



# Town of Knightdale

## Staff Report

Title: Old Faison Place Planned Unit Development (ZMA-1-24)

Staff: Gideon Smith, Senior Planner

Date: March 20, 2025

### **I. REQUEST:**

Rivers & Associates, on behalf of Ashbury & the Holdings Company, LLC has submitted a petition requesting a Zoning Map Amendment to rezone approximately ±20.90 acres, consisting of two tracts of land located on the north side of Old Faison Road (Wake County PINs 1743-46-3116 & 1743-46-6606), from General Residential – Medium Density (GR8) District to General Residential – Medium Density Planned Unit Development (GR8 PUD) to allow for the construction of approximately 117 residential units and to reserve approximately ±0.78-acres for future commercial uses.

### **II. PROJECT PROFILE:**

PROPERTY LOCATION:	0 Buffalo Road (North Side of Old Faison Road)
WAKE COUNTY PINs:	1743-46-3116 & 1743-46-6606
CURRENT ZONING DISTRICT:	General Residential - Medium Density (GR8)
PROPOSED ZONING DISTRICT:	General Residential - Medium Density Planned Unit Development (GR8 PUD)
DENSITY PERMITTED:	8 units/acre
NAME OF PROJECT:	Old Faison Place
APPLICANT:	Stephen Ballentine, Rivers & Associates
PROPERTY OWNERS:	Ashbury & the Holdings Company, LLC
DEVELOPER:	Glenwood Homes
PROPERTY SIZE:	20.90 acres
CURRENT LAND USE:	Vacant
PROPOSED LAND USE:	117 Residential Units (12 Single-Family; 105 Townhomes); ±0.78-acre outparcel reservation for future commercial uses
PROPOSED DENSITY:	5.6 units/acre

### **III. BACKGROUND INFORMATION:**

The Planned Unit Development District (PUD) is a rezoning process which is designed to encourage master planning of development and to coordinate such development 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 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 V.2 2035 Comprehensive Plan, including the Urban Small Town Framework and Future Place Type 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, public facilities, recreational open space, Comprehensive Plan consistency, among others. The Applicant’s specific exceptions are detailed in **Section VII** of this Staff Report.



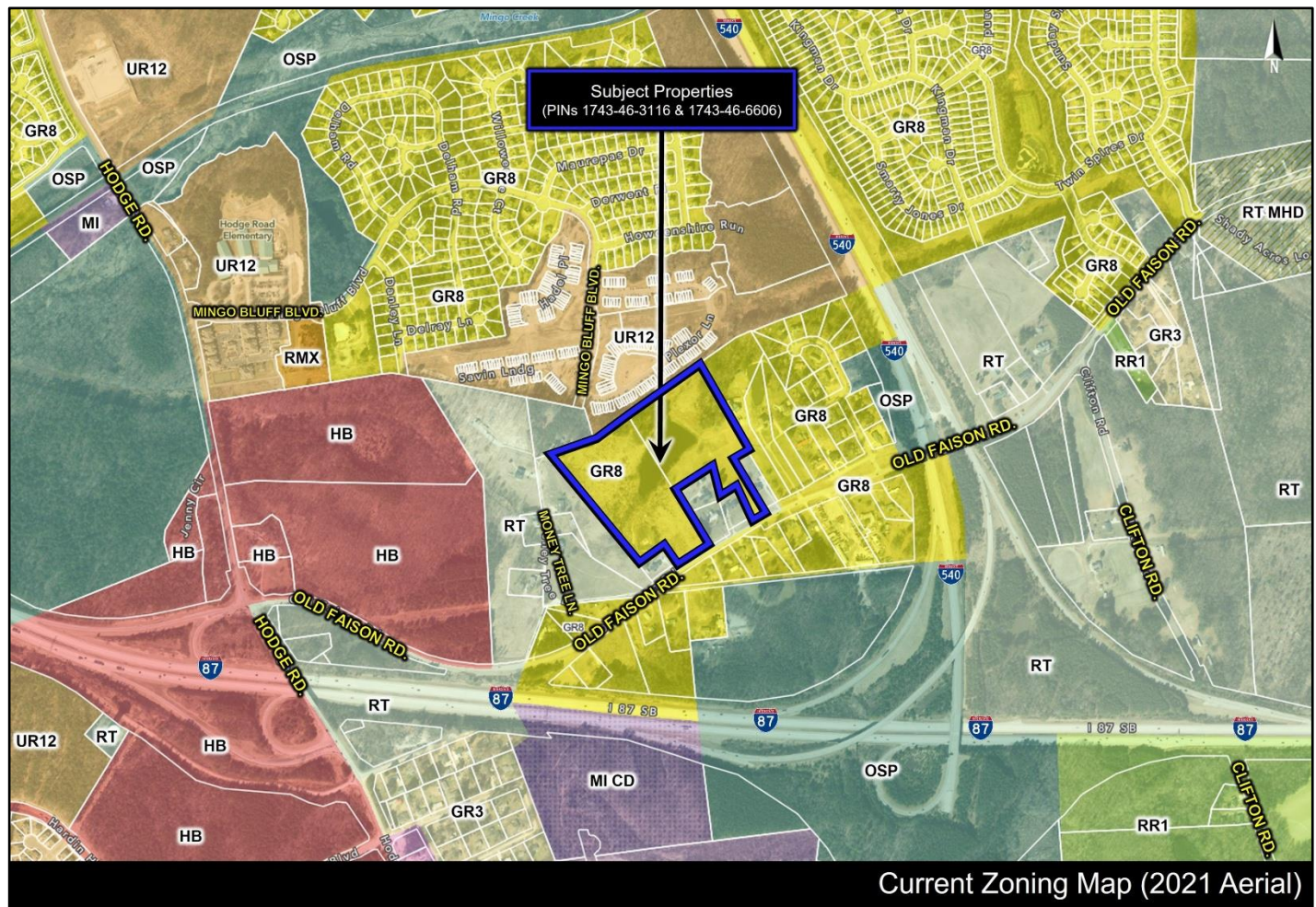
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### IV. PROJECT SETTING – SURROUNDING ZONING DISTRICTS AND LAND USES:

The proposed rezoning features two parcels located on the northern side of Old Faison Road, about midway between I-540 to the east and Hodge Road to the west. 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	Residential (Mingo Creek Subdivision & Other Single-Family Dwellings)	UR12; RT
South	Residential (Single-Family Dwellings)	RT; GR8
East	Residential (Single-Family Dwellings)	GR8
West	Residential (Single-Family Dwellings)	RT

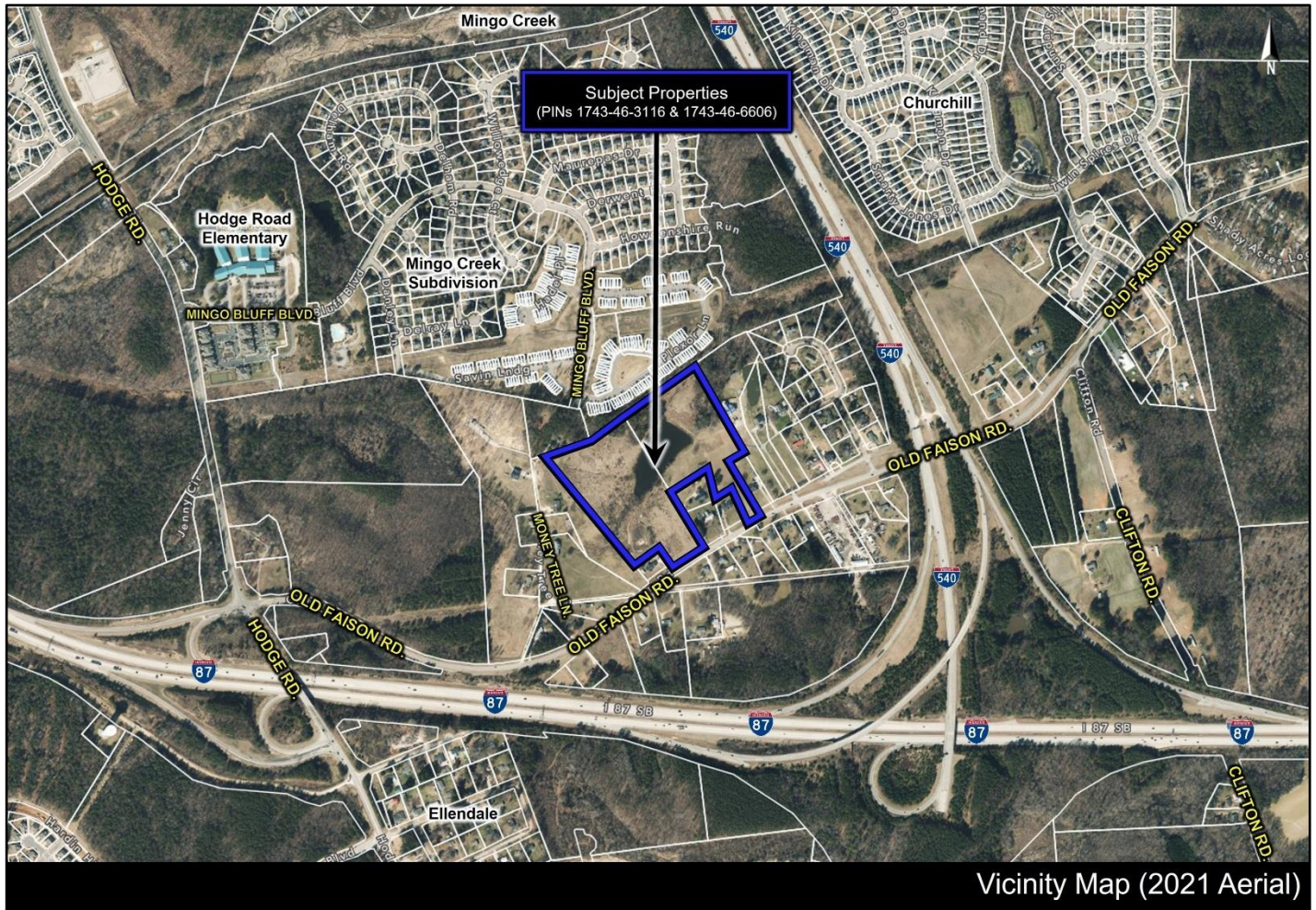






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### **V. PROPOSED MASTER PLAN:**

The Applicant has submitted a full Master Plan in accordance with Section 12.3.F of the UDO. The Applicant is proposing a residential development consisting of 117 lots that features 12 detached single-family homes and 105 attached townhomes with the active recreational open space amenities dedicated to the Town as a public park (~1.67 acres). In addition, the Applicant proposes to reserve an approximately 0.78-acre commercial outparcel along Old Faison Road for an undefined use or tenant.

Additional information regarding the permitted uses, dimensional standards, design standards, zoning conditions, etc. is detailed in **Section VII** of this Staff Report. The developer and staff met multiple times early in and throughout the process as the plan evolved. Further analysis of the Master Plan is detailed below.

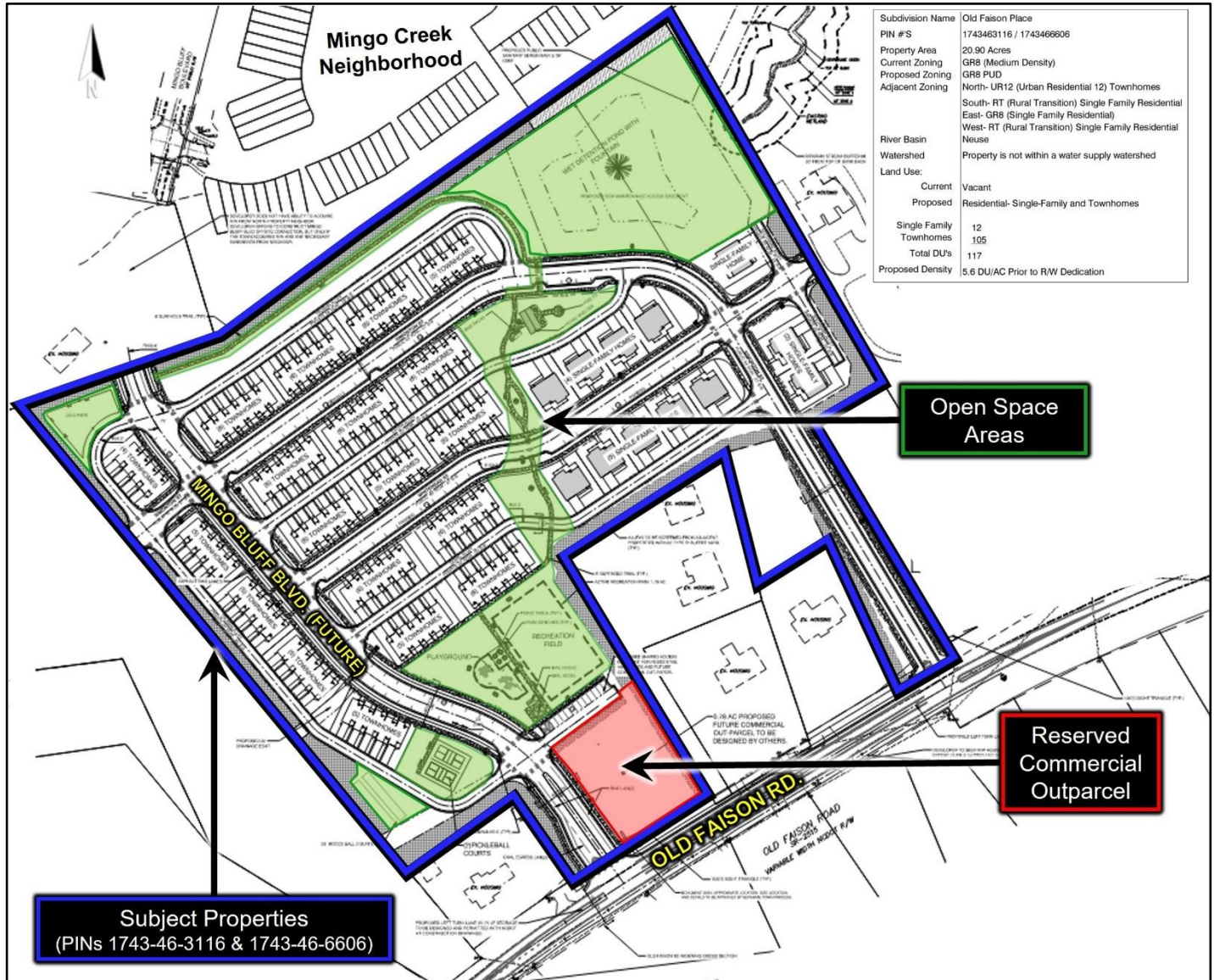




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### Old Faison Place Proposed Master Plan



#### **STAFF SITE PLAN ANALYSIS:**

Staff have reviewed the plan for UDO consistency and found the Master Plan is generally compliant with the required provisions. However, further modifications to the Master Plan are required as noted herein. The following items are being highlighted for Council review and further consideration.

#### **Landscaping & Tree Preservation**

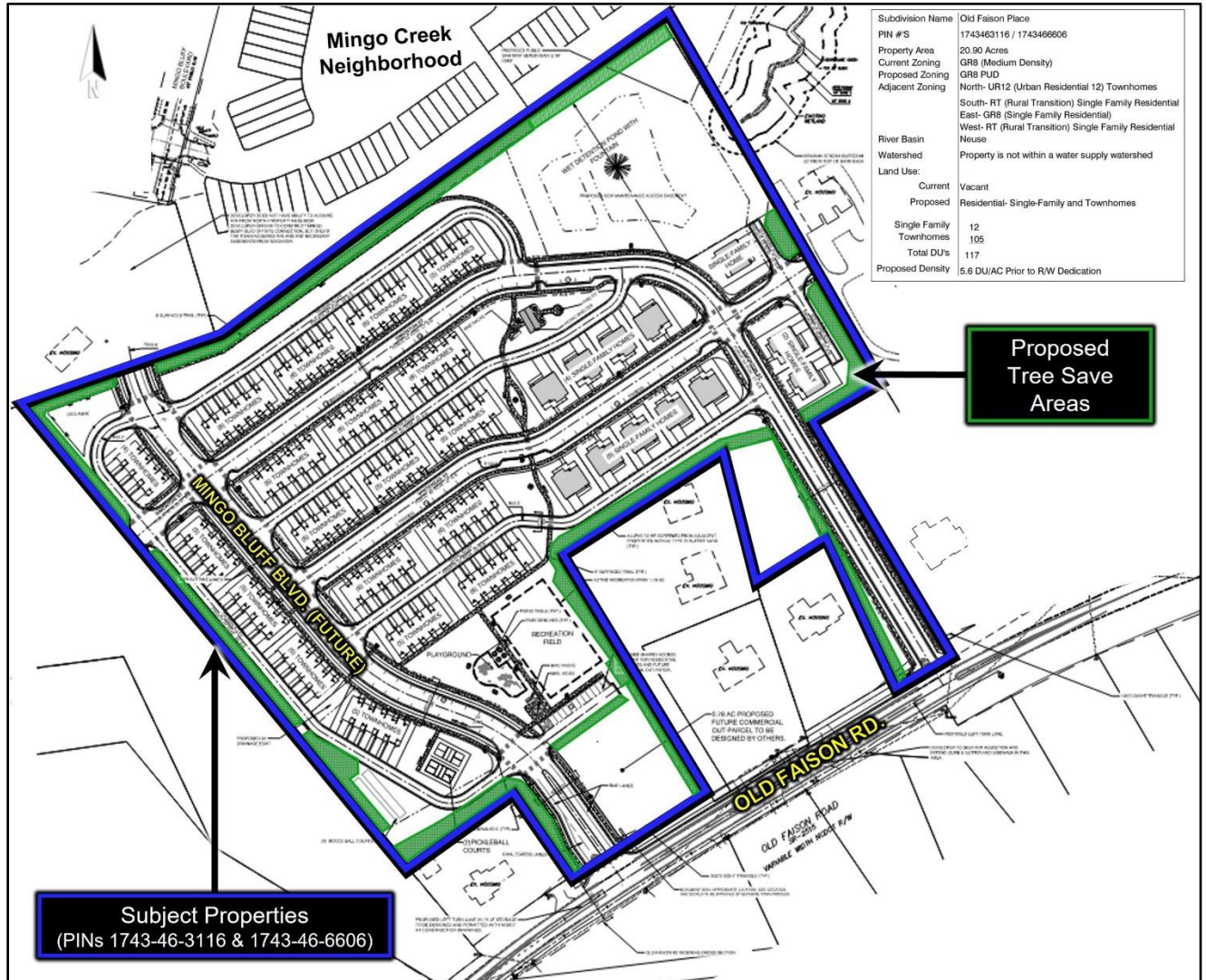
The Applicant has demonstrated general compliance with the Buffer Yard and Screening requirements across the entire site. As proposed, a 20-foot Type B Buffer, made up of existing vegetation and supplemented with new plantings where necessary, will remain around the perimeter of the site. The 20-foot Type B Buffer will also serve as screening for alleys and other infrastructure along the perimeter of the subject properties. At the Neighborhood



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Meeting, there were concerns about the impact of the new roadways on adjacent properties, specifically the three properties between the two proposed neighborhood entrances and the two properties on either side of said entrances. *Staff recommend that the Applicant continue discussions with these neighbors and propose a solution that lessens the impact of the new roadways and that is amenable to all parties.*



Based on preliminary calculations, a tree cover area of 10% of the site (~2.1 acres) is required. These areas of preserved tree cover are generally around the perimeter of the subject properties. *Although general compliance with this regulation has been demonstrated, Staff recommend that the Applicant continue to look for ways to preserve more existing tree canopy through construction. Staff also recommend that larger diameter street trees are planted as the roadways are constructed throughout the development.*



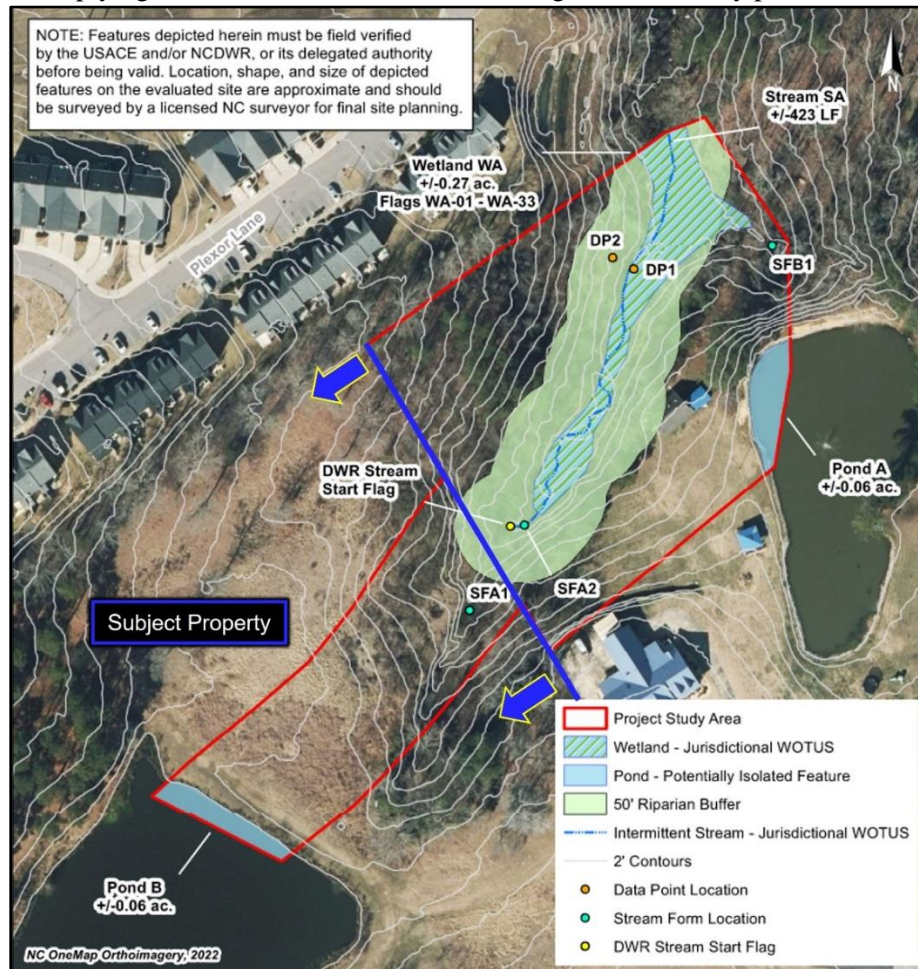


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### Environmental Features

According to the NCDEQ Buffer Determination Letter and supporting map, there is a riparian stream on the neighboring property to the east, which projects a limited amount of a riparian stream buffer onto the northeast corner of the subject properties. No impacts are anticipated through construction. According to the Master Plan, the existing pond towards the center of the site will be filled and homes will be constructed. The Applicant will be responsible for complying with all federal, state, and local regulations as they pertain to streams and wetlands.



### Open Spaces

A total of 3.64 acres of active and passive open spaces are required for the development based on the proposed Master Plan (50% active; 50% passive). The Applicant proposes a total of approximately 4.49 acres of open space, which exceeds the total amount required.

A variety of recreational open space amenities are provided throughout the development, including active open spaces such as two pickleball courts, bocce ball courts, a multi-purpose field, and a playground. Passive open spaces include a dog park, pavilions/gazebos/shelters, benches, fire pit with landscaped and hardscape areas, and a 6-foot-wide private trail (*Staff recommend modifying to be a 10-foot-wide public trail*). Additional passive recreational open space elements are required to comply with Section 11.2.C.7 of the UDO, specifically elements



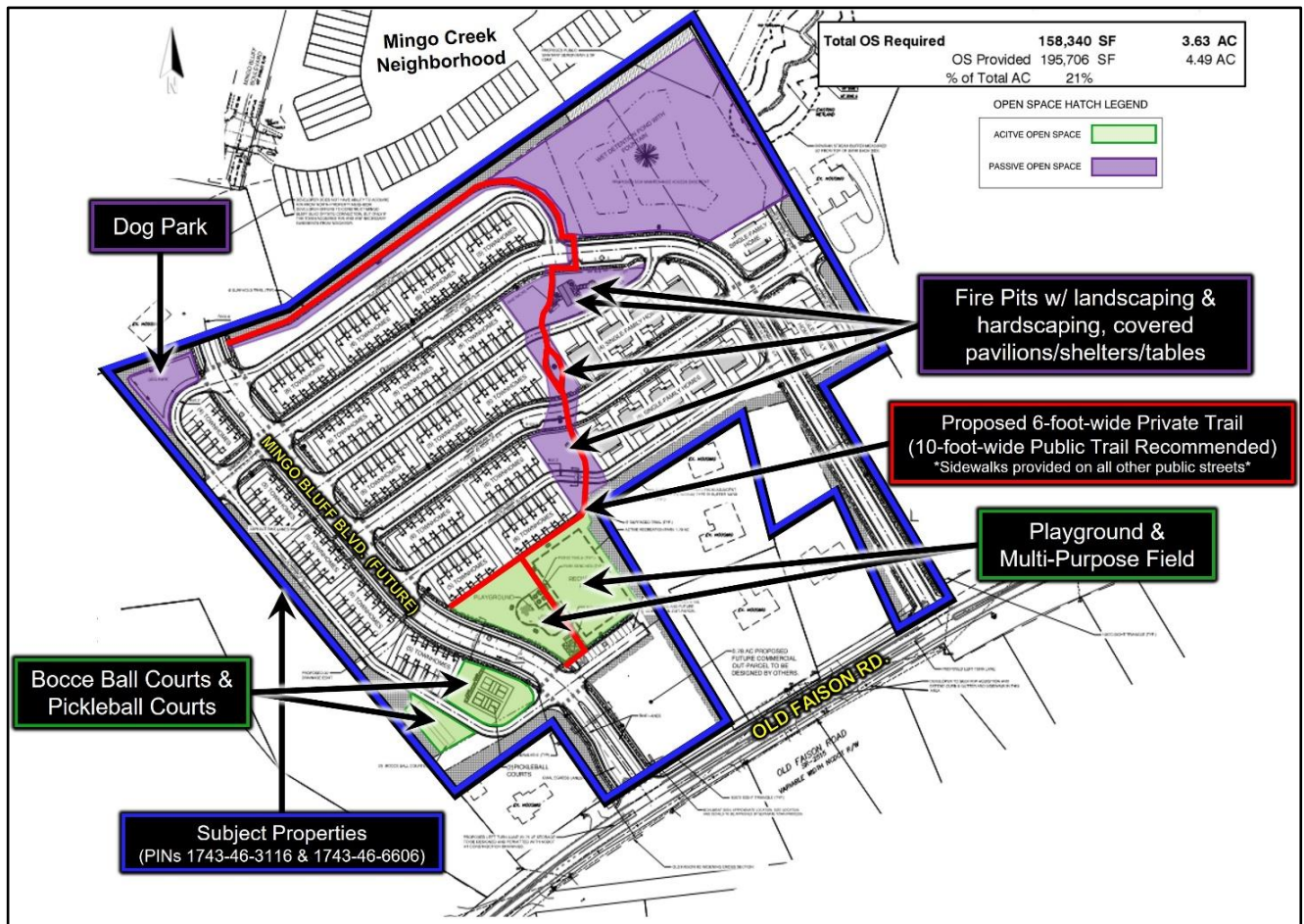
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from the Environmental and Creative categories. *Staff recommend that the Applicant update their PUD Document to include example imagery of these recreational open space elements to demonstrate the quality of the proposed amenities. In addition, Staff recommend that the SCM is amenitized to meet the intent of passive open spaces.*

According to the Applicant, the Developer is willing to build all of the proposed active recreational open spaces, then dedicate the land area and associated facilities to the Town for continued operation and maintenance. According to the Parks and Recreation Master Plan, limited public park facilities exist in the vicinity of the proposed project. Therefore, a public park within the proposed development could help fill in this service gap and provide additional recreational opportunities not only to the future residents, but also the existing residents in the area. Staff have initiated conversations with Town Parks, Recreation, & Cultural Programs and Public Works departments to discuss the viability of a public park and will continue those conversations with Town Staff and the Applicant.

The Applicant has illustrated the general location of all active and passive open spaces on the Master Plan and has demonstrated that there is sufficient land area to accommodate the required recreational areas; however, further definition of the proposed recreation elements within each open space area are necessary to comply with the Section 11.2.B.7 of the UDO. *Additional detail on how the open spaces will be programmed is also recommended by Staff.*







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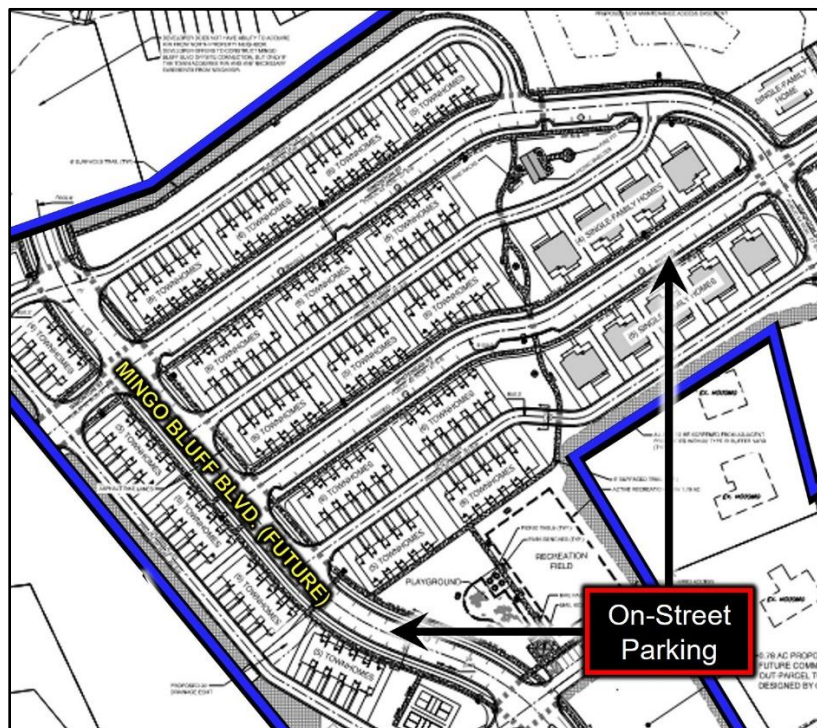
### Phasing Plan

The submitted Master Plan and PUD Document do not include a phasing plan. However, according to the Transportation Impact Analysis (TIA), the 12 single-family homes and 105 townhomes will be constructed as a single phase, with the undefined commercial space/tenant coming online as Phase 2 at some point around 2028.

### Parking

The Applicant proposes to satisfy the parking requirements for the residential portion of the site through 25-foot-long driveways and private garages for rear-loaded single-family lots and a minimum driveway length of 21 feet for rear-loaded townhome lots. It is important to note that the Applicant requests a Site Development Allowance to reduce the driveway length from 35-feet for rear-loaded housing types. This specific request is outlined in Site Development Allowance Request #2 on Page 15 of this Staff Report.

Although the UDO does not prescribe an on-street parking standard, staff recommend 0.5 dedicated parking spaces beyond what is provided on each lot by way of driveways and garages. The proposed Master Plan shows at least 86 on-street parking spaces are distributed across the majority of the public streets throughout the development. Additional visitor parking and other parking areas have also been proposed (13 parking spaces) near the central open space area and commercial outparcel. Please refer to the proposed Master Plan on Page 4 of this Staff Report. *Staff recommend that the Applicant further define the potential allowable uses, as well as the parameters for the commercial outparcel reservation, and evaluate whether additional parking is needed in this area to account for the variety of future uses. In addition, as previously mentioned, the Applicant has offered to construct all of the required active recreational open space amenities and dedicate those facilities to the Town for continued operation and maintenance. Because these areas are being offered a public spaces, Staff recommend that the Applicant continue to work with Staff on the appropriate number of parking spaces for all of these future uses.*







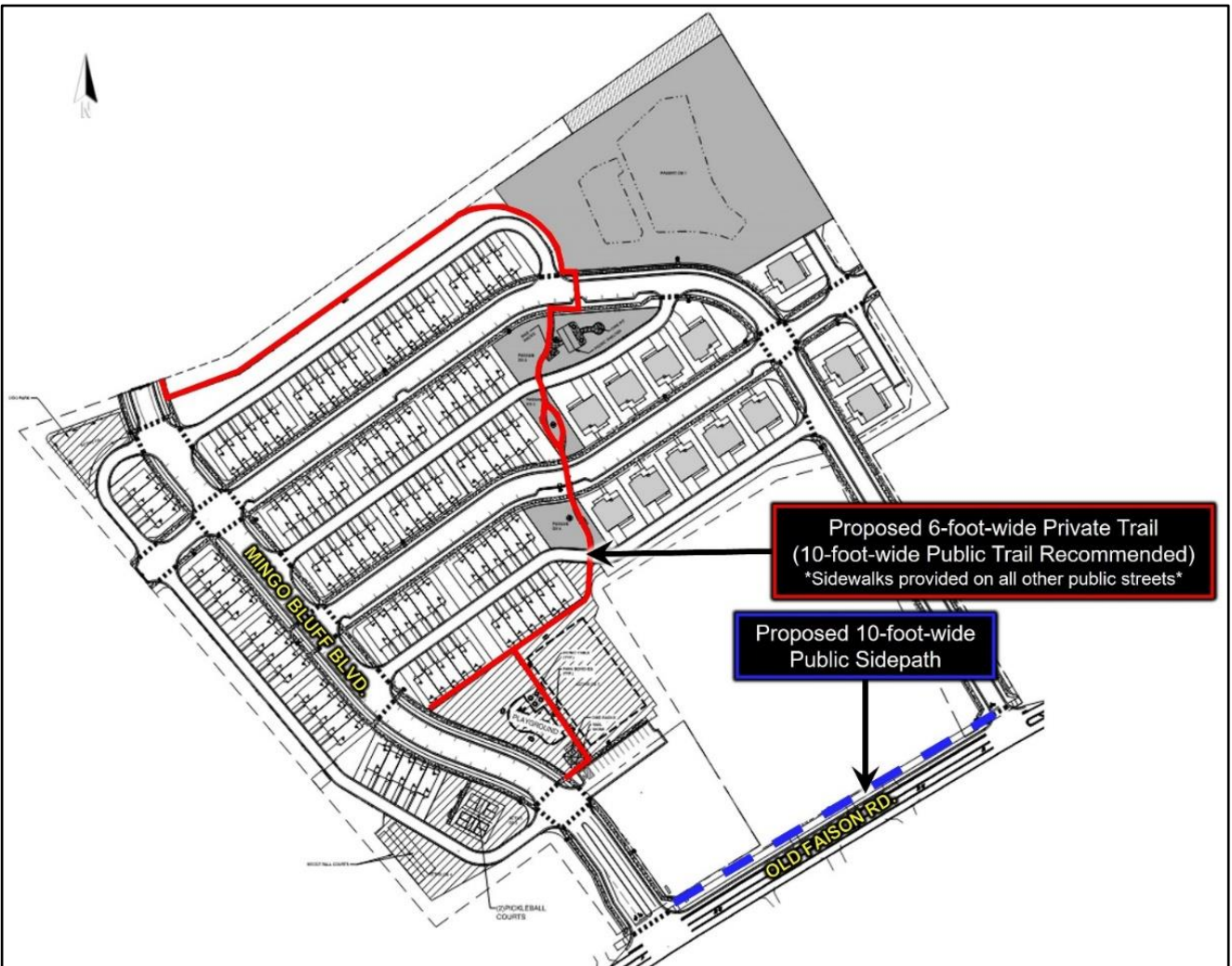
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### Pedestrian Connectivity

In order for walking to be a viable transportation choice for local trips, circulation routes must be safe, convenient, and highly connected. Pedestrian circulation and connectivity should primarily take place adjacent to planned streets within the right-of-way; however, a considerable amount of pedestrian activity also takes place on-site, where vehicle speeds are lower but the numbers of potential conflict points are higher.

The Applicant proposes a residential neighborhood with 5- and 6-foot-wide sidewalks along all public roads, except for Mingo Bluff Boulevard extension, which will be built to the Urban Main Street (Wide Sidewalk) roadway cross-section standard with a 10-foot-wide sidewalk on both sides. In addition, the Applicant proposes a 6-foot-wide private trail that meanders through the subject site. *Staff recommend that this corridor is increased to 10 feet to align with the UDO, which requires both public and private trails to be 10-foot wide and paved.*





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### Architectural Standards & Elevations

The North Carolina General Assembly enacted legislation in 2024 (SB 382/SL 2024-57) that removed a developer's ability to utilize design standards within development proposals to achieve compliance with utility allocation. As a result, the Town began a two-phase update to amend the 2016 Water Allocation Policy, which removed Residential Architectural Standards from the Bonus Point categories and introduced new items such as affordable housing and green stormwater infrastructure.

Although the Applicant submitted a detailed list of architectural standards for all residential buildings throughout the proposed development, these standards will not be considered for utility allocation. Example elevations from the Applicant are provided in the attached PUD Document and on Pages 11 & 12 of this Staff Report. Upon submission of building permits, should elevations be inconsistent with previous approvals, permits may not be issued.

### PROPOSED ARCHITECTURAL STANDARDS – SINGLE FAMILY

1. Single-family units shall have a variety of siding materials, which shall include a minimum of three of the following:
  - a. Fiber cement lap siding
  - b. Fiber cement shake
  - c. Fiber cement board & batten
  - d. Fiber cement smooth panel
  - e. Stone veneer
  - f. Adhered stone veneer
  - g. Brick veneer
2. Single-family units will all have recessed entry with minimum 6" door trim.
3. Single-family units shall have a variety of siding colors. No adjacent unit shall be painted the same color.
4. Single-family units shall have architectural style roof shingles.
5. Single-family unit roofs shall have a minimum main roof pitch of 5:12.
  - a. Forward facing Gables shall be between 8:12-14:12 roof pitch.
  - b. Accent and porch roofs shall be between 3:12-6:12 pitch.
  - c. Accent elements consisting of gable dormers or shed dormers are to be utilized when consistent with the style of the home.
6. Metal accent roofs are encouraged.
7. Single-family units shall have front covered porches, a minimum of 5' deep x 4' wide, with a 6" minimum width pillar/post/column.
8. Single-family unit roofs will all have either a dormer or gable accent.
9. Single-family units will have at a minimum a covered porch and window trim of 4" minimum in width.
10. Single-family units shall have 18% of glazing on the front.
11. Single-family units shall have rear loaded garages.
12. Single-family units shall have a minimum of 1,500 heated square feet and shall be two stories.
13. Single-family roof eave overhang shall be a minimum of 12".
14. 18" foundation brick or stone veneer.





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### Example Elevations of Proposed Single-Family Housing Product (Rear-Loaded)



#### PROPOSED ARCHITECTURAL STANDARDS - TOWNHOMES

1. Single-family units shall have a variety of siding materials, which shall include a minimum of three of the following:
  - a. Fiber cement lap siding
  - b. Fiber cement shake
  - c. Fiber cement board & batten
  - d. Fiber cement smooth panel
  - e. Stone veneer
  - f. Adhered stone veneer
  - g. Brick veneer
2. Townhouse units will all have recessed entry with minimum 6" door trim.
3. Townhouse units shall have a variety of siding colors.
  - a. No adjacent unit shall be painted the same color.
4. Townhouse units shall have architectural style roof shingles.
5. Townhouse unit roofs shall have a minimum main roof pitch of 5:12.
  - a. Forward facing gables shall be between 8:12-14:12 roof pitch.
  - b. Accent and porch roofs shall be between 3:12-6:12 pitch.
  - c. Accent elements consisting of gable dormers or shed dormers are to be utilized when consistent with the style of the home.
6. Metal accent roofs are encouraged.
7. Townhouse units will all be three stories.
8. Townhouse units shall have front covered porches, a minimum of 5' deep x 4' wide, with a 6" minimum width pillar/post/column.
9. Townhouse unit roofs will all have either a dormer or gable accent.
10. Townhouse units will have at a minimum a covered porch and window trim of 4" minimum in width.
11. Townhouse units shall have 18% of glazing on the front.
12. Townhouse units shall have rear loaded garages.



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13. Adjacent townhouse units shall have staggered setbacks as shown on the plan.
14. Townhomes shall be a minimum of 19'-8" wide and a minimum of 1,500 heated square feet.
15. Roof eave overhang shall be a minimum of 12".
  - a. Tight rake overhangs are permitted on porches and main roofs between townhome units.
  - b. 12" minimum rake overhangs on end unit exposed elevation.
16. 18" foundation brick or stone veneer.

### *Example Elevations of Proposed Townhome Product (20-foot-wide; 3-stories; Rear-Loaded)*







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### **VI. LEGISLATIVE CASE PROCEDURES:**

Staff met with the development team in 2022 and 2023 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: June 2023
- Required Neighborhood Meeting: October 15, 2024

The required neighborhood meeting was held virtually at 6:00 PM on October 15, 2024. Approximately nine members of the public attended this meeting. A copy of the mailed notice, the list of recipients, and a summary of the meeting 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 November 14, 2024 to discuss the technical comments and details associated with the proposed plan. Staff discussed with the Applicant concerns involving general roadway design, including North Carolina Fire Code requirements, required on-site and off-site transportation requirements, and water, sewer, and stormwater infrastructure design. No action was taken by the DRC, as Town Council is the decision-making authority on Rezoning requests. If the rezoning is approved, all outstanding Master Plan comments from the DRC meeting must be addressed.

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

- First Class Letters Mailed: March 7, 2025
- Sign Posted on Property: March 7, 2025
- Legal Ad Published in the Wake Weekly: March 7 & 14, 2025

### **VII. 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, design guidelines and dimensional standards, transportation impact information, open space information, Water Allocation Policy compliance, etc.

Staff have reviewed the submittal in accordance with UDO Sections 12.2.G.3.g and 12.3.F and found that all submittal requirements have been met. However, *Staff recommend the Applicant continue to review previously submitted PUD Rezoning applications and provide more details and example imagery that accurately portrays the vision of the proposed development.*

Staff also reviewed the plans for conformance with the General Residential – Medium Density (GR8) Zoning District and other applicable UDO sections. *Although the Applicant did not include information pertaining to requested alternative standards or alternative means of compliance (i.e. Site Development Allowance requests) as part of their submittal, Staff has listed several instances where such a request may be necessary. Following the Joint Public Hearing, Staff recommend that the Applicant update their application to include any and all Site Development Allowance requests with supporting information for consideration.*



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### Public Utilities/Water Allocation Policy

The Applicant is proposing public water and sewer connections. Additional information, detail, and Master Plan revisions are necessary to meet the required 50 points for public water allocation.

The North Carolina General Assembly enacted legislation in late 2024 that removed the Town’s ability to tie utility allocation to certain design standards within development proposals. As a result, the Town revised the Water Allocation Policy to comply with these legislative changes. The primary goal of this update was to remove and replace certain bonus point items following changes to North Carolina General Statutes, specifically Residential Architectural Standards. Additional changes included removal of underutilized bonus point items, and the introduction of new items such as affordable housing and green stormwater infrastructure. Many changes are proposed to align the Policy with recently adopted and other updated plans, along with minor edits for clarity and consistency. Further updates are expected in 2025.

	<b>Point Total</b>
Major Subdivision Base Points	<b>15</b>
<b>Bonus Point Item</b>	
Construct a Fountain or other stormwater amenity within the SCM	<b>4</b>
Provision of On-Street Public Parking*	<b>4</b>
Residential Architectural Standards for Single-Family and Townhouse*	<b>15</b>
Pickleball and Tennis Courts	<b>5</b>
Enhanced Roadside Landscaping & Hardscaping	<b>2</b>
IPEMA Certified Playground Equipment	<b>4</b>
1,000 LF of 6-Ft Wide Path*	<b>1</b>
<b>Total Water Allocation Policy Points</b>	<b>30 pts.</b>

\* No longer included in the Water Allocation Policy as of January 1, 2025.

Some of the Bonus Point category elements from the 2016 Water Allocation Policy were modified with the 2024 update, while some were completely removed. Applicable changes to the Policy that are related to the proposal include the removal of the on-street parking category and architectural standards. *Staff recommend that the Applicant revise the proposal to include additional Water Allocation Policy bonus point elements to make up for these 19 points.*

In addition, the enhanced roadside landscaping category was expanded to include hardscaping. Because of the subject properties’ limited roadway frontage along Old Faison Road (See Master Plan on Page 4 of this Staff Report), this bonus point allocation request is generally not supported by Staff as proposed. However, *if enhanced roadside landscaping and hardscaping can be installed along the entire frontage of the neighborhood, including the two properties between the two neighborhood entrances, Staff could consider awarding these two bonus points.*

Finally, the 1,000 LF of 6-foot-wide path bonus point category has been removed since the Unified Development Ordinance was updated in 2024 to require all public and private greenways to be built as 10-foot-wide multi-use paths. As noted in the Open Space section of this Staff Report, the Applicant has offered, as part of the proposal, to build the active recreational open space amenities when the neighborhood is constructed, then dedicate those areas to the Town, in the form of a new public park, for operation and maintenance. *Staff recommend that the proposed 6-foot-wide path is increased to a 10-foot-wide path to better align with the UDO and the Water Allocation Policy.*





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### Site Development Allowances

In accordance with UDO Section 12.2.F.3.g, a Planned Unit Development allows the Applicant to request exceptions to certain standards identified in the base zoning district (GR8). These requests should be fair and reasonable, and the proposed alternate means of compliance should meet the spirit and intent of the UDO. As mentioned previously, the Applicant did not provide an explicit list of requested Site Development Allowance with the submittal. For the purposes of this Staff Report and the Joint Public Hearing, Staff have highlighted several UDO requirements that may need further consideration by the Applicant. *Following the Joint Public Hearing, Staff recommend that the Applicant update their application to include any and all Site Development Allowance requests with supporting information for consideration.*

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

- **Required:** In accordance with UDO Section 3.4, all front-loaded lots shall be a minimum of 80-foot wide while rear-loaded lots cannot be less than 30-feet in width.
- **Requested:** The Applicant proposes a minimum 65-foot width for rear-loaded single-family lots, a minimum 20-foot width for rear-loaded townhome lots.

*Staff Analysis: These widths are generally supported by Staff; however, based on recent approvals, and continuous Staff and Council comments, a greater variety of lot widths and housing types remain recommended.*

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

- **Required:** In accordance with UDO Section 3.4, all driveways shall be a minimum of 35-feet in length.
- **Requested:** The Applicant proposes a minimum driveway length of 25 feet for rear-loaded single-family lots and a minimum driveway length of 21 feet for rear-loaded townhome lots.

*Staff Analysis: A minimum driveway length of 20-25 feet for all rear-loaded products is in line with recent Town Council approvals.*

3. **Street Classification and Design** (Sec. 10.4.A, 10.4.A.2.c, & STD No. 3.05):

- **Required:** In accordance with UDO Section 10.4.A, new development with frontages on existing and new publicly maintained streets shall be required to upgrade all their frontages to meet the standards of this Chapter [10]. Old Faison Road has been identified as an Avenue Roadway cross-section by the CTP and Appendix A, Roadway Network Plan of the UDO. Per that standard cross-section, the middle turn lane/median is required to be 10-feet-wide.
- **Requested:** Since Old Faison Road is an NCDOT system, NCDOT will require this turn lane to be 11-feet-wide.

*Staff Analysis: The Town supports this deviation as NCDOT has jurisdiction over the roadway design of Old Faison Road. Staff recommend a half foot is removed from the outer utility strip on either side of the road to make up for the one-foot turn lane/median width increase.*

4. **Street Classification and Design** (Sec. 10.4.A, 10.4.A.2, & STD No. 3.03):

- **Required:** In accordance with UDO Section 10.4.A, new development with frontages on existing and new publicly maintained streets shall be required to upgrade all their frontages to meet the



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standards of this Chapter [10]. Mingo Bluff Boulevard has been identified as an Main Street Roadway cross-section by the CTP and Appendix A, Roadway Network Plan of the UDO.

- **Requested:** The portion of Mingo Bluff Boulevard that is constructed as part of the proposed development will be built to the Urban Main Street Roadway cross-section standards.

*Staff Analysis:* Even though this roadway connection is identified as a Main Street in the CTP, Staff determined that an Urban Main Street (Wide Sidewalk) would be an appropriate deviation in design, largely based upon the fact that townhomes are the predominant housing types proposed with this development. If approved, this design change from a Main Street to an Urban Main Street could result in an additional thirty on-street parking spaces being added for residents and visitors of the neighborhood.

### 5. Required Distribution of Uses (Section 11.1.B):

- **Required:** In accordance with UDO 11.1.B, new subdivisions are required to provide a variety of uses as detailed in Table 11.1.B. This is calculated as the net development area which excludes street rights-of-way and dedicated open space as detailed in Section 11.2 of the UDO. This standard was adopted in the new UDO to encourage more mixed-density and mixed-use neighborhoods in accordance with the recommendations found in the Comprehensive Plan.

Use Type	Minimum Distribution	Maximum Distribution
Dwelling-Duplex/Townhouse	10%	40%
Dwelling-Multifamily	5%	40%
Dwelling-Single Family	15%	60%
Mixed Use*	10%	100%
Lodging/Office/Service/Retail/Restaurant/Entertainment/Recreation*	5%	20%
Civic/Institutional*	As determined by the Town Council	
*Minimum and maximum distribution requirements shall apply only to nonresidential subdivisions or subdivisions with both residential and non residential uses.		

- **Requested:** The applicant proposes a neighborhood consisting of the following uses.

Use Type	Area in Acreage	Percent of Development
Single-Family Dwelling	3.13	15%
Townhome Dwelling	8.1	39%
Multi-Family Dwelling	0	0%

\*Gross Site Area: 20.90 acres

\*Rights-of-Way Acreage: Data Not Provided

\*Dedicated Open Space (Active/Passive): 4.49 acres

*Staff Analysis:* The total acreage in rights-of-way and the total area in dedicated open spaces needs to be removed to accurately calculate the proposed distribution of uses.

### 6. Intersection Design, Collector Streets (Section 11.3.B.4):

- **Required:** In accordance with UDO Section 11.3.B.4, the intersection of...a collector street and an arterial street shall be designed as a roundabout when under the jurisdiction of the Town of





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Knightdale. When under the jurisdiction of the NCDOT, roundabout shall be the Town’s local preference.

- **Requested:** The Applicant proposes to design the intersection of Site Access A (Mingo Bluff Boulevard extension) and Old Faison Road as a stop-controlled intersection, as recommended by the Transportation Impact Analysis (TIA).

*Staff Analysis:* Staff made the Applicant aware of this requirement as they were preparing the TIA for the project. That Analysis found that a roundabout in this location does not meet the appropriate thresholds for NCDOT to recommend one be installed in lieu of a stop-controlled intersection or a signalized intersection. Staff also requested that the Applicant’s Traffic Engineer perform a Signal Warrant Analysis for this intersection, which found that a signal is not warranted at this time; however, the Analysis recommends that the Applicant monitor for signalization upon completion of Phase 2. Additional information is provided under the Roadway Connectivity and Improvements Section of this Staff Report (Pages 19-20).

### **VIII. TRANSPORTATION ANALYSIS:**

The proposed roadway network associated with this development has been reviewed by Town Staff for consistency with the Comprehensive Transportation Plan (CTP). The Applicant is proposing a roadway design and hierarchy that is generally consistent with the CTP and Roadway Network Map included in Appendix A of the UDO; however, the Applicant is requesting several Site Development Allowances related to roadway standards (See Site Development Allowances on Pages 15-17 of this Staff Report).

In accordance with UDO Section 11.3, a Transportation Impact Analysis (TIA) was performed by DRMP, as the number of peak hour trips generated by this site exceeds the required 150 trips prescribed by the UDO. Staff met multiple times with the developer to refine the scope of the analysis and ensure the proper uses were being included.

*Old Faison TIA – Phase 1 Site Trip Generation Estimates*

<b>Table 2a: Site Trip Generation (Phase 1)</b>						
<b>Land Use (ITE Code)</b>	<b>Intensity</b>	<b>Daily Traffic (vpd)</b>	<b>Weekday AM Peak Hour Trips (vph)</b>		<b>Weekday PM Peak Hour Trips (vph)</b>	
			<b>Enter</b>	<b>Exit</b>	<b>Enter</b>	<b>Exit</b>
Single-Family Detached (210)	12 DU	144	3	8	9	5
Single-Family Attached (215)	105 DU	750	12	37	35	24
<b>Total Trips</b>		894	15	45	44	29

Based upon the guidance provided by the Comprehensive Plan (subject properties being located within a Mixed-Use Neighborhood Future Place Type), a non-residential component has been recommended by Staff for better alignment and consistency. According to the Applicant, specific land uses and tenants have not been identified for the reserved commercial outparcel; however, the TIA notes that for these reasons, a conservative approach to the analysis was taken, and for the purpose of the analysis, a 3,500 square foot fast-foot restaurant with drive-through was assumed to be constructed on the commercial outparcel. This non-residential use was introduced at full build, following construction of the residential component of the proposal.



# Town of Knightdale

## Staff Report

### Old Faison TIA – Phase 2 Site Trip Generation Estimates

Land Use (ITE Code)	Intensity	Daily Traffic (vpd)	Weekday AM Peak Hour Trips (vph)		Weekday PM Peak Hour Trips (vph)	
			Enter	Exit	Enter	Exit
			Single-Family Detached (210)	12 DU	144	3
Single-Family Attached (215)	105 DU	750	12	37	35	24
Fast-Food w/ Drive-Thru (934)	3.5 KSF	1,636	80	76	60	56
Total Trips		2,530	95	121	104	85
<i>Pass-By Trips: Fast-Food Restaurant with Drive-Through (50% AM, 55% PM)</i>			-39	-39	-32	-32
Total Primary Trips*			56	82	72	53

\*No internal capture assumed; 5% of regional distributions assumed to originate from proposed development.

Although Staff recommend the Applicant propose additional land uses and provide additional parameters for the commercial outparcel to follow, Staff generally concur with this conservative approach and support the improvements recommended by the analysis. To ensure safe and efficient travel patterns, Staff recommend a condition is crafted and agreed upon that requires further transportation analysis to be conducted once a tenant is known.

During the scoping phase of the TIA process, Town Staff, NCDOT, and the Development Team worked together to determine the study area – only study the two proposed neighborhood entrances. The TIA included recently approved or under construction projects including Silverstone, StoneRiver, Elevate Riverview (FKA Riverview Commons), and Lyndon Oaks background data to assign future trips. Additionally, the TIA assumed a 3% trip growth rate during the period of construction for this project.

The following improvements are recommended by the TIA to be completed by the developer and are generally supported by Town staff and NCDOT; however, additional improvements may be recommended as the project progresses.

#### Phase 1:

##### Old Faison Road and Site Access A

- Construct Site Access A as a full-movement access with one ingress lane and two egress lanes.
- Construct an exclusive eastbound left turn lane on Old Faison Road.
- Provide stop control for Site Access A

##### Old Faison Road and Site Access B

- Construct Site Access B as a full-movement access with one ingress land and one egress lane.
- Provide stop control for Site Access B.

#### Phase 2:

##### Old Faison Road and Site Access A

- Construct an exclusive westbound right turn lane & monitor for signalization upon completion of Phase 2.



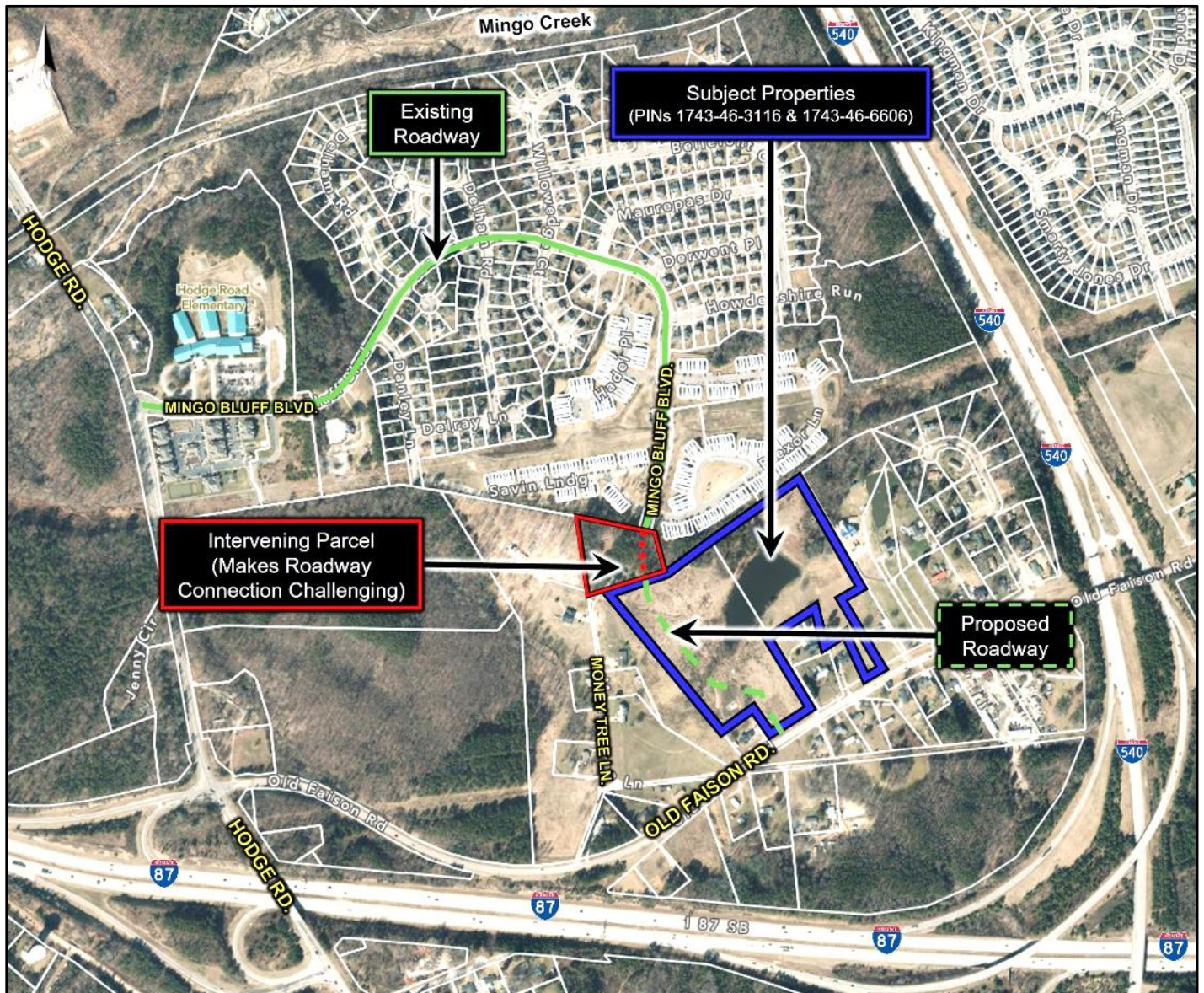


# Town of Knightdale

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### Roadway Connectivity and Improvements

The proposed development could potentially extend Mingo Bluff Boulevard from its current terminus near Plexor Lane to the north, through the development, and connect to Old Faison Road; however, there is an intervening parcel that is not controlled by the subject property owner.



Absent of the subject property owner purchasing the intervening parcel, the subject property owner negotiating an appropriately sized right-of-way and/or easement(s), or some other agreed upon solution, this Mingo Bluff Boulevard roadway extension may be difficult to realize through the construction of the project. However, if this roadway connection were made, a new collector road would be completed that provides existing residents of the Mingo Creek subdivision, future residents of the proposed subdivision, as well as other traveling motorists with another routing option when entering or exiting their homes. According to the Applicant, the Developer does not have the ability to acquire the necessary right-





# Town of Knightdale

## Staff Report

of-way but offers to construct the Mingo Bluff Boulevard extension if the Town acquires said right-of-way and/or easements necessary for the Developer to construct the road.

*Because this roadway extension completes a collector road and provides additional routing options for motorists, Staff recommend the Applicant be prepared to discuss specific actions taken to attempt to acquire said right-of-way and/or easements, to highlight other potential solutions and paths forward, and to highlight for Council how the proposal meets the expectations of the Town's adopted guiding documents, how it furthers the goals of the Town, and why the proposal helps achieve the vision of this area.*

All other streets within the development will be dedicated to the Town as public streets, with the exception of certain private alleys throughout the development as shown on the Master Plan.

In terms of pedestrian connectivity and roadway improvements, there are two parcels between the proposed development's entrances along Old Faison Road that are not part of the proposal and will likely remain in private ownership. In an effort to increase pedestrian connectivity and to build larger sections of CTP roadways, Staff have worked with the Applicant to see if it would be feasible for all roadway improvements associated with the Avenue Roadway cross-section (curb & gutter, sidepath, street trees, street lights, etc.) to be installed between the two entrances when the neighborhood is built. According to the Applicant, the Developer is willing to construct these improvements as long as they are able to acquire the necessary rights-of-way from these adjacent property owners to allow said improvements.



In accordance with Section 11.3.B.4 of the UDO, where two collector streets intersect, said intersection is required to be designed as a roundabout when under the Town's jurisdiction. However, when one or more of the roads are NCDOT roads, a roundabout is the Town's preference. Specifically, Mingo Bluff Boulevard extension would be a Town road, and Old Faison Road would remain an NCDOT road. Therefore, Staff requested that the Applicant's Traffic Engineer study this intersection for roundabout warrants and feasibility. Based upon the Transportation Impact Analysis (TIA), and confirmation from NCDOT, a roundabout at the intersection of Mingo Bluff Boulevard extension and Old Faison Road at the proposed development's entrance is not warranted nor recommended. In lieu of the roundabout, the TIA recommends that this intersection is designed as a stop-controlled intersection (stop signs along Mingo Bluff Boulevard extension; no stop signs along Old Faison Road) with left turn lanes for westbound traffic to enter the neighborhood. *Staff concur with this recommendation and will continue to work with the Applicant to ensure this intersection is designed in accordance with all Town and NCDOT standards.* Although an alternative design is agreed upon by Town and NCDOT Staff, a Site Development Allowance request is still required (See SDA #5 on Pages 16-17 of this Staff Report).





# Town of Knightdale

## Staff Report

### **IX. COMPREHENSIVE PLAN:**

Since the adoption of the original KnightdaleNext 2035 Comprehensive Plan in 2018, the Town of Knightdale has experienced significant growth and there have been new pressures and realities not contemplated in 2018. These development pressures and considerable growth prompted a desire to update the Comprehensive Plan to allow for the proactive management of the location, timing, and magnitude of future development to protect the character and integrity of Knightdale. As shown in the plan's new name, KnightdaleNext V.2, is an update to an existing document, not an entirely new plan, with the same horizon year of 2035 as the 2018 version.

KnightdaleNext V.2 includes better guidance for where development activity should occur and to what scale, with detailed information to help inform the style of development Town Council expects when striving to create an “inclusive and connected urban small town with unique gathering places that foster a sense of community” as noted in the Council’s Strategic Plan. A mantra for KnightdaleNext V.2 is to grow intentionally between now and the planning horizon (2035). This includes an emphasis on growing inward, versus outward, in the near future to be good stewards of land and cognizant of the time and money realities associated with extending infrastructure.

The General Framework, presented in Chapter 3, includes three maps that should guide future decisions about conservation and development in the community. All three maps should be used in a series when contemplating the future of a parcel or area.

#### **A. Intentional Growth Area Map**

The first map in the series offers a means to efficiently organize and illustrate a hierarchy of growth and conservation priorities for town leaders.

Adherence to this Map will facilitate the convergence of public and private decision-making processes, leverage town resources with other investment dollars, manage the amount and timing of new infrastructure required to support future development while avoiding sprawl, implement a town-wide strategy for identifying and securing open space, and enhance the town’s influence in future development decisions that directly impact the quality-of-life for all residents in the area.





# Town of Knightdale

## Staff Report

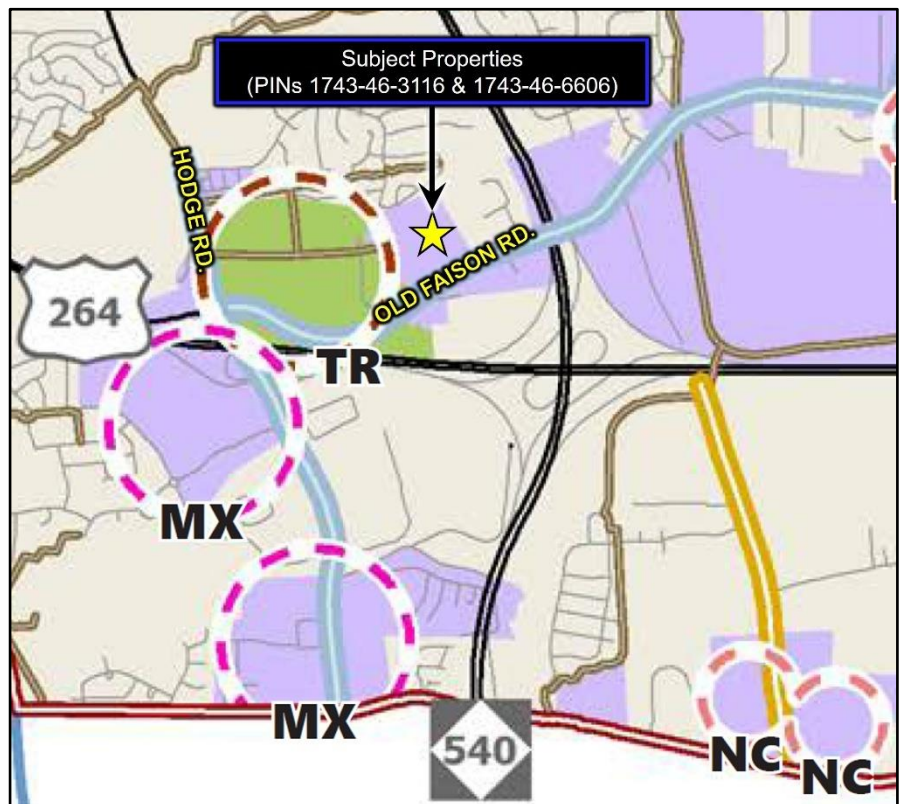
The subject property is located within a Secondary Growth Area. These areas include land contiguous to town limits that could help accommodate growth projected for an eleven-year planning horizon, 2024 to 2035, assuming annual growth rates similar to the last decade (i.e., 4.21% per year). Some areas on the map include smaller parcels anticipated to infill in a manner that complements existing buildings and their surrounding environment. Other areas on the map include large, undeveloped parcels that provide opportunities to be forward-thinking about a vision for conservation and development that includes a mix of uses or densities that create new, energized centers, corridors, or neighborhoods in the community.

A portion of the secondary growth area is inside existing or planned utility service areas. These areas should be targeted for small- to large-scale infrastructure investments that keep properties economically-viable in the future. Town officials should advocate for new infrastructure projects that upsize for additional capacity and fill-in missing segments for important street, water, or sewer connections. Continued investment in these areas should maximize return on-investment potential for the town by 1) minimizing utility expansion costs and 2) maximizing land productivity for private property owners that increases tax revenues for the town. Infrastructure investments that support economic development — new jobs or new sales tax revenue — in the secondary growth area should be a high priority.

### B. Urban Small Town Framework Map

The next map in the series provides descriptions establishing general expectations regarding desired characteristics for different geographic areas in the community, including the general objective of each category, important considerations based on location, and targeted treatments to facilitate progress.

The Urban Small Town Framework Map presents five center-based categories and four corridor-based categories to further organize the town's planning area and emphasize treatments for specific areas. Town officials should advocate for increased or decreased development intensities in areas depicted on the map to support the town's broad goals and initiatives presented in the comprehensive plan (e.g., increased development intensities to support transit ridership or decreased development intensities to reinforce rural landscapes). Officials should also coordinate decisions for specific lots or parcels in an identified center or corridor to instill (reinforce) a unique development brand or sense of place.





# Town of Knightdale

## *Staff Report*

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The Urban Small Town Framework Map identifies the subject properties within a Mixed-Use Development Target Area that is along a Mixed-Use Corridor (Old Faison Road). In addition, the subject properties are immediately adjacent to a Trail-Oriented Development Activity Center, a Trail-Oriented Development Target Area, and a Trail-Oriented Development Corridor. Further definition and additional details are provided below; however, more specific direction for decision making in these areas is presented on the Future Place Type Map and its corresponding place type category descriptions.

**Mixed Use Corridor:** In some cases, the mixed-use development form, pattern, and intensity described for an activity center category may extend outward from a mixed-use area along one or more transportation corridors. A mixed-use corridor leading to a mixed-use activity center, or linking two or more activity centers together should be considered a desirable condition in the community.

Some mixed-use corridors in Knightdale are developed as auto-oriented shopping centers, industrial parks, or residential neighborhoods with few vacant parcels left for infill development. Larger, deeper parcels in the developed corridors may allow for significant redevelopment in the future that supports mixed-use buildings and medium- to high density residential buildings. Smaller, shallower parcels in developed corridors may be less likely to redevelop as mixed-use buildings in the future, and should emphasize improvements in their limited spaces that create more connected and consistent walkable/bikeable environments for travelers in the corridor.

Other mixed-use corridors in Knightdale are less developed and offer immediate opportunities to support mixed-use buildings and medium- to high density residential buildings. Stub-out streets should be provided in new development if adjacent land is vacant to create a secondary street network along the corridor that supports more localized trips. Considerations should also be given to ensure building heights, scale, and massing are compatible with existing development in the corridor or adjacent to the corridor.

New (re)development of parcels in a mixed-use corridor should meet the town's goals for creating more walkable and bikeable streets in the community. Streetscape treatments — street lights, street signs, street trees, sidewalks, bicycle facilities, traffic signals, sidewalks, or seating areas — should be consistent along specific corridors, or at least for portions of corridors identified as districts, to reinforce unique experiences for visitors.

**Trail-Oriented Development Activity Center (TR):** A new or improved activity center located along an existing or proposed long-distance greenway or trail (see the map in the Shift Knightdale Comprehensive Transportation Plan) should incorporate trail-oriented development principles into its overall design, including buildings oriented toward the greenway corridor, outdoor seating that fronts the greenway, public or private spaces near the greenway corridor that accommodate trail users, and a network of secondary trails that connect into the primary greenway corridor. Road crossings with the greenway in the activity center should be minimized. Amenities in a trail-oriented activity center — bike parking, outdoor furniture, bike repair stations, and public art — should also be incorporated into the overall design concept.

**Trail-Oriented Development Corridor:** In some cases, trail-oriented development principles focused in an activity center may extend outward along one or more greenway corridors. A trail-oriented development corridor leading to a trail-oriented development activity center, or linking two or more trail-oriented development activity centers together should be considered a desirable conditions in the community.



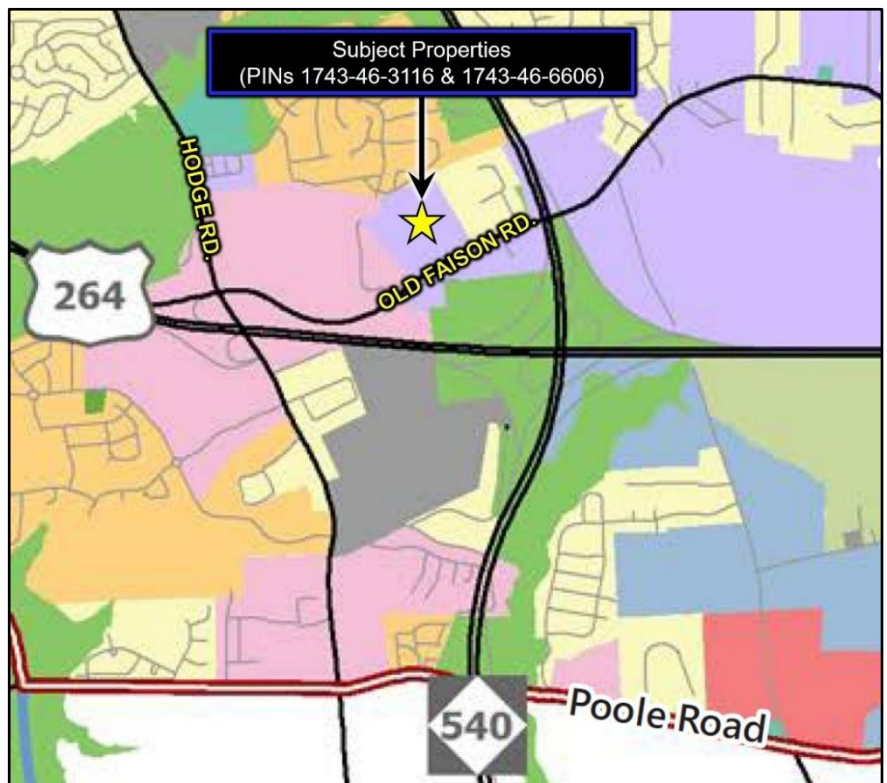


# Town of Knightdale

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### C. Future Place Type Map

The final map in this series depicts preferred development types, locations, patterns, styles, and intensities for the planning jurisdiction assuming full build-out of the community. It also provides a physical framework to more effectively realize the community vision statement and guiding principles presented in the comprehensive plan. These recommendations set a long-term vision for a more diverse development portfolio in Knightdale that is forward-thinking, focused on new or improved development activity centers, promotes economic development via strategic place-making investments, mindful of supporting infrastructure, aware of residents' quality-of-life, and economically-viable and financially sustainable for the town.



The depiction of all thirteen categories on the map sets high-level expectations for the types, locations, patterns, and styles of development preferred in the community. Developers and property owners should consult the map to confirm desirable (supportable) development outcomes before making major investment decisions. Town residents should consult the map to understand what is generally intended for vacant or declining properties in the community if or when a developer or property owner decides to make an investment.

The subject property is located within the Mixed-Use Neighborhood Future Place Type, which is defined as:

“Land offering the opportunity to live, work, shop, and play in a single community. Mixed Use Neighborhoods emphasize a mix of uses, one or more Neighborhood Centers, and one or more neighborhoods connected to the activity centers by a network of pathways or walkable streets.

An activity center within the Mixed-Use Neighborhood provides goods and services to surrounding neighborhoods. The center's proximity to neighborhoods requires that operations be at a scale and design compatible with nearby residential development. The design of Mixed-Use Neighborhoods transitions effectively between residential and non-residential uses, and includes safe and convenient pedestrian and bicycle access for nearby residents.

Residential neighborhoods within and adjacent to the activity center(s) are encouraged to offer different home types on varied lot sizes with a range of home choices. Neighborhoods should mix home types, lot sizes, or home



# Town of Knightdale

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sizes on the same block or offer accessory dwelling units. Homes should be oriented toward streets or public open space. New neighborhoods should include a comprehensive and connected network of open space throughout the site to accommodate small parks, multiple gathering spaces, and community gardens, as well as environmental site design features to help manage stormwater runoff. Internal streets and open space throughout new Mixed-Use Neighborhoods should connect to existing or future neighborhoods nearby.”

### Mixed-Use Neighborhood



Land offering the opportunity to live, work, shop, and play in a single community. Mixed Use Neighborhoods emphasize a mix of uses, one or more Neighborhood Centers, and one or more neighborhoods connected to the activity centers by a network of pathways or walkable streets.

An activity center within the Mixed-Use Neighborhood provides goods and services to surrounding neighborhoods. The center's proximity to neighborhoods requires that operations be at a scale and design compatible with nearby residential development. The design of Mixed-Use Neighborhoods transitions effectively between residential and non-residential uses, and includes safe and convenient pedestrian and bicycle access for nearby residents.

Residential neighborhoods within and adjacent to the activity center(s) are encouraged to offer different home types on varied lot sizes with a range of home choices. Neighborhoods should mix home types, lot sizes, or home sizes on the same block or offer accessory dwelling units. Homes should be oriented toward streets or public open space. New neighborhoods should include a comprehensive and connected network of open space throughout the site to accommodate small parks, multiple gathering spaces, and community gardens, as well as environmental site design features to help manage stormwater runoff. Internal streets and open space throughout new Mixed-Use Neighborhoods should connect to existing or future neighborhoods nearby.



#### Open Spaces & Natural Resources

- Be sensitive to existing natural resources on a site, including tree stands, steep topography, and natural drainage ways.
- Incorporate open space elements throughout the neighborhood, including common greens, squares, plazas, small parks, playgrounds, community gardens, trails, or greenways.

#### Transportation

- Streets in new neighborhoods are built as Complete Streets. Design elements serve multiple modes of transportation, such as bike racks, benches, bus stops, etc.
- A connected network of streets and sidewalks serves the neighborhood.
- Streets are designed with curb and gutter drainage.
- Formal tree plantings are located along streets and in open space areas.

#### Street & Block Pattern

- A grid street network is used throughout the neighborhood.
- Small- to medium-size blocks promote a more walkable environment.
- Stub out streets provide connections to adjacent vacant land.
- Formal, designated on-street parking throughout the neighborhood.
- Off-street parking should be accommodated at the side or rear of the lot to minimize the presence of parked automobiles on driveways along residential streets.

#### Building Types & Massing

- Different building types should not be fully-separated from each other (like pods) in a development.
- Incorporate "missing middle" home choices in the neighborhoods, including: single dwelling homes on small lots, townhomes, duplexes, triplexes, and quadplexes.
- Accessory dwelling units are allowed on all residential lots.
- Concentrate low-profile non-residential buildings (two to three stories) in a discernible center of the neighborhood. Encourage residential units or office space above storefronts.
- Cross reference with House, Townhouse, Apartment, Mixed Use, or Commercial Building Types in the Town of Knightdale Unified Development Ordinance.

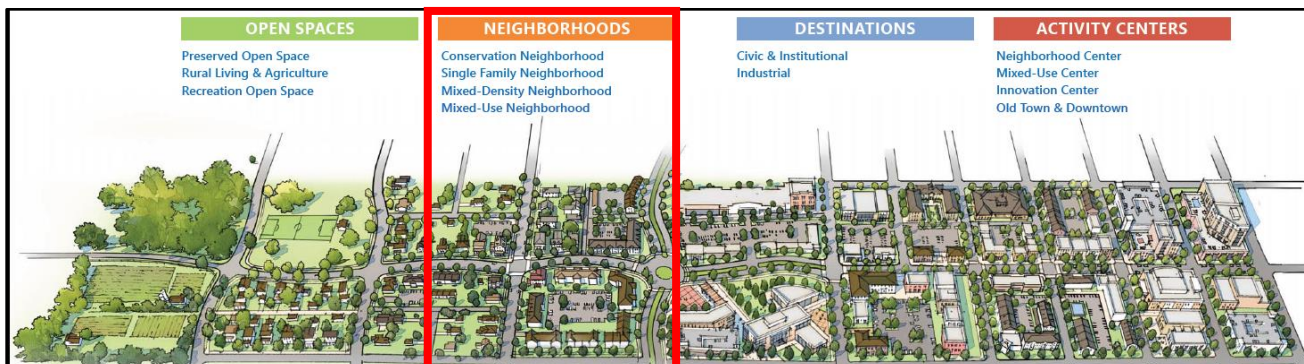
#### Sustainability

- Solar panels on rooftops in public areas or private lots should be considered to promote renewable energy.
- Minimize site grading to maintain natural stormwater flows.
- Maintain large tree stands to keep spaces cool in warmer months.
- Public electric vehicle charging stations should be considered in the activity center of a larger neighborhood.
- Green stormwater infrastructure should be utilized to the greatest extent possible.

#### Infill Development or Redevelopment

- Provide connections via streets, sidewalks, or greenways to future neighborhoods and non-residential development.
- New, infill homes should complement adjacent existing development in terms of building height, setbacks, and architectural details.
- Install missing pedestrian and bicycle infrastructure in existing neighborhoods.

The place type transect, shown below, builds off of the Future Place Type Map and helps to illustrate how developments should blend together as Knightdale grows. The Mixed-Use Neighborhood Place Type falls into the Neighborhoods category.





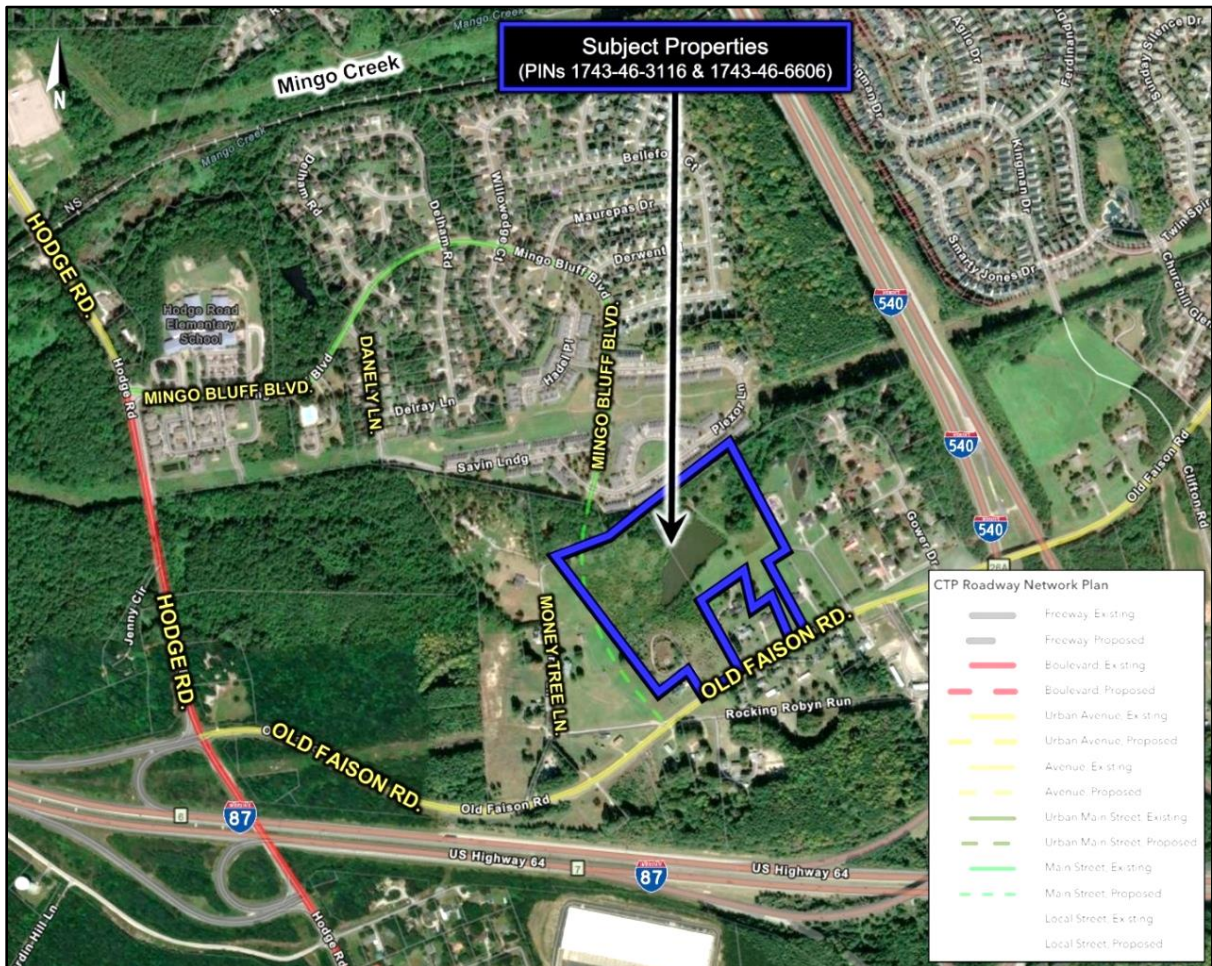


# Town of Knightdale

## Staff Report

### D. Street Network Map

Development activities should assist with the construction of a comprehensive transportation network. The proposed development will construct the portion of Mingo Bluff Boulevard, which will eventually connect Old Faison Road to Hodge Road through the Mingo Creek subdivision. However, there is an intervening parcel between the subject properties and the existing Mingo Bluff Boulevard within the Mingo Creek subdivision that reduces the viability of making this roadway connection through construction of this proposed project.



Staff encourage the Applicant to continue conversations with the adjacent neighbors and look for ways to acquire the necessary land area to make this roadway connection between the existing Mingo Creek neighborhood and the proposed development. Staff also recommend the Applicant is prepared to discuss the measures taken to acquire said land area.

Although this roadway connection is identified as a Main Street on the Comprehensive Transportation Plan (CTP), Staff determined that an Urban Main Street (Wide Sidewalk) would be an appropriate deviation in design, largely based upon the fact that townhomes are the predominant housing types proposed with this development (see requested Site Development Allowance on Pages 15-17 of this Staff Report). If approved, this design change from a Main Street to an Urban Main Street could result in an additional thirty on-street parking spaces being added for residents and visitors of the neighborhood. The differences in design are shown on the next page.



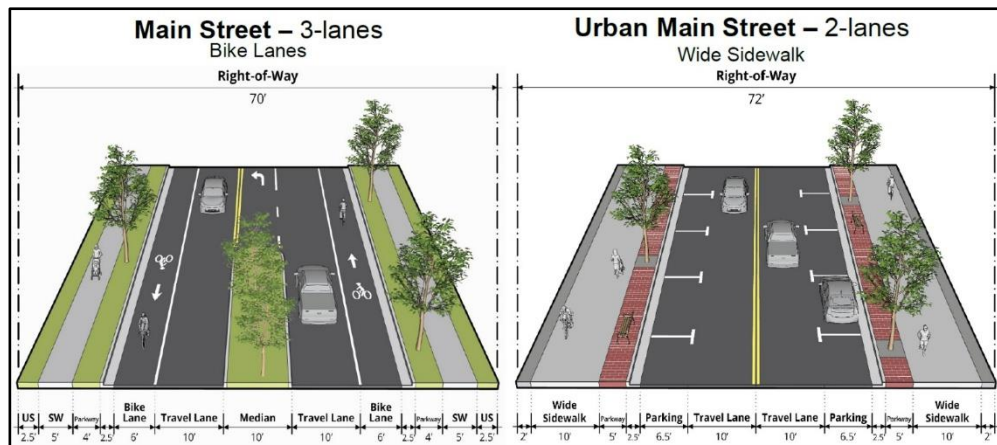


# Town of Knightdale

## Staff Report

CTP Recommended Roadway Cross-Section

Staff Recommended Roadway Cross-Section



In addition to this Collector Road, the proposed development would construct other public Local Streets and private alleys that provide access to all homes within the proposed neighborhood, as well as provide an efficient circulation pattern for residents and visitors. All other proposed roads and associated improvements generally align with the CTP and Appendix A, Roadway Network Plan, of the UDO.

### 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. The Applicant is proposing to construct the required 10-foot-wide sidepath along the northern side of Old Faison Road, as required by the Comprehensive Transportation Plan (CTP) and Appendix B, Sidepaths & Greenway Plan, of the UDO.





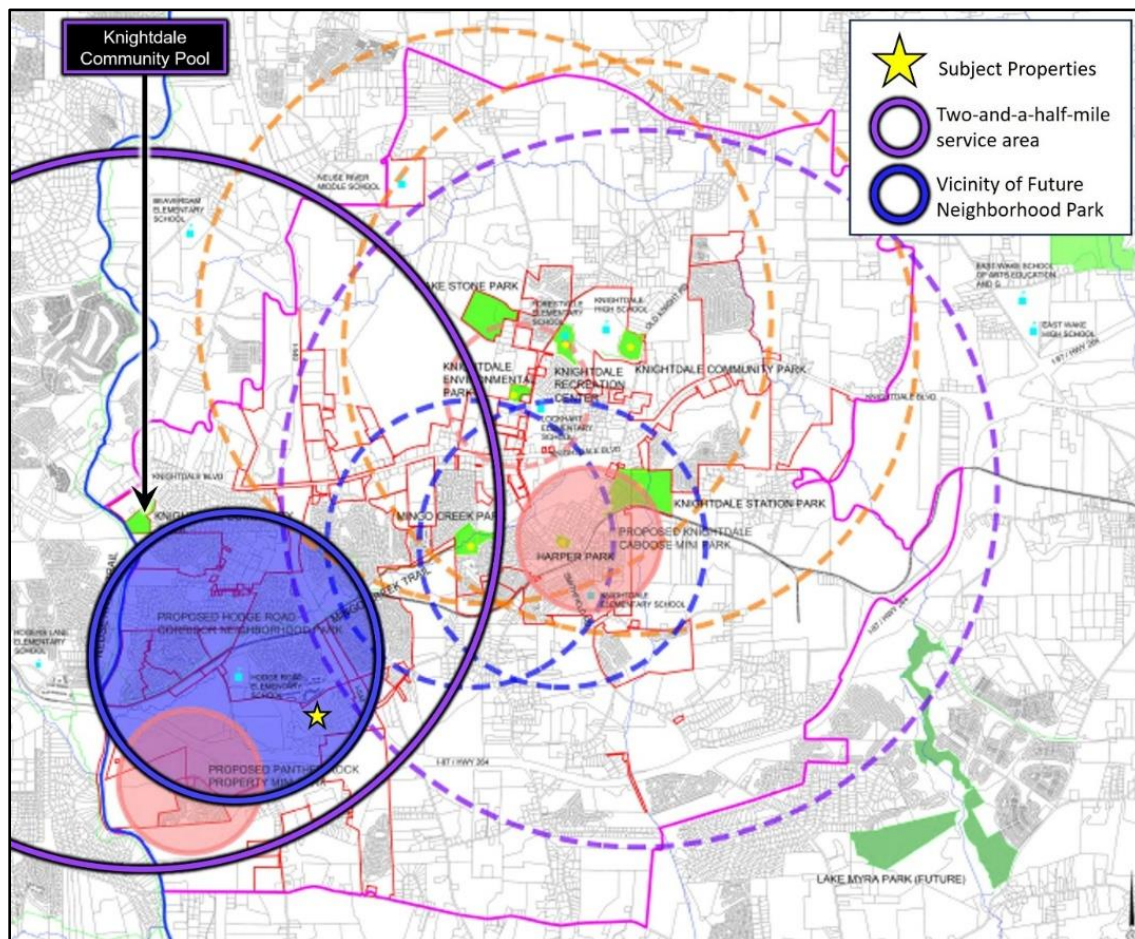
# Town of Knightdale

## Staff Report

### CONSISTENCY WITH THE COMPREHENSIVE PARKS AND RECREATION MASTER PLAN:

The Knightdale Town Council adopted the Town's first ever Comprehensive Parks and Recreation Master Plan in April 2022. According to the Plan, geographic equity of park access is an important consideration to provide short distance access and service to all Knightdale residents. The Plan identifies recreation service areas to help formulate recommendations for future park facilities based on community needs and existing conditions. Future park site acquisitions should be balanced and proportional to service populations in all areas of the Town to better serve the community and provide additional, needed recreation opportunities for the current and future Knightdale population.

Of the existing parks throughout Knightdale, this proposal is within the two-and-a-half-mile service area of Knightdale Community Pool. The subject properties are within the one-mile service area of a future neighborhood park that has been identified along the Hodge Road corridor; however, at this time, there are no plans for programming that park. As mentioned previously, the Applicant has offered, as part of the proposal, to build the active recreational open space elements when the neighborhood is constructed, then dedicate those areas to the Town for operation and maintenance of those recreational amenities in the form of a new public park. As noted in the Plan, a future neighborhood park has been identified in the southwest area of town, proximal to the subject properties. These types of recreational opportunities are recommended to provide a place for general day use activities in a portion of the community where they don't currently exist for those living outside of private neighborhood based recreation services or within proximity to existing Town owned parks.









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## Staff Report

Typical neighborhood park amenities and elements summarized below and are further outlined on Pages 17 & 18 of the Parks & Recreation Master Plan.

<p><b>Neighborhood Parks</b></p> <p>Neighborhood parks offer the public a convenient source of recreation while serving as the social focus point of neighborhoods. Usually located within walking distance of the area serviced, neighborhood parks provide both active and passive recreation opportunities that are of interest to all age groups. The smaller size of neighborhood parks, as compared to those previously mentioned, requires intense development with fifty percent of each site remaining undisturbed to serve as a buffer between the park and adjacent property owners.</p>  <p><b>TYPICAL NEIGHBORHOOD PARK</b> 7-15 ACRES</p>	<p>Specific standards/criteria for developing neighborhood parks are as follows:</p> <p><b>Service area:</b> ¼ to 1-mile radius to serve walking</p> <p><b>Desirable Size:</b> 7-15 acres</p> <p><b>Typical Facilities:</b> softball or baseball field Half basketball courts Picnic shelter with grill Benches or bench swings</p> <p><b>*Alternate Facilities:</b> Nature trails * Alternate facilities may be added or substituted.</p> <p><b>Acreage/Population Ratio:</b> 2 acres per 1,000 persons</p> <p>Multipurpose field 50% of site to remain undeveloped Picnic tables with grills (not under shelter) Playground</p> <p>Tennis courts</p>  <p>Harper Park, located in the southeastern part of Knightdale, is an example of a neighborhood park that offers a variety of recreational facilities for visitors to the park. It is within close walking distance to multiple neighborhoods, shopping, and Knightdale Elementary School.</p>
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### CONSISTENCY WITH AFFORDABLE KNIGHTDALE PLAN:

Town elected officials and leaders recognized the growing concern for the shortage of housing options available to serve a range of incomes in town and the need to ensure a variety of housing choices and opportunities for the present and future workforce. As a result, an action-oriented plan was developed, and adopted on March 20, 2024 by Town Council, that provides unique, innovative, and tailored policy recommendations for our community.

An essential aspect of Affordable Knightdale is inclusionary growth principles that ensure economic mobility to all Knightdale residents. While housing is an important tool to ensure livability, other variables also contribute. Elements to consider regarding housing include: the character of the neighborhood in which the house is located, the ease of navigation through streets that connect housing to the rest of the town, the amenities and services nearby, and the place of housing in the natural environment. When making planning decisions, mobility, connectivity, amenities, vitality, and opportunity should be the focus in order to ensure Knightdale remains a place for all who want to be here.

The Plan establishes twelve recommendations that encompass a variety of methods, approaches, programs, and policy goals and fit under four main categories: Funding, Process, Subsidy, and Demonstration.

One item to note related to the recently updated Water Allocation Policy, developments can now receive Bonus Points for implementing recommendations of the Affordable Knightdale Plan. *Staff recommend the Applicant continue to review the recently updated Policy alongside Affordable Knightdale and revise the proposal to better align itself with the recommendations of that Policy.*

Once additional details are provided by the Applicant, this section of the Staff Report will be updated as it relates to consistency with the Affordable Knightdale Plan.





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### **CONSISTENCY WITH THE COMPREHENSIVE PLAN:**

North Carolina General Statute 160D-605 requires that prior to adoption or rejecting any zoning amendment, the governing board shall adopt a statement describing whether its action is consistent with an adopted comprehensive plan and explaining why the board considers the action to be reasonable and in the public interest.

The KnightdaleNext V.2 Comprehensive Plan contains eight guiding principles categories developed by the community. These guiding principles should be embraced by development proposals to enhance quality-of-life and economic prosperity across town. The principles embody the core philosophy and Town vision expressed by the community.

The Guiding Principles are rooted in those presented in the 2018 KnightdaleNext Comprehensive Plan. They were consolidated or refined based on the following:

1. New opportunities for the town not considered during the previous comprehensive plan update
2. The need for more precise preference statements to influence intended outcomes, or
3. Comments received from residents during the planning process to update the comprehensive plan.

Of the eight guiding principles detailed in the Comprehensive Plan, the following could apply to the proposal; however, additional information, details, and Master Plan revisions are recommended to better align the proposal with the Comprehensive Plan, including, but not limited to the Guiding Principles.



## Home and Neighborhood Choices

Dynamic neighborhoods in Knightdale should be places that provide exceptional quality-of-life, attainable and diverse housing options, and connections to neighborhood-serving uses like community gardens, parks, schools, neighborhood commercial areas, or mixed-use activity centers. New neighborhoods should continue to mix two or more home choices in the same development, including "missing middle" home choices such as single dwelling homes on small lots, townhomes, duplexes, triplexes, quadplexes, and accessory dwelling units. Neighborhoods should also organize lots around a continuous and connected system of open space that represents a prominent feature of the development.

Neighborhoods in the town should be treated as the "connective tissue" between destinations, and provide a place for social interaction, and foster connections between residents, that together create a source of pride and belonging in the community. Positive actions, routines, or experiences in a Knightdale neighborhood should lead to a willingness of residents to stay and put down roots in the community.

Residents in neighborhoods provide regular and loyal customers for nearby businesses and should be connected to them in meaningful ways. Physical connections may include new street connections or greenways that strengthen the relationship between origin and destination. Visual connections may include special paving treatments, street lighting, landscaping, or coordinated signage that reinforce a connection between homes and businesses. Social connections may include district names or special events held to present the activity center and nearby neighborhoods as a unified and desirable location.



# Town of Knightdale

## Staff Report

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### Multi-Modal Transportation System

Provide a transportation system that is safe and reliable for moving people and goods throughout the community by vehicle, bus, bicycle, or walking. Equal emphasis on land use (demand), transportation (supply), and design (character) topics in the town's transportation and land use decision-making processes should improve the overall efficiency of the multi-modal transportation system. Build a transportation system that favors walkable, complete streets; mobility hubs for bringing travel modes together; and place-making principles important to creating notable neighborhoods, districts, and activity centers throughout the community. Recognize the special needs of children, seniors, runners, bikers, and families when planning for an effective transportation system.

Work with the town's transportation partners to build a more efficient and multimodal regional transportation system.



### Community Facilities and Services

Continue to improve quality-of-life for all residents of Knightdale by maintaining and expanding facilities and services to meet current and future demands — including water, sewer, roads, parks, police, and fire — while ensuring elected officials are good stewards in allocating finances toward town-provided services that promote compact development patterns and a high quality-of-life for town residents.

Prioritize infrastructure investments that support more compact and efficient development patterns presented in the General Growth Framework (Chapter 3), and maintain a strong partnership with outside service providers to ensure infrastructure capacity is available to support intended growth and development depicted in the Plan's three-map series.

#### **X. STAFF RECOMMENDATION:**

- Hold a joint public hearing;
- Following public comment, close the public hearing; and
- Refer case ZMA-1-24 to the April 14, 2025, Land Use Review Board for review and recommendation.