

Planned Development Statement of Terms and Conditions

for

Old Bunn Road Subdivision Zebulon, North Carolina

Submitted to:
Town of Zebulon
1003 N. Arendell Avenue
Zebulon, North Carolina 27597

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I. Introduction

The intent of the proposed Planned Development (the "Development") is to create a diverse residential community in the Town of Zebulon (the "Town"), featuring a mix of front-loaded single-family detached homes, front-loaded and rear-loaded single-family attached homes, and traditional single-family attached homes without garages. This variety is provided to meet the housing needs of the Town while fostering economic growth, expanding the tax base, and establishing a well-rounded community. By offering a range of housing types, including options for families, first-time homebuyers, seniors, and those seeking more affordable homes, the Development will serve a broad demographic, providing suitable housing options for various needs and budgets.

This Statement of Terms and Conditions, the attached Master Plan (the "Residential Preliminary Plan"), and accompanying exhibits (collectively the "Zoning Document") are provided pursuant to the Town's Unified Development Ordinance (the "UDO"), Planned Development provisions. Specifically, the Zoning Document identifies how the Development meets or exceeds the standards listed in UDO Section 3.5.5., Planned Development (the "PD") District,

II. Site Location and Area Context

The Development spans two parcels (the "Property") totaling 159.72 acres, situated to the north of the intersection of Old Bunn Road and NC 97 Highway East in Wake County, North Carolina. The Property is bordered to the north by Beaverdam Creek and its associated flood hazard area, to the east by a vacant, 285-acre forested property and a 5.39-acre property with a detached single-family home, and to the west by the Barrington Subdivision, which features both detached and attached single-family homes.

This area is part of a rapidly expanding region within the Town and County, offering convenient connectivity to U.S. Highway 64 and Interstate 264. These major roadways provide convenient access to downtown Zebulon, Five County Stadium, and surrounding cities such as Raleigh, Wendell, and Knightdale. The location combines the advantages of suburban living with proximity to urban amenities, making it an appealing choice for residents seeking an ideal living environment and easy access to work, schools, recreational activities, amenities, shopping, and services, located within a five-minute drive from downtown Zebulon.

III. Statement of Planning Objectives (PD Standard 2.a.)

The proposed Development incorporates innovative land planning and site design principles that prioritize both high-quality living standards and the achievement of the Town's broader goals. These concepts are designed to create a community that not only fosters a superior quality of life for its residents but also aligns with the Town's commitment to environmental sensitivity, sustainable growth, and responsible development.

The proposed Development introduces several innovative land planning and site design concepts, reflecting a thoughtful approach to integrating diverse housing types, community connectivity, and historical preservation. These strategies are designed not only to meet current housing needs but also to enhance the overall character and livability of the area.

Key planning objectives include:

1. **Strategic Housing Placement:** As shown in the attached Master Plan, the Development locates a mix of housing types in key areas to create a harmonious and functional community layout. The proposal for rear-loaded single-family attached homes along the frontage of Old Bunn Road and NC Highway 97 East, as well as the main entrance to the development, helps establish an attractive urban form. By positioning these homes closer to the road with rear-access garages, the development prioritizes the streetscape and reduces the visual dominance of garages, contributing to a more pedestrian-friendly and aesthetically pleasing environment.
2. **Urban Design Elements:** The inclusion of parallel parking throughout the single-family attached home section continues the urban form, enhancing walkability and reducing the need for off-street parking, which improves safety and neighborhood appeal. The proposed east-west minor thoroughfare, lined with single-family detached homes, features bike lanes and parallel parking, further emphasizing an urban design that prioritizes alternative transportation options, connectivity, and a well-organized street layout.
3. **Public Greenway and Amenities:** The Development includes an activated public greenway that runs along the northern property line and through the heart of the community, linking the various housing types, public spaces, and amenities. This greenway, with its trailheads, will provide residents with easy access to outdoor recreation, promote an active lifestyle, and foster a sense of community. This connectivity is crucial for encouraging interaction among residents and enhancing the overall livability of the Development.
4. **Historic Preservation:** A feature of the proposal is the preservation of a federal-style, nationally registered historic home, along with a family and enslaved persons' cemetery, both of which are significant cultural and historical resources. By maintaining these elements, the Development honors the rich history of the area, creating a meaningful connection between the past and future. This preservation not only adds historical value to the Development but also offers opportunities for educational and cultural engagement for residents and their guests.
5. **Environmental Sensitivity and Preservation of Natural Resources:** The Development will incorporate environmentally responsible practices, such as stormwater management systems, and the preservation of natural landscapes while protecting important natural features such as riparian buffers, wetlands, tree canopy, and floodplains. This commitment to environmental sustainability will help maintain the area's ecological balance, improve stormwater management, and provide residents with natural spaces to enjoy. By preserving these areas, the development places value on the local environment and contributes to the long-term health of the community and its natural resources. This will reduce the ecological footprint and contribute to a greener community.

IV. Consistence with Adopted Policy Guidance (PD Standard 8)

The Zoning Document aligns with the Comprehensive Plan (the "Comp Plan") as well as all relevant Town functional and small area plans (collectively "Policy Guidance Documents"). The Development supports the Town's goals of "achieving greater housing variety, supporting its economic development and tax base needs, and creating a complete community with convenient resident access to schools, recreation, shopping and services" and is consistent with the "character of land use within areas intended for particular character types." (Comp Plan p.2, Goals for Land Use and Development)

Specifically, the Development is consistent with the following policies from the Comp Plan's Land Use and Development Chapter (pp.3-4):

1. G1: "Land uses should not detract from the enjoyment or value of neighboring properties."

The Development offers a variety of single-family detached and attached homes in different styles, price points, and sizes, along with open space, amenities, and public greenway trails. This approach ensures the Development is congruent with the surrounding area, which features both detached and attached single-family homes, open space, and planned public greenway trails.

2. G2: "Potential negative land use effects (noise, odor, dust, excessive light, traffic, etc.) should be considered in development review/approval and mitigated."

The Development will comply with all UDO provisions regarding noise, dust, excessive light, and traffic. A traffic impact analysis (the "TIA") has been provided, and mitigation measures will be implemented, including dedicated turn lanes, road widening, and the installation of a traffic signal at the intersection of Old Bunn Road and NC Highway 97 East. The Master Plan, along with the subsequent construction documents (the "CDs"), will be reviewed by both the Town and the North Carolina Department of Transportation (the "NCDOT").

3. G3: "Adequate transportation access and circulation should be provided for uses that generate large numbers of trips. Pedestrian and bicycle access should be addressed where appropriate."

The Development's addition of a new east-west minor thoroughfare with bike lanes will significantly enhance connectivity within the area, linking important parts of the development while improving access to nearby neighborhoods. This thoroughfare will serve not only as a crucial route for vehicle traffic but also promote sustainable transportation options, such as biking and walking. By incorporating sidewalks alongside the bike lanes, the design prioritizes pedestrian safety and mobility, ensuring residents have safe, convenient access to key destinations both within the community and in surrounding areas. This approach fosters a more integrated, eco-friendly transportation network that supports active lifestyles and reduces reliance on cars.

4. G4: "Well-planned mixed-use projects are encouraged where compatible with nearby development."

The Development will provide a well-integrated mix of housing types, lot sizes, and densities, designed to accommodate a range of resident needs while fostering a cohesive community environment. The combination of different housing options ensures diversity in both living spaces and affordability, contributing to a more inclusive neighborhood.

In addition to the residential use, the Development will incorporate additional use types including community gardens, two preserved cemeteries, private parks -such as pocket parks and dog parks- and a public greenway trail.

5. G5: "Floodplain areas should not be encroached upon by development unless there is compliance with stringent floodplain management practices. These areas should be used for parks, recreation or related purposes, or for agricultural uses."

The Development will preserve the flood hazard areas and will only encroach where necessary for the construction of sanitary sewer infrastructure, public greenway trails, or stormwater control measures (the "SCMs").

6. G6: "Environmentally sensitive areas should be protected, including wildlife habitat areas."

The Development is carefully designed to minimize impacts on environmentally sensitive features such as riparian buffers, streams, wetlands, and flood hazard areas. The development layout reflects an efficient use of land while preserving these critical environmental resources. Natural features are preserved as passive open space that offer recreational opportunities. This approach ensures that the development is sustainable and contributes positively to the watershed's health.

7. R1: "Residential areas should not be located next to heavy industrial areas."

The Development is not located adjacent to heavy industrial areas.

8. R3: "Schools, parks and community facilities should be located close to or within residential neighborhoods."

The Development is within a mile and a half of public schools, parks, and community facilities.

9. R4: "Houses should have direct access to local residential streets but not to collector streets or thoroughfares."

The Development's detached and attached single-family homes will have access to local residential streets only.

10. R7: "New residential developments should include an adequate area for parks and recreation facilities, schools and places of worship."

The Development will provide community gardens, and private pocket and dog parks for its residents. Additionally, a public greenway trail will be provided.

11. P5: "Natural features should be used as buffers or preserved open space between or around developed areas."

The Development will preserve the flood hazard area along the northern property line as a buffer and designated open space, providing a separation from the adjacent development to the north. In addition, a substantial portion of the jurisdictional wetlands, streams, and their associated riparian buffers will be preserved.

The Development aligns with the vision set forth in the Town's Future Land Use and Character Map (the "Map") for the Property. The Map designates the Property as Suburban Residential, which envisions a blend of housing types, with an emphasis on increased open space and smaller lot sizes. By adhering to the Suburban Residential designation, the development supports the long-term goals outlined in the Comp Plan, ensuring that it fits within the broader framework for growth and land use in the region. The Comp Plan emphasizes the need for balanced development that provides diverse housing options, encourages sustainable growth, and maintains the character of existing neighborhoods — goals that are clearly reflected in the proposed housing mix of single-family detached and attached units. By providing a variety of single-family detached and attached housing options in different styles, cost points, and scales, the PD helps address the housing demand in Zebulon. This variety ensures that a broad spectrum of residents, including families, first-time homebuyers, seniors, and those looking for more affordable options, will have access to suitable housing.

The Development aligns with the Town's Comprehensive Transportation Plan (the "Transportation Plan"), which includes plans for a widened 4-lane divided road along both Old Bunn Road and NC Highway 97 East, as well as a new 2-lane divided roadway running east to west through the Property. The Development will accommodate the north-side widening of Old Bunn Road and NC Highway 97 East, along with the dedication of right-of-way and the construction of the new minor thoroughfare. As previously discussed with the Town, instead of the planned 2-lane divided section, the Development will feature a 2-lane road with bike lanes and parallel parking spaces.

V. Compatibility with Surrounding Areas (PD Standard 9)

As mentioned in Section II above, the Development is bordered to the south by Old Bunn Road and NC 97 Highway East, to the north by Beaverdam Creek and its associated flood hazard area, to the east by a vacant, forested property totaling 285-acres and a 5.39-acre property with a detached single-family home—both located outside the Town's extraterritorial jurisdiction ("ETJ")—and to the west by the Barrington Subdivision, which is currently under construction and includes both detached and attached single-family homes.

It is reasonably expected that the vacant property to the east will be annexed into the Town in the future and developed as a Planned Development. Meanwhile, the 5.39-acre parcel will remain, with a portion of it buffered by a preserved jurisdictional wetland and a proposed 20-foot-wide type 'D' (opaque) perimeter buffer.

The parcels to the north of Beaverdam Creek, which include a vacant, partially wooded 53.87-acre tract and the Brookefield of Zebulon subdivision, are separated by the creek's flood hazard area, which extends approximately 500 feet in width, covering both the floodway and floodplain. This preserved buffer will provide both vertical and horizontal separation between the Development and these parcels.

Adjoining to the west of the Development is the Barrington Subdivision which is under construction. According to the approved Master Plan dated 12/1/16, this project is entitled for 837 dwelling units with a mix of single-family detached and attached homes, recreational amenities, and open space. The approved density for the project based on sections is as follows:

1. Single-Family Detached Homes – 4.15 du(s)/acre
2. Single-Family Attached (Duplex) Homes – 5.11 du(s)/acre
3. Single-Family Attached (Townhouse) Homes – 8.72 du(s)/acre

The minimum lot size for single-family detached homes is 5,400 square feet with a minimum lot width of 45 feet. The single-family attached homes provide for a minimum lot width of 16 feet and 22 feet for the townhomes and duplexes respectively. The single-family attached homes include a mix of units, some with front-loaded garages and others without. All single-family detached homes feature front-loaded garages.

Development along the perimeter of the proposed PD district is designed to be compatible with the surrounding existing and proposed developments. In areas where compatibility concerns arise, buffers are incorporated to create a natural transition. The Development is complementary to the Barrington Subdivision to the west, featuring similar densities, dimensional standards, building heights, character and form. Refer to the attached Master Plan.

VI. Compliance with Subdivision Standards (PD Standard 3)

Unless explicitly amended within the Zoning Document, the Development shall fully adhere to the requirements set forth in Article 6, 'Subdivision,' and Sections 2.2.17 'Residential Preliminary Plan,' and 2.2.11 'Final Plat' of the UDO.

VII. Site Plan Review (PD Standard 4)

This Zoning Document incorporates a comprehensive master plan that meets the requirements for a residential preliminary plan, as specified in the Town's preliminary subdivision plan checklist. As a result, upon approval of this Zoning Document, submission of a separate residential preliminary plan shall be exempted.

VIII. Permitted Uses (PD Standard 13)

Principal Uses

The following principal uses shall be allowed:

1. Single-family Attached Dwelling
2. Single-family Detached Dwelling
3. Cemetery
4. Community Garden
5. Outdoor Private Recreation
6. Park (public or private)

7. Restaurant, Walk-up Only
8. Open Space

Accessory Uses

The following accessory uses shall be allowed:

1. All accessory uses allowed in the R6 District
2. Outdoor Dining

IX. Densities (PD Standard 5)

The following maximum densities shall be allowed per subdistrict:

1. R-1: 7.00 dwelling units (du(s)) per acre (ac.)
2. R-2: 4.75 du(s) per ac.
3. R-3: 2.50 du(s) per ac.
4. R-4: 2.00 du(s) per ac.

DIMENSIONAL STANDARDS	
LOT AREA MINIMUM (MIN):	<u>SUBDISTRICT R-1:</u> 2,200 SQUARE FEET (SF)
	<u>SUBDISTRICT R-2:</u> 6,000 SF
	<u>SUBDISTRICT R-3:</u> 7,200 SF
	<u>SUBDISTRICT R-4:</u> 8,400 SF
	<u>SUBDISTRICT H-1:</u> 87,120 SF
LOT WIDTH (MIN):	<u>SUBDISTRICT R-1:</u> 22 FEET (FT)
	<u>SUBDISTRICT R-2:</u> 50 FT
	<u>SUBDISTRICT R-3:</u> 60 FT
	<u>SUBDISTRICT R-4:</u> 70 FT
	<u>SUBDISTRICT H-1:</u> N/A (REFER TO MASTER PLAN)

BUILDING SETBACKS (MIN):	<p><u>SUBDISTRICT R-1:</u> FROM PRIMARY STREET: 10 FT (20 FT w/ FRONT LOAD GARAGE) FROM SIDE STREET: 10 FT FROM SIDE SITE BOUNDARY LINE: 6 FT FROM REAR SITE BOUNDARY LINE: 20 FT FROM ALLEY: 20 FT</p> <p><u>SUBDISTRICT R-2:</u> FROM PRIMARY STREET: 20 FT FROM SIDE STREET: 10 FT FROM SIDE LOT LINE: 5 FT FROM REAR LOT LINE: 20 FT</p> <p><u>SUBDISTRICT R-3:</u> FROM PRIMARY STREET: 20 FT FROM SIDE STREET: 10 FT FROM SIDE LOT LINE: 5 FT FROM REAR LOT LINE: 20 FT</p> <p><u>SUBDISTRICT R-4:</u> FROM PRIMARY STREET: 20 FT FROM SIDE STREET: 15 FT FROM SIDE LOT LINE: 10 FT FROM REAR LOT LINE: 20 FT</p> <p><u>SUBDISTRICT H-1:</u> FROM PRIMARY STREET: 20 FT FROM SIDE STREET: 20 FT FROM SIDE LOT LINE: 15 FT FROM REAR LOT LINE: 15 FT</p>
LOT COVERAGE MAXIMUM (MAX):	<p><u>SUBDISTRICT R-1:</u> 65%</p> <p><u>SUBDISTRICT R-2:</u> 65%</p> <p><u>SUBDISTRICT R-3:</u> 60%</p> <p><u>SUBDISTRICT R-4:</u> 55%</p> <p><u>SUBDISTRICT H-1:</u> 30%</p>
BUILDING HEIGHT (MAX):	<p><u>SUBDISTRICT R-1:</u> 45/3 (FT / STORIES)</p> <p><u>SUBDISTRICT R-2:</u> 45/3 (FT / STORIES)</p> <p><u>SUBDISTRICT R-3:</u> 45/3 (FT / STORIES)</p> <p><u>SUBDISTRICT R-4:</u> 45/3 (FT / STORIES)</p> <p><u>SUBDISTRICT H-1:</u> 45/3 (FT / STORIES)</p>

X. Development Standards (PD Standard 7)

The Development shall adhere to the development standards outlined in Article 5, 'Development Standards,' the subdivision and infrastructure design requirements specified in Article 6, 'Subdivision,' and Section 4.3 'Use-Specific Standards' unless explicitly modified as stated below.

1. UDO Requirement: UDO Section 4.3.3.O.7. VEHICULAR ACCESS TO INDIVIDUAL DWELLINGS – “Vehicular access points to individual dwellings or individual lots within a single-family attached development shall only be from the side or rear of the lot.”

Modification: Up to one hundred and fifteen (115) single-family attached dwellings within the Development shall have vehicular access from the front.

2. UDO Requirement: UDO Section 4.3.3.P.1. FINISHED FLOOR HEIGHT – “Except for single-family detached dwellings subject to a deed restricting limiting the age of residents to 55 years of age or older, the finished floor elevation shall be at least 18 inches above the finished grade adjacent to the home’s primary entrance.”

Modification: All single-family detached homes within Subdistricts R-2 and R-3 shall be constructed with a slab-on-grade foundation and will not include a finished floor elevation that is raised 18 inches above the finished grade adjacent to the primary entrance.

3. UDO Requirement: UDO Section 4.3.3.P.3. SITE ACCESS – “Site access to single-family detached dwellings shall only be in accordance with the standards in Table 4.3.3.P.3: Single Family Site Access Standards.” Specifically, “Lots with a Lot Width of Less than 70 Linear Feet” shall have vehicular access from the rear at all interior lots and side or rear at all corner lots.

Modification: All single-family detached homes within the Development shall have vehicular access from the front.

4. UDO Requirement: UDO Section 5.1.6.E. MINIMUM DRIVEWAY WIDTH AND DEPTH – “Driveways shall be configured to extend into the lot they serve for a minimum distance in accordance with Table 5.1.6.E: Minimum Driveway Width and Depth.” Specifically, minimum driveway depth as measured from the edge of the right-of-way serving the driveway shall be twenty-five (25) feet in depth.

Modification: All driveways within the Development shall have a minimum driveway depth of twenty (20) feet.

5. UDO Requirement: UDO Section 5.6.12.B APPLICABILITY – “The standards in this section shall apply to all lot lines bounded by the following features, whether existing or identified in the Town’s adopted policy guidance. A. Collector streets; and b. Arterial streets.

Modification: A streetscape buffer shall not be provided along Longstanton Avenue.

6. UDO Requirement: UDO Section 5.7.4.A Amount – “The minimum required amount of open-space set-aside, as a percentage of a development’s size, shall be provided in accordance with the Table 5.7.4.a: Minimum Open Space Set-Aside Required.”

Modification: An Open Space Set-Aside Composition minimum of twenty-five (25) percent Active (4.26 acres) of the required total Open Space and five (5) percent Urban (1.09 acres) of the required total Open Space shall be provided.

XI. Development Phasing Plan (PD Standard 10)

The Development will be implemented in two phases, as outlined in the phasing plan included within the Master Plan.

XII. On-Site Public Facilities (PD Standard 12)

i. Design and Construction

The developer shall be responsible for the design and construction of all required on-site and off-site public infrastructure, ensuring full compliance with applicable Town, State, and Federal regulations. This includes infrastructure necessary to support the Development and its integration into the broader community.

ii. Dedication

The developer shall dedicate to the public all necessary right-of-way and easements required for the construction of on-site and off-site public infrastructure, ensuring full compliance with applicable Town, State, and Federal regulations.

iii. Modifications to Street Standards

The Development shall adhere to the Town’s Street and Storm Drainage Standards and Specifications Manual, and the Town’s Standard Details unless explicitly modified as stated below.

1. The Development shall incorporate 4 townhome street sections referred to as Townhome Street Section ‘A’, Townhome Street Section ‘B’, Townhome Street Section ‘C’, and Townhome Street Section ‘D.’ Refer to Master Plan for section details.
2. The Development shall incorporate NCDOT Typical Section No. 2E – 2 Lane Undivided with Curb & Gutter, Bike Lanes, and Sidewalks, 25-45 mph, as provided within NCDOT’s “Typical” Highway Cross Sections For Use in SPOT Online Document. Refer to Master Plan for section details. This typical section will be used for the Longstanton Avenue extension.
3. The Development shall incorporate NCDOT Typical Section No. 4F – 4 Lane Divided (17’-6” Raised Median) with Curb & Gutter, and Sidewalks, 35-45 mph, as provided within NCDOT’s “Typical” Highway Cross Sections For Use in SPOT Online Document. Refer to Master Plan for section details. This typical section

will be used for the required road widening along Old Bunn Road and NC 97 Highway East.

XIII. Open Space and Amenities

The Development is designed with careful consideration of the Property's natural and historical character and its proximity to the Beaverdam Creek. It will provide approximately seven and seventy-seven hundredths (7.77) acres, and twenty-three and thirty-eight hundredths (23.38) acres of open space set aside for the single-family attached and detached sections respectively. The provided open space yields twenty (20) percent and nineteen (19) percent of the total area of the single-family attached and detached sections which exceed the required ten (10) percent per UDO. Of these totals approximately two and forty hundredths (2.40) acres of active and nine hundredths (0.09) acres of urban open space set-aside shall be provided for the single-family attached section and one and ninety-eight (1.98) acres of active and one and thirteen hundredths (1.13) acres of urban open space shall be provided for the single-family detached section. The combined active and urban open space yields sixty-four (64) percent and twenty-six (26) percent of the total required open space set-aside for each section respectively. These open space areas, as depicted in the Master Plan, are integral to preserving the natural landscape and promoting environmental sustainability.

The Development is designed with a variety of amenities strategically located throughout the community, enhancing both recreation and quality of life for all residents. Key features include a centralized large active open space, which will feature a pool and clubhouse for social and recreational use as well as pickle ball courts, and a playground. Additionally, a public greenway trail will be integrated along the northern boundary, and private greenway trails internal to the Development, offering a shared outdoor resource for the entire community. The private greenway trails will be activated with obstacles and exercise stations. Other planned amenities may include a pocket park with a playground, pollinator gardens, dog parks, community gardens, and food truck hookups with outdoor dining. These amenities are designed to support active lifestyles, environmental sustainability, and a sense of community.

All features as allowed within the UDO for Passive, Active, and Urban Open Space set-aside shall be allowed within the PD. Specifically, the following features may be selected:

i. Passive Open Space

1. walking and/or bicycle trails;
2. tables, shelters, gazebos, grills, picnic facilities, and sitting areas;
3. lawn areas and/or community greens;
4. outdoor public art;
5. hammock garden;
6. fishing dock;
7. bird boxes;
8. environmental features such as lakes, ponds, wetlands, or streams.

ii. Active Open Space

1. clubhouse;
2. swimming pool;
3. playground;

4. sports fields or courts such as pickleball, tennis, soccer, bocce ball, putting green, cornhole, and horseshoe pit;
5. greenway trail activated with obstacles and exercise stations.

iii. Urban Open Space

1. dog parks;
2. community gardens and/or pollinator gardens;
3. pocket parks
4. plaza and/or courtyard;
5. food truck hookups and/or outdoor dining area.

Active open space requirements may be fulfilled by including urban space features and amenities.

To claim four (4) bonus points within the utility allocation worksheet, the Development **SHALL** provide inside the clubhouse "meeting space without kitchen less than 1500 square feet."

XIV. Streets

The locations of all public streets and private alleys are outlined on the Master Plan. While the final names of the public streets have not been determined, all streets will be officially dedicated and identified as public streets on the final plat for each phase of development. To ensure consistency and quality, all curb and gutter, sidewalk, and pavement installation for public streets throughout the development will adhere to the Town's Street and Storm Drainage Standards and Specifications Manual and Standard Details.

XV. Potable Water and Wastewater

The Development will extend both public water and public sanitary sewer main to the property, ensuring essential infrastructure is in place to support the community. Additionally, a regional pump station will be constructed on-site to serve the broader sewer basin, enhancing the overall capacity and efficiency of the area's wastewater management system. The locations of these utilities are depicted on the Master Plan, ensuring integration with the surrounding infrastructure and compliance with necessary utility standards for long-term sustainability and service reliability.

XVI. Stormwater Management

The Development will fully comply with all applicable stormwater management requirements as outlined in the Town's Street and Storm Drainage Standards and Specifications Manual, UDO, and Wake County's Stormwater Performance Standards and Specifications. Comprehensive SCMs will be implemented throughout the development to effectively manage stormwater runoff through attenuation while providing water quality treatment. Additionally, the existing drainage patterns will be preserved to the greatest extent possible, ensuring that natural hydrologic patterns are maintained. This approach is designed to enhance sustainability, reduce flood risks, and protect water quality in the surrounding area.

XVII. Natural Resources and Environmental Protection

The Property contains jurisdictional streams, ponds, wetlands, protected riparian buffers, and flood hazard areas. To protect these sensitive environmental features, any impacts from the installation of streets and infrastructure will be minimized. Where unavoidable, such impacts will be mitigated and permitted in accordance with the appropriate regulatory agencies to ensure compliance with environmental protection standards.

Furthermore, only essential structures, including sanitary sewer infrastructure, the public greenway trail, and stormwater control measures (SCMs), will be permitted to encroach within the flood hazard area. This approach prioritizes the preservation of natural resources while allowing for necessary infrastructure to be developed responsibly and in alignment with environmental regulations.

In addition, one of the features of the Development is the preservation of a federal-style, nationally registered historic home and a family and enslaved persons' cemetery, both of which hold significant cultural and historical value. By maintaining these important cultural landmarks, the Development acknowledges and honors the area's history. Preserving these elements not only adds depth and character to the Development but also helps bridge the past and the future, creating an enduring connection to the community's heritage

XVIII. Solid Waste

All homes, except for the single-family attached dwelling units, will be serviced by the Town's Solid Waste Department, which will provide roll-out trash and recycling bins. The single-family attached units will be served by a private waste management provider, with waste collection occurring at two designated dumpster locations within the attached dwelling section of the development.

XIX. Architectural Conditions

The Development will implement architectural controls to maintain a cohesive character throughout the community, while also providing enough variety to foster visual interest and prevent monotony.

The Development will feature high-quality single-family detached and attached homes. To enhance the streetscape and introduce architectural diversity, the project will incorporate a range of distinctive residential elevations.

Although each architectural design will have its own distinct identity, several unifying elements will tie the homes together, such as consistent color palettes, materials, roofing styles, and decorative garage doors.

These Architectural Standards apply to all product types.

- i. The Applicant commits to exceeding the architectural requirements in Section 5.2.4 of the UDO. We will work with Town Planning and Building staff to provide additional architectural features except for Section

5.2.4.E.3.e. Garage doors will not be required to be located at least two or more feet behind a front porch or the primary entrance to the dwelling.

- ii. Front porches shall extend beyond the front plane of the garage by a minimum of twelve (12) inches on twenty-five (25) percent of the homes constructed. Front Porches shall be allowed to extend beyond the minimum front setback to a maximum of ten (10) inches.
- iii. Front doors shall be illuminated with a front porch ceiling light.
- iv. Shutters, when provided, shall have a minimum width of eighteen (18) inches.
- v. Trim, when provided, shall be a minimum of three (3) inches wide.
- vi. Trim color shall be distinct from façade color.
- vii. Porch railings, if included on homes, shall be complimentary color of the house and shall be made of wrought iron.
- viii. No venting will be provided on any front facades except that when a bathroom is located on the front of the unit, a vent of a similar color to either the siding or the trim may be provided on the front of the unit.
- ix. The use of corrugated metal siding, unpainted plywood, or smooth-face concrete block is prohibited.
- x. Vegetative screening for HVAC units shall be provided.
- xi. All street-facing garage doors shall contain window inserts and carriage-style adornments.
- xii. Street-facing garage doors shall not exceed a maximum width of eighteen (18) feet per garage door.
- xiii. Each garage will either have one light on each side or two (2) lights above the garage door.
- xiv. No single family detached home shall be constructed with a front elevation or color palette that is identical to the home on either side of it.
- xv. Accessory buildings, if constructed, shall be of similar materials and colors to the primary single-family home.
- xvi. Each front porch shall contain a covered stoop.
- xvii. All homes will have two or more of the following design features on the front façade (not including foundation):
 - a. Stone

- b. Brick
 - c. Lap siding
 - d. Shakes
 - e. Board and batten
 - f. Roof gables
 - g. Roof dormers
 - h. Metal roofing as accent
 - i. Columns
 - j. Shutters
- xviii. When two materials are used, the material shall be different but complementary colors.
 - xix. All homes with crawlspaces, stem wall or poured concrete foundations shall have the front of the foundation wrapped in brick or stone.
 - xx. Every home will have either a back deck, porch, or patio.
 - xxi. Cluster box units (CBUs) location shall be subject to USPS approval.
 - xxii. CBUs shall be covered.
 - xxiii. Single-family detached dwellings shall comply with the standards in UDO Section 4.3.3.P, except for Section 4.3.3.P.3.
 - xxiv. At least one window shall be provided on the front of the home.
 - xxv. Roof pitches (excluding porches) shall be at least 6:12.
 - xxvi. Front and rear eaves shall project a minimum of twelve (12) inches. Side eaves shall be a minimum of four (4) inches. Eaves will be allowed to encroach into required setbacks.
 - xxvii. All single-family detached homes will have a minimum of two-car garage.

XX. Zoning Conditions

The following zoning conditions are being proffered for consideration:

1. Principal uses shall be limited to Single-family Attached Dwelling, Single-family Detached Dwelling, Cemetery, Community Garden, Outdoor Private Recreation, Park (public or private), Restaurant, Walk-up Only, and Open Space.
2. Accessory uses shall be limited to all accessory uses allowed in the R6 District and Outdoor Dining.
3. The only residential building types allowed are Detached and Attached House (Townhouse).
4. No building height shall be greater than forty-five (45) feet or three (3) stories.
5. Native tree species for required street tree plantings shall be provided where native species are allowed under the Town's UDO.
6. At least twelve (12) distinct open space lots shall be provided.
7. A public greenway trail and associated easement shall be provided along the northern property boundary adjacent to Beaverdam Creek.
8. All TIA recommendations for traffic improvement shall be provided.
9. The following amenities shall be provided: dog park, community garden, pollinator garden, pocket park, pickle ball court, swimming pool, greenway trailhead, and playground.
10. No more than seventy (70) percent of the property may be covered by impervious surfaces.
11. Except for a greenway trail, sanitary sewer infrastructure, and stormwater control measures, no other structures shall be permitted within designated flood hazard areas.