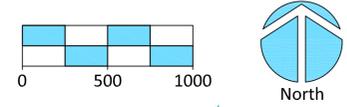


EXHIBIT A-2

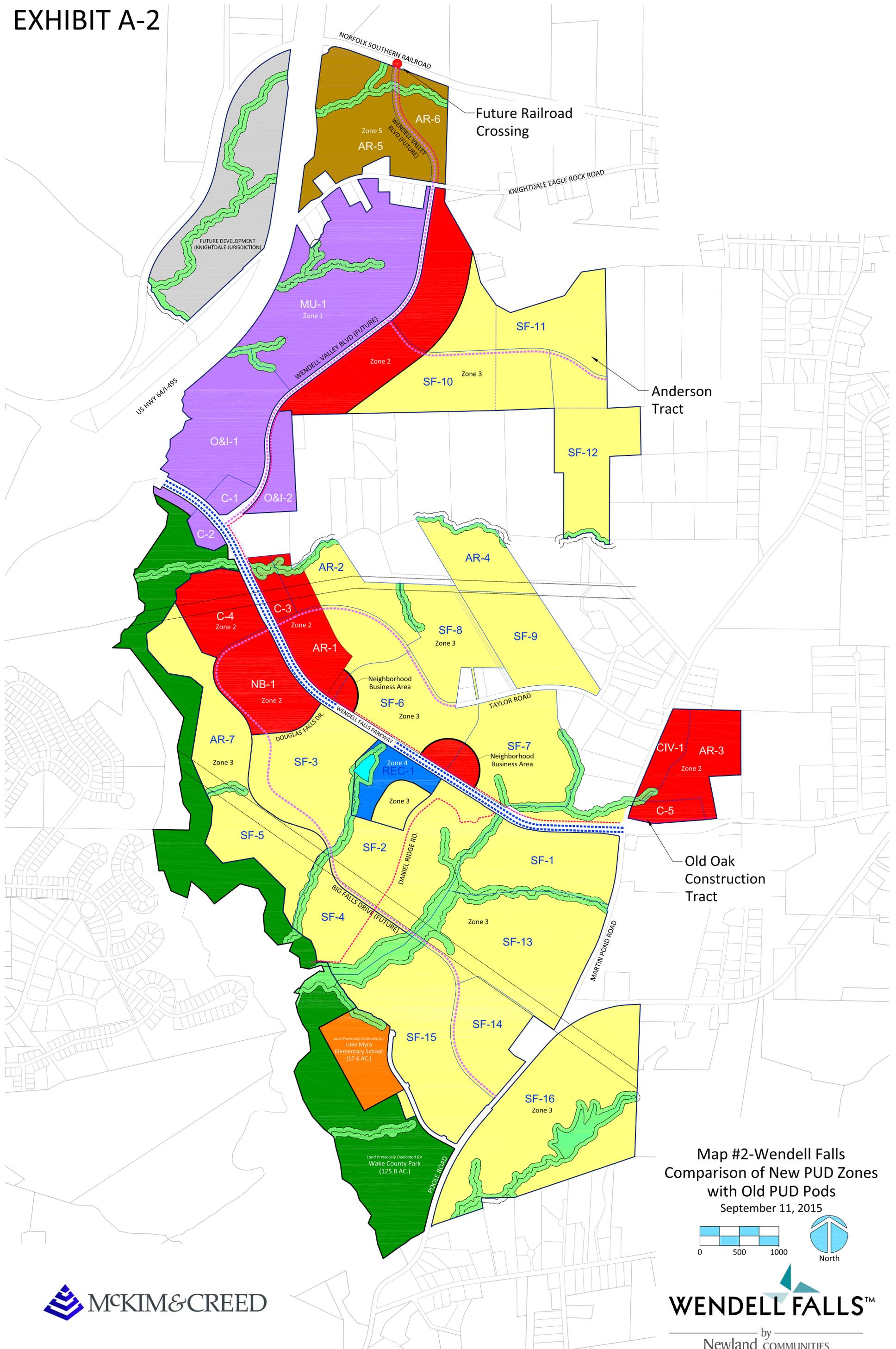
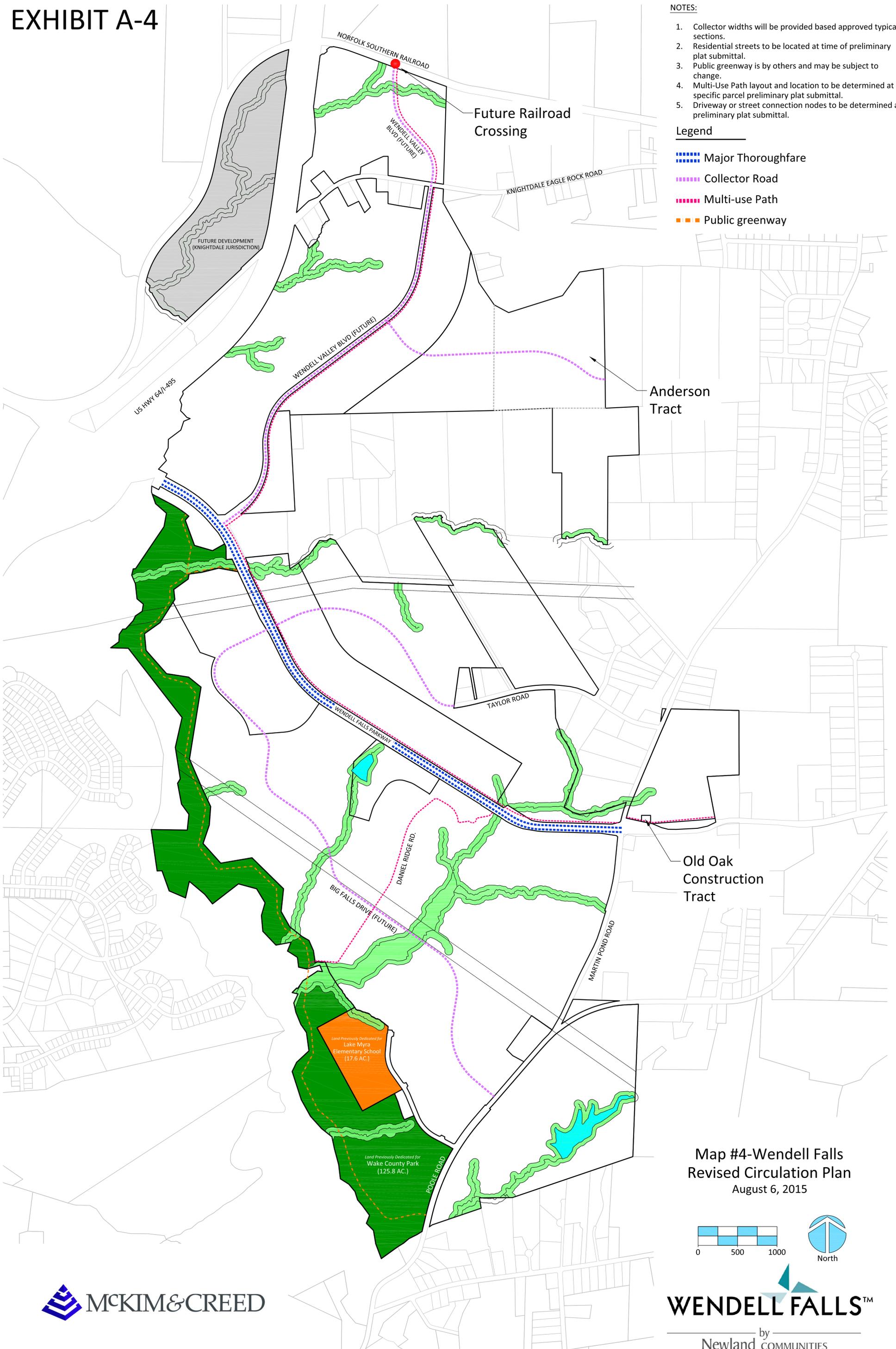


EXHIBIT A-4



NOTES:

1. Collector widths will be provided based approved typical sections.
2. Residential streets to be located at time of preliminary plat submittal.
3. Public greenway is by others and may be subject to change.
4. Multi-Use Path layout and location to be determined at specific parcel preliminary plat submittal.
5. Driveway or street connection nodes to be determined at preliminary plat submittal.

Legend

- Major Thoroughfare
- Collector Road
- Multi-use Path
- Public Greenway

Map #4-Wendell Falls Revised Circulation Plan August 6, 2015

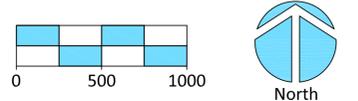


EXHIBIT B

Chapter 3. SUPPLEMENTAL USE STANDARDS

3.1 Purpose and Intent

There are certain uses that exist which may be constructed, continued, and/or expanded provided they meet certain mitigating conditions specific to their design and/or operation. Such conditions ensure compatibility among building types so that different uses may be located in proximity to one another without adverse affects to either. This Chapter specifies those requirements that shall be met by all the uses listed in the Use Matrices in Chapter 2 as Uses Permitted with Additional Standards (PS) and uses requiring Special Use Permits (SUP).

Each use shall be permitted upon compliance with all conditions listed for the use in this chapter. Uses classified as Special Uses require a Special Use Permit and Board of Commissioner's approval in accordance with Section 15.15.

3.2 Applicability

The regulations contained in this Chapter shall be applicable in those districts within which such uses are permitted.

A. Animal Services (RA, RR, R2, R3, R4, CMX, CC, DMX, CH, M&I)

1. When adjacent to residential use, aAll buildings and structures related to the overnight care of animals shall be located a minimum of 100 feet from any property line.
2. All open exercise, boarding, training or similar areas shall be designed to effectively buffer noise audible to surrounding properties and enclosed by a fence or wall no less than 6 feet in height and screened from any residence by a Type B buffer or off-site view from a public street by a Type C buffer with a minimum width of 10 feet.
3. Hours of operation for the outdoor exercise facility are limited from 7 a.m. to 9 p.m.
4. No more than 30 percent of the gross floor area of the principal structure is permitted for use of boarding animals.

B. Animal Services – Boarding as Primary Use

1. All open exercise, boarding, training or similar areas shall be designed to effectively buffer noise audible to surrounding properties and enclosed by a fence or wall no less than 6 feet in height and screened from any residence by a Type B buffer or off-site view from a public street by a Type C buffer with a minimum width of 10 feet.

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- ~~2.~~ Hours of operation for the outdoor exercise facility are limited from 7 a.m. to 9 p.m.

~~B.C.~~ Bar/Tavern/Night Club/Billiard or Pool Hall (NC*, CMX*, CC*, DMX*, CH*, TND*) *Special Use

1. No such facility shall be located within 300 feet of the property line of any lot containing a church or school or any residential district (RA, RR, R2, R3, R4, R7, Zone 3).

~~C.D.~~ Car Wash, Stand Alone, Self Service (CMX, CC, CH, TND)

1. The outdoor service area of a car wash (such as vacuum cleaners) shall be placed in the rear or side yard only and adequately screened from view from the public street(s).

~~D.E.~~ Drive-Thru Service (NC, CMX, CC, DMX*, CH, TND*) and Drive Thru Retail/Restaurant (CMX, CH) *Special Use

- ~~1.~~ No drive thru window or building may be located within 100 feet of any Zone 3 existing residence or offsite existing residence.
- ~~2.~~ Drive thru windows and services shall be located and accessed only at the side or rear of a building.
- ~~3.1.~~ Vehicle storage/stacking areas for drive-thru uses shall be located outside of and physically separated from the right-of-way of any street.
- ~~4.2.~~ Drive-thru facilities shall be screened from off-site view from a street right-of-way by a Type C buffer with a minimum width of 10 feet.
- ~~5.3.~~ Drive-thru facilities will have paved access going to and from the drive-thru window or service. Areas for drive-thru windows or services must also be paved.
- ~~6.4.~~ For additional vehicle stacking standards, see Section 10.4 of the UDO.

~~E.F.~~ Dwelling-Secondary (OSC, RA, RR, R2, R3, R4, R7, NC, CMX, CC, DMX, CH, TND)

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Secondary dwelling units within single-family houses or on single-family lots shall be encouraged and designed to meet housing needs.

1. The accessory dwelling unit shall be subordinate to the primary living quarters.
2. Not more than one secondary dwelling unit is permitted per lot.
3. If a secondary dwelling is detached from the primary dwelling, it shall be counted as an accessory structure.
4. Any secondary dwelling unit shall be located in the rear yard of a single family use lot subject to the requirements of this Section.
5. Secondary dwelling units may be created as a second story within detached garages provided that the height of the secondary dwelling unit and/or garage does not exceed the height of the principal structure on the lot. There shall be a two story height maximum.
6. The secondary dwelling unit may not be larger than 50 percent of the gross floor area of the principal structure. The minimum habitable area of the secondary dwelling shall not be less than 300 square feet. Gross floor area for a secondary dwelling unit shall be 750 square feet.
7. Unless alternate public parking is available nearby, one additional parking space is required for the secondary dwelling unit provided the number of spaces for the principal structure (per Chapter 10) is satisfied.
8. Secondary dwelling units shall be architecturally compatible to the principal building (e.g. pitch of roof, wall or trim materials, architecture style, window details).
9. The property owner(s) on which the accessory dwelling unit is to be located shall occupy at least one of the dwelling units on the premises.

F.G. Gas Station (CMX, CC, DMX*, CH, TND) *Special Use

1. All canopies shall be a minimum of 10 feet from any adjoining non-residential property or public right-of-way and 20 feet from any residentially-zoned property.
2. The sale of food and other items as well as car washes shall be incidental to the primary use of fuel sales.

3. No gasoline pump shall be located within ~~50400~~ feet of any existing residence ~~in Zone 3 or any existing residence outside the Project.~~
4. All areas where vehicles are stored temporarily shall be considered as parking lots and shall comply with the provisions of Chapter 10.
5. All such vehicle storage areas shall be located at the rear of the building.
6. The outdoor service area of a car wash (such as vacuum cleaners) shall be placed in the ~~side or~~ rear yard only and screened from view from the public street(s).
7. Lighting provided by canopies shall be per the specifications of Chapter 11.
8. No outdoor public address system shall be permitted which can be heard beyond the boundaries of the property.

Up to half of required parking may be satisfied by fueling station vehicle spaces.

G.H. General Retail (10,000 sf or less)

1. ~~Within Zone 3, a~~All canopies and awnings shall be a minimum of ~~1020~~ feet from any residentially zoned property or off-site residentially zoned property.
2. Outdoor lighting shall be per the specifications of Chapter 11.
3. No outdoor public address system shall be permitted which can be heard beyond the boundaries of the property.
4. Drive-thru windows and services shall be located and accessed only at the side or rear of a building.

(Amended 9-26-11)

~~H. General Retail – greater than 50,000 square feet (CMX, CC, DMX, CH, TND)~~

- ~~**4.5. Traffic Study Required:** Development greater than 50,000 square feet in Gross Floor Area shall require the submission of a Traffic Impact Analysis in accordance with Section 16.13. The improvements recommended by the Study shall be constructed by the applicant as a condition of approval.~~

I. Group Care Facility (More than 6 residents) (RA, RR, R4*, R7*, NC, CMX, CC, DMX, CH, TND) *Special Use

1. Any structure used for such facility in ~~the RR or R4, R7, or NC Zone 3 districts~~ shall maintain an appearance of a residence which is compatible with the

surrounding neighborhood. (See Chapter 5 for requirements for House building type.)

2. The minimum lot size requirement shall be increased by 750 square feet for each person in excess of six people for whom care is provided.
3. No more than one facility may be located within one-half mile of another similar facility, housing service for the elderly, or adult care facility.

J. Micro-Distillery/Micro-Brewery/Micro-Winery (NC, CMX, CC, DMX, CH, M&I, TND)

1. Except for loading, all activities must occur within a building.
2. Must have an off-street or alley loading dock.
3. Maximum floor area may not exceed 230,000 square feet.
4. Must obtain all applicable ABC commission permits.
5. If located in the DMX district, the facility must include a tasting room, restaurant, or incorporate tours.
6. Shall not produce odors, gas, dust or any other atmospheric pollutant detrimental to the health, safety or general welfare of persons living or working in the surrounding area.
7. If the facility includes on-site consumption of alcohol (excluding tastings) and does not meet the definition of a restaurant, it shall also be required to meet all standards of a 'Bar/Tavern/Nightclub' and shall only be allowed in those districts in which a Bar/Tavern/Nightclub is permitted.
8. If located in the NC district, Zone 2 or the TND district, the facility must include a restaurant or bar.

(Amended 10-28-14)

K. Equipment Rental (Zones 1, 2 and 5)

1. No equipment for sale or rent may be displayed in any front yard, nor shall such displays be permitted to encroach on any required landscaping areas or buffer yards.
2. All vehicle display areas shall conform to the dimensional, design and landscaping standards set forth for parking areas in Chapters 8 and 10.

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3. All equipment shall be stored within an enclosed building or an area in the rear yard enclosed by a fence or yard.

L. Farmers’ Market, Outdoor –

1. Farmers’ Markets are limited to the sale of agricultural products. The sale of used goods, clothing, or crafts not manufactured by hand by the vendor is prohibited.
2. Baked Goods sold at the market must be produced by the vendor. All agricultural items sold must meet both NCDA and USDA standards and requirement and must be properly labeled.
3. No more than 25 % of total vendor space may be comprised of agricultural craft goods at any time.
4. All Farmers Markets are required to have a representative authorized to direct the operations of the market on-site during all hours of operation.
5. All temporary structures, setups, displays, and waste must be removed within 4 hours of the end of daily operations.
6. Hours of operation shall not begin prior to 7:00 am or extend beyond 7:00 pm.
7. No outdoor public address system shall be permitted which can be heard beyond the boundaries of the property.
8. No element of the farmers market shall be located within 75 feet of an existing single family residence or within 10 feet of any property line.
9. To establish a farmers market in a permitted zone, the applicant must apply for a temporary use permit, to be renewed annually by the zoning administrator, per the requirements of section 4.6 of the UDO. There shall be no fee charged for renewal unless changes are proposed by the applicant.
 - a. To obtain a temporary use permit, the applicant must submit the following:
 - i. A site plan showing the proposed location of all temporary structures or tents, points of ingress and egress, proposed parking areas, and property lines.
 - ii. Contact information for the ‘Market Manager’.
 - iii. Proposed days and hours of operation.
 - iv. A copy of the Farmers’ Market’s ‘Rules and Regulations’ to be approved and enforced by the Market Manager. Nothing in these rules and regulations shall be in conflict with the use standards identified in this section.
10. Failure to comply with the regulations set forth in this section may cause the temporary use permit to be revoked.

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CHAPTER 9. CIRCULATION AND CONNECTIVITY

9.1 Purpose and Intent

This chapter is guided by and intends to fulfill the following principle of *The Town Plan of Wendell*: “Ensure local and regional transportation and interconnectivity and options while also maintaining and enhancing Wendell as a walkable community.” This Chapter serves to implement the policy and regulatory recommendations of the *Town of Wendell Collector Street Plan (CSP)* which also recognizes the importance and long-term need of new and enhanced thoroughfares throughout the community. It is the intent of this Chapter to build streets that are integral components of community design. Streets shall be detailed to complement neighborhoods and commercial centers and shall accommodate all modes of travel.

The purpose of this Chapter is to:

- Support the creation of a highly connected transportation system within Wendell in order to provide choices for drivers, bicyclists and pedestrians;
- Promote walking and bicycling;
- Connect neighborhoods to each other and to local destinations such as schools, parks, and shopping centers;
- Reduce vehicle miles of travel and travel time;
- Reduce travel times and increase efficiency of public service delivery (e.g., school buses, refuse collection, mail delivery) and emergency responders; and
- Reduce reliance on thoroughfares for short trips so that thoroughfares can better serve regional travel needs and widening beyond four lanes can be avoided; and
- Ensure that pedestrian connections serve all citizens of Wendell by mandating that projects meet ADA requirements.

9.2 General Infrastructure Design Guidelines

~~All infrastructure shall be designed and installed in accordance with the Town’s *Standard Specifications and Details* manual and the requirements of this chapter. The roadway design standards shall be as set forth in the PUD Plan document, including the typical road sections incorporated into the PUD Plan document through Exhibit D, and as otherwise provided in the Town’s *Standard Specifications and Details* manual. In the event of any conflict between the standards set out and incorporated into the PUD Plan document and those contained in the UDO, the Town’s *Standard Specifications and Details* manual or any other otherwise applicable regulation, the Provisions of the PUD Plan document shall apply.~~

9.3 General Provisions for Street Design

New development or redevelopment with frontages on existing publicly-maintained streets shall be required to upgrade all street frontages to meet the standards of this Ordinance including sidewalks, street trees, curb and gutter, and right-of-way reservation. Payment in lieu of physical improvements may be permitted by the Board of Commissioners. The following specifications shall apply to street design:

A. Streets: The Town views streets as important public space and, in an effort to protect this investment, has developed a set of principles which permit this space to be used comfortably and safely by motorists, pedestrians and cyclists.

1. Streets shall interconnect within a development and with adjoining development. Street stubs shall be provided to adjacent property to provide for future connections (see Section 9.7, Connectivity).
2. Streets shall be planned with due regard to the designated corridors shown on the adopted *Town of Wendell Collector Street Plan* and the CAMPO Thoroughfare Plan.
3. Streets shall be landscaped with street trees per the requirements of Chapter 8, as the same may be modified by the PUD Plan document.
4. Reserve strips and non-access easements adjoining street rights-of-way for the purpose of preventing access to or from adjacent property (except those required by the Board of Commissioners to prevent access to thoroughfares), half-streets and private or gated streets shall not be permitted.
5. The use of horizontal traffic calming devices (such as landscaped bulb-outs, medians, traffic circles, or roundabouts) is encouraged subject to approval by the Town’s Technical Review Committee (TRC).

B. Trees

All street trees shall be installed in accordance with the provisions of Chapter 8, as the same may be modified by the PUD Plan document. Landscaping and shall conform to the regulations of NCDOT, where required.

C. Sidewalks

Sidewalks, shall be constructed along streets in accordance with the PUD Plan document (including cul-de-sacs) as indicated by the cross-sections in Section 9.4 and the table below. The following standards shall apply:

Zoning Districts	OSC	RA, RR, MHO	R2, R3	MH	R4, R7 NC	CMX CC	DMX	CH, M&I, TND, GO
Sidewalk req'mt	Not req'd	Multi-use path	5 ft; one side	5-8 ft; one or both sides	5-16 ft; both sides	6-16 ft; both sides	8-16 ft; both sides	5-16 ft; both sides

(amended 2-9-15)

1. Sidewalks shall have a minimum width of 5 feet.

2. Sidewalks shall be required on both sides of all roads, ~~as detailed in the typical road sections set out in Exhibit D,~~ except where:
 - a. ~~Net residential densities of developed areas are three dwelling units per acre or less, in which case sidewalks shall only be required on one side;~~
 - b. ~~Sidewalks may only be required on one side in R3 and are not required in OSC.~~
3. Developments in Rural Agriculture (RA) districts shall provide a multi-use pathway of a minimum 8 feet in width, constructed of asphalt or similar material along one side of thoroughfare or collector road frontages or as designated on an adopted plan.
4. Sidewalks along thoroughfares, collector streets, and/or streets with fronting commercial and/or multi-family uses shall have a minimum width of ~~56~~ feet.
5. ~~Unless otherwise specified by an adopted area plan, street frontages with mixed use or commercial buildings having setbacks of 10 feet or less from the right of way and ground floor commercial space, shall be constructed with sidewalks a minimum of 8 feet in width. Where there is also on-street parking and retail uses along the street frontage, the minimum sidewalk width shall be 16 feet with trees in tree wells or other tree protection as approved by the Administrator.~~
6. Sidewalks shall be placed far enough from the curb to accommodate the minimum planting strip width required in Section 8.8, Street Trees.
7. All sidewalks shall be paved with broom-finished concrete, paving brick or concrete pavers. Similar materials may be permitted by the Administrator on a case-by-case basis, in compliance with ADA standards.

D. Bikeways

1. ~~Bikeways will be provided in accordance with the PUD Plan document, as shown on Exhibit A-4 and may also be agreed upon through the preliminary plat process. Bike lanes or separate off-street multi-use paths shall be installed on developer-built or modified roadways where designated for such by the Town of Wendell Comprehensive Plan or subsequently adopted plan, and/or as specified in item 3 below where the adopted plan does not provide sufficient guidance.~~
2. ~~Where a proposed development does not include new or widening of existing collector or thoroughfare streets, the developer shall reserve right-of-way sufficient to accommodate the appropriate bikeway facility.~~
3. ~~Bike lanes and bike paths shall be designed according to the North Carolina Bicycle Facilities Planning and Design Guidelines published by NCDOT and shall include all appropriate signage and pavement markings. Variations from the NCDOT~~

standards may be allowed subject to approval from the Administrator based on the standards below:

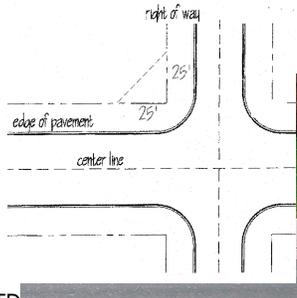
4. Bicycle facilities shall be included in the cross-sections of Section 9.4, Permitted Street Sections, and added to the right-of-way dimensions for collectors and thoroughfares (specifically for Main Street, Avenue, and Boulevard cross-sections or other sections approved by the Town) based on the matrix below. Motor vehicle volumes shall be based on projected motor vehicle volumes in a 20 year time horizon. Speeds shall be based on the design speed of the proposed roadway.

		Projected Motor Vehicle Volumes (Average Daily Traffic)					
		< 2,500 ADT	2,500— 5,000 ADT	5,000— 10,000 ADT	10,000— 20,000 ADT	20,000— 40,000 ADT	> 40,000 ADT
Roadway Design Speed	< 25 mph	N	N	W	BL	BL	BL
	25 mph	N	W	BL	BL	BL	BL
	30 mph	N	W	BL	BL	BL	S
	35 mph	W	W	BL	BL	BL	S
	40 mph	W	BL	BL	BL	BL	S
	45 mph	W	BL	BL	BL	S	S
	> 45 mph	S	S	S	S	S	S

N = Normal Lane, 9-12 feet wide. Cyclists would operate in mixed traffic near the middle of the lane.
 W = Wide Lane, 13-15 feet wide. Cyclists would generally operate in the right-most portion of the lane. MUTCD-approved shared lane markings shall be used.
 BL = Bike Lane, 4-6 feet wide (striped/ marked) or narrow shoulder. In general, bike lanes should be at least 5 feet wide at higher traffic volumes (over 20,000 ADT) and higher speeds (40 mph and higher) and 6 feet wide next to on-street parking.
 S = Separated Lane. Anything wider than 6-foot bike lane, including wide bike lanes/shoulders or parallel multi-use paths.

E. Intersections

1. All streets shall intersect at right angles as nearly as possible and no street shall intersect at less than 60 degrees.
2. Where practical, intersections should be aligned to create four-way intersections.
3. **Sight Triangles:** On a corner lot in any district, no planting, structure, fence, wall or obstruction to vision more than 3 feet in height measured from the edge of pavement shall be placed or maintained with the triangular



A bulb-out or curb-extension demarcates parking areas and narrows the street width at intersections. (Image source: R. Drud)

area formed by the intersection of the street lines (right-of-way) and a straight line connecting points on said street lines, each of which is 25 feet distance from the point of intersection. NCDOT standards may also apply.

Sight triangles are not required on private alley rights of way nor in NC, TND, or DMX districts at intersections with all-way stops or traffic signals.

- 4. Bulb-outs (also known as curb extensions) to demarcate parking areas and to narrow the street width at intersections may be required on streets 30 feet wide or wider, but are discouraged on narrower streets.

F. Curb Radii

Curb radii (or corner radius at an intersection) shall be a minimum of 20' as measured from face of curb designed according to the street cross-section specifications in Section 9.4 to minimize pedestrian crossing times along all streets requiring sidewalks.

G. Storm Drainage in Streets

All streets must be designed as to provide for the discharge of surface water from the right-of-way of all streets. Street drainage facilities shall be designed in accordance with the Town's *Standard Specifications and Details*.

- 1. Storm drainage type should generally be as specified in the Form-Based Standards by Zoning District matrix in Section 2.2. Vertical curb and gutter shall be used when on-street parking is marked, as specified in Section 9.4.

Zoning Districts	OSC	RA, RR	R2, R3, R4, MH, MHO	R7 NC	CMX CC	DMX	CH, M&I, TND, GO	PUD
Curb/gutter type	Not req'd	Not req'd	Not required or Rolled or Vertical	Rolled or Vertical (Standard)	Vertical (Standard)	Vertical (Standard)	Vertical (Standard)	Vertical/Valley
Drainage type	Open Swale ¹	Open Swale ¹	Closed/LID ²	Closed/LID ²	Closed/LID ²	Closed/LID ²	Closed/LID ²	Closed/LID

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1. Open Swales must have vegetated cover.
 2. LID (Low Impact Development) drainage options shall be as specified in the Town's Standard Specifications & Details or as approved by the Administrator.

(amended 2-9-15)

- 2. For local streets and cul-de-sacs installed under jurisdiction of these regulations, exception to the requirement for curb and gutter may be allowed for residential lots with a minimum size of 15,000 square feet that meet the criteria as set forth in the

Town of Wendell's *Standard Specifications & Details* and written approval of the Town Engineer.

3. Where vertical curb and gutter is specified, it shall be a minimum of 1.5 feet wide for residential development and 2.5 feet wide for non-residential or mixed-use development.

H. Alleys

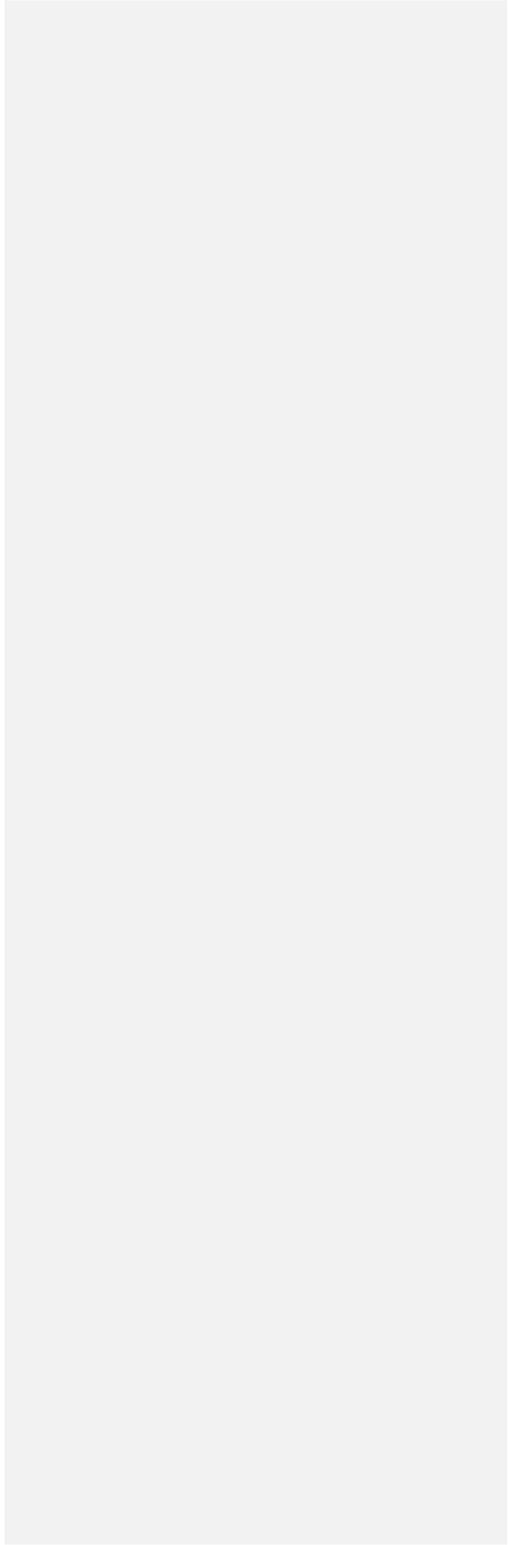
1. Alleys shall be privately owned and maintained as easements or common areas.
2. Public access easements shall be provided for all alleys and shall be marked as such on all plats.
3. Alleys shall be constructed per the Alley Apron typical plan set out in Exhibit D, with standard concrete driveway ramps at entrances to streets. Driveway standards shall be as specified in the Town's *Standard Specifications and Details*.

I. NCDOT Streets

All streets designed for inclusion in the NCDOT system are subject to approval by the Town and by NCDOT.

9.4 Permitted Street Sections

This Section 9.4 is replaced with the typical road sections set out in Exhibit D of the PUD Plan document.



9.5 Thoroughfare Plan and Collector Street Plan Conformity

This Section 9.5 is replaced with the Circulation Plan shown on Exhibit A-4, attached hereto and incorporated herein.

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9.6 Collector Street Plan

A. Purpose/Intent: The CSP is intended to promote orderly, incremental implementation of a network of collector streets. Implementation will occur primarily through the local development process. The proposed collector street alignments assume that development exists (or will exist at some future date) at a scale to warrant the construction of a collector street. Although some improvements to existing collector streets will be made through local, State, or MPO-driven transportation projects, proposed new collector streets will be constructed primarily as the result of private development activity.

B. Collector Street Alignments:

-This Section 9.6.B is replaced with the Circulation Plan shown on Exhibit A-4, attached hereto and incorporated herein.

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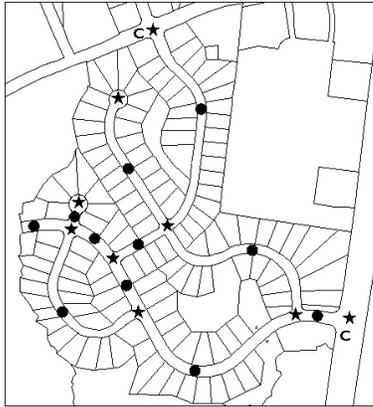
9.7 Street Connectivity

Proposed new streets in Wendell shall be extended to the boundary of the development for future connection. Improving connectivity and limiting cul-de-sacs result in improved mobility for motorists, pedestrians, and cyclists; decreased response time for emergency services and delivery costs for services such as garbage collection through improved routing options; and dispersion of motor vehicle traffic.

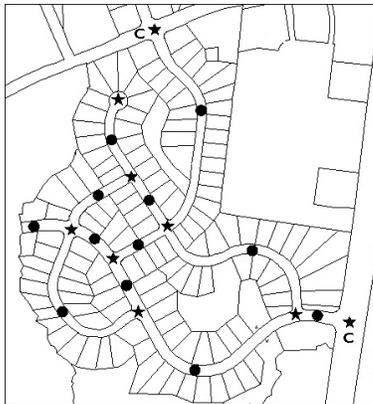
A Connectivity Index shall be used to determine the adequacy of street connectivity in new developments. The index is calculated as the ratio of the number of street links in a project's street layout (road sections between intersections or stubs to adjacent property) plus connections to existing streets divided by the number of street nodes (intersections and cul-de-sac heads).

$$\text{Connectivity Index} = \frac{(\text{links} + \text{connections})}{\text{nodes}}$$

The illustration at right above illustrates a connectivity index of 1.44 (links are shown as circles, nodes are shown as stars, and connections to existing streets are shown as C's). The illustration has 11 links, 2 connections, and 9 nodes for an index of $(11+2) / 9 = 1.44$. In the illustration at right below, one cul-de-sac is converted to a full intersection. This gives the development one additional link for a connectivity index of 1.55 $([12 \text{ links} + 2 \text{ connections}] / 9 \text{ nodes})$. The same number of lots is shown in both illustrations.



A street layout showing a connectivity index of 1.44 $([11 \text{ links} + 2 \text{ connections}] / 9 \text{ nodes})$. Links are shown as circles and nodes are shown as stars and connections to existing streets are shown as C's.



A street layout showing a connectivity index of 1.55 $([12 \text{ links} + 2 \text{ connections}] / 9 \text{ nodes})$. Note that one cul-de-sac from the original layout has been converted to a full intersection. The same number of lots are shown.

A. Connectivity Index Requirement

1. Developments shall be required to achieve a connectivity index as shown in the following table.

	OSC	RA M&I	RR, R2, R3, R4, MH	R7, NC, TND, CC, CMX, DMX	CH
Connectivity Index <i>(Minimum Required)</i>	n/a	1.3	1.4	1.5	n/a

2. Variations in the connectivity requirement may be considered on a case-by-case basis by the Administrator based on the factors that follow. The Administrator may award a connectivity index bonus if it is determined that more than 60 percent of any “side” of a development (four sides total) faces impracticalities for connectivity to adjacent properties due to the presence of controlled-access highways, railroad rights-of-way, stream buffers, topographical conditions (pre-development slopes of 25 percent or greater) or existing developments that have not provided street stub-outs for connection purposes.

B. Street Layout

The street layout in any development shall conform to the arrangement, width and location of public streets indicated on the regulating Thoroughfare Plan and Collector Street Plan for the area. Streets not indicated on that plan shall be designed and located to:

1. Connect to existing and proposed streets in adjacent developments wherever possible as determined by the Administrator;
2. Relate to the topography;
3. Preserve natural features such as streams and tree growth;
4. Provide for adequate public safety and convenience.
5. Where land is subdivided into larger parcels than ordinary building lots, such parcels shall be so arranged as to allow for the opening of future streets and logical further resubdivision.

C. Block Length

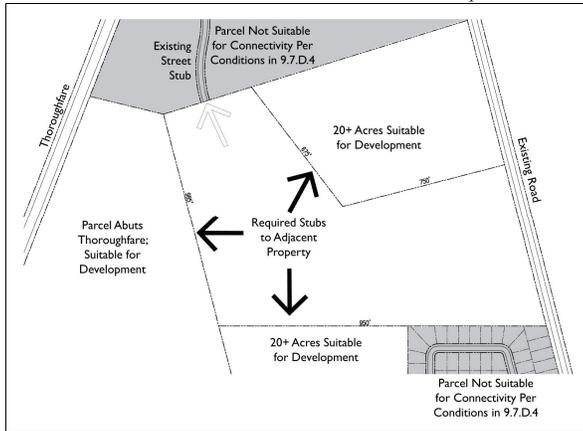
Zoning Districts:	RR, R2, R3	R4, R7, NC, CMX, CC DMX, CH, TND, MH
Maximum Block Length	1,200 feet	800 feet
Average Block Length	800 feet (max.)	600 feet (max.)

1. On one-way local streets (see cross-section 9.4.D), where on-street parking is allowed, blocks shall be no longer than 300 feet or they shall provide at least every 200 feet areas of 40 feet in length where no parking is allowed. These areas are to be used for emergency access staging.
2. **Pedestrian Path:** Blocks longer than 800 feet may be required to include a pedestrian pathway across the center of the long side of the block. The path shall have at least a 20-foot easement with a minimum 6-foot wide pathway.
3. **Exceptions:** OSC, RA and M&I Districts are exempt from the block length provisions of this subsection.

D. Required Stubs

1. New developments shall connect to any existing street stubs from adjacent properties.
2. The number of required street stubs to adjacent property is determined by calculating the cumulative linear feet of all property lines surrounding the proposed development contiguous with land that is suitable for development or redevelopment (as determined by the Administrator or an adopted land use plan); dividing by 1,200; and rounding up to the nearest whole number.

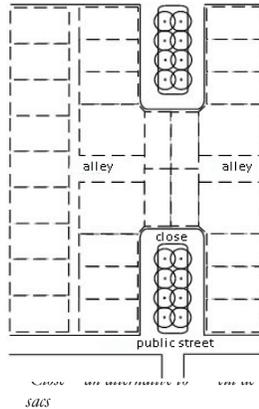
Example (see diagram below):
 $675' + 750' + 950' + 985' = 3160' / 1200 = 2.63 = 3$ required stubs



3. The location of new required stub street shall be prioritized as follows:
 - a. Adjacent parcels 20 acres or greater.
 - b. Adjacent parcels that abut or are traversed by existing or proposed thoroughfares or collector streets.
 - c. Where any adopted transportation or land use plan recommends a street connection.
 - d. Landlocked properties.
4. Where the conditions listed in Section 9.7.E, Cul-de-Sacs (below) would prevent connections, the adjacent property shall not be included in the calculation of required stubs.
5. Stub streets and streets intended for extension during future phases shall be constructed to extend to the property line or as close to the line as practical. It shall be the responsibility of the second development to construct the connection to an existing stub street. Stub (or dead head) streets shall not exceed 150 feet in length without a paved turnaround (permanent or temporary).

E. Cul-de-Sacs

1. Cul-de-sacs shall not be used to avoid connection with an existing street, to avoid the extension of a thoroughfare or collector street, or to avoid connection to adjoining property. In general, cul-de-sacs shall not be used to provide access to development on the boundary of the development.
2. Cul-de-sacs are permitted where one or more of the following conditions offer no practical alternative for connectivity:
 - a. Topographical conditions (where pre-development slopes are 25 percent or greater)
 - b. Environmental conditions
 - c. Property shape
 - d. Property accessibility
 - e. Land use relationships
3. Where practical, a close should be used in place of a cul-de-sac.
4. Any permanent dead-end streets or cul-de-sac shall comply with the length limits shown in the following table.



Measurement shall be from the point where the centerline of the cul-de-sac street intersects with the centerline of the general circulation street to the center of the turnaround of the cul-de-sac.

	OSC	RA, RR, R2	R3, R4, R7, MH, NC,	CH, TND, CMX, CC DMX	M&I
Cul-de-Sac Length (Maximum)	800'	600'	300'	Not Allowed	500'

5. Where cul-de-sacs or dead end streets are unavoidable, developments shall incorporate provisions for pedestrian and bicycle connections to adjacent properties.
6. No system of multiple branching cul-de-sacs from a single access point is permitted.

9.8 Intersections

- A.** Streets shall be designed so as to intersect as nearly as possible at right angles.
- B.** No street shall intersect any other street at an angle of less than 60 degrees.
- C.** Streets crossing natural areas or streams shall cross at or as near to right angles as possible within limits of topographic conditions. Crossing of “blue line” channels shown on the current USGS Quad Map or USDA Soil Survey Map shall also be approved by the North Carolina Division of Water Quality.
- D.** Offset intersections are to be avoided.
- E. Intersection Spacing:**
 - 1.** Intersections with major thoroughfares shall be at least 800 feet apart (measured from centerline to centerline) where posted speeds are more than 35 mph; or as specified by NCDOT.
 - 2.** On major thoroughfares where posted speeds are 35 mph or less, intersections shall be spaced at least 400 feet.
 - 3.** On all other streets, a minimum intersection spacing of 200 feet shall be maintained for all other streets.

9.9 Access Management

Access management standards seek to preserve the traffic moving capacity of the Town’s major streets, and in so doing, protect the investment of the taxpayer in the costs of road construction. The Town does not wish to allow unnecessary driveway cuts to neutralize the value of road construction dollars provided by Federal, State and local taxpayers. Frequent driveways allow for unpredictable stops and vehicle turning movements, causing increased congestion, and greater opportunities for traffic accidents.

Developments should minimize or eliminate curb cuts along arterials. Where possible, vehicular access should be shared with the adjacent properties and/or alleys or should be utilized for access. All non-residential lots, parcels, or any other division of land adjacent to an arterial roadway may be allowed driveways or street connections in accordance with the tables below.

A. Driveway Number and Spacing (thoroughfares only)

Parcel Frontage (feet)	Number of Driveways Allowed
< 500	1
501-1200	2
>1200	3

B. Driveway Distance from Intersections

Location guidelines for driveway access points along arterials are shown in the table below. If access to a lot, parcel, or any other lawful division of land is physically unobtainable under the provisions below, driveway access points are to be located the greatest distance possible from one another and from other public and private streets.

Street Type	Minimum Distance (feet)
Major Thoroughfare	300
Collector Street/Minor Thoroughfare	50 100
Local	50

C. Median Opening Spacing

Crossovers along median divided thoroughfares should be spaced no closer than 1,200 feet. For all other streets, the spacing should be no closer than 660 feet. In general, if the left turn lane storage requirements for adjacent intersections overlap, the minimum spacing shall be increased to provide adequate left turn lane storage in both directions.

Where the *NC DOT Driveway Manual* or *Median Crossover Guide* conflicts, the stricter of the two standards should prevail.

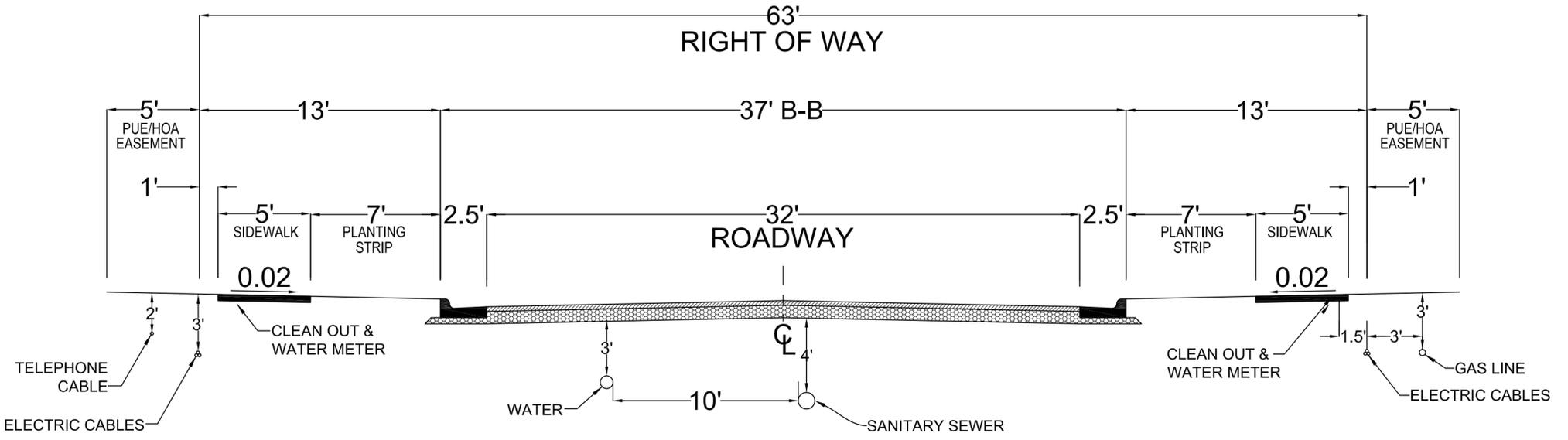
9.10 Transportation Impact Analysis

[See Section IV I of the PUD Plan document.](#)

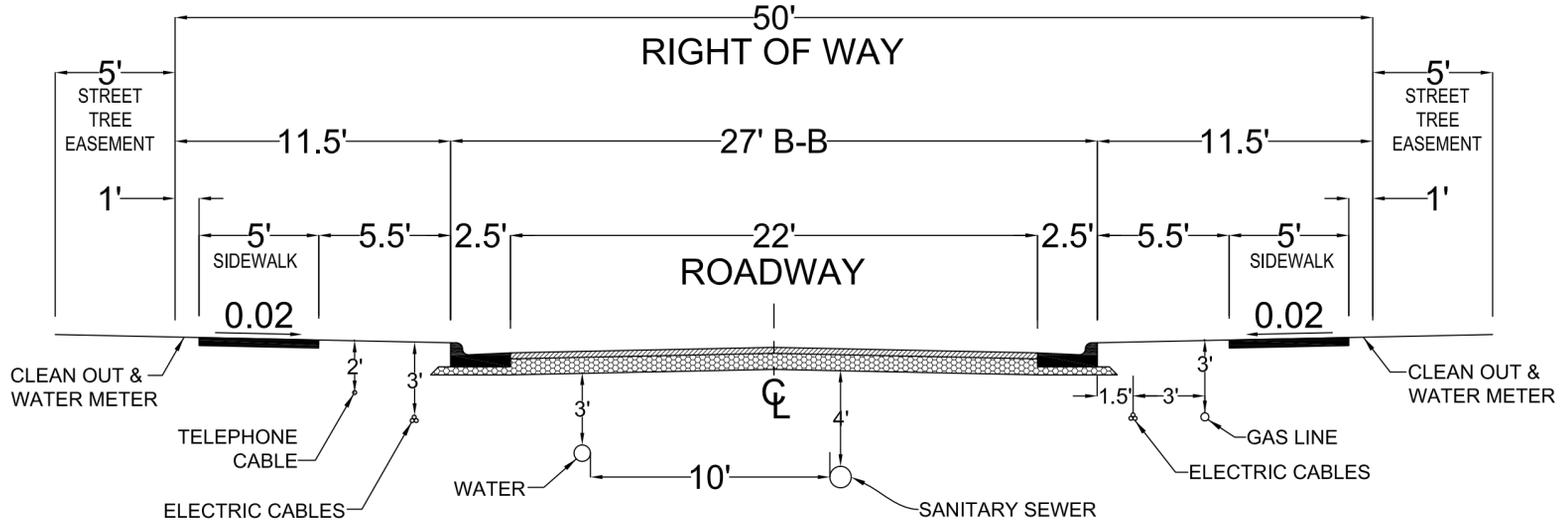
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EXHIBIT D

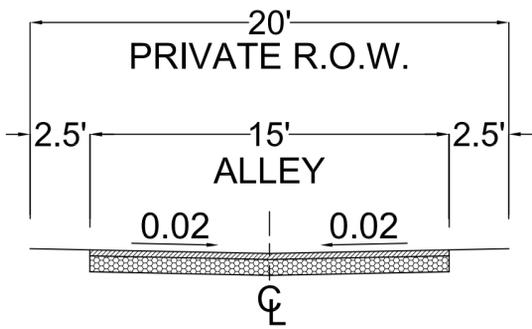
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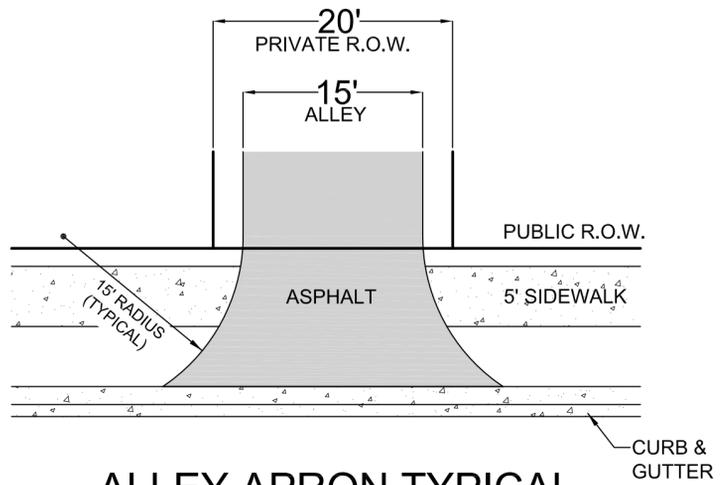
**FUTURE BIG FALLS DRIVE, FUTURE PORTION
OF TAYLOR ROAD & FUTURE
ANDERSON TRACT COLLECTOR ROAD
37' B-B; 63' PUBLIC R.O.W.**



**LOCAL RESIDENTIAL STREET
27' B-B; 50' PUBLIC R.O.W.**



**PRIVATE ALLEY
15' E-E; 20' PRIVATE R.O.W.**



ALLEY APRON TYPICAL

Knightdale Eagle Rock Rd., Martin Pond Rd., Poole Rd. (N. of Martin Pond Rd.)

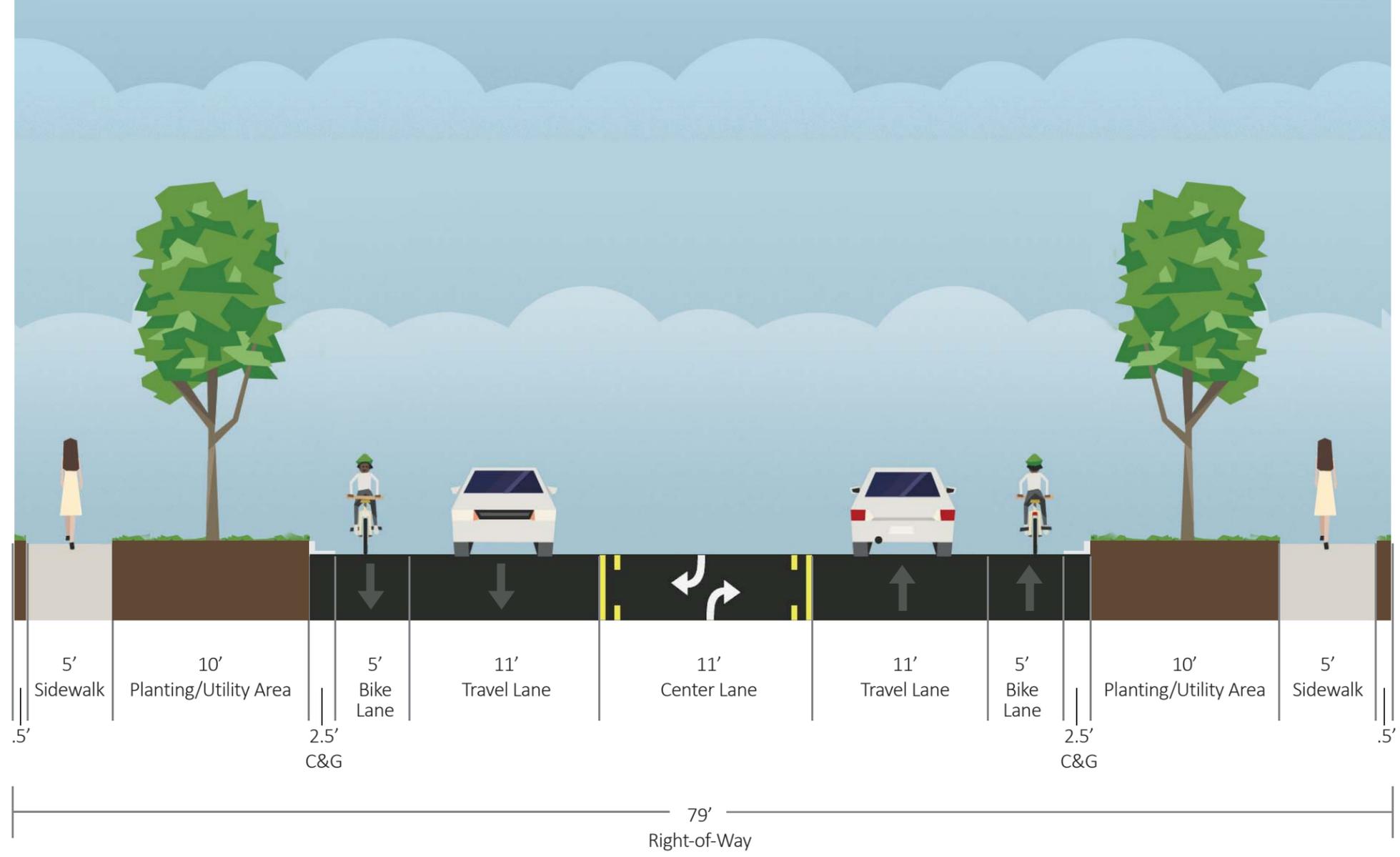


Exhibit D

Poolle Rd. (S. of Martin Pond Rd.)

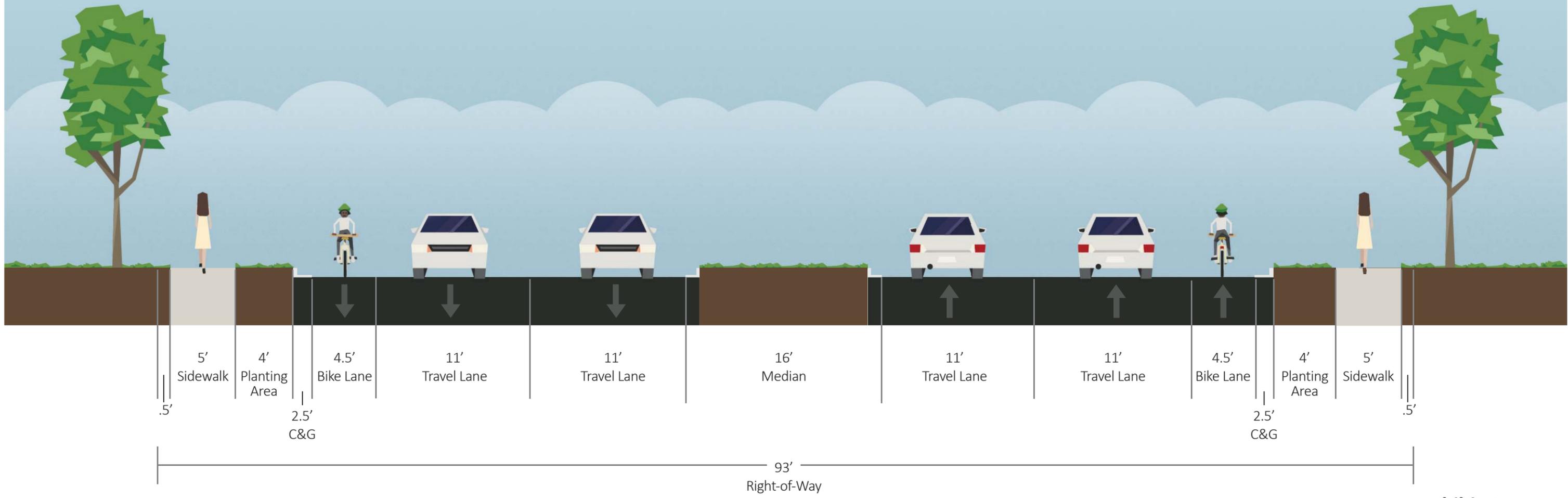
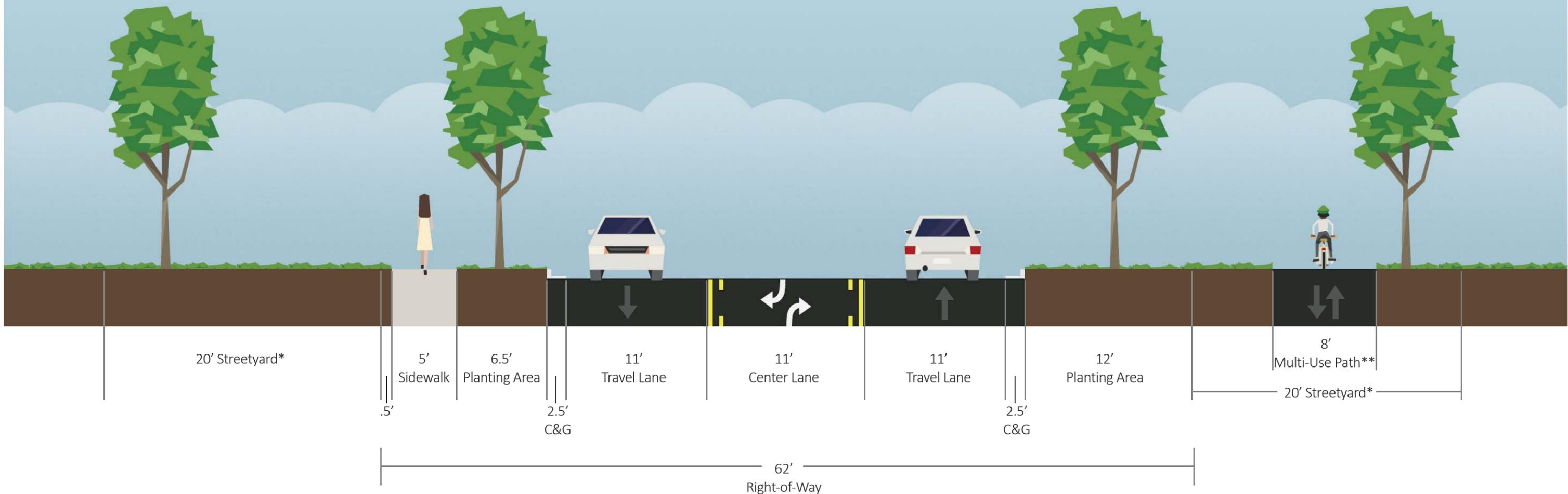


Exhibit D

Wendell Valley Blvd. – Typical Section



* 15.5' right-of-way reservation within 20' streetyard

** 8' multi-use path in public easement within 20' streetyard
(side of road for multi-use path to be determined with first site plan on Wendell Valley Boulevard)

Exhibit D

Wendell Valley Blvd. – Potential Future Section

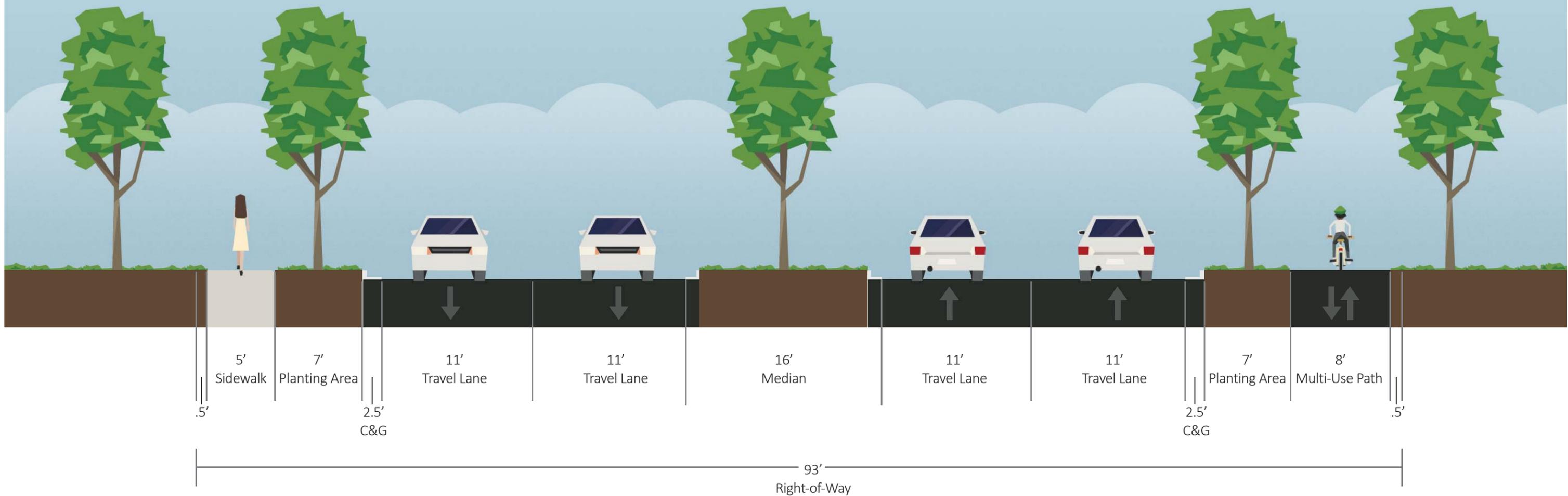


Exhibit D

EXHIBIT “E”

19. Definitions :

Active Adult Housing: Homes designed to attract residents, usually aged 50 or older, who seek either age-targeted or age-restricted housing offering lower maintenance lifestyles with the main living areas and master bedroom located on the first level and features to allow for aging in place. Active Adult Housing will be located within designated areas with a minimum of three contiguous lots unless such minimum requirement is waived by the Town Administrator.

Animal Services - Boarding: Establishments that provide pet boarding services as their primary service.

Billiard/Pool Hall: Any place where one or more billiard or pool tables are operated or maintained as the primary business of the establishment, except for private family use, whether such place is a social club or a business enterprise operated for profit.

Continuing Care Retirement Community (CCRC): Retirement community with accommodation for independent living, assisted living, and/or nursing/health center care and offering a continuum of care.

Diameter at Breast Height: The diameter of the trunk of a single-trunk tree measured at 4.5 feet (breast height) above grade level or the total diameter of all stems of a multi-trunk tree measured at 4.5 feet above grade.

Farmer’s Market: An outdoor multi-stall market at which farm-producers sell agricultural products directly to the general public at a central location.

Gas Station/C-Store: Establishment that primarily retails automotive fuels. These establishments may further provide services such as automotive repair, automotive oils, and/or replacement parts and accessories. Gas stations include structures that are specialized for selling gasoline with storage tanks, often underground or hidden. The sale of food and other items as well as car washes shall be incidental to the gas station. (LBCS F2116 and S2270)

Mixed-Use Building: a single or multi-story small-scale structure that can accommodate a variety of uses, including but not limited to office, retail, residential and entertainment.

Setback - Aggregate: Total or combined building setbacks between two buildings.

Shopping Center - Regional: Sizes range from 300,000 – 800,000 s.f. on sites ranging from 30-100 acres and typically having a 5-15 miles primary trade area radius.

Sports Training Facility: An establishment comprised of indoor and outdoor training areas for the purpose of training individuals and teams in athletics and sporting activities.

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