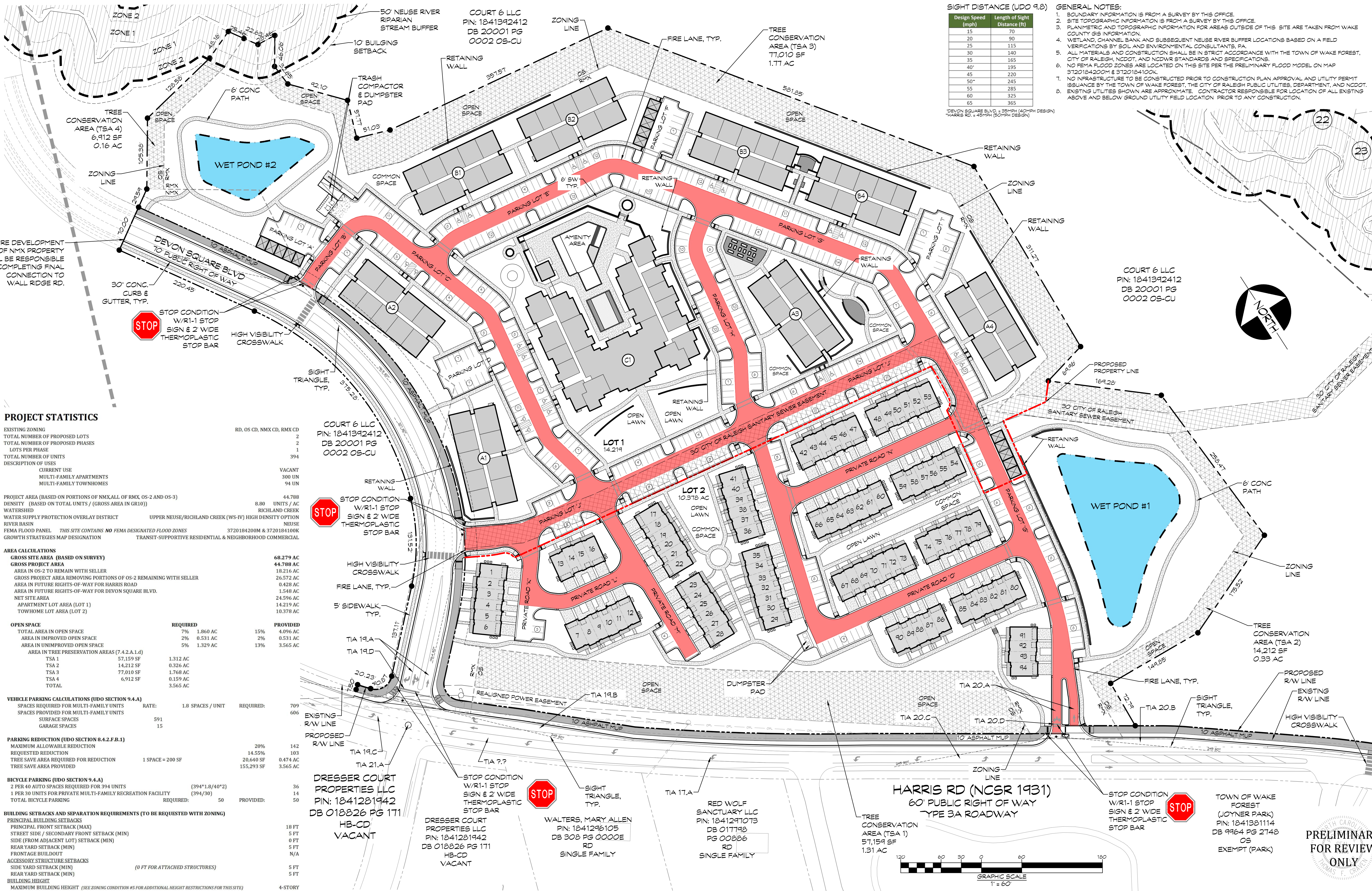




SIGHT DISTANCE (UDO 9.8)

Design Speed (mph)	Length of Sight Distance (ft)
15	70
20	90
25	115
30	140
35	165
40	195
45	220
50	245
55	285
60	325
65	365

DEVON SQUARE BLVD = 35MPH (40MPH DESIGN)
HARRIS RD = 45MPH (50MPH DESIGN)

- GENERAL NOTES:
- BOUNDARY INFORMATION IS FROM A SURVEY BY THIS OFFICE.
 - SITE TOPOGRAPHIC INFORMATION IS FROM A SURVEY BY THIS OFFICE.
 - PLANIMETRIC AND TOPOGRAPHIC INFORMATION FOR AREAS OUTSIDE OF THIS SITE ARE TAKEN FROM WAKE COUNTY GIS INFORMATION.
 - WETLAND, CHANNEL BANK AND SUBSEQUENT NEUSE RIVER BUFFER LOCATIONS BASED ON A FIELD VERIFICATION BY SOIL AND ENVIRONMENTAL CONSULTANTS, P.A.
 - ALL MATERIALS AND CONSTRUCTION SHALL BE IN STRICT ACCORDANCE WITH THE TOWN OF WAKE FOREST, CITY OF RALEIGH, NCDOT, AND NCDWR STANDARDS AND SPECIFICATIONS.
 - NO FEMA FLOOD ZONES ARE LOCATED ON THIS SITE PER THE PRELIMINARY FLOOD MODEL ON MAP 3120184200M & 3120184100K.
 - NO INFRASTRUCTURE TO BE CONSTRUCTED PRIOR TO CONSTRUCTION PLAN APPROVAL AND UTILITY PERMIT ISSUANCE BY THE TOWN OF WAKE FOREST, THE CITY OF RALEIGH PUBLIC UTILITIES, DEPARTMENT, AND NCDOT. EXISTING UTILITIES SHOWN ARE APPROXIMATE. CONTRACTOR RESPONSIBLE FOR LOCATION OF ALL EXISTING ABOVE AND BELOW GROUND UTILITY FIELD LOCATION PRIOR TO ANY CONSTRUCTION.

PROJECT STATISTICS

EXISTING ZONING	RD, OS CD, NMX CD, RMX CD	2
TOTAL NUMBER OF PROPOSED LOTS		2
TOTAL NUMBER OF PROPOSED PHASES		1
LOTS PER PHASE		1
TOTAL NUMBER OF UNITS		394
DESCRIPTION OF USES		
CURRENT USE	VACANT	300 UN
MULTI-FAMILY APARTMENTS		94 UN
MULTI-FAMILY TOWNHOMES		

PROJECT AREA (BASED ON PORTIONS OF NMX, ALL OF RMX OS-2 AND OS-3)	44,788
DENSITY (BASED ON TOTAL UNITS / (GROSS AREA IN GR10))	8.80 UNITS / AC
WATERSHED	RICHLAND CREEK
WATER SUPPLY PROTECTION OVERLAY DISTRICT	UPPER NEUSE/RICHLAND CREEK (WS-IV) HIGH DENSITY OPTION
RIVER BASIN	NEUSE
FEMA FLOOD PANEL	3720184200M & 3720184100K
GROWTH STRATEGIES MAP DESIGNATION	TRANSIT-SUPPORTIVE RESIDENTIAL & NEIGHBORHOOD COMMERCIAL

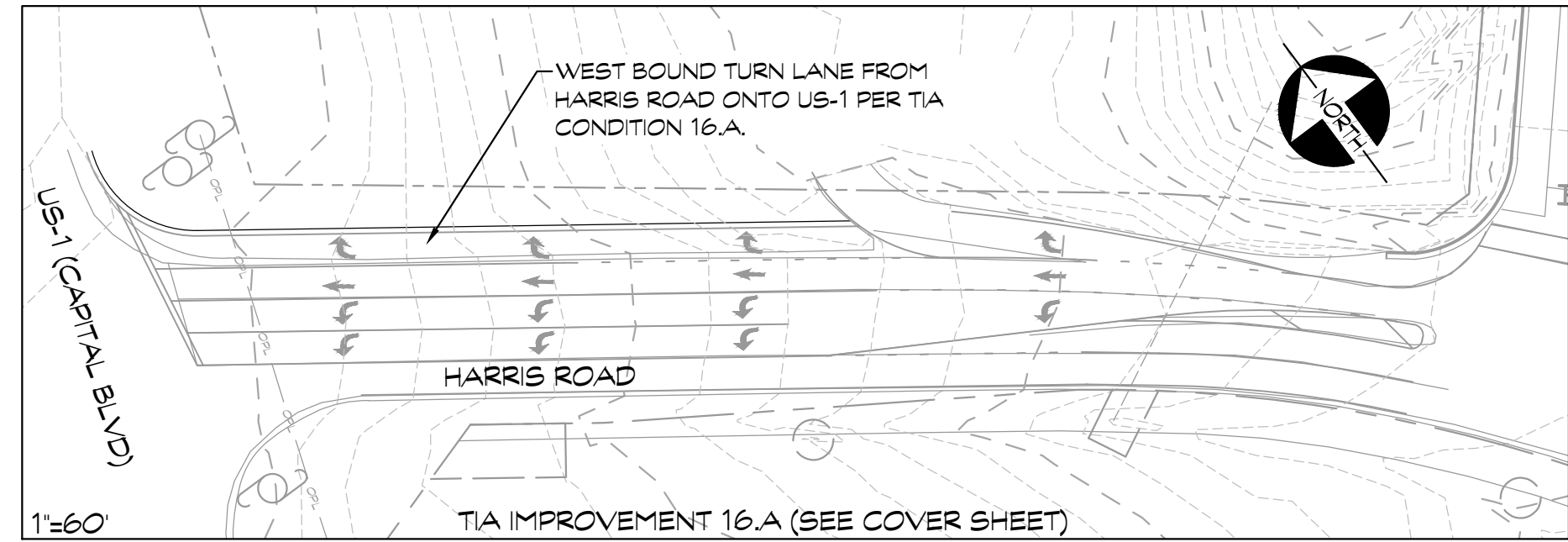
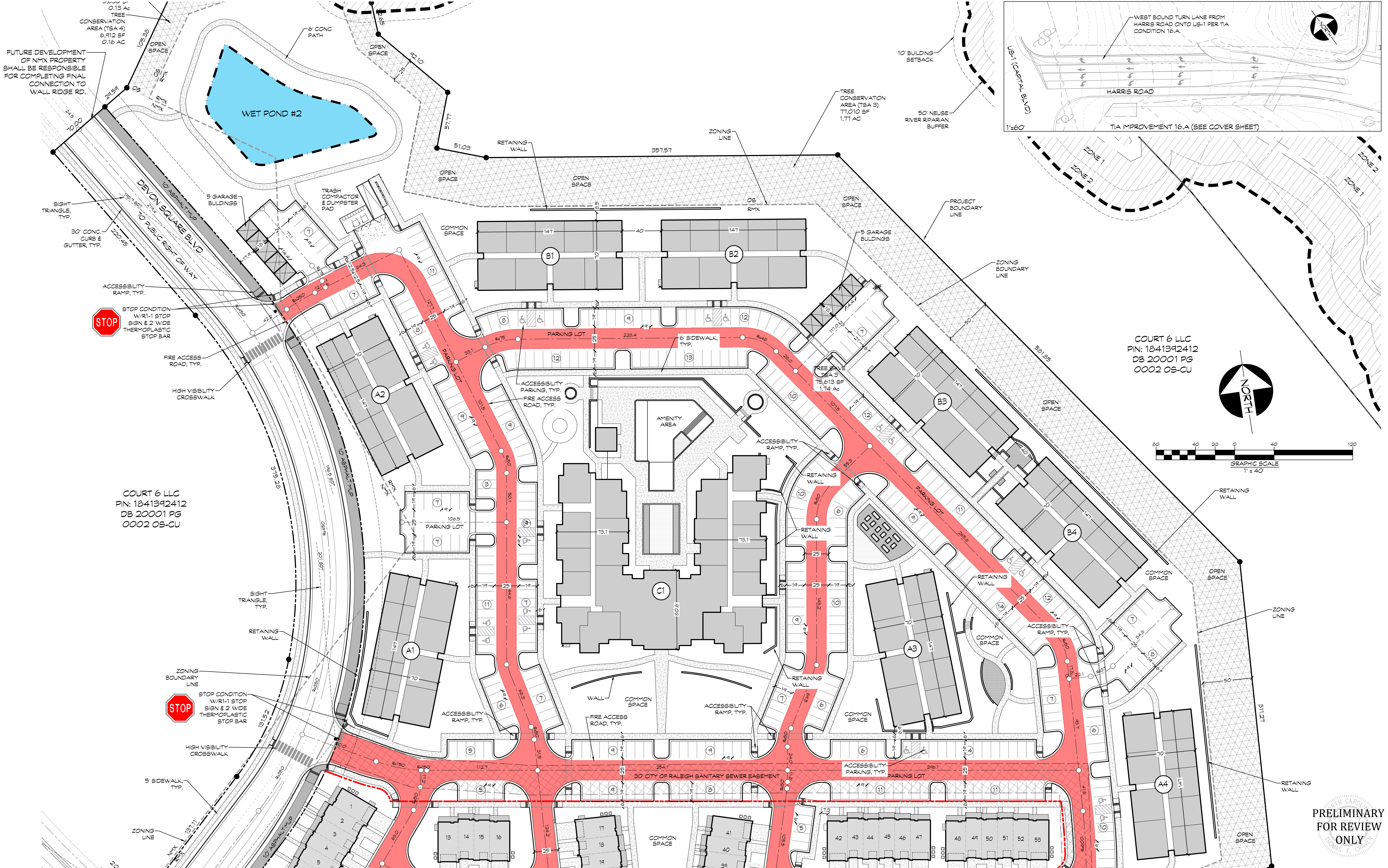
AREA CALCULATIONS		
GROSS SITE AREA (BASED ON SURVEY)	68,279 AC	
GROSS PROJECT AREA	44,788 AC	
AREA IN OS-2 TO REMAIN WITH SELLER	18,216 AC	
GROSS PROJECT AREA REMOVING PORTIONS OF OS-2 REMAINING WITH SELLER	26,572 AC	
AREA IN FUTURE RIGHTS-OF-WAY FOR HARRIS ROAD	0.428 AC	
AREA IN FUTURE RIGHTS-OF-WAY FOR DEVON SQUARE BLVD.	1.548 AC	
NET SITE AREA	24,596 AC	
APARTMENT LOT AREA (LOT 1)	14,219 AC	
TOWNHOMES LOT AREA (LOT 2)	10,378 AC	
OPEN SPACE		
TOTAL AREA IN OPEN SPACE	7% 1,860 AC	15% 4,096 AC
AREA IN IMPROVED OPEN SPACE	2% 0,531 AC	2% 0,531 AC
AREA IN UNIMPROVED OPEN SPACE	5% 1,329 AC	13% 3,565 AC
AREA IN TREE PRESERVATION AREAS (7.4.2.A.1.d)		
TSA 1	57,159 SF	1,312 AC
TSA 2	14,212 SF	0,326 AC
TSA 3	77,010 SF	1,768 AC
TSA 4	6,912 SF	0,159 AC
TOTAL		3,565 AC

VEHICLE PARKING CALCULATIONS (UDO SECTION 9.4.A)		
SPACES REQUIRED FOR MULTI-FAMILY UNITS	RATE: 1.8 SPACES / UNIT	REQUIRED: 709
SPACES PROVIDED FOR MULTI-FAMILY UNITS		606
SURFACE SPACES	591	
GARAGE SPACES	15	

PARKING REDUCTION (UDO SECTION 8.4.2.F.B.1)		
MAXIMUM ALLOWABLE REDUCTION	20%	142
REQUESTED REDUCTION	14.55%	103
TREE SAVE AREA REQUIRED FOR REDUCTION	1 SPACE = 200 SF	20,640 SF
TREE SAVE AREA PROVIDED		155,293 SF

BICYCLE PARKING (UDO SECTION 9.4.A)		
2 PER 40 AUTO SPACES REQUIRED FOR 394 UNITS	(394*1.8/40*2)	36
1 PER 30 UNITS FOR PRIVATE MULTI-FAMILY RECREATION FACILITY	(394/30)	14
TOTAL BICYCLE PARKING	REQUIRED: 50	PROVIDED: 50

BUILDING SETBACKS AND SEPARATION REQUIREMENTS (TO BE REQUESTED WITH ZONING)		
PRINCIPAL BUILDING SETBACKS		
PRINCIPAL FRONT SETBACK (MAX)	18 FT	
STREET SIDE / SECONDARY FRONT SETBACK (MIN)	5 FT	
SIDE (FROM ADJACENT LOT) SETBACK (MIN)	0 FT	
REAR YARD SETBACK (MIN)	5 FT	
FRONTAGE BUILD-OUT	N/A	
ACCESSORY STRUCTURE SETBACKS		
SIDE YARD SETBACK (MIN)	5 FT	
REAR YARD SETBACK (MIN)	5 FT	
BUILDING HEIGHT		
MAXIMUM BUILDING HEIGHT (SEE ZONING CONDITION #5 FOR ADDITIONAL HEIGHT RESTRICTIONS FOR THIS SITE)	4-STORY	



FUTURE DEVELOPMENT
OF NMX PROPERTY
SHALL BE RESPONSIBLE
FOR COMPLETING FINAL
CONNECTION TO
WALL RIDGE RD.

COURT 6 LLC
PIN: 1841392412
DB 20001 PG
0002 OS-CU

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