

LYON STATION

PLANNED UNIT DEVELOPMENT

Statement of Consistency and Guidelines

For the Conditional Zoning District Planned Unit Development: CD-PUD



Meritage Homes of the Carolinas

Scott Roylance

Scott.Roylance@meritagehomes.com

(919) 926-2688

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Vision Statement

Meritage Homes is pleased to present the Lyon Station Residential Planned Unit Development (PUD) to the Town of Butner for consideration of a conditional rezoning to a PUD District. The subject site (3 parcels) is zoned as Suburban Residential and Rural Residential (RS & RR, respectively). The future land use zoning noted in the Town of Butner 2040 Future Land Use Map is Traditional Neighborhood Mixed Use and Suburban Residential (TND and RS, respectively). The Lyon Station PUD is thoughtfully designed to provide a proposed residential community that is pedestrian friendly, considers the unique environmental qualities of the land and offers various housing options for future residents.

The Lyon Station PUD is a +/- 334.16 acre site with a proposed maximum of 838 single-family dwelling units and maximum total density of 2.51 units per acre. Housing options provided on the Concept Plan are provided in the form of single-family detached residential units. Residents will be able to utilize active and passive recreational space intentionally woven throughout the development, congregate at the amenity center, and explore internal walking and biking trails. The development is laid out and designed around the natural topography and environmentally sensitive areas of the land, providing opportunities to create experiences that utilize the natural features of the site. The proposed Lyon Station PUD envisions a comfortable, quality living experience for the current and future residents of the Town of Butner.

Statement of Consistency

This Statement of Consistency will seek to address the goals and objectives of the 2040 Future Land Use Map (FLUM) and provide a proposed development consistent with the character and zoning intent of the plan.

The 2040 FLUM shows the area along West Lyon Station Road designated as a mix of suburban residential and traditional neighborhood mixed use districts adjacent to a workplace mixed use core. The proposed Lyon Station PUD site is within a 1/4 mile walking and biking distance to this development core and is designed with a residential development type that will be consistent with the goals and objectives of the FLUM. The proposed maximum density of 2.51 DU/AC falls within the noted target range of densities found within the suburban residential zoning district in the 2040 FLUM documents. The Lyon Station PUD is a large-scale, phased residential development project with a variety of housing options supporting the necessary workforce housing to encourage the mixed-use development of the Lyon Station Road corridor. Current zoning of surrounding properties includes rural residential, light industrial and neighborhood business. The Lyon Station PUD will serve as an effective transition between the higher intensity industrial zoning located west of the site towards the Town of Butner and the more rural residential areas further east along I-85. The project site has been designed with multiple access points from Lyon Station Road along its frontage, as well as includes proposed dedicated rights-of-way to adjacent properties to provide connectivity opportunity for future development. Consideration to the experience of vehicles and future pedestrians along the Lyon Station Road corridor is reflected in the Concept Plan by providing enhanced planting at the access points and placing residential development setback from the main road where practical.

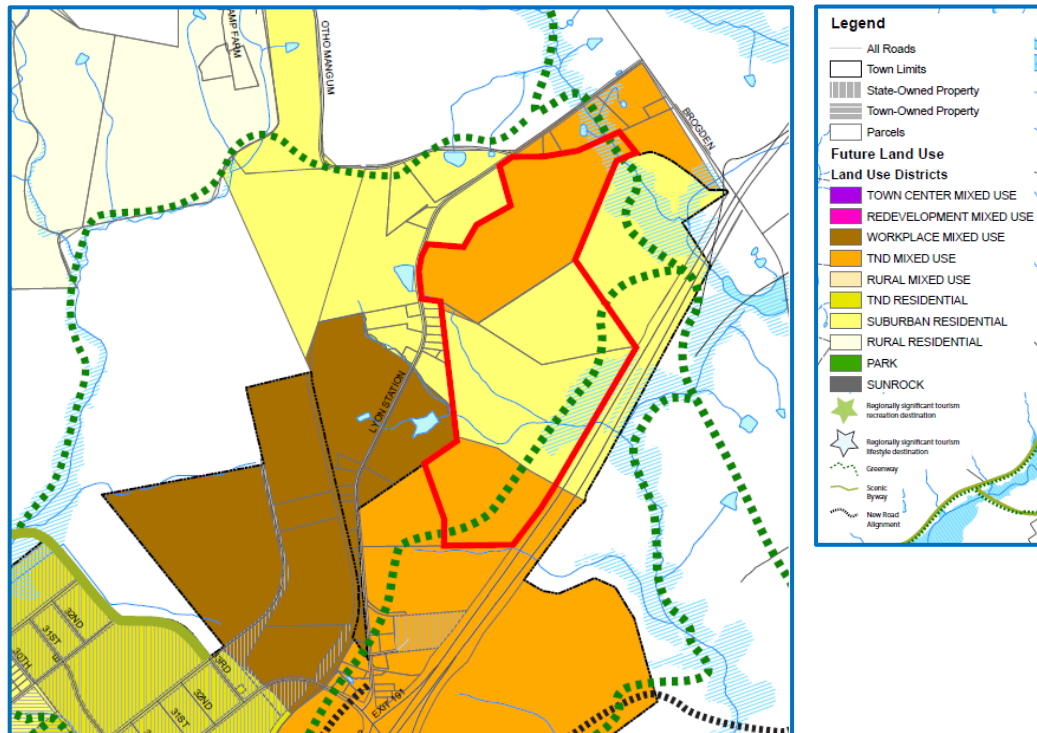
The importance of passive and active open space is emphasized in the 2040 FLU Map. Lyon Station PUD is designed to consider the preservation of the environmental features such as streams and wetlands, with minimal impacts where practical, and has been laid out within the rolling topography in a thoughtful manor that enhances the experience of both the pedestrian and vehicle driver. This design approach provides open space areas with opportunities for residents to experience the natural features of the site through a system of interconnected trails, lookouts, pocket parks, and passive and active open space areas.

A paved multi-use path will be provided within a widened 60' right-of-way along the site entrance corridor at two points of access from West Lyon Station Road. This will provide connectivity to the future Town of Butner Greenway as represented on the 2040 Future Land Use Map and discussed with the Town planning staff. Environmental impacts on the site will be minimized through the preservation of trees, undisturbed areas along natural waterways and wetlands, reduced rights-of-way widths where multiple major stream crossings are required, and the intentional concentrated development of residential dwellings in pods throughout the site.

This project is designed to be an interconnected system of streets and sidewalks with connectivity to adjacent properties. The streetscape of the Lyon Station PUD is designed to reduce traffic speeds through the development and improve safety. Rear alley loaded products are also utilized along major corridors within the development to further reduce individual access points onto the main public roads and improve the walkability and safety of the community.

Lyon Station will be a welcoming and engaging development. Various home options will provide a range of opportunities for current and future Town of Butner residents with different housing needs. This will increase the economic vitality of the Town by providing places to live near employment areas closer to the Town core and support future commercial development within the Town of Butner. Community amenities, parks, and trails are integrated into the Lyon Station PUD Concept Plan to promote the health of residents by giving people places to walk, play, exercise, and make neighborhood connections. As represented on the Concept Plan, a central amenity center will be provided at the end of the boulevard street. Street layout and rear loaded bungalows along the boulevard will allow for temporary closure at the end of the road without safety or traffic impacts, and will open up a larger area for organized community events. The open space and amenities will encourage community identity and foster an enjoyable place to call "home" in the Town.

Town of Butner 2040 Future Land Use Map with Project Boundary



Permitted Primary and Accessory Uses

Lyon Station Planned Unit Development will be a PUD designed specifically for residential uses and commonly associated accessory uses. The proposed uses for the site are listed below.

Lyon Station Primary Uses and Maximum Density

The following uses are permitted and subject to the listed conditions:

Residential uses:

The Lyon Station PUD shall not exceed the maximum of 838 single-family homes. The counts below represent the current Concept Plan layout. A final commitment of intention and explanation of the residential density can be found as “**Condition One**” in the List of Conditions section below.

- Dwelling, Single-Family Detached Homes:
 - 50’ wide minimum x +/- 120’ depth lots +/- 317 units
 - 45’ wide minimum x +/- 135’ depth lots +/- 330 units
- Dwelling, Single-Family Detached Bungalow:
 - 35’ wide minimum x +/- 100’ depth lots +/- 152 units
- *Dwelling, Townhouse (3–6-unit Buildings)
- *Dwelling, Duplex
- *Dwelling, Cottage

*Uses/products not currently included in the concept plans. Final lot layout and product configuration will be provided at time of site plan submittal and will comply with proposed and Town approved conditions associated with the Lyon Station PUD. Formal modification to approved PUD will be provided if site plan layout adjustments require product variation from the approved Concept Plan.

Supporting Primary Uses:

- Private Amenity Center
- Private Outdoor Recreation Facilities including, but not limited to:
 - Private Swimming Pool
 - Tennis Courts
 - Pickle Ball Courts
 - Bocce Ball Courts
 - Outdoor Basketball Courts
 - Volleyball Courts
 - Playground Facilities
 - Dog Parks
 - Any other outdoor recreational facilities that are considered comparable in intensity and use
- Private Indoor Amenity Facility
- Private Outdoor Event Space

The Lyon Station PUD will have the ability to convert part of their boulevard street into a private event space to encourage community engagement and inclusiveness within the Lyon Station neighborhood.

- Permitted uses found in the RS district as described in Table 7-1 in section 7.1.4 of the Town of Butner LDO at time of approved PUD

Lyon Station Accessory Uses

The following uses are considered accessory and necessary for the above principal uses. These uses are permitted and subject to the listed conditions:

- Multi-use Paths
- Nature Trails
- Fences and Walls
- Canopies
- Produce Stands
- On-Street Parking
- Permitted accessory uses consistent with the RS district as described in Table-7-2 of section 7.4.2 (F)
- Other uses that are similar in nature to the above listed uses and are consistent with the intent of the PUD

List of Conditions

Condition One

1. *There shall be no more than eight hundred and thirty-eight (838) residential dwelling units on the site and the maximum density shall be no greater than 2.51 dwelling units per acre.*

Residential Densities and Maximum Allowed Residential Units:

Due to the size of the proposed development (+/- 334.16 acres), and the flexibility desired for the full build-out of the community, the exact number of developable dwelling units may adjust at later stages of development. In order to plan for unforeseen conditions at the time of Site Plan and/or Construction Documents and for flexibility with product type, the Lyon Station PUD is requesting a 5% allowance for the maximum number of dwelling units. The Concept Plan included with this submittal shows 799 residential units.

799 Current Residential Units x 5% = 39.95 Additional Dwelling Units

799 Current Residential Units + 39.95 Additional Units = 838.95 Maximum Allowed Dwelling Units

838 Maximum Dwelling Allowed Units / (+/- 334.16 acres) = 2.51 DU/AC

The maximum allowed dwelling units is consistent with the density found in the Suburban Residential District as defined by the 2040 FLU Map zoning.

Condition Two

2. *The development shall provide dedicated right-of-way along property boundaries to parcels 088701164467, 088701187300, 088803215345, and 088804515138 for possible future roadway*

connections and street improvements shall be constructed to the greatest extent practicable as to accommodate a 3:1 slope, if required, to tie to existing grade at property boundaries.

Dedicated Right-of-way and Connectivity:

Dedicated Right-of-way has been provided throughout the site to adjoining properties, where feasible topographically and in appropriate locations to minimize potential for future impact to offsite environmental features at time of extension of these roadways. These dedicated rights-of-way are provided in accordance with comments from the Town of Butner Planning Staff. The intent of the additional dedicated rights-of-way is to improve the connectivity of the site to adjacent properties, reduce traffic impacts, and prevent landlocking. The dedicated right-of-way will be stubbed to the property line of adjacent parcels to allow for vehicular and pedestrian connectivity when future development is extended to adjacent properties. Please see the attached transportation map for the exact location of proposed designated right-of-way.

Condition Three

- 3. The following principal uses listed in the LDO Section 7.1.4 Table 7-1 at time of approved PUD that are permitted, limited, or special uses in the RS district shall be prohibited: (i) school (elementary, middle, senior high); (ii) government facilities; (iii) assisted living/ nursing facility; (iv) other institutional facilities; (v) hotels/ motels.*

Condition Four

- 4. Lots 44 feet in width or less, as measured from the front yard setback line, shall provide vehicular access from a rear alley.*

Condition Five

- 5. The development shall be controlled by applicant or through owner's association documents which shall be recorded prior to issuance of the first building permit.*

Condition Six

- 6. Subdivision CCR's will be drafted prior to the issuance of the first building permit and recorded prior to the issuance of the first certificate of occupancy.*

Condition Seven

- 7. All proposed single-family detached lots shall be oriented so that the front property line is adjacent to a public right-of-way or common open space. Lots sharing a front property line with a common open space shall provide vehicular, rear-load alley access.*

Condition Eight

- 8. To avoid a monotonous streetscape of houses, no unit on either side or directly across the street from a single-family detached house shall have the same architectural building elevation.*

Condition Nine

- 9. Retaining walls over 4 feet tall that are generally parallel to, facing towards, and located within 20' of any public right-of-way shall be constructed of high-quality materials including one or a combination of the following: decorative blocks; brick; stone; cast-stone; architectural block, split-faced block; or stucco over concrete masonry blocks. The maximum length of a continuous, unbroken and uninterrupted wall plane shall be 100 linear feet. Breaks shall be provided using*

columns, planted areas, change in material, or another design element not compromising the structural integrity of the wall and deemed appropriate by the planning director at time of construction document review. This shall not apply to walls associated with culverts or stream crossings or to transportation improvements.

Condition Ten

- 10. For homes with a width of 38' and greater, garages shall be set back a minimum of 5' from the front plane of the house, which may be defined as a front porch or other architectural feature. For homes with a width between 28' and 38', garages shall be set back a minimum of 2' from the front plane of the house, which may be defined as a front porch or other architectural feature.*

Condition Eleven

- 11. Detached garages shall only be placed in the established rear yard.*

Condition Twelve

- 12. Building façades facing public streets shall provide architectural enhancements such as: windows, shutters, or other architectural enhancements as shown in PUD documents.*

Condition Thirteen

- 13. All front entrances of single-family detached homes shall be raised a minimum of 12" above finished grade as measured along the front plane of the façade to the livable area of the home. Garage finished floor elevation, side foundations, and rear foundations may be flush with adjacent finished grade.*

Condition Fourteen

- 14. All single-family detached homes shall be clad with a minimum of 24-inch-high masonry material along the base of the front façade and shall wrap and extend a minimum of 2 feet along the side facades.*

Condition Fifteen

- 15. Garage doors on single-family detached homes facing the public right-of-way shall contain windows, decorative details and/or carriage style adornments.*

Condition Sixteen

- 16. All single-family detached homes shall have a covered porch with a minimum depth of 6'. Porches shall have decorative posts with a minimum of 24" masonry at the base.*

Condition Seventeen

- 17. Each unit shall have a front door with a minimum of 25% glazing, transom, and/or door sidelights.*

Condition Eighteen

- 18. Utility lines will be installed underground as allowed by utility providers and code requirements.*

Condition Nineteen

- 19. Where feasible and as allowed by various utility providers, utility boxes for alley loaded buildings shall be in the alley.*

Condition Twenty

20. *Outdoor lighting shall be full cut-off and shielded to prevent glare and light spill over to minimize impact to neighboring residential properties.*

Condition Twenty-One

21. *The development shall provide a 5’ wide sidewalk on both sides of proposed public streets except where the 40’ wide Environmentally Sensitive Street Section has been utilized, in which case a wider 6’ sidewalk on one side of the street shall be provided.*

Condition Twenty-Two

22. *The development shall include signage identifying environmentally sensitive areas to discourage pet waste and chemical use in the vicinity.*

Condition Twenty-Three

23. *The development shall provide a minimum of five (5) pet waste stations located at trail entry points evenly distributed throughout the community.*

Condition Twenty-Four

24. *Planting species shall be selected to reduce irrigation and chemical use. At least 50% of proposed required plants shall be native species, except for turf grass.*

Condition Twenty-Five

25. *To ensure planting diversity, no species of proposed street trees shall constitute more than 25% of required plantings.*

Condition Twenty-Six

26. *The development shall provide minimum centerline radii in compliance with North Carolina Department of Transportation Transitional Neighborhood Development design standards for internal streets except for proposed entrance road across from existing Otho Mangum intersection of Lyon Station Road.*

Site Design Guidelines

Lyon Station Planned Unit Development will comply with specific Design Guidelines as described below. If not specifically mentioned, the PUD will defer to the Town of Butner’s LDO at time of approved PUD, standards and specifications for the design and construction of the proposed development. In instances of conflict between these development standards, the PUD language and Concept Plan shall govern, unless specifically prohibited by County, State or Federal laws.

Lyon Station PUD Lot Development Standards

Single-Family Detached

Dimensional Standards

Lot Width:

45’ MIN.

Lot Size:

6,000 S.F. MIN.

Setbacks:

| | |
|---------------------------|----------|
| Front Yard Setback: | 20' MIN. |
| Corner Side Yard Setback: | 10' MIN. |
| Side Yard Setback: | 5' MIN. |
| Rear Yard Setback: | 30' MIN. |
| Building Height: | 35' MAX. |

Single-Family Detached Bungalow

| | |
|---------------------------|-----------------|
| Lot Width: | 35' MIN. |
| Lot Size: | 3,500 S.F. MIN. |
| Setbacks: | |
| Front Yard Setback: | 10' MIN. |
| Corner Side Yard Setback: | 10' MIN. |
| Side Yard Setback: | 5' MIN. |
| Rear Yard Setback: | 20' MIN. |
| Building Separation: | 10' MIN. |
| Building Height: | 35' MAX. |

Planting Standards

Proposed perimeter buffers for the Lyon Station project boundary are designed based on required buffer widths established in the Town of Butner LDO, section 10.2.1 (C) at time of approved PUD. The intention of these buffers is to preserve existing vegetation where possible and supplement plantings as necessary. Planting standards for the buffers are based on the recommendation of the Landscape Architect of record.

The following Planting Standards shall apply:

Screening Perimeter Buffers:

Perimeter Buffer One:

| | |
|---------------------|--|
| Width: | 30 FT – 50 FT |
| Required Plantings: | 4 Canopy Trees (spaced 30' O.C. Maximum) 9 Deciduous Understory Trees (spaced 15' O.C. Maximum) 12 Primary Evergreen Understory Trees 16 Supplementary Evergreen Shrubs |
| Location: | Southern property boundary adjacent to the Light Industrial Zoning District |

Perimeter Buffer Two:

| | |
|---------------------|---|
| Width: | 20 FT – 40 FT |
| Required Plantings: | 3 Canopy Trees (spaced 30’ O.C. Maximum) 3 Deciduous Understory Trees (spaced 15’ O.C. Maximum) 16 Primary Evergreen Understory Trees 20 Supplemental Evergreen Shrubs |
| Location: | Agriculture & residential properties adjacent to project boundary |

*Please see the attached Planting Plan (Sheet L1.0) for the exact buffer locations.

*Please see the attached Planting Schedule (Sheet L1.1) for more information on plant recommendations.

Enhanced Planting Areas:

Open Space areas throughout the Lyon Station PUD shall be landscaped with a combination of hardscape materials and planting to enhance the visual and functional values of these areas. Areas include, but are not limited to:

- Community access points from main road / West Lyon Station Road
- Pedestrian access points to trails / trail heads
- Common open space where residential dwellings abut programmed amenity / recreation areas
- Median islands along boulevard street (see ROW Section LS4.0 and Planting Plan Sheet LP1.1)
- Amenity Center with parking and mail kiosk
- Public gathering locations

Transportation and Street Standards

A Traffic Impact Analysis (TIA)/ offsite study will be conducted to appropriately address traffic concerns and proposed improvements to mitigate the traffic impact. There are currently three (3) points of access planned to the Lyon Station PUD (see Site Access Plan Sheet LS5.0) in accordance with the Town of Butner LDO current with approved PUD. Four (4) additional dedicated rights-of-way and street stubs will be provided from the site to adjacent properties to accommodate connection to adjacent parcels if required for future proposed development and promote connectivity with adjoining property owners. These rights-of-way will be dedicated allowing necessary infrastructure to be built to provide access between the Lyon Station PUD site and adjacent parcels at time of future development on the adjoining properties. A more detailed description of the dedicated rights-of-way is described in the List of Conditions as Condition Two.

The onsite roadway and vehicular circulation system has been designed to encourage a pedestrian friendly, walkable neighborhood, and utilizes landform grading techniques to promote the safe interaction between vehicles, pedestrian and bicycle traffic, natural areas and trails. Traffic calming design measures are utilized throughout the development and are placed at points of natural topographic grade breaks and in alignment with viewshed opportunities where appropriate. Sidewalks are provided throughout the community for a pedestrian friendly neighborhood and to promote health and wellness for its residents.

On-site design of street Right-of-ways were informed by and in accordance with NCDOT standards. All streets within the Lyon Station PUD shall conform to the attached Right-of-way Sections on Sheet LS4.0 and layout provided on the Site Plan sheets of the submittal (see Sheets LS2.0-LS2.6).

The four (4) proposed right-of-way sections are as follows:

Abbreviations:

ROW - Right-of-way, BOC – Back of curb, EOP – Edge of pavement

- Residential Street 49' ROW, 27' BOC-BOC, 2-Way Traffic
- Enhanced Residential Street 60' ROW, 27' BOC-BOC, 2-Way Traffic
- Environmentally Sensitive Street 40' ROW, 25' BOC-BOC, 2-Way Traffic
- Boulevard Street 76' ROW, 2 Lane Median Divided, 21' BOC-BOC, on street-parking
- Private Alley 20' Width, rolled curb, 16' EOP – EOP

Lyon Station is intended to be a compact, inclusive, and engaging community. To support this, street sections are designed to promote connectivity and enhance the experience of the Lyon Station Neighborhood. Thoughtful consideration was taken to ensure that pavement widths and turning radii throughout the development are adequate to support emergency service vehicles and other large moving vehicles for the safety of residents and to protect the neighborhood infrastructure. As requested by Town staff, the Boulevard Street accommodates on-street parking where applicable. Fire access shall be provided on adjacent Residential Streets and as approved by Town Fire Department.

Residential Street

The Residential Street will be utilized throughout the development unless specified otherwise on the Concept Plan. 5' Sidewalks will be provided on both sides of the street. A 6' planting strip behind BOC and sidewalk will support tree planting to improve shade along the sidewalk and increase pedestrian safety as a buffer between pedestrian and vehicular travel ways, while also serving as an increased traffic calming measure.

Enhanced Residential Street

Main entry/access streets within the development will have a 60' right-of-way. 8' planting strips will be provided behind the curb on either side of the street. This will provide an opportunity to enhance the aesthetic experience of the new development at project frontages connecting to external public travel-ways and beautify the visual experience at the entrances of the development. A 10' wide hard surface multi-use path will be provided on one side of the street. The purpose of the path is to provide pedestrian connectivity to the off-site public travel-ways, the Town of Butner and existing and future development. As discussed with Town staff, this also provides a possible connection for residents to the future Lyon Station Greenway extension likely to be provided along West Lyon Station Road.

Environmentally Sensitive Street

The environmentally sensitive street section is utilized where multiple major stream and buffer crossings is required. The right-of-way is designed to reduce environmental impacts and protect the natural features of the site to the greatest extent practical. The street section will be a reduced 40' width. A 6' sidewalk and 6' planting strip will be placed on one side of the street where appropriate to provide access to proposed residential units. A 3' maintenance strip behind the opposing BOC will be provided for utilities as needed.

Boulevard Street

As shown on the Concept Plan, the boulevard will serve as the main through street of the development. It will have a 76' median divided right-of-way with a 10' drive aisle and on street parking on either side. The median shall be planted with large canopy shade trees to provide a comfortable walking experience

and enhance the corridor of the wider pavement section. An increased 6' wide sidewalk will be placed behind both BOCs and 6' planting strips. The wider sidewalk will allow for better two-way pedestrian circulation without having to increase times of crossing for walkers.

The boulevard will provide on-street parking as appropriate and unless otherwise signed. Traffic calming bulb-outs and traffic circles have been included at the intersections to promote reduced vehicle speeds, increase pedestrian safety at crossings, and avoid parking conflicts at those points.

A section of the boulevard will also function as a temporary private community event space for residents. This section may be closed off from traffic during event times. The increased right of way and drive aisles provide the opportunity and space for residential block parties where tents may be setup for a limited amount of time. As noted previously, the adjacent residential streets will provide connectivity and access for residents and emergency vehicles as needed.

Private Alley

The proposed private alley is provided for rear-loaded detached bungalow products. The alleys will provide rear garage access, solid waste service pickup/access as required and will improve the pedestrian and vehicular experience of the proposed ROWs along the main community corridors. Alleys will include a rolled curb to provide a definitive edge along pavement and to provide a high quality pavement condition for the overall longevity and maintenance of these travel ways.

Utility Availability and Standards

The Lyon station PUD will be served by South Granville Water and Sewer Authority (SGWASA). SGWASA has confirmed that there is adequate sewer capacity within the existing treatment facility and availability of adequate water supply for the entire buildout of the proposed development.

The applicant is in ongoing discussions with SGWASA regarding planned timing of funding and schedule of anticipated improvements necessary to improve the service throughout the Town, and specifically to extend service along the W. Lyon Station Rd. corridor to serve the project site. SGWASA has a Capital Improvement Program (CIP) in process which will accommodate projected growth throughout the Town, including the proposed project.

Based upon these conversations, and in anticipation of the timing and completion of these offsite improvements to be undertaken by SGWASA, the applicant has discussed a phased approach to development of the property, whereby an initial phase of up to 350 lots may be built and occupied, utilizing existing system improvements, with some required upgrades, and projected tie-in points.

The onsite sewer collection system will be defined by two to three distinct drainage basins, each of which will require sewer pumping stations at the lower end of each basin to route the sewer via an offsite force main to the existing SGWASA infrastructure and treatment facility.

An interim pump station may be incorporated as part of the phased development plan and engineering design. Location and details related to gravity sewer system, proposed pumping stations (both permanent and interim) and force main sizing/routing will be coordinated with SGWASA staff and detailed on final engineering construction drawings to be included with site plan submittal.

The onsite water system will be designed to meet or exceed the SGWASA published standards for fire protection and sized appropriately to provide adequate design pressures for residential use and recreational activity areas.

Final details of the sewer collection system and water distribution system will be outlined on the engineered Construction Drawings to be prepared and approved by the respective Jurisdictional Agencies having review oversight and authority prior to start of infrastructure improvements.

Open Space

The Town of Butner requires a minimum of 20% of the gross area of the PUD to be dedicated to common open space (LDO 6.3.6B(10) dated current with approved PUD). Of the dedicated open space, up to a maximum of 50% may be used for active recreation purposes such as soccer fields and tennis courts. 50% of the passive recreation / natural open space must be usable and accessible to residents. Open space on the site is designed in such a way to enhance the natural views and environmental features of Lyon Station and encourage the residents to utilize the available recreational space promoting healthy lifestyles in the community.

As shown on the Concept Plan, playgrounds, dog parks, and other recreational facilities will be placed intermittently throughout Lyon Station for the benefit of its residents. Natural surface trails are intertwined with the programmed amenity areas and around some of the stormwater control measures, providing unique points of prospect and refuge and enhancing the visual and aesthetic design of the stormwater devices. Natural areas will be preserved where practical and proposed planting will promote the use of native plants and habitat diversity within the site.

Please refer to the Open Space Plan (see Sheet LS6.0) for the conceptual intention of open space.

A breakdown of the open and recreational space of Lyon Station is shown below:

Lyon Station Total Area: +/-334.16 acres

Open Space (req.):

334.16 acres x 20% +/- 66.83 acres

*Per Town of Butner LDC section 6.3.6 (B)(10) at time of approved PUD, No more than 50% of the dedicated open space may be used for active recreation purposes.

Architectural Guidelines

Below is a list of commitments specific to each product included in the current Concept Plan layout. For additional plans and information regarding proposed Architecture, refer to list of proposed conditions above and Addendum A (Product Catalog) and Addendum B (Architecture Plans) to this Narrative.

Single Family Homes – 30’ product – 45’ Wide Lot Minimum

1. Two story homes shall include a minimum of 1,740 heated square footage
2. All Single-Family houses shall have a 2-car garage
3. Wall materials shall be limited to a combination of vinyl siding, brick and/or stone
4. Front facades shall be comprised of two (2) of the listed wall materials, one of which shall be vinyl siding
5. Roof Materials will be comprised of 3-tab asphalt shingles
6. Principle roof shall have a pitch between 5:12 and 8:12
7. Eaves shall project 12”

Single Family Homes – 40’ product – 50’ Wide Lot Minimum

1. Two story homes shall include a minimum of 1,740 heated square footage
2. All Single-Family houses shall have a 2-car garage
3. Wall materials shall be limited to a combination of vinyl siding, brick and/or stone
4. Front facades shall be comprised of two (2) of the listed wall materials, one of which shall be vinyl siding
5. Usable porches shall be a minimum of shall be a minimum of six (6) feet in depth
6. Roof Materials will be comprised of 3-tab asphalt shingles
7. Principle roof shall have a pitch between 5:12 and 8:12
8. Eaves shall project 12”

Rear Load Bungalow – 23’ product – 35’ Wide Lot Minimum

1. Two story homes shall include a minimum of 1,633 heated square footage
2. All Single-Family houses shall have a 2-car garage
3. Garages will be located in the rear of the unit which is accessed via common alley
4. Wall materials shall be limited to a combination of vinyl siding, brick and/or stone
5. Front facades shall be comprised of two (2) of the listed wall materials, one of which shall be vinyl siding
6. Usable porches shall be a minimum of shall be a minimum of six (6) feet in depth
7. Roof Materials will be comprised of 3-tab asphalt shingles
8. Principle roof shall have a pitch between 5:12 and 8:12
9. Eaves shall project 12”