



Town of Knightdale

Staff Report

Title: Creekview Crossing Planned Unit Development (ZMA-5-21)

Staff: Kevin Lewis, Senior Planner

Date: August 8, 2022

Director Signature: JB

Asst. Town Manager Signature: DT

Town Manager Signature: WRS

I. REQUEST:

Strong Rock Engineering Group, on behalf of Ellis Developments NC, LLC, has submitted an application requesting a Zoning Map Amendment to rezone approximately 102.06 acres at the end of Widewaters Parkway, identified by Wake County PINs 1744-91-0921, 1744-81-1114, 1744-71-1175, 1744-61-9718, 1744-61-9549, 1744-71-7801, 1744-82-9228, 1744-92-0445, and 1744-71-3798, from Rural Transition, Open Space Preserve, and General Residential-8 to General Residential 3-Planned Unit Development, to allow for the construction of a 283-unit residential subdivision.

II. PROJECT PROFILE:

PROPERTY LOCATION:	Widewaters Parkway
WAKE COUNTY PIN:	1744-91-0921, 1744-81-1114, 1744-71-1175, 1744-61-9718, 1744-61-9549, 1744-71-7801, 1744-82-9228, 1744-92-0445, and 1744-71-3798
CURRENT ZONING DISTRICT:	Rural Transition (RT), Open Space Preserve (OSP), and General Residential-8 (GR-8)
CURRENT DENSITY ALLOWED:	0.5 units per acre (RT), 8 units per acre (GR-8)
PROPOSED ZONING DISTRICT:	General Residential 3 Planned Unit Development (GR3-PUD)
DENSITY PERMITTED:	3 units per acre
NAME OF PROJECT:	Creekview Crossing
APPLICANT:	Strong Rock Engineering Group
PROPERTY OWNER:	Pamela Leigh Faison Brewer, Teresa Ann Faison Hale, Deborah Jane Tart, Melton E Tart Jr
DEVELOPER:	Ellis Developments NC, LLC
PROPERTY SIZE:	102.06 acres
CURRENT LAND USE:	Vacant/Undeveloped
PROPOSED LAND USE:	283-unit residential subdivision
PROPOSED DENSITY:	2.77 units per acre
PROPOSED OPEN SPACE:	8.79 acres

III. BACKGROUND INFORMATION:

The Planned Unit Development District (PUD) is a re-zoning process which is designed to encourage master planning of development and to coordinate such development so as to manage the impacts of the development on the provision of Town Services and infrastructure. The PUD encourages creativity and innovation in the design of



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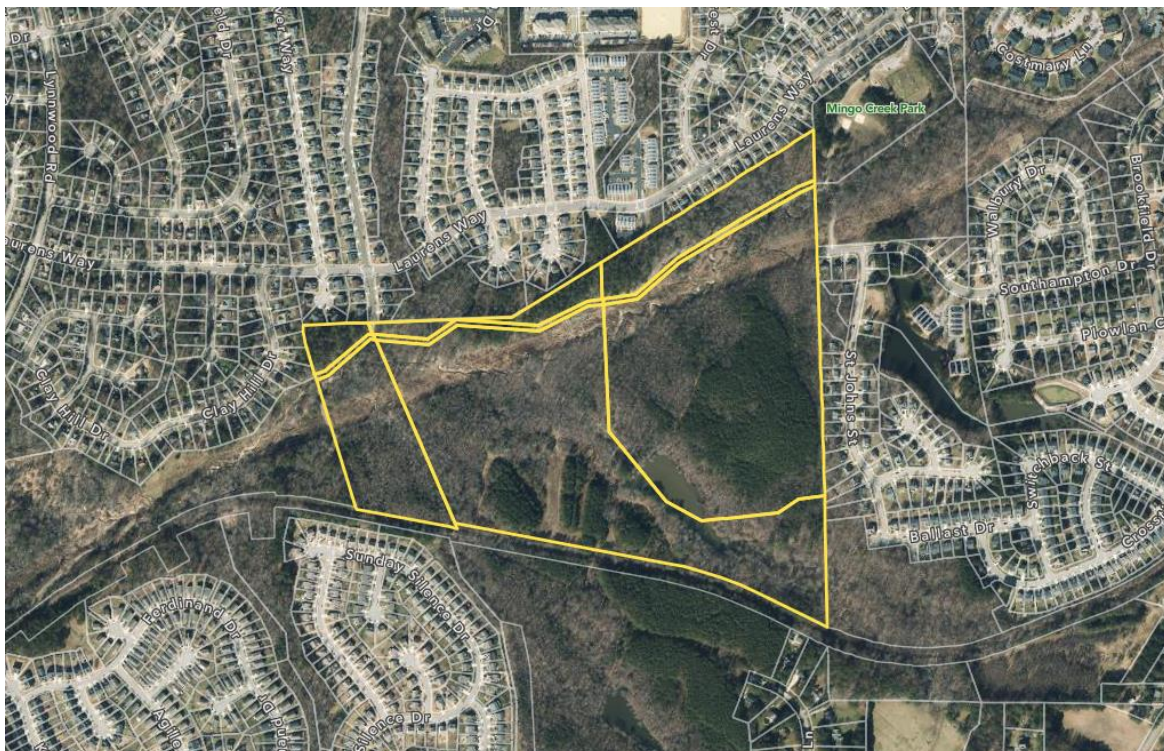
developments, but in return for this flexibility the expectation is for communities to provide exceptional design, character, and quality; provide high quality community amenities; incorporate creative design in the layout of buildings; ensure compatibility with surrounding land uses and neighborhood character; encourage the creation of mixed density neighborhoods, neighborhood nodes, and mixed use centers; further the goals of the KnightdaleNext 2035 Comprehensive Plan including the Growth Framework and Growth & Conservation maps; and provide greater efficiency in the layout and provision of roads, utilities, and other infrastructure.

There are several provisions which are required to be addressed by the applicant in the PUD, including, but not limited to design guidelines, proposed alternative means of compliance, dimensional standards, public facilities, recreational open space, and Comprehensive Plan consistency. The applicant's specific exceptions are detailed in **Section VI** of this staff report.

IV. PROJECT SETTING – SURROUNDING ZONING DISTRICTS AND LAND USES:

The proposed rezoning features nine parcels located at the end of Widewaters Parkway. These parcels are located within the Town's Extra Territorial Jurisdiction and, if approved, would require annexation into Corporate Limits.

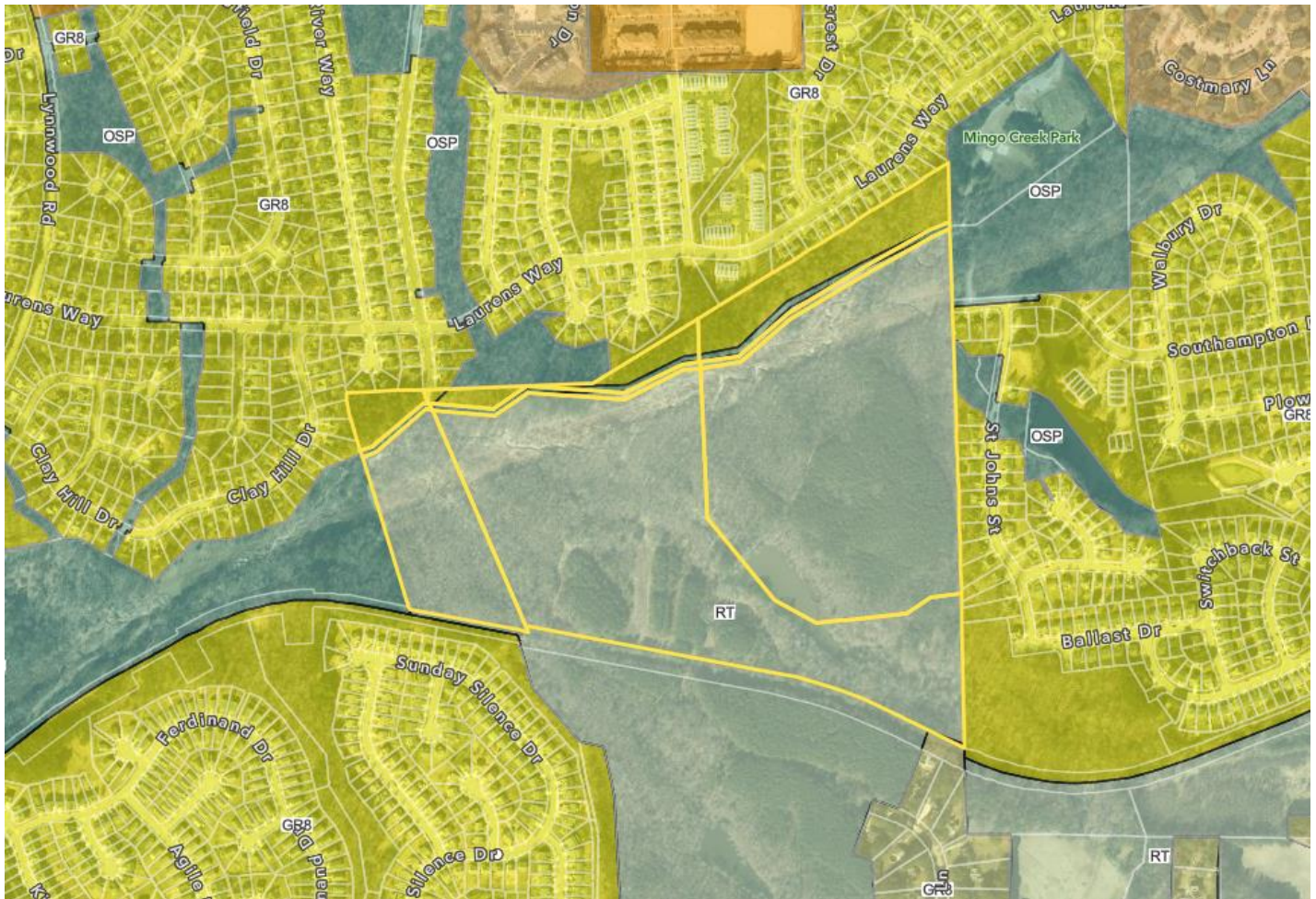
DIRECTION	LAND USE	ZONING
North	Widewaters, Timber Ridge	GR8/OSP
South	Churchill, Woodfield at the Meadows, Vacant	GR8, GR3, RT
East	Lewis Landing, Brookfield Station	GR8, OSP
West	Planters Walk	GR8, OSP





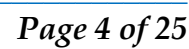
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V. PROPOSED MASTER PLAN:

The applicant has submitted a full Master Plan in accordance with Section 12.3.G of the UDO. The applicant is proposing a residential development totaling 283-lots. The 149 single-family homes are divided into 24 front-loaded 70-foot lots, 44 front-loaded 60-foot lots, 81 rear-loaded 30-foot lots, and 62 townhome units. An additional 72 multi-family units provided across six buildings. The developer and Staff met multiple times early in the process as the plan evolved. Further analysis of the site plan is detailed below.





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STAFF SITE PLAN ANALYSIS:

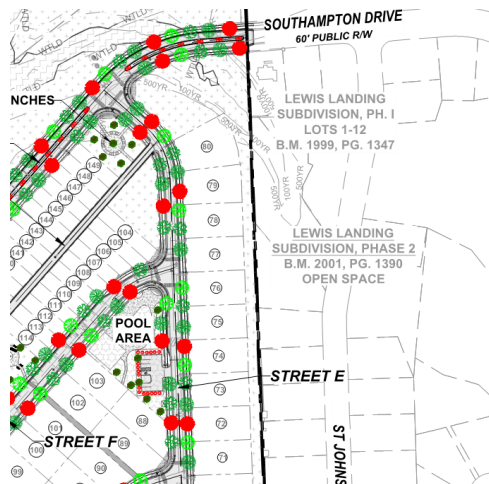
Staff has reviewed the plan for UDO consistency and found the site plan to generally be in compliance with the required provisions. It is important to note that this proposal was first submitted prior to adoption of the new UDO. According to permit choice rules detailed in the UDO and state statutes, the applicant can select which version will apply to this proposal. The applicant has elected to follow the current version of the ordinance; therefore, the Master Plan has been reviewed accordingly. The following items are being highlighted for Council review and further consideration.

Landscaping & Vegetation

Due to the existing zoning of adjacent parcels (GR, OSP, RT) and proposed zoning of this development (GR-3), no landscaped buffer is required. However, per UDO Section 7.5.B.2, a 20-foot Type B Buffer is necessary to screen alleys. This landscaping is provided along all alleys on site to provide screening for adjacent property owners and future residents on-site.



Elsewhere, undistributed areas are maintained between the rear of single-family homes and existing lots to act as a buffer. Environmental features on the western side of the proposed development will remain undistributed as well and will create a natural buffer between this development and the Lewis Landing neighborhood.





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Building Type Standards & Architecture

A specific builder has not been identified for this development. The applicant has provided architectural conditions along with example elevations. The conditions are provided below, however additional modifications have been suggested to bring them in line with previous approvals, including providing additional elevations for a wider variety of potential housing products. It has been noted to the developer that the elevations submitted will be used during the building permit review and approval phase. Should elevations be inconsistent with previous approvals, building permits may not be issued. Please see the attached PUD document for example elevations.

The multi-family buildings shall be required to conform with the Apartment Building Type standards found in UDO Section 6.7.

Proposed Architectural Standards

1. Townhomes shall be two-story and three-story homes with a minimum width of 20-feet wide and have a minimum heated area of 1,400 square feet. Three-story townhomes will comprise at least 30% of the product mix.
2. Neo traditional single family detached homes shall be rear loaded two-story homes built on lots less than 60 feet wide with a minimum heated area of 1,500 square feet.
3. Traditional single family detached homes shall be two-story homes built on lots at least 60 feet wide with a minimum heated area of 2,100 square feet.
4. All homes will either consist of a single material of brick or stone or will have a combination of two or more of the following materials on the front façade (not including foundations): stone, brick, lap siding, fiber cement siding, shakes, or board and batten siding, with side and rear facades of fiber cement siding. When two materials are used, the materials shall be different but complimentary colors. Vinyl may only be used of soffits, fascia, and corner bounds.
5. All single family detached homes will have front porches with a minimum depth of five feet. Townhomes will have recessed front porches with a minimum depth of five feet and/or balconies.
6. All traditional single family detached homes will have a rear patio or decks a minimum of 10-feet x 10-feet. All single-family ranch detached homes will have a minimum 6-foot x 10-foot covered patio.
7. Main roof pitches (excluding porches) fronting the street will be at least 7:12, with the exception of ranch homes in which 6:12 shall be allowed.
8. For every 30-feet (or fraction) of continuous side elevation (calculated on a per floor basis), there shall be one window or door added to the side elevations. Any siding break on the side of the home, such as a fireplace, side porch, or wall offsets may be used as an alternate to windows.
9. There shall be a minimum 12-inch overhang on every gable end for every home.
10. Garages on all neo traditional single family detached homes and townhomes shall be alley fed.
11. All front-loaded garage doors shall have glass windows and hardware.
12. All single family detached homes shall be raised from the finished grade a minimum of 18-inches and shall have stem wall or raised slab foundations that shall be covered on all sides with brick or stone. Areas under porches may be enclosed with lattice.



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13. All single family attached homes shall be raised from the finished grade a minimum of 12-inches and shall have stem wall or raised slab foundations that shall be covered on all sides with brick or stone. Areas under porches may be enclosed with lattice.
14. Any single-family homes with a crawl space shall be wrapped in brick, or stone on all sides and 18-inch exposed foundation.
15. For front load single family detached homes, no more than 10% can have garage doors that exceed 45% of the overall width of the house, and in no cases can the garage door exceed 48% of the overall width of the house. Split bay doors shall be an option.
16. All homes shall have front door glass inserts.
17. Garages for lots that are at least 60-feet wide will not protrude more than six-feet from the front porch or stoop and all garage doors shall be carriage style with window inserts and hardware.
18. The community shall include homes with more than one elevation type
19. At least 50% of the single-family detached homes will have front porches that extend the width of the front elevation of the home exclusive of the garage.

Open Spaces

A variety of recreational open space amenities are provided throughout the development, including active open spaces such as a pool and clubhouse, playgrounds, play fields, pocket parks, greenway trails and more. In total, 8.79 acres of active and passive open space are identified for recreational activities.

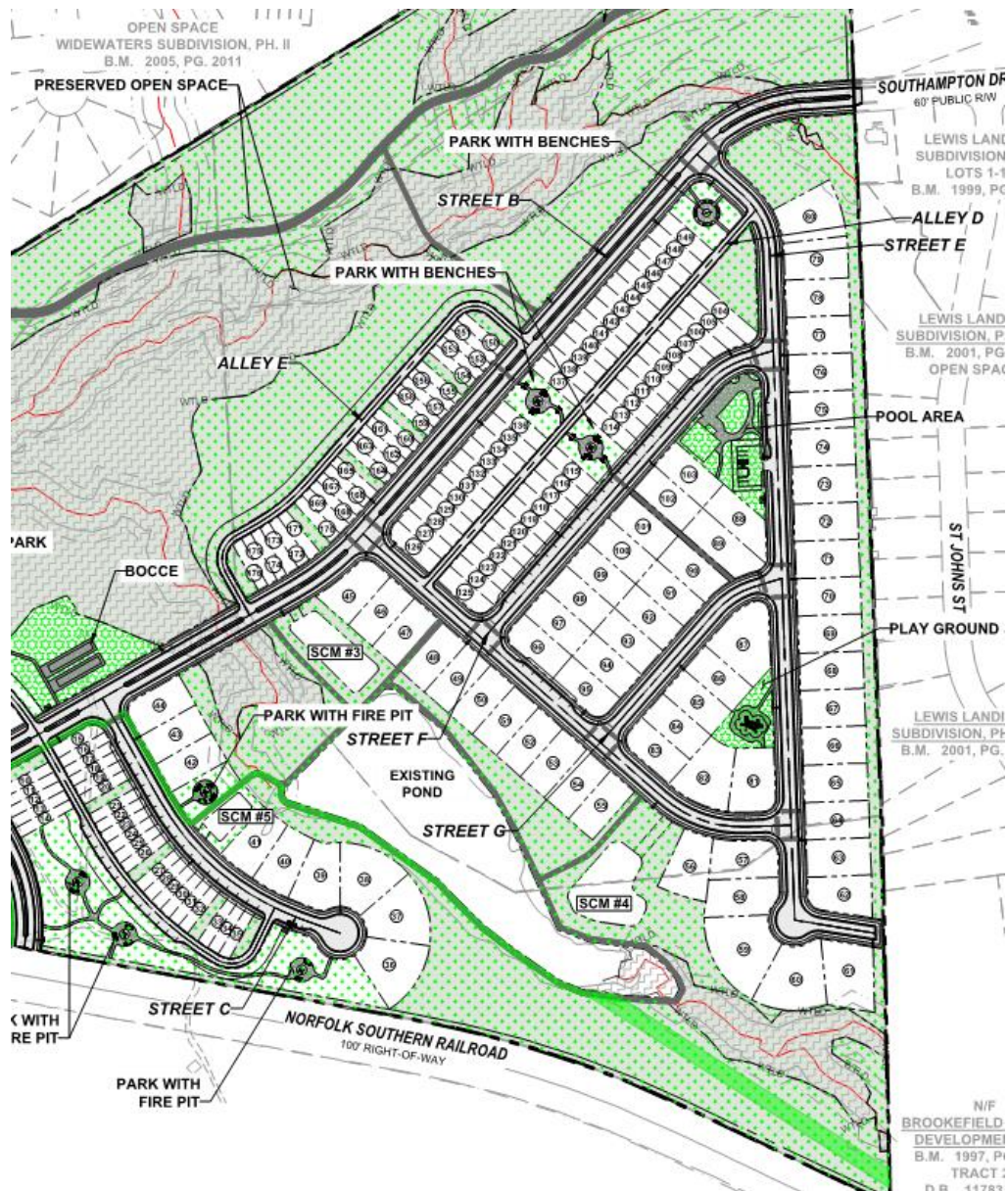


An existing pond on site will be maintained and become a focal point for the overall open space plan. Amenities such as public and private trails will wrap the pond and provide safe pedestrian access to and from amenities such as playgrounds and smaller gathering spaces.



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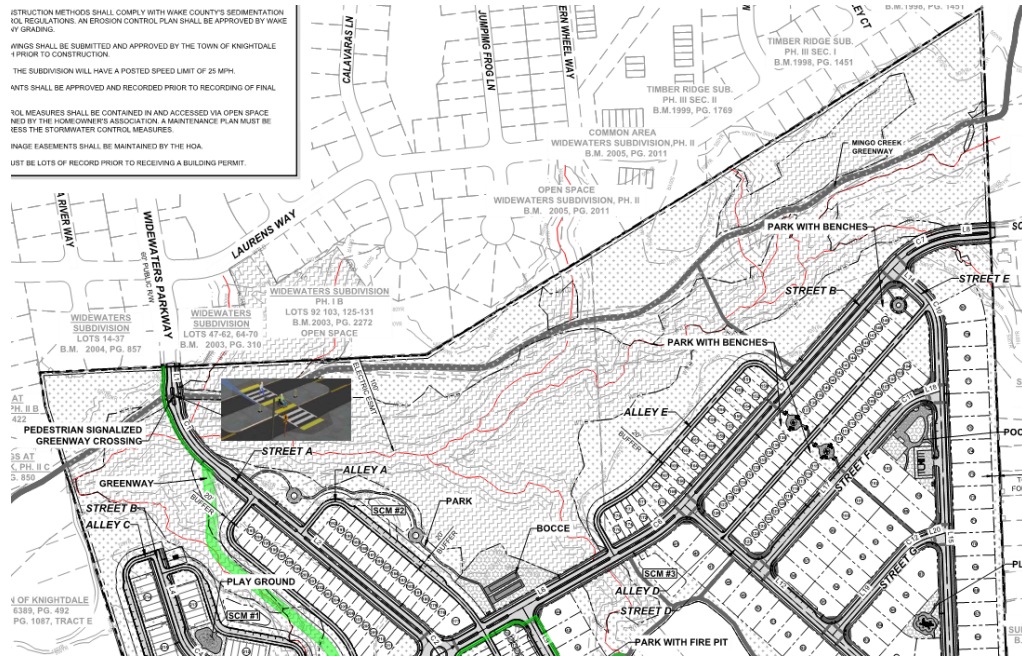
The Trails & Greenways Map within the Comprehensive Plan shows multiple future greenways running through this site. The developer has accommodated that in many locations consistent with the Map. The trails are generally counted towards the overall active open space acreage for the site, and will be dedicated as public, town-owned facilities following construction. Staff will continue working with the developer to find the appropriate alignment of greenways.

A large amount of stream buffers and wetlands will remain undeveloped as well. This area is not counted towards the overall recreation open space acreage, however approximately 50 acres, or about half of the site, will be set aside and minimally impacted.



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Parking

Parking is provided in multiple locations throughout the site as dedicated on-street spaces and off-street serving open space amenities. In all, approximately 135 parking spaces are provided. Staff generally recommends 0.5 dedicated parking spaces beyond what is provided on each lot by way of driveways and garages. The proposal generally provides sufficient parking, however additional detail is needed for how parking will be handled for the multi-family buildings. It is important to note that this is not a codified regulation within the UDO, rather a recommendation based on staff analysis of resident needs in existing neighborhood.



VII. LEGISLATIVE CASE PROCEDURES:



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Staff met with the development team in December 2020 to discuss the potential of a project at this location and worked with them through several preliminary sketch plan details. A Planned Unit Development rezoning is a legislative public hearing, which requires certain application procedures including having a pre-application meeting with staff and holding a neighborhood meeting with any property owners within 200 feet of the outer boundaries of the subject development. Below is a timeline of the required elements.

- Pre-application meeting: December 15, 2020
- Neighborhood Meeting: March 17, 2022

The virtual neighborhood meeting was held via Google Meet on March 17, 2022. Approximately 20 neighbors attended the meeting. Topics discussed included connectivity to adjacent parcels, transportation impacts, concerns over density & housing products, environmental protection, and stormwater management. A copy of the mailed notice and list of recipients are attached as part of the application packet.

Following the formal submittal and review of the proposed Master Plan and PUD document, the applicant met with the Development Review Committee (DRC) on May 12, 2022, to discuss the technical comments and details associated with the proposed plan. Staff discussed with the applicant concerns involving floodplain development, the TIA. The DRC voted unanimously to **continue** the proposal pending the applicant addressing the review comments and Town Council approving the Rezoning request.

Additionally, the Town of Knightdale followed public hearing notice requirements as prescribed in the North Carolina state statutes.

- First Class Letters Mailed: July 8, 2022
- Sign Posted on Property: July 8, 2022
- Legal Ad Published in Wake Weekly: July 8 & 15, 2022

VI. PROPOSED PLANNED UNIT DEVELOPMENT:

In support of their Master Plan, the applicant submitted a PUD document that includes a vision for their proposed development, statements of plan consistency, architectural design standards, proposed site development allowances, and open space information.

Staff has reviewed the submittal in accordance with UDO Sections 12.2.G and 12.3.F and found that all submittal requirements have been met. Staff also reviewed the plans for conformance with the General Residential-3 zoning district and other applicable UDO sections. The applicant's requested alternative standards are listed in the section below.



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Public Utilities/Water Allocation Policy: The applicant is proposing to connect to public water and sewer. In accordance with Section 12.3.F.16 of the UDO, the applicant is proposing to exceed the required 50 points with the following features:

	Point Total
Major Subdivision	15
Bonus Point Item	
Residential Architectural Standards for Single-Family and Townhouse	15
On-Street Public Parking	4
Stormwater Pond with Fountain	4
Stormwater Bioretention Pond	5
Deck/Patio - More than 2,000 square feet	2
Private Greenway – More than 2,000 linear feet	2
IPEMA Certified Playground Equipment	4
Clubhouse with no meeting space, bathrooms & changing rooms only	3
Resort Style Pool	2
Total Water Allocation Policy Points	56

Site Development Allowances: In accordance with UDO Section 12.2.G.3.f, a Planned Unit Development allows the applicant to request exceptions to certain standards identified in the base zoning district (GR3). These requests should be fair and reasonable, and the proposed alternate means of compliance should meet the spirit and intent of the UDO. The applicant's allowance requests are as follows:

1. **Dimensional Standards** (Section 3.4):

- **Required:** In accordance with UDO Section 3.4, front-loaded residential lots cannot be less than 80-feet-wide, and rear-loaded residential lots must maintain a minimum 30-foot width. Additionally, all driveways are required to be a minimum of 35-feet in length. These standards apply to all lots within the GR-3 zoning district.
- **Requested:** The applicant proposes to build 60- and 70-foot-wide front-loaded lots. The applicant proposes a minimum driveway length of 25-feet for rear-loaded single-family homes and rear-loaded townhomes.

2. **Use Specific Standards** (Section 5.2.A):

- **Required:** In accordance with UDO Section 5.2.A, multi-family developments must be located in a Growth Activity Center or Priority Investment Area as designated in the KnightdaleNext 2035 Comprehensive Plan. Additionally, multi-family developments must vertically integrated non-residential uses such as retail or office space.



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- **Requested:** This assemblage of parcels is located within the Target Investment Area as detailed on the General Growth Framework Map, however it is consistent with the Required Distribution of Uses (UDO Section 11.1.B), which intends to provide a variety of housing types within new neighborhoods.

Nonresidential space is not included in the design of these buildings, though the preliminary design is consistent with the standards for apartment buildings.

3. Street Classification and Design (Section 10.4.A):

- **Required:** In accordance with UDO Section 10.4.A, the extension of Widewaters Parkway shall be a 64-foot-wide median divided collector from its current terminus to Old Faison Road.
- **Requested:** The northern portion of this collector is shown as a 54-foot-wide local street to minimize the impacts to streams and wetlands. Once Widewaters Parkway passes the stream, it widens to the appropriate cross section.

VII. TRANSPORTATION ANALYSIS

Per UDO Section 11.3.E, a Transportation Impact Analysis was conducted prior to submittal of the Master Plan. As the plan was refined, the TIA was updated to ensure it accurately analyzed the number of proposed trips being generated by the site. As shown in the table below, the number of peak hour trips generated by this site far exceed the required 150 trips prescribed by the UDO requiring a TIA.

Table 1: Trip Generation

Land Use			Daily	AM Peak Hour			PM Peak Hour		
				Total	Enter	Exit	Total	Enter	Exit
210: Single Family Detached Housing	151	d.u.	1,476	109	28	81	147	93	54
215: Single Family Attached Housing	68	d.u.	468	30	9	21	37	21	16
221: Multifamily Housing (Mid-Rise)	72	d.u.	298	21	5	16	29	18	11
Total			2,242	160	42	118	213	132	81

The following intersections were identified during the scoping phase of this project as being impacted by this development. Exult Engineering, on behalf of the development team, conducted traffic counts at these intersections during peak hours.



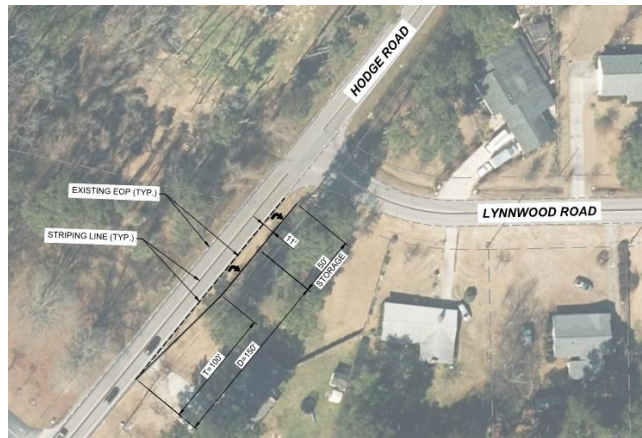
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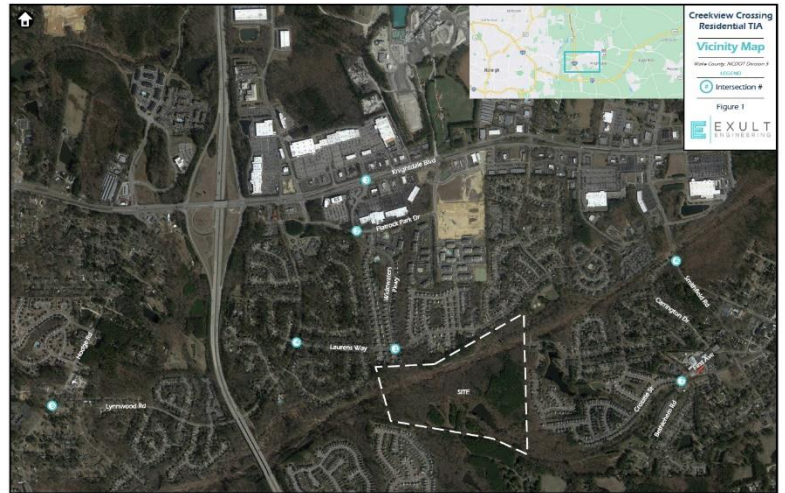
- Widewaters Pkwy at Laurens Way
- Widewaters Pkwy at Flatrock Park Drive
- Widewaters Pkwy at Knightdale Blvd
- Laurens Way at Lynnwood Road
- Lynnwood Road at Hodge Road
- Smithfield Road at Carrington Drive
- First Ave/Bethlehem Road at Crosstie Street

The following off-site improvements are recommended by the TIA and supported by Staff, to be completed by the developer as part of the overall construction of this project:

1. **Hodge Road at Lynnwood Road:** Construct a northbound right-turn lane on Hodge Road to provide 50 feet of full-width storage and appropriate taper.



2. **Carrington Drive at Smithfield Road:** Stripe the existing eastbound approach of Carrington Drive to provide an exclusive left-turn lane and an exclusive right-turn lane.



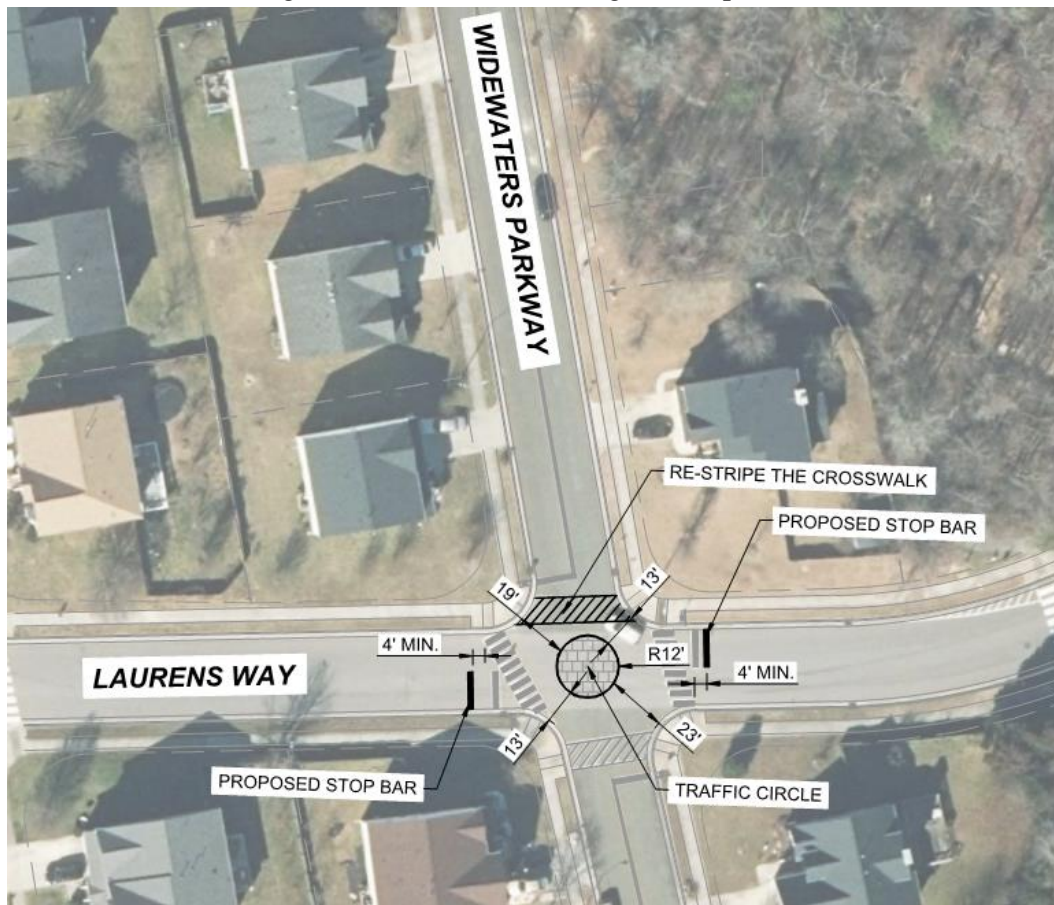


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NCDOT has reviewed the TIA and concurs with these recommendations.

The TIA also recommends the restriping of pedestrian crossings at Laurens Way and Widewaters Parkway, to be completed by others following concern from Town Council. The applicant has agreed to installing a traffic circle within the current right-of-way at this intersection and restriping the crosswalks here. DRC will evaluate the proper dimensions of this traffic circle during the Construction Drawing review phase.



On-site, the applicant provides a transportation system consistent with the Comprehensive Plan's Street Network Map and Trails & Greenways Map. As has been noted recently, the full extension of Widewaters Parkway is seen as a major transportation goal for the Town. Following discussions with NCDOT and Carolina Coastal Railway, owner of the rail line running along the southern side of the site, it was determined that an at-grade crossing would not be permitted. This has resulted in changes to the plan to accommodate a future grade separated crossing. As part of the Comprehensive Transportation Plan, a hot spot study is creating preliminary design and costs estimates for the full crossing.

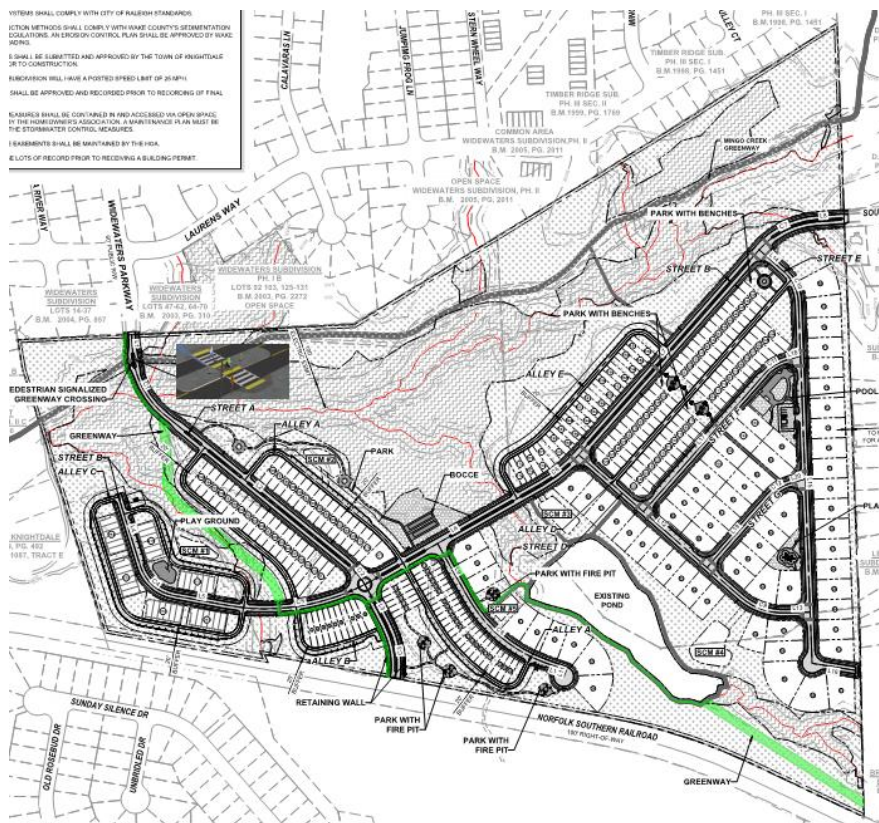
Due to the existing Mingo Creek Greenway trail, this site has incredible potential to allow future residents easy access to an alternative mode of transportation to portions of Old Town as well as beyond the Town of Knightdale.



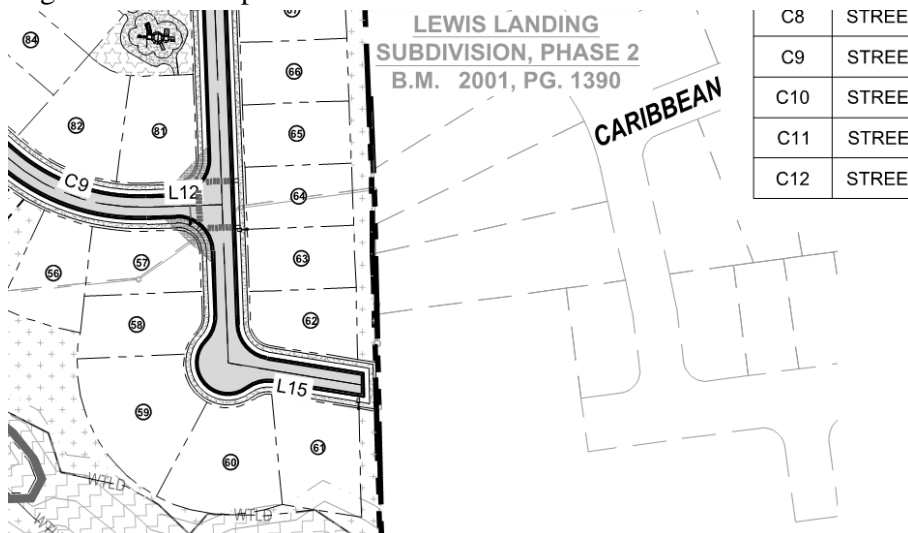
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Multiple sidewalk and trail connections are provided to the existing greenway. Additionally, a network of on-site public and private greenways provides future residents recreational opportunities without the need to use a private automobile.



A street stub has been added to the southeastern portion of the site, which would serve as a connection should Ballast Drive be extended through future development activities.





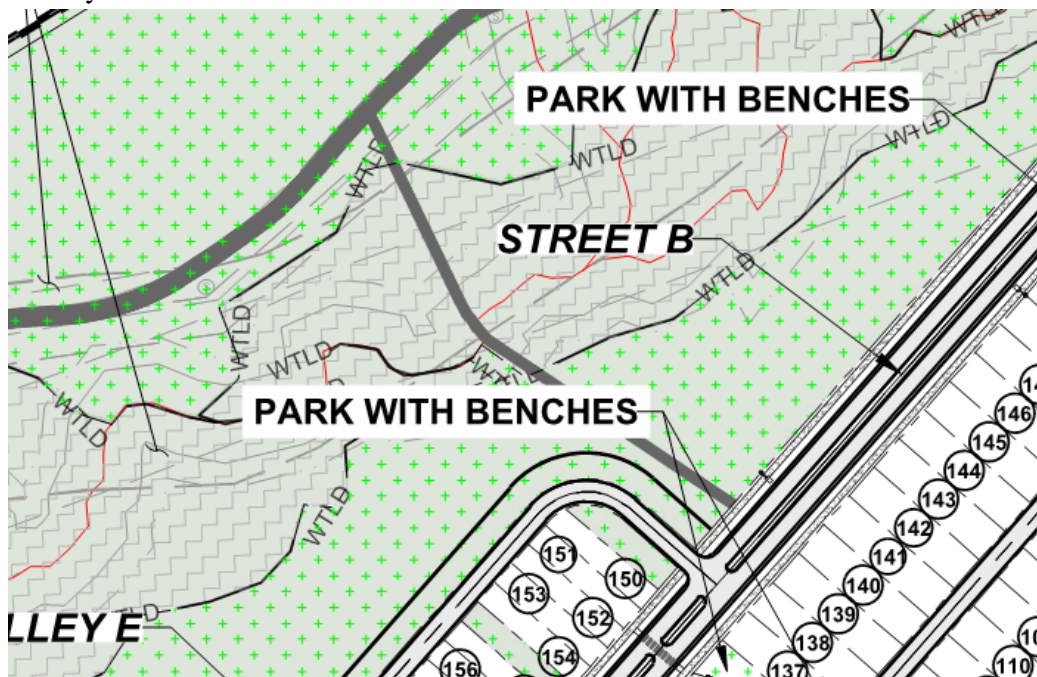
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The Mingo Creek Greenway currently runs through the site and will provide residents direct access to existing Town of Knightdale parks, the Neuse River Greenway, and future retail options as development continues along Smithfield Road. To allow for safe crossings on Widewaters Parkway, the applicant proposes installing a signal (Rectangular Rapid Flashing Beacon) and a median to help slow down vehicles traveling along this stretch.



A private greenway trail will provide direct access to the Mingo Creek Greenway trail as well, allowing residents multiple points of easy access.





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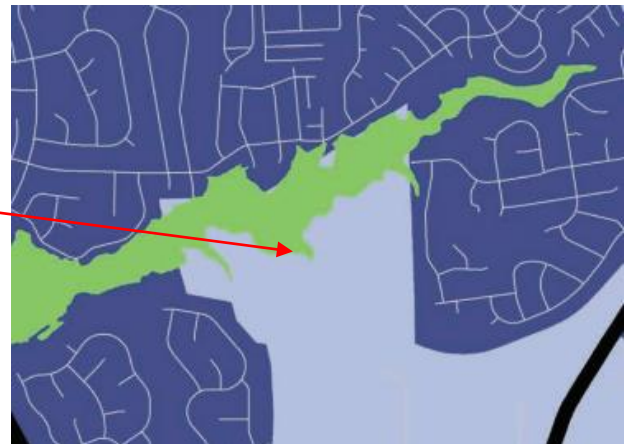
VIII. COMPREHENSIVE PLAN:

A. General Growth Framework Map

The Comprehensive Plan features the General Growth Framework Map, a high-level tool for assisting in the decision-making process for development proposals. The intent is to prioritize development proposals based how well it fits within the surrounding area. The map designates this area as a Target Investment Area, which is defined as areas which have existing or relatively easy potential access to both sewer and water.

LEGEND

Corporate Limits	Street Centerlines
Target Investment Area	Knightdale Next Study Area
Rural Planning Area	Major Roads
Extraterritorial Jurisdiction (Expansion Area)	Growth Activity Center
Floodprone Areas	Priority Investment Area Around Activity Centers
Old Town	Neighborhood Node

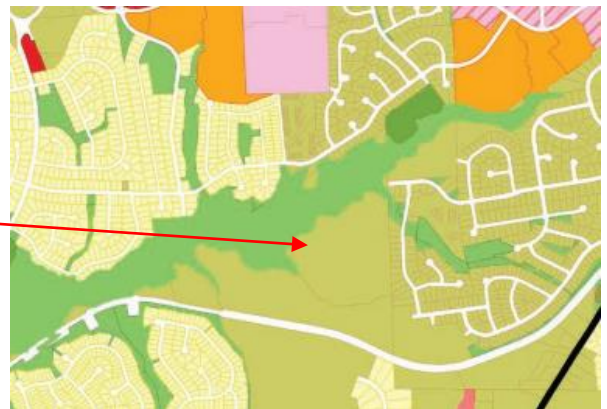


B. Growth & Conservation Map

The Growth & Conservation Map designates parcels in Knightdale into different place type categories based on their current state and the anticipated pattern of development. The subject property is designated as “Mixed-Density Neighborhood” as a place type.

PLACETYPE CATEGORIES

Preserved Open Space	Business Office
Rural Living	Light Industrial
Recreation Open Space	Heavy Industrial
Single Family Neighborhood	Civic & Institutional
Mixed-Density Neighborhood	Old Town
Multifamily Community	Mixed-Use Center
Neighborhood Node	Mixed-Use Center (Suburban Retrofit)
Retail	Transit-Oriented Development (BRT)
	Regional Mixed-Use Center



The “Mixed-Density Neighborhood” place type is defined as:

Mixed-density neighborhoods are formed as subdivisions or communities with a mix of housing types and densities. Homes are oriented to the interior of the site and are typically buffered from surrounding development by transitional uses, preserved open space, or landscaped areas. Lots along the perimeter of a new neighborhood should be sensitive to the density observed along the perimeter of an adjacent neighborhood in terms of size and scale (by providing a transition). Small blocks and



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a modified grid of streets support a cohesive, well-connected community. All new mixed-density neighborhoods incorporate a comprehensive network of open space throughout to accommodate small parks, gathering places and community gardens; preserve tree stands; and help reduce stormwater runoff.

The place type transect, seen below, builds off of the Growth & Conservation Map and helps to illustrate how developments should blend together as Knightdale grows. The “Mixed-Density Neighborhood” place type falls into the “Neighborhoods” category.

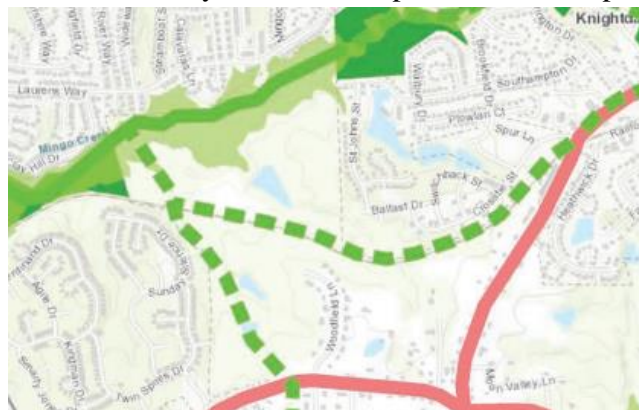


C. Gateway Entrances Map

Gateways help those traveling into Knightdale easily identify their entrance into Town. There are a number of different Gateway types, however none apply to this area or proposal.

D. Trails and Greenways Map

The Trails & Greenway Map provides the general alignment of greenways in Knightdale. These trails should connect to the existing Town infrastructure or provide new recreational opportunities for residents. This Map shows a greenway running across the site. The applicant is proposing multiple 10-foot-wide greenways through the development, which will directly connect to the existing Mingo Creek Greenway. Staff is still determine the best alignment for consistency with the Comprehensive Transportation Plan.





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E. Street Network Map

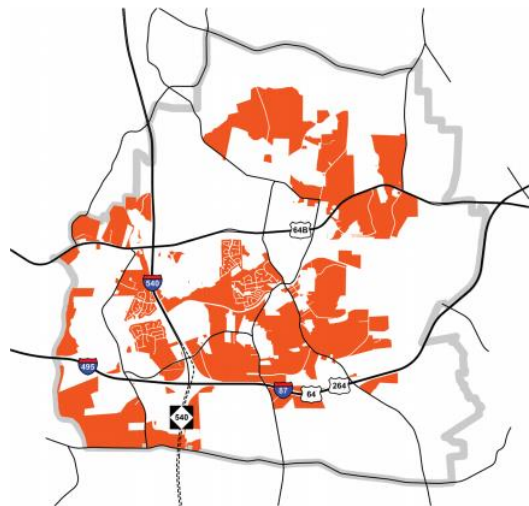
Development activities should assist with the construction of a comprehensive transportation network. As previously noted, the Street Network Maps shows the extension of Widewaters Parkway and Southampton Drive through this site. A stub is also provided to the southeast for a future connection should additional land be developed in the area



F. Focus Area Studies

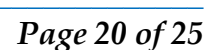
The Comprehensive Plan developed conceptual plans with the intent to guide development proposals in certain areas of Knightdale and build off the place type categories defined by the Growth & Conservation Map. Illustrations provided in the Focus Area Studies sections are intended to convey the type of planning principles Knightdale encourages in these locations. Sections of Brio are in the Mixed Density Residential Focus Area, which should support the following Guiding Principles from the Comprehensive Plan:

- Community Facilities and Services
- Unique Activity Centers
- Parks & Recreation
- Great Neighborhoods
- Expanded Home Choices
- Economic Vitality





The Knightdale Town Council adopted the Town's first ever Comprehensive Parks and Recreation Master Plan in April 2022. This plan includes recommendations for future park facilities based on community needs and existing conditions. The plan indicates that this proposal is within the one-mile service area of Mingo Creek Park with direct pedestrian access via the Mingo Creek Greenway, as well as the two-and-a-half mile service area of Knightdale Station Park.





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GREAT NEIGHBORHOODS AND EXPANDED HOME CHOICES



Promote distinct, safe, and vibrant neighborhoods throughout Knightdale that provide greater access to a range of housing choices people need at different stages of their life, including young adults, families, empty-nesters, retirees, seniors, and people of different income levels. Housing opportunities should include single family homes of all sizes, townhomes, apartments, condominiums, senior living units, live-work units, and accessory dwelling units. New neighborhoods should mix two or more housing choices into one community. Strong neighborhoods and a diverse housing strategy will make Knightdale a more livable community—one where residents can live their entire lives.

TRANSPORTATION



Provide a safe, reliable, and integrated transportation system that balances all modes of transportation, including walking, biking, public transit, and cars. Consider land use and infrastructure investments together, promoting a network of complete streets that emphasizes the quality and character of both the street and its surrounding development pattern (whether rural, suburban or urban in nature). Emphasize a safe and efficient transportation system for both destination- and recreation-focused trips, with special attention given to the mobility needs of children, seniors, runners, bikers and families.

NATURAL ENVIRONMENT



Promote and expand opportunities for people to experience natural settings in Knightdale and surrounding Wake County, increase their proximity to multiple recreational opportunities, and enjoy a safe and healthy lifestyle. Safeguard the Town's natural resources including lakes, streams, wetlands, woodlands, trails, agricultural lands, tree canopy, and the services they provide. Strive to create interconnected green spaces that conserve these areas, provide recreational linkages, protect water quality and quantity, and celebrate nature as a centerpiece of the Town's identity and sense of place.



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X. JOINT PUBLIC HEARING SUMMARY:

A joint public hearing with the Land Use Review Board and Town Council was held at the July 21, 2022, Town Council meeting. The following items were discussed by Council and LURB members at the meeting, and the applicant has provided additional information since.

1. Dimensional Standards

- a. **Public Hearing Concern:** The applicant originally proposed driveway lengths as short as 15-feet, which would not accommodate most newer vehicles and present access issues in alleyways.
- b. **Applicant Response:** The minimum driveway length proposed is 25-feet for all residential rear-loaded lots.
- c. **Staff Analysis:** This proposed adjustment is consistent with previously approved plans and will ensure adequate space is provided.

2. Buffers & Environmental Protection

- a. **Public Hearing Concern:** Due to the proposed zoning district, no landscape buffers are required on site, however many residents expressed concern over the potential impacts this development may have on their lots. Additionally, some current lots within the Lewis Landing neighborhood experience flooding, which some fear will be exasperated by this development.

Can additional buffering be added to areas adjacent to the floodplain? How can enhanced sedimentation and erosion control measures be added to ensure minimal impacts are felt during construction?

- b. **Applicant Response:** A 20-foot section along the eastern side of this site, adjacent to existing homes will remain undeveloped and act as a natural buffer. All newly proposed lots have been removed from the Special Flood Hazard Area (100-year floodplain), and any impacts to wetlands, stream buffers, or floodplains will be reviewed by the Town of Knightdale, the North Carolina Department of Environmental Quality, and the US Army Corp. of Engineers before construction authorization. Much of the impacts to these environmentally sensitive areas is limited to infrastructure improvements, and approximately 50-acres of the site will remain undistributed to mitigation measure will be provided during and after construction.
- c. **Staff Analysis:** Staff recommends additional buffering around floodplains to reduce future risk. Development Services and Public Works Staff will work with the developer to identify potential problem areas and recommend additional SEC measures.

3. TIA Recommendations

- a. **Public Hearing Concern:** The TIA recommended a number of off-site improvements, supported by Staff's analysis. Residents of Lewis Landing and Carrington Woods expressed concern over the proposed restriping of Carrington Drive, stating that it would not provide adequate safety and accessibility when turning out of the neighborhood.



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The TIA recommends restriping pedestrian crosswalks on Widewaters Parkway and Laurens Way, which the applicant has also agreed to. Council shared additional improvements desired, including a miniature roundabout to be installed within the existing right-of-way.

Finally, a recommended left-turn lane from Hodge Road to Lynwood Road would provide safer turning movements at an intersection which is seeing increases in use and accidents. The design should not erode safety here further, and the Town and NCDOT should work together to ensure lines of sight are maintained for vehicles turning onto Hodge Road.

The TIA was conducted in accordance with all Town and NCDOT standards and has been reviewed by independent transportation engineers for compliance and accuracy.

- b. **Applicant Response:** A miniature roundabout is shown at the intersection of Widewaters parkway and Laurens Way.
- c. **Staff Analysis:** The TIA shows that the majority of trips generated by this site will enter and exit the development to the north and not utilize Carrington Drive as a main point of ingress or egress. Additionally, these roadway connections will provide current residents of Lewis Landing and Carrington Woods another route to access points north and west, including Knightdale Blvd and I-540, without having to turn left onto S Smithfield Road.

4. On-Site Transportation Improvements

- a. **Public Hearing Concern:** A RRFB is proposed at the greenway crossing on Widewaters Parkway, however additional improvements should be proposed to ensure pedestrians have a safe crossing.

A street stub has been added to the southeastern portion of the site to provide future connectivity to Ballast Drive, however there is undeveloped land between this site and the end of Ballast Drive. What is the feasibility of making that connection?

- b. **Applicant Response:** Widewaters Parkway here has been widened to provide a median refuge and help slow down vehicles passing by.
- c. **Staff Analysis:** The proposed redesign of the greenway crossing provides additional pedestrian safety measures while minimizing impacts to existing environmental features.

The developer has reached out to the adjacent property owner, however there are no immediate plans to develop the site to the east. This stub will provide this site with easier access to utilities, which has been a barrier to its development in the past.



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5. Grade Separated Railroad Crossing

- a. **Public Hearing Concern:** Extending Widewaters Parkway further south to Old Faison Road will ultimately provide additional connectivity desired by the Town. As noted, a grade separated crossing will be required. The master plan shows an at-grade road ending at the railroad right-of-way, and no future development is currently planned on the southern side of the railroad.
- b. **Applicant Response:** The site was redesigned to remove some residential lots from this area and allow for a grade separated crossing to be constructed in the future.
- c. **Staff Analysis:** The Town's draft CTP will include preliminary designs and cost estimates for similar railroad crossings, which can be utilized as future transportation improvement projects lead by the Town with NCDOT, CAMPO, and other developers acting as partners.

XI. LAND USE REVIEW BOARD SUMMARY:

The proposal was presented to the Land Use Review Board at their August 8, 2022, meeting. An overview of the changes to the plan made since the joint public hearing was shared, along with the proposal's consistency with the Comprehensive Plan. Members discussed dimensional standards and environmental protection. A motion was made to recommend approval of the proposed development and forwarded the following recommended advisory statement to Town Council. The motion was seconded and unanimously approved by a vote of 4-0.

"The proposed Zoning Map Amendment is consistent with the KnightdaleNext 2035 Comprehensive Plan as it addresses several of the guiding principles such as providing expanded home choices for current and future residents, protecting the natural environment while creating new points of access to recreational opportunities, and connecting existing neighborhoods through new transportation infrastructure. Further, it is consistent with the General Growth Framework Map as a Target Investment Area and the Growth & Conservation Map's designation as a "Mixed Density Neighborhood". The proposal is consistent with the Trails & Greenways Map and Street Network Map, and Mixed Density Neighborhood Focus Area Study. The request is reasonable and in the public interest as it aids in developing a vibrant, sustainable, and safe community design in which people not only desire to visit, but to also live, work, and play."

XII. STAFF RECOMMENDATION:

It is staff's recommendation that Town Council approves the request to rezone the 102.06 acres at the end of Widewaters Parkway, identified by Wake County PINs 1744-91-0921, 1744-81-1114, 1744-71-1175, 1744-61-9718, 1744-61-9549, 1744-71-7801, 1744-82-9228, 1744-92-0445, and 1744-71-3798, from Rural Transition, Open Space Preserve, and General Residential-8 to General Residential 3-Planned Unit Development, to allow for the construction of a 283-unit residential subdivision; adopts the LURB recommended advisory statement regarding Comprehensive Plan consistency; and adopts Ordinance #22-08-17-005.

"The proposed Zoning Map Amendment is consistent with the KnightdaleNext 2035 Comprehensive Plan as it addresses several of the guiding principles such as providing expanded home choices for current and future residents, protecting the natural environment while creating new points of access to recreational



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opportunities, and connecting existing neighborhoods through new transportation infrastructure. Further, it is consistent with the General Growth Framework Map as a Target Investment Area and the Growth & Conservation Map's designation as a "Mixed Density Neighborhood". The proposal is consistent with the Trails & Greenways Map and Street Network Map, and Mixed Density Neighborhood Focus Area Study. The request is reasonable and in the public interest as it aids in developing a vibrant, sustainable, and safe community design in which people not only desire to visit, but to also live, work, and play. "