



Town of Knightdale

Staff Report

Title: Terravita Planned Unit Development (ZMA-4-23)

Staff: Gideon Smith, Senior Planner

Date: March 20, 2025

I. REQUEST:

Entitlement Preservation Group, on behalf of Site Investments, LLC and 12609 Richmond, LLC, has submitted a petition requesting a Zoning Map Amendment to rezone approximately ±60.68 acres, consisting of two tracts of land located on the southern side of Buffalo Road (Wake County PINs 1755-86-3977 & 1755-78-7080), from Rural Transition (RT) District to General Residential – Medium Density Planned Unit Development (GR8 PUD) to allow for the construction of approximately 245 residential lots.

II. PROJECT PROFILE:

PROPERTY LOCATION:	0 Buffalo Road (South Side of Buffalo Road)
WAKE COUNTY PINs:	1755-86-3977 & 1755-78-7080
CURRENT ZONING DISTRICT:	Rural Transition (RT)
PROPOSED ZONING DISTRICT:	General Residential - Medium Density Planned Unit Development (GR8 PUD)
DENSITY PERMITTED:	8 units/acre
NAME OF PROJECT:	Terravita
APPLICANT:	Charles Walker, Entitlement Preservation Group
PROPERTY OWNERS:	Site Investments, LLC and 12609 Richmond, LLC
DEVELOPER:	Site Investments, LLC/TBD
PROPERTY SIZE:	60.68 acres
CURRENT LAND USE:	Vacant
PROPOSED LAND USE:	245 Residential Units (144 Single-Family; 101 Townhomes)
PROPOSED DENSITY:	4.04 units/acre
PROPOSED OPEN SPACE	8.95 acres recreational open space

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, dimensional standards, public facilities, recreational open space, and Comprehensive Plan consistency. The Applicant’s specific exceptions are detailed in **Section VII** of this Staff Report.



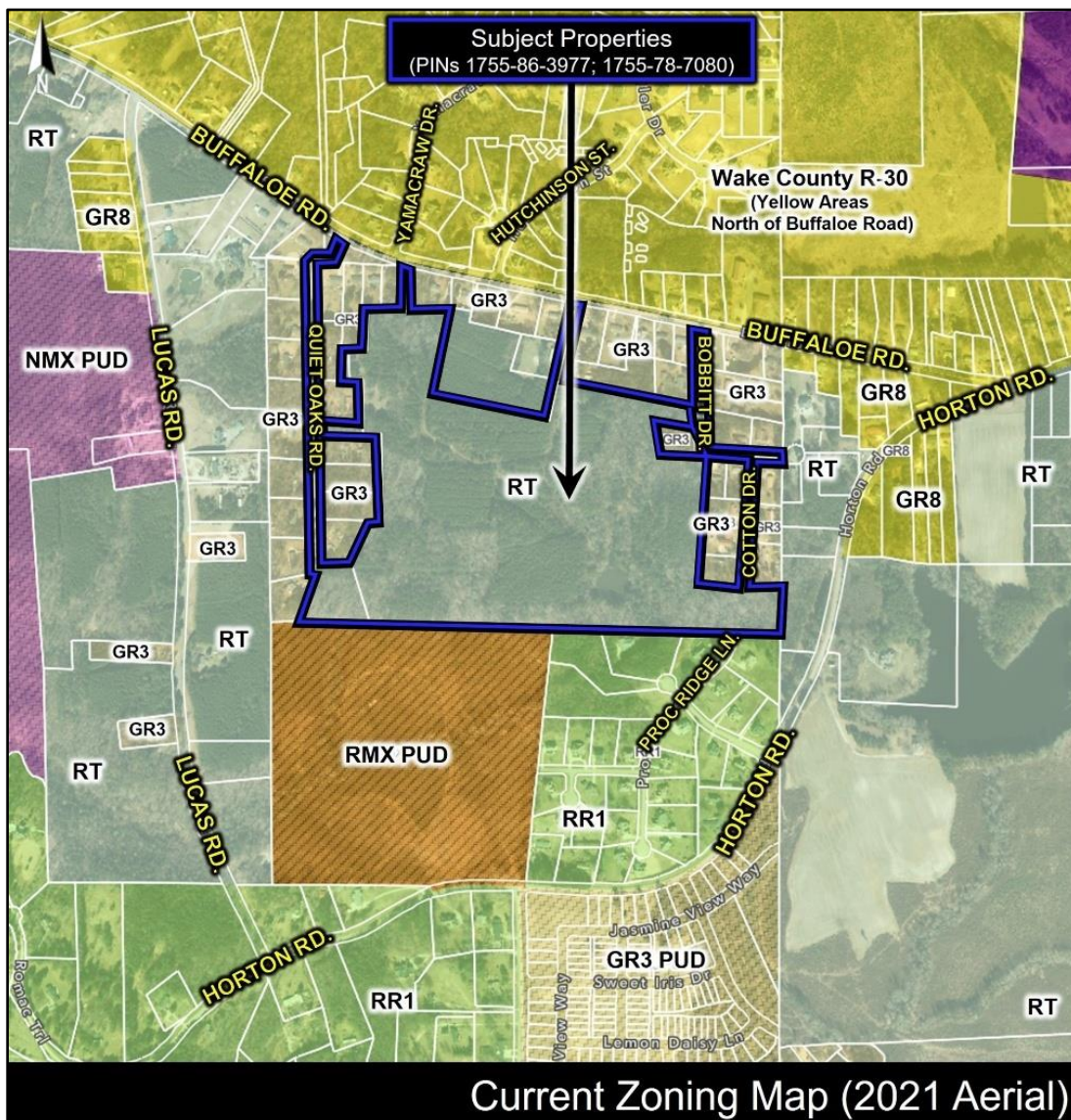
Town of Knightdale

Staff Report

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

The proposed rezoning features two parcels located on the southern side of Buffalo Road, generally bound by Quiet Oaks Road to the west and Bobbitt Drive/Cotton Drive to the east. These parcels are located within the Town’s Extra Territorial Jurisdiction and, if approved, would require annexation into Corporate Limits.

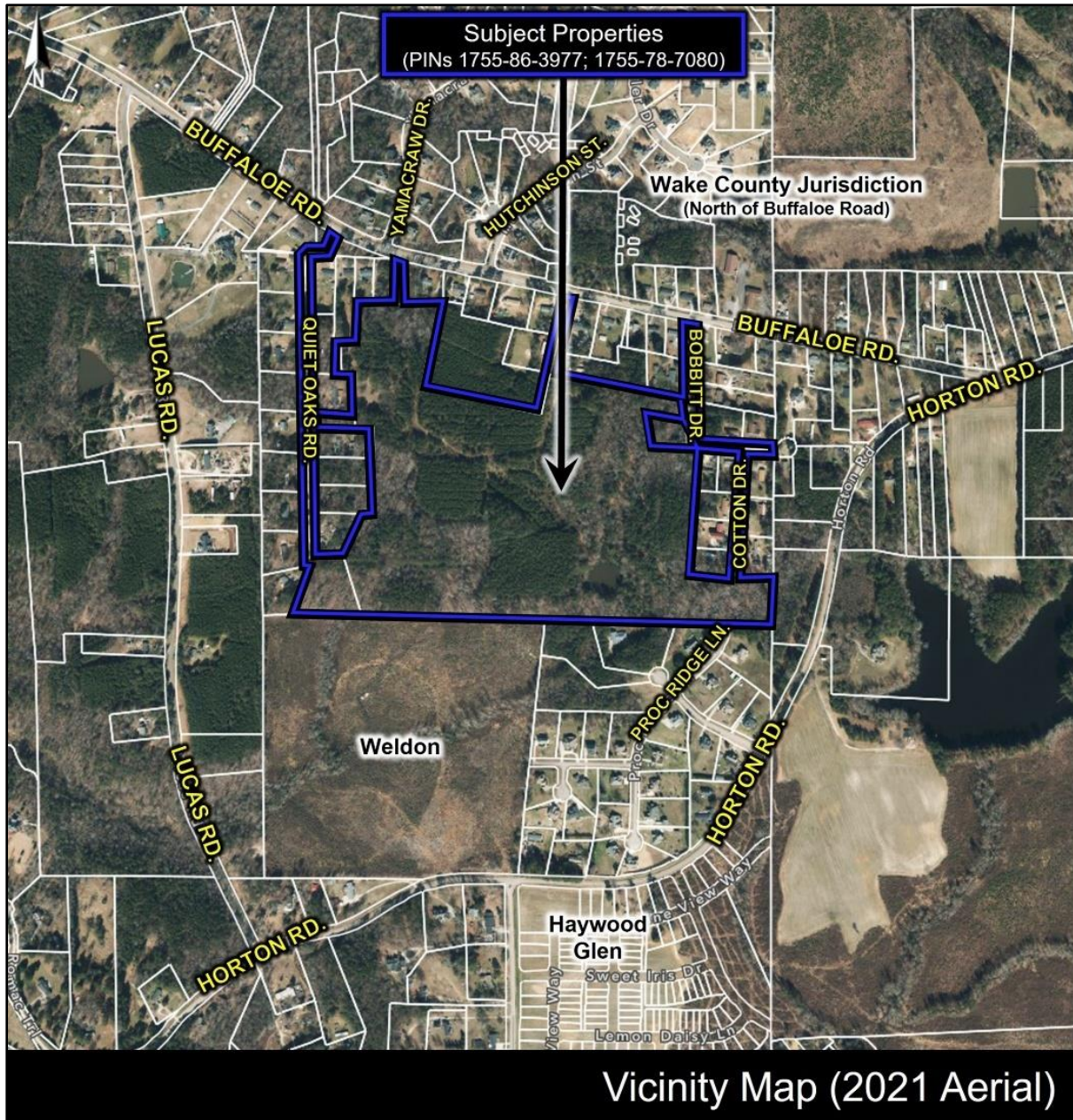
DIRECTION	LAND USE	ZONING
North	Residential (ToK Jurisdiction S of Buffalo Road; WC Jurisdiction N of Buffalo Road);	GR3; RT (ToK) R-30 (WC)
South	Residential (Horton Mill; Weldon – Under Construction)	RR1; RMX PUD
East	Residential	GR3; RT
West	Residential	RT





Town of Knightdale

Staff Report



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 245 lots, as outlined below:

- 17 front-loaded single-family lots (59-foot-wide minimum lot width)
- 5 front-loaded single-family lots (80-foot-wide minimum lot width)
- 83 rear-loaded single-family lots (30-foot-wide minimum lot width)
- 39 rear-loaded single-family lots (35-foot-wide minimum lot width)
- 101 rear-loaded townhomes (20-foot-wide minimum lot width)



Town of Knightdale

Staff Report

Additional information regarding the permitted uses, dimensional standards, design standards, and zoning conditions 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.

Terravita 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.

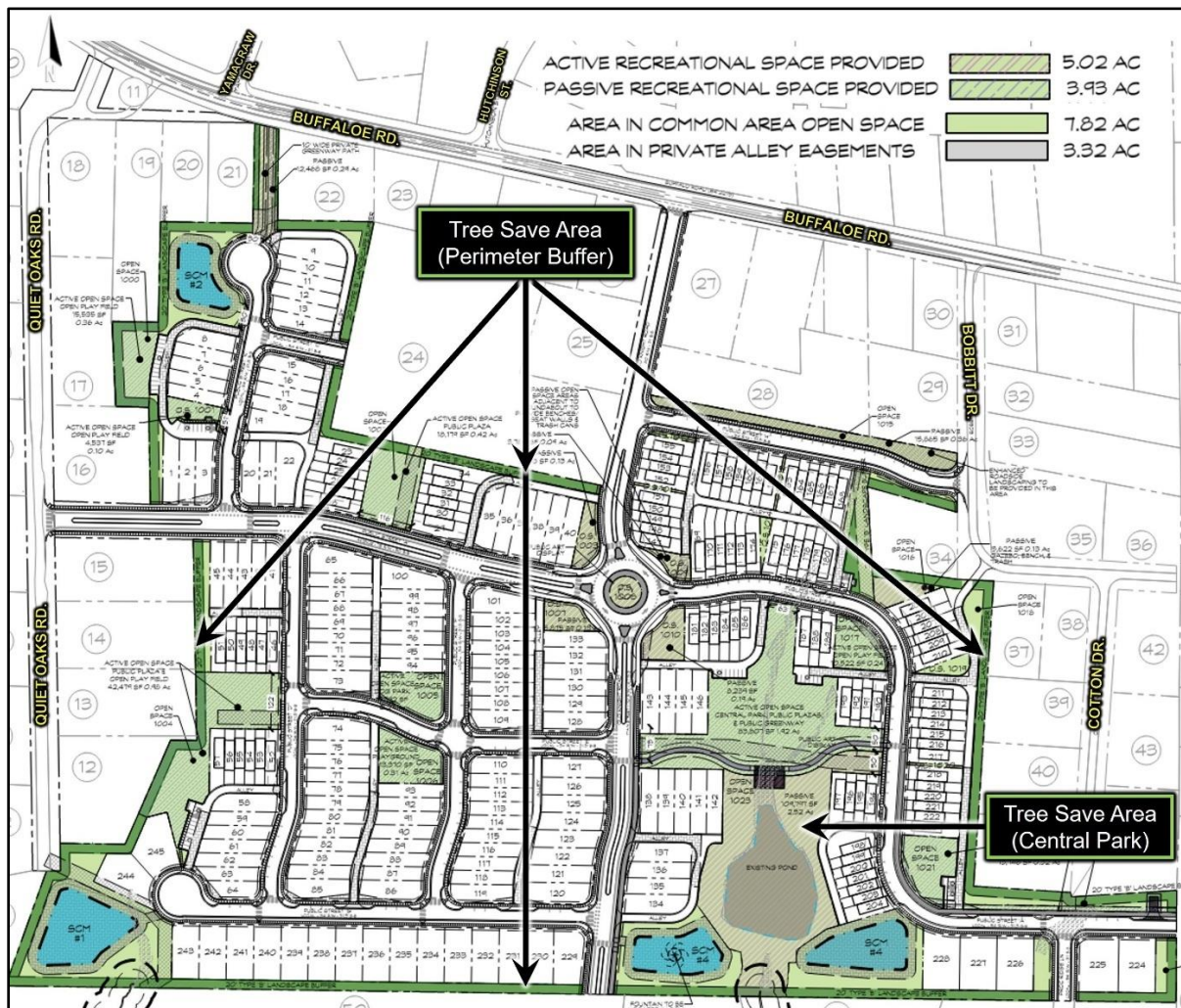


Town of Knightdale

Staff Report

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 Meeting, nearby residents cited concerns about privacy and requested that additional fencing is installed along the perimeter of the site and along new roads when adjacent to existing homes. *Staff recommend that the Applicant continue discussions with the neighbors and propose a solution that is amenable to all parties.*



Based on preliminary calculations of the perimeter of this site, a minimum of 7.7% (4.65 acres) tree cover is required. These areas of preserved tree cover are generally adjacent to the existing ponds, wetlands, and Neuse River Buffers, and within the proposed landscape buffers found on the subject property. *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.*



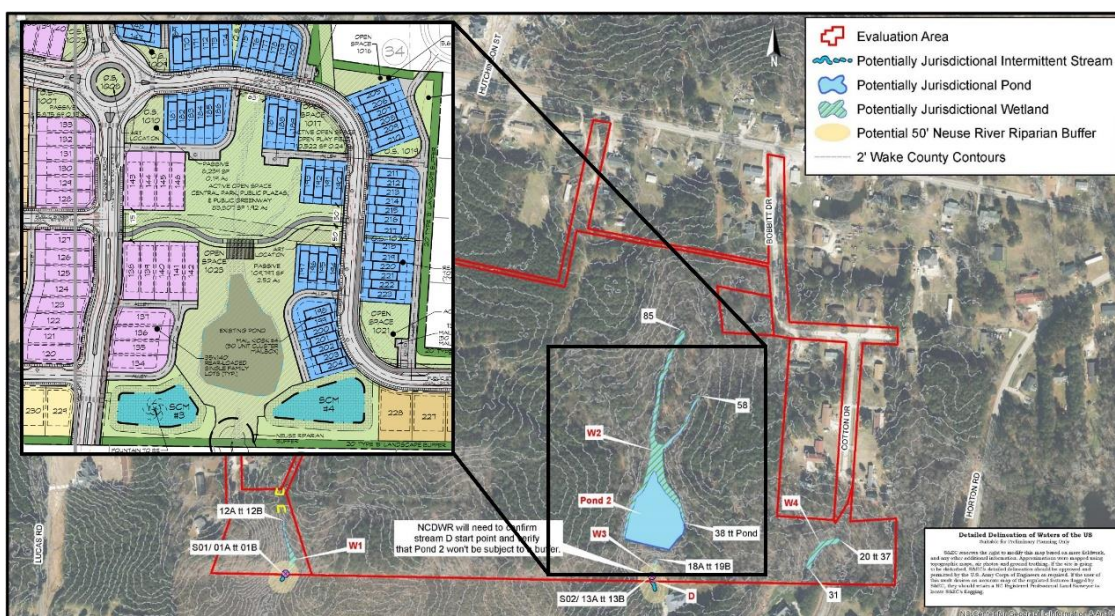
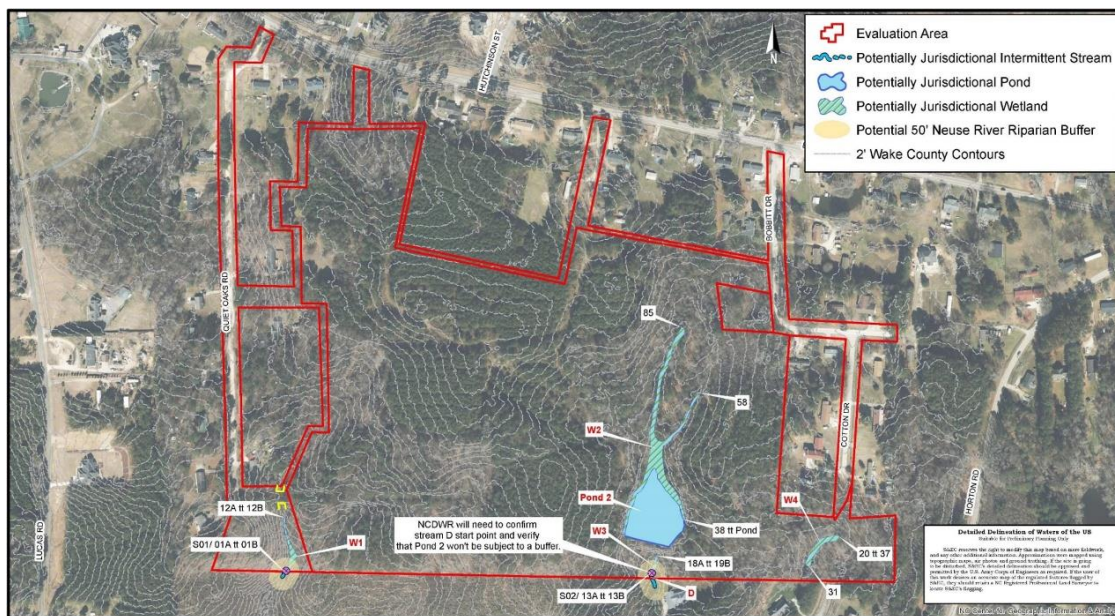
Town of Knightdale

Staff Report

Environmental Features

The site features blueline streams and wetlands, where development activity is limited or outright prohibited, which will provide a natural buffer in areas. According to the Master Plan, approximately 4.65 acres of existing vegetation will be maintained through construction (tree save areas in the perimeter buffer, Neuse River Buffer areas, and the area adjacent to existing pond). The Applicant has proposed approximately 40 townhomes and active and passive recreational open spaces around Pond 2, as depicted on the below two graphics.

The Applicant will be responsible for complying with all federal, state, and local regulations as they pertain to streams and wetlands.





Town of Knightdale

Staff Report

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 Page 9 of this Staff Report. Upon submission of building permits, should elevations be inconsistent with previous approvals, permits may not be issued.

Proposed Residential Architectural Standards

Staff made the Applicant aware of the recent changes to the North Carolina General Statutes and the update to the Town's Water Allocation Policy; however, the Applicant proposed the following Residential Architectural Standards:

STANDARDS FOR ALL HOMES:

1. Single-family homes built on lots at least 60 feet wide will have a minimum heated area of 2,000 square feet.
2. Single-family homes built on lots at least 60 feet wide will have a minimum heated area of 1,600 square feet.
3. Single-family detached homes built on lots less than 60 feet wide will have a minimum heated area of 1,600 square feet and be no less than 19 feet wide.
4. All single-family homes with stem wall, crawl, or slab foundations will provide a minimum of 2 stair risers, and the finished floor elevation is to be a minimum of 18" above the finished grade on the front-facing street elevation of the homes. Finished grade elevation shall be defined as the average height at the back of the curb along the unit frontage facing public streets. Foundations will be wrapped in either brick or stone.
5. All single-family homes and townhomes will have a combination of two or more of the following materials on the front facade (not counting foundation):
 - a. Stone
 - b. Brick
 - c. Lap Siding
 - d. Fiber cement siding
 - e. Shakes
 - f. Board and Batten
6. The exterior siding material on the side and rear facades, except for interior townhome units, will be fiber cement. When two materials are used, the materials shall be different but complementary colors.
7. Vinyl may be used only for window trim, shutters, soffits, fascia, and/or corner boards.
8. All single-family detached homes will be limited to a three-story maximum and will provide for a variety of elevations. Units of the same elevation shall not be side by side. Exterior color schemes will not be repeated side by side.
9. All single-family detached homes will have a front porch with a minimum depth of 5 feet, which may encroach up to 6 feet into the front setback. Front porch posts will be at least 6"x6" in size.
10. Front-loaded garages will not protrude more than 6 feet from the front porch or stoop, and all garage doors shall contain decorative hardware and window inserts.



Town of Knightdale

Staff Report

11. There shall be a minimum 12" overhang on every gable end for single-family homes and townhomes.
12. All homes will include architectural-style shingles.
13. Townhomes shall be two or three stories in height with a minimum width of 20 feet wide, and a minimum heated area of 1,500 square feet.
14. All townhomes shall have a covered porch element.
15. Single-family front-loaded detached homes shall have two-car garages, and single-family detached (townhomes) shall have one-car garages.
16. All single-family homes on lots 35 or less feet in width shall have a rear garage and be accessed via a private rear-loaded alley.

STANDARDS FOR SINGLE-FAMILY ATTACHED (TOWNHOMES):

1. Vinyl siding is not permitted; however, vinyl windows, decorative elements, and trim are permitted.
2. The roofline cannot be a single mass; it must be broken up horizontally and vertically no more than two units.
3. Garage doors must have windows, decorative details, or carriage-style adornments on them.
4. House entrances for units with front-facing single-car garages shall have a prominent covered porch/stoop area leading to the front door.
5. The garage cannot protrude more than 2 feet out from the front façade or front porch.
6. The visible side of a townhome on a corner lot facing the public street shall contain at least 3 decorative elements such as, but not limited to, the following elements:
 - a. Windows
 - i. Bay window
 - ii. Recessed window
 - iii. Decorative window
 - iv. Trim
 - b. Porches
 - i. Wrap around porch
 - ii. Side porch
 - c. At least two (2) of the following façade elements:
 - i. Decorative brick/stone, trim, shake, gable, air vents on gable, or cornice
 - ii. Column
 - iii. Portico
 - iv. Balcony
 - v. Dormer
7. Building front facades shall have horizontal relief achieved by the use of recesses and projections.
8. A varied color palette shall be utilized on homes throughout the subdivision to include a minimum of three-color families for siding and shall include varied trim, shutter, and accent colors complementing the siding color.
9. The rear and side elevations of the units that front on the public right-of-way shall have trim around the windows.

STANDARDS FOR SINGLE-FAMILY DETACHED:

1. Vinyl siding is not permitted; however, vinyl windows, decorative elements, and trim are permitted.
2. The roof shall be pitched at 5:12 or greater for 50% of the building designs.
3. Eaves shall project at least 12 inches from the wall of the structure.
4. Garage doors shall have windows, decorative details, or carriage-style adornments on them.
5. The garage, if used, shall not protrude more than 1 foot out from the front façade and front porch assuming the garage is attached to the Home.



Town of Knightdale

Staff Report

6. The visible side of a home on a corner lot facing the public street shall contain at least 3 decorative elements such as, but not limited to, the following elements:
 - a. Windows
 - i. Bay window
 - ii. Recessed window
 - iii. Decorative window
 - iv. Trim
 - b. Porches
 - i. Wrap around porch
 - ii. Side porch
 - c. At least two (2) of the following façade elements:
 - i. Decorative brick/stone, trim, shake, gable, air vents on gable, or cornice
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8. The rear and side elevations of the units that front on public right-of-way shall have trim around the windows.

Example Elevations of Proposed Single-Family Housing Product





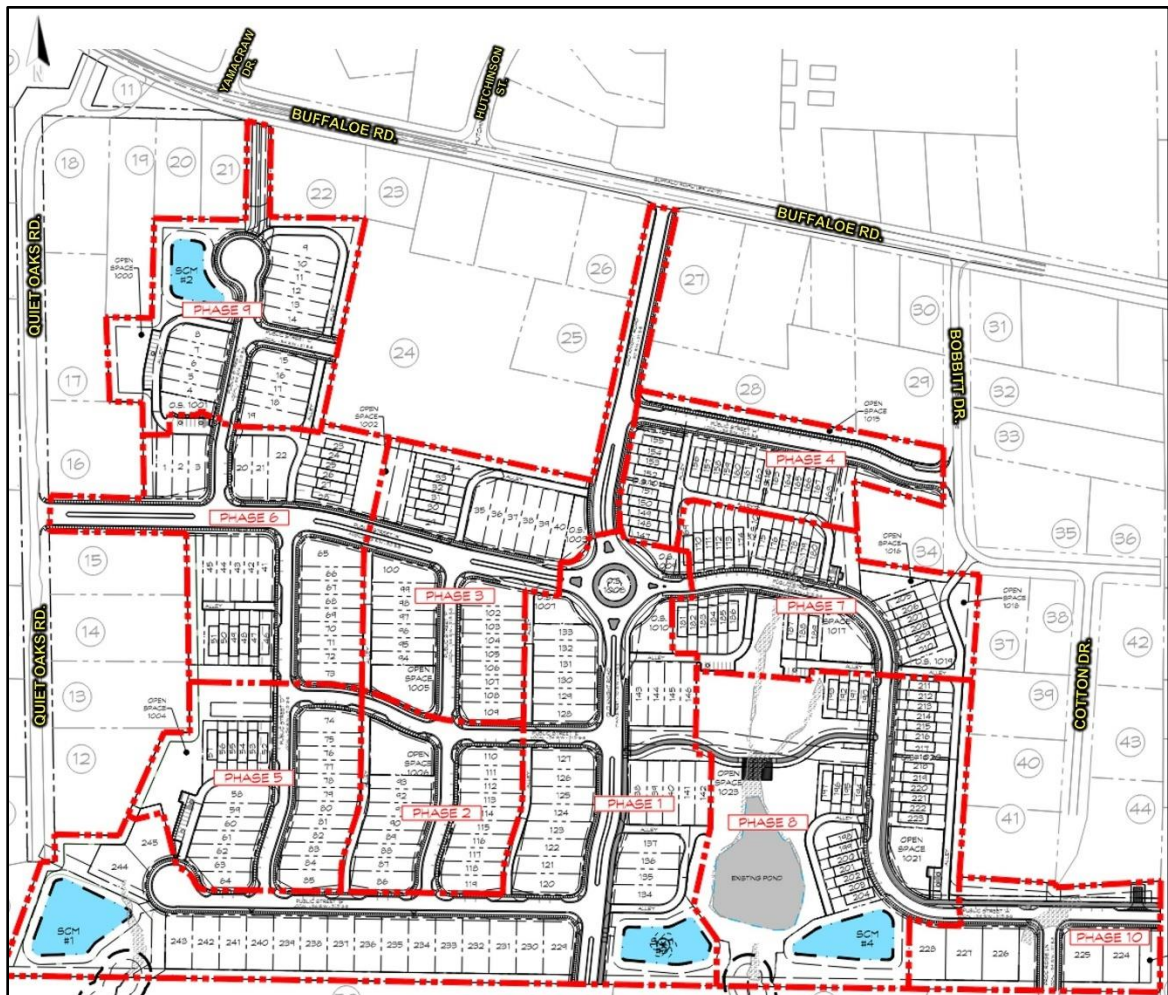
Town of Knightdale

Staff Report



Phasing Plan

The developer of Terravita proposes to construct the neighborhood in a series of ten phases, as shown on the Master Plan below. The proposed phasing plan may need adjusted to account for a second, open and functioning vehicular access point prior to the issuance of the 101st Certificate of Occupancy. As proposed, a connection to Buffalo Road is not anticipated until Phase 3 of the project.





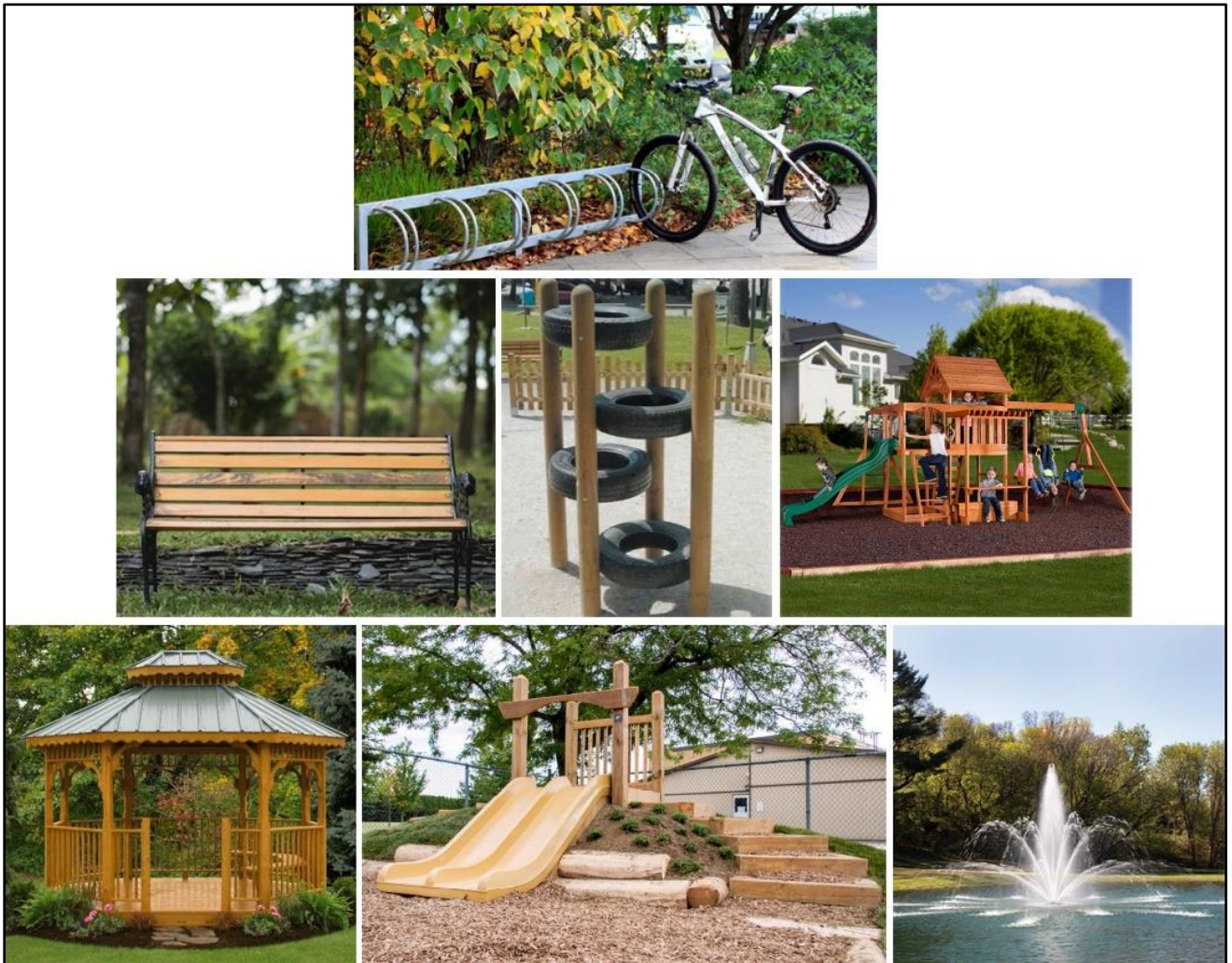
Town of Knightdale

Staff Report

Open Spaces

A total of 8.27 acres of active and passive open spaces are required for the development based on the proposed Master Plan. The Applicant proposes a total of 8.95 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 a public greenway trail with an observation deck, a central park, open play fields, and playground areas with active recreational opportunities throughout the site. Additional passive open spaces include a dog park, gazebos, public art, and enhanced roadside landscaping.



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. *Staff recommend the Applicant continues exploring how additional active and passive recreational open space opportunities can be provided throughout the development, especially considering that no amenity center/clubhouse is proposed for this development. Additional detail on how the open spaces will be programmed is also recommended by Staff.*



Town of Knightdale

Staff Report



Parking

The Applicant proposes to satisfy the parking requirements for the residential portion of the site through 20-foot-long driveways and private garages for rear-loaded housing types (including townhomes) and 25-foot-long driveways and private garages for front-loaded housing types. It is important to note that the Applicant requests a Site Development Allowance to reduce the driveway length from 35-feet for front- and rear-loaded housing types. This specific request is outlined in Site Development Allowance Request #2 on Page 17 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 that approximately 139 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 (43 parking spaces) near certain open spaces. Please refer to the proposed Master Plan on Page 4 of this Staff Report.



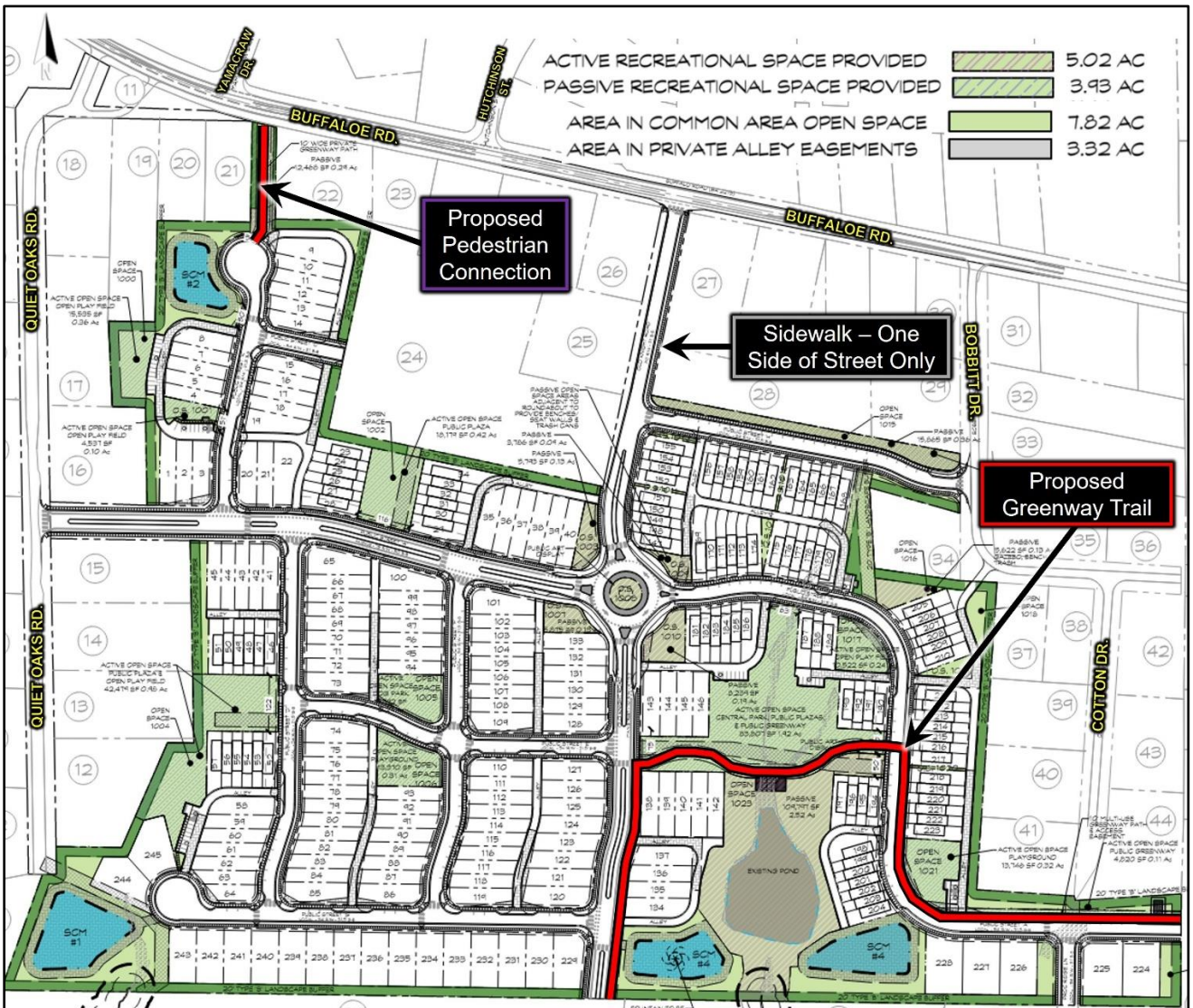
Town of Knightdale

Staff Report

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, which is generally consistent with the UDO. In addition, a 10-foot-wide greenway trail is proposed to connect the proposed development to the greenway trail that will be constructed by the Weldon development immediately to the south. According to the Master Plan, the proposed greenway trail will be located on the east side of Old Knight Road Extension, will traverse through the central park area, and will then follow Public Street A to the easternmost property line. *Staff recommend the Applicant explore greenway trail routing options that embrace the natural beauty of the site and showcase the value of the environmental features present on the site.*



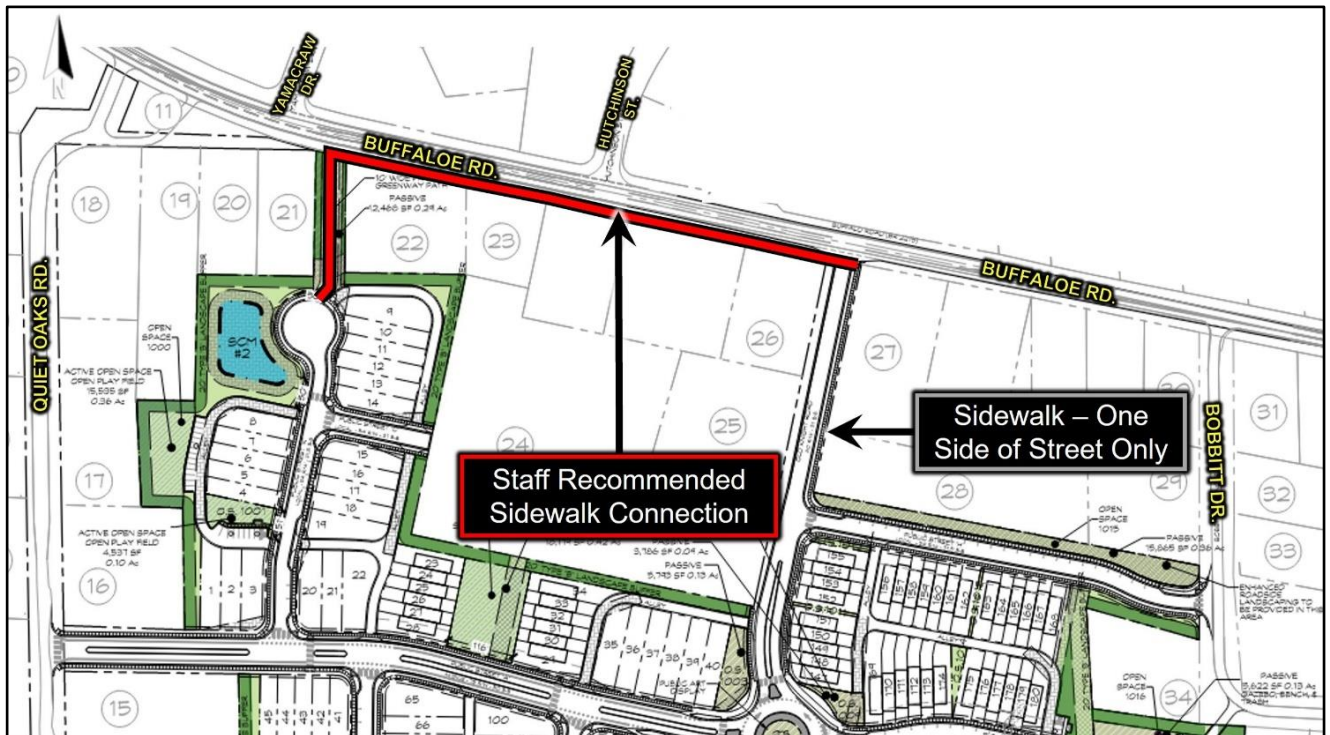


Town of Knightdale

Staff Report

As shown on the Master Plan, the section of Old Knight Road Extension north of the development's internal roundabout only has a sidewalk on the eastern side of the road. According to the Applicant, the existing topography in this area does not allow for sidewalks to be constructed on both sides of this proposed street. *Staff encourages the Applicant to continue conversations with the adjacent neighbors and look for ways to acquire the necessary construction easements to build a 54' Local Street roadway cross-section. If sidewalks on both sides of this street is not feasible, Staff recommend the Applicant investigate whether bicycle lanes can be added in both directions to increase pedestrian connectivity through the subject site and through the area.*

The Applicant also proposes to construct a 10-foot-way multi-use path from the terminus of Public Street K's cul-de-sac to Buffalo Road. The UDO discourages the use of cul-de-sac and should only be built when topography, the presence of natural features, and/or vehicular safety factors make a vehicular connection impractical. Due to the existing driveway locations of Quiet Oaks Drive, Yamacraw Drive, and Hutchinson Street, a vehicular connection in this location would likely not meet NCDOT driveway separation requirements and could create unsafe travel conditions. *To increase pedestrian circulation, Staff recommend that the Applicant continue to consider constructing a sidewalk, or another appropriate pedestrian facility on the south side of Buffalo Road between Quiet Oaks Road and the Old Knight Road Extension, in the general location shown on the below graphic.*





Town of Knightdale

Staff Report

VI. LEGISLATIVE CASE PROCEDURES:

Staff met with the development team in November of 2022 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: November 2022
- Required Neighborhood Meeting: July 25, 2024

The required neighborhood meeting was held virtually at 6:00 PM on July 25, 2024. Approximately 15 members of the public attended this meeting. A copy of the mailed notice and the list of recipients are attached as part of the application packet, and a summary of the meeting has been provided as part of the Applicant's PUD Book.

Following the formal submittal and review of the proposed Master Plan and PUD document, the Applicant met with the Development Review Committee (DRC) on December 12, 2024 to discuss the technical comments and details associated with the proposed plan. Staff discussed with the Applicant concerns involving the design of infrastructure, connectivity and off-site transportation improvements, reducing project density, site layout, housing types and integration of housing types, compatibility with existing development patterns, open space definition, design, and access, and Comprehensive Plan consistency. 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: February 6, 2025; March 7, 2025
- Sign Posted on Property: February 6, 2025; March 7, 2025
- Legal Ad Published in the Weekly: February 7 & 14, 2025; 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, architectural design standards, proposed site development allowances, open space information, 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. Staff also reviewed the plans for conformance with the General Residential – Medium Density (GR8) Zoning District and other applicable UDO sections. The Applicant's requested alternative standards are listed in the section below.

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, however, additional information and detail is needed prior to Staff awarding the Bonus Points as proposed by the Applicant, as noted on the following page.



Town of Knightdale

Staff Report

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.

	Point Total
Major Subdivision Base Points	15
Bonus Point Item	
Conservation of Natural Habitat	3
Construct a Fountain or other stormwater amenity within the SCM	4
Implement Recommendations of the Affordable Knightdale Plan	10
Exclusive Use of Native Landscape Species	5
Construction or Preservation of Gateway Landscaping or Structure	5
Outdoor Display of Public Art	8
Enhanced Roadside Landscaping (Street “H”)	2
Outdoor Deck – More than 3,000 Square Feet	3
IPEMA Certified Playground Equipment	4
Total Water Allocation Policy Points	59 pts.

In order to receive the three points for the conservation of natural habitat, Staff recommend that the Applicant amenitize these areas in a way that embraces their natural beauty and importance. An open deck or observation deck is proposed along the greenway trail on the north side of the existing pond; however, Staff recommend the Master Plan is revised to include informal access points (natural path/non-paved) so this area can be celebrated.

To receive the ten points for implementing recommendations of the Affordable Knightdale Plan, Staff recommend that the Applicant update the PUD Document to specifically address how this proposed development furthers the goals of that Plan. Once provided, Staff will evaluate the merits of the request and make a determination on whether points can be awarded or not.

The Applicant is requesting 5 Bonus Point for the Construction or Preservation of Gateway Landscaping or Structure. As proposed, the roundabout would contain Gateway Landscaping. However, this category is being misinterpreted to apply as a gateway to a specific development (Terravita) rather than a Gateway to the Town of Knightdale. Additional information is needed to evaluate whether Bonus Points can be awarded.

Enhanced Roadside Landscaping is a concept that appears in both the Water Allocation Policy and the UDO’s Open Space Menu (UDO Sec. 11.2.C.7). If the Applicant wishes to receive these Bonus Points, enhanced roadside landscaping cannot be proposed to count towards passive recreational space requirements, or vice visa.



Town of Knightdale

Staff Report

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. The Applicant's allowance requests are as follows:

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 59-foot width for front-loaded single-family lots, a minimum 30-foot width for rear-loaded single-family lots, and a minimum 20-foot width for townhome lots.

Staff Analysis: Based on recent approvals, a minimum lot width of 60 feet should be considered for front-loaded single-family lots. Additional larger lots (between 60- and 80-foot-wide) should also be considered for lots towards the perimeter of the site to better serve as a transition to the existing development pattern of the area.

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 20 feet for rear-loaded single-family lots and townhome lots, and a minimum of 25 feet for front-loaded single-family lots.

3. **Setbacks** (Section 6.5):

- **Required:** The minimum setbacks for the House Building Type are as follows:

Minimum Setbacks				
	Front	Side	Corner	Rear
House Building Type	10'	20% of lot width*	10'	25'

*Side setback shall be calculated as an aggregate. Lots greater than or equal to 60 feet in width shall have a minimum setback of 5 feet. Lots less than 60 feet in width shall have a minimum setback of 3 feet. Side yards of corner lots shall be a minimum of 10 feet.

- **Proposed:** The Applicant proposes a 20-foot minimum rear setback for rear-loaded single-family lots. All other setbacks remain as prescribed by Sections 6.5 & .6 of the UDO.

4. **Residential Clearing & Grading** (Section 9.3.B):

- **Required:** In accordance with UDO Section 9.3.B, grading of individual lots (60-feet in width or greater) within the major subdivision shall not begin without having first obtained a building permit.
- **Requested:** The Applicant proposes to mass grade all lots less than 80-foot-wide. All 80-foot-wide lots shall not be mass graded and shall remain undisturbed.



Town of Knightdale

Staff Report

Staff Analysis: Based on recent input from Town Council on tree canopy retention and/or replacement, Staff recommend the Applicant limit the amount of mass grading across the entire site and consider increasing the size of street trees at time of planting, above what is required by Section 7.4 of the UDO. In addition, Staff recommend the Applicant consider planting additional residential lot trees, above what is required by Section 7.4 of the UDO.

5. Street Classification and Design (Sec. 10.4.A, STD No. 3.07-1, & 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 standards of this Chapter [10].
- **Requested:** The Applicant requests to remove the requirement to construct the required roadway improvements along the subject properties' frontage along Buffalo Road. The Applicant proposes to install the required improvements as required by the Transportation Impact Analysis (TIA); however requests Town Council approval to allow a fee-in-lieu to be paid to the Town to be used for future roadway improvements along Buffalo Road in the vicinity.

Staff Analysis: The Town anticipates updating the Comprehensive Transportation Plan (CTP) and UDO Appendices in 2025. Preliminary discussions indicate that the ultimate roadway cross-section of Buffalo Road in this vicinity may be reduced from a 4-lane facility to a 2-lane facility. As that update process gains momentum and is more defined, Staff will be able to provide additional insight on the future geometries the Buffalo Road corridor in this vicinity.

Staff recommend that the Applicant continue working with adjacent property owners along Buffalo Road so that a pedestrian facility (sidewalk/sidepath) can be constructed to connect different areas of the proposed development together.

- **Requested:** The Applicant requests that the roadway design of Old Knight Road Extension north of the proposed roundabout is constructed to a lesser standard than a Collector Road (Main Street). According to the Applicant, the existing right-of-way width and topography limit their ability to construct the required Main Street Collector Road.

Staff Analysis: Staff encourages the Applicant to continue conversations with adjacent property owners pertaining to temporary construction easements and other factors that could impact the constructability of this roadway section. Staff generally supports a lesser roadway design standard; however, Staff recommend that the Applicant consider how additional pedestrian elements can be included in the proposed design (i.e. bicycle lanes in both directions in lieu of sidewalks on both sides of the road).

6. 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.



Town of Knightdale

Staff Report

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	17.54	71.03%
Townhome Dwelling	7.15	28.97%
Multi-Family Dwelling	0	0.00%

*Gross Site Area: 60.68 acres

*Rights-of-Way Acreage: 15.9 acres

*Dedicated Open Space (Active/Passive): 8.95 acres
(11.14 additional acres in Common Open Space)

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 a Site Development Allowance related to Collector Road standards (See SDA #5 on Page 18 of this Staff Report).

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

Terravita TIA – 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 Lots (210)	170 DU	1,644	30	91
Townhomes (215)	75 DU	522	8	25	24	17	
Total Trips			2,166	38	116	127	78



Town of Knightdale

Staff Report

The following intersections were identified during the scoping phase of this project as being impacted by this development. The Traffic Engineering firm conducted traffic counts at these intersections during peak hours.

1. Buffalo Road and Lucas Road
2. Buffalo Road and Quiet Oaks Drive
3. Buffalo Road and Bobbitt Drive
4. Buffalo Road and Horton Road
5. Horton Road and Horton Mill Drive
6. Horton Road and Old Knight Road
7. Horton Road and Lucas Road





Town of Knightdale

Staff Report

The TIA included recently approved or under construction projects including Haywood Glen, Weldon, and Brio as background data to assign future trips. Additionally, the TIA assumed a 3% trip growth rate during the period of construction for this project.

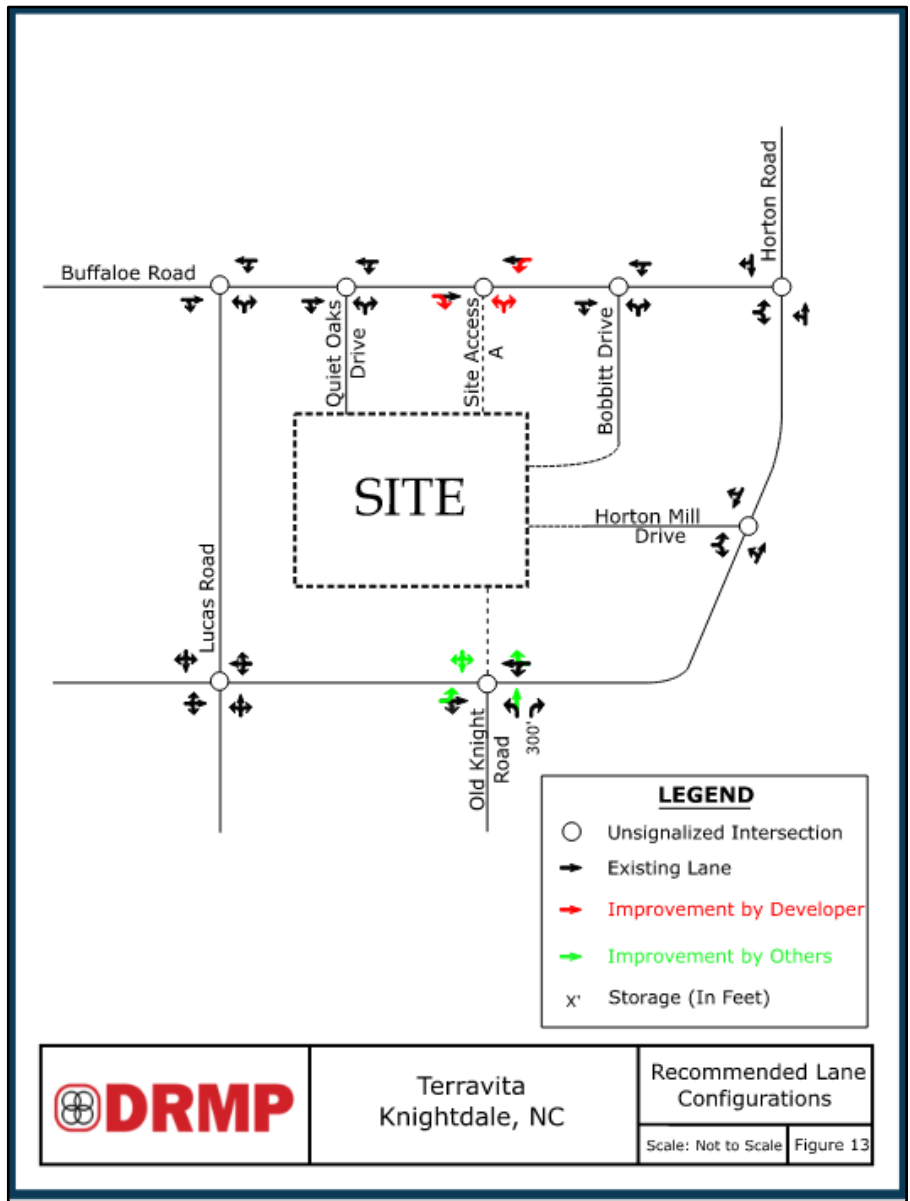
The following improvements are recommended by the TIA to be completed by the developer and are generally supported by Town staff and NCDOT; however, additional improvements are recommended.

1. Construct northbound approach (of the proposed site access) with one ingress lane and one egress lane. Provide stop-control for the northbound approach.

Staff Commentary:

NCDOT reviewed the TIA and returned the comment that if the site provides an internal connection to Quiet Oaks Drive, Quiet Oaks Drive should be improved to an NCDOT Standard, and the driveway be restricted to right-in/right-out. In addition, NCDOT recommended that a dedicated WB left turn lane and dedicated EB right turn lane are constructed as part of the development, which are supported by Town Staff.

Additional information is pending from NCDOT regarding the process of upgrading certain roads to their standards, and to what standard the road must be built. An alternative may be to improve Quiet Oak Road to the Town's Local Street standard and dedicate the improved road to the Town.





Town of Knightdale

Staff Report

Roadway Connectivity and Improvements

The proposed development would construct the final portion of the Old Knight Road Extension, if approved. The Weldon development, currently under construction, will build a portion of the extension from the intersection of Old Knight/Horton Road to Weldon's northernmost property boundary (southernmost property boundary of the proposed Terravita development), as required by the CTP and the UDO. This roadway will not only serve as a primary access through the site but will also provide additional routing options for motorists that do not live within the development. The proposed development will also construct a portion of the east-west Avenue from the site's internal roundabout, west to Quiet Oaks Road, as required by the CTP and the UDO. Please refer to the proposed Site Development Allowance #5 on Page 18 of this Staff Report for a requested modification to the roadway design on the north side of the roundabout to Buffalo Road.

The proposed development's property and project boundary encompasses Quiet Oaks Road (Private), Bobbitt Drive (Public; NCDOT), Cotton Drive (Public; NCDOT), and an unnamed Private Road between 8824 & 8828 Buffalo Road. Accordingly, the UDO requires these roadways to be improved to a public standard. *At a minimum, Staff recommend that these roads are improved to the Town's Local Street roadway cross-section.*

Although a UDO requirement, the Applicant is requesting a Site Development Allowance to remove the requirement that the roadway frontages adjacent the subject properties are improved in accordance with Section 10.4.A and Appendices A & B of the UDO. Please refer to the proposed Site Development Allowance #5 on Page 18 of this Staff Report.

All streets within the development will be dedicated to the Town and will be public streets, with the exception of certain private alleys throughout the development as shown on the Master Plan. As mentioned previously, *Staff recommend that Quiet Oaks Road, Bobbitt Drive, and Cotton Drive are all improved to a public roadway standard. The ultimate owner and responsible party for maintenance is yet to be determined.*

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. As part of the Town's Safety Action Plan, roundabout standards were developed and are expected to be implemented when designing roundabouts on Town roads. *Staff will continue to work with the Applicant to ensure the proposed roundabout abides by the recently adopted design standards.*

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.



Town of Knightdale

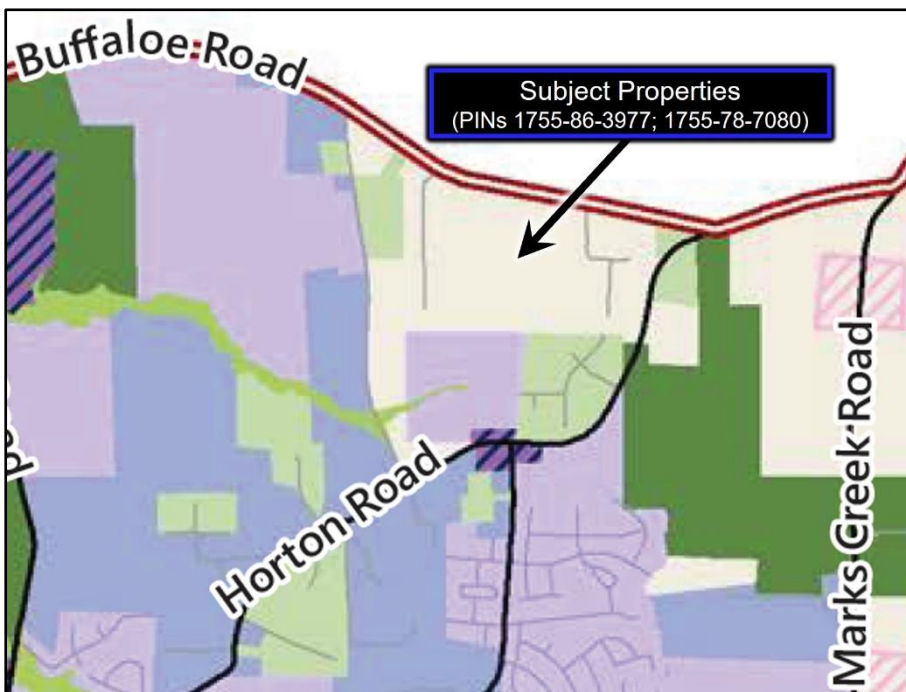
Staff Report

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.



The subject property is located within a Growth Reserve Area. Growth reserve areas represent land deemed unfavorable for significant development within the time frame of the comprehensive plan, 2024 to 2035, because they are unserved or underserved by municipal water and sewer utilities, curbside trash pickup, or police and fire protection, and it would be expensive to expand or extend services in these areas at this time. Areas designated as growth reserve on the map are not strictly prohibited from development in the future, but properties proposed for development should be evaluated utilizing the playbook approach in the comprehensive plan.

Town officials should resist using the playbook approach unless significant infrastructure and service commitments are made by the private developer. If change is contemplated, it should implement the Future Place Type Map and the recommendations presented for the individual place type categories. The areas should be evaluated, and the boundaries modified, as necessary, during the next update to the comprehensive plan.

Reclassification of growth reserve areas into a higher category — presumably secondary growth area, primary growth area, or target growth area — should be contingent upon the proximity or presence of infrastructure needed to support intended development: water, sewer, parks and recreation, police, fire, and transportation.



Town of Knightdale

Staff Report

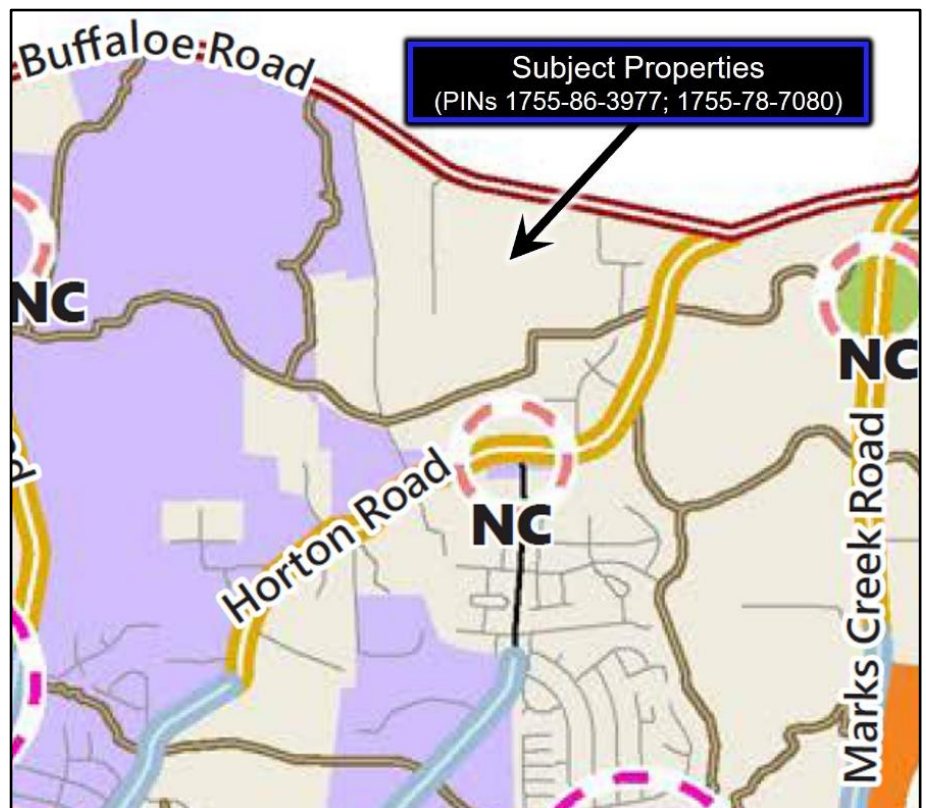
B. Urban Small Town Framework Map

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.

The Urban Small Town Framework Map provides limited guidance on the general expectations for development in this area; however, and defers the Future Place Type Map and its corresponding place type category descriptions provide more specific direction for decision making in these areas.





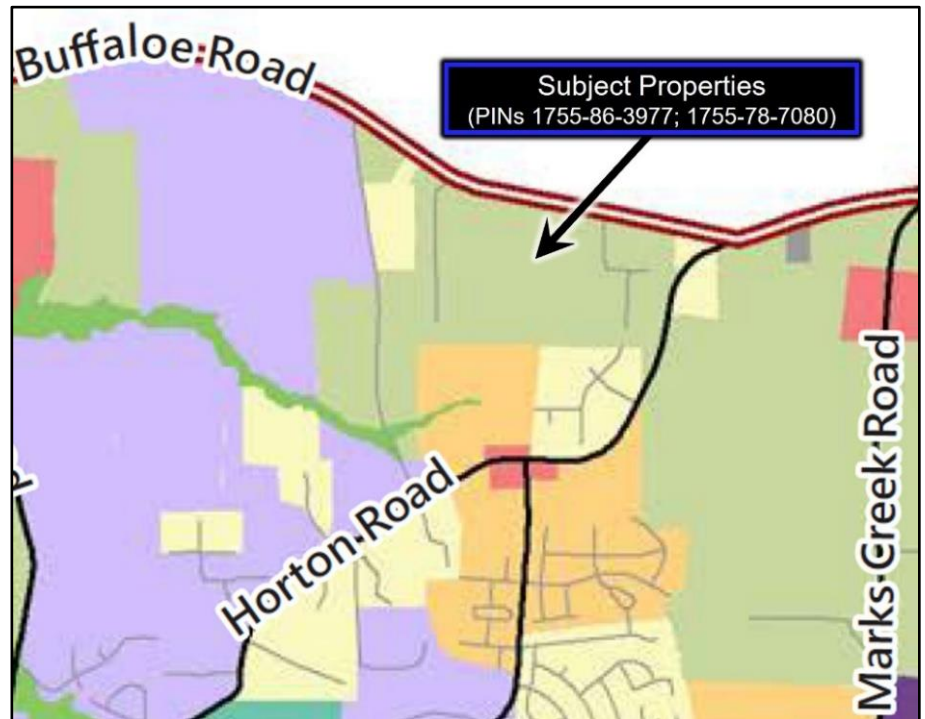
Town of Knightdale

Staff Report

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 Rural Living & Agriculture Future Place Type, which is defined as:

Land characterized by large lots and a high degree of separation between buildings. Homes, farms, and farmettes (hobby farms) are scattered throughout the countryside and integrated into the landscape. Some areas are preserved under agricultural or environmental easements. These areas are largely committed to extremely low-density residential development but also prioritize the preservation of farmland.

Farmland includes land actively used for commercial agriculture or forestry activities, including cultivated land, small-scale farms, timber harvest, horse farms, other livestock, or woodlands. Farms may include a primary residence, additional housing to support agricultural operations, and/or outbuildings associated with activities on the farm. While these areas are primarily an agriculture category, conditional, accessory, or ancillary uses that support the economic viability of the farm may occur on the property. These uses could include, but are not limited to, agritourism; special event venues; breweries; wineries; distilleries; education centers; or other activities that are directly connected to specific farm activities performed on the property.



Town of Knightdale

Staff Report

Rural Living & Agriculture

Land characterized by large lots and a high degree of separation between buildings. Homes, farms, and farmettes (hobby farms) are scattered throughout the countryside and integrated into the landscape. Some areas are preserved under agricultural or environmental easements. These areas are largely committed to extremely low-density residential development but also prioritize the preservation of farmland.

Farmland includes land actively used for commercial agriculture or forestry activities, including cultivated land, small-scale farms, timber harvest, horse farms, other livestock, or woodlands. Farms may include a primary residence, additional housing to support agricultural operations, and/or outbuildings associated with activities on the farm. While these areas are primarily an agriculture category, conditional, accessory, or ancillary uses that support the economic viability of the farm may occur on the property. These uses could include, but are not limited to, agritourism; special event venues; breweries; wineries; distilleries; education centers; or other activities that are directly connected to specific farm activities performed on the property.



Street & Block Pattern

- Largely undefined, but becomes more pronounced as homesteads decrease in size. Very large blocks and curvilinear streets are common when a structure is present.
- Individual driveways typically provide direct access to the property from an adjacent road.

Transportation

- Roads generally reflect the rural nature of the area and serve primarily automobiles, including vehicles and equipment associated with farm uses.
- Pedestrian and bicycle facilities should consider side paths or greenways that may run parallel to a road.
- Greenways may also support equestrian activities. Microtransit service will be available starting in July 2024.

Building Types & Massing

- A private residence is common on a site (home building type). Ancillary or out-buildings may also be present to support farm operations; including barns, silos, equipment sheds, etc.
- Accessory dwelling units on a site should be designed to be compatible with the primary residence.
- Civic buildings — such as a school, church, or fire station — may be appropriate in some areas.



Open Spaces & Natural Resources

- Influenced by site conditions, but may include natural areas, farm fields or pastures, grazing areas, woodlands, steep topography, and greenways or trails.

Sustainability

- Encourage farming practices that preserve natural resources and protect the environment.



58 KnightdaleNext V2

Comprehensive Plan | Knightdale, NC | 2024

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 Rural Living & Agriculture Place Type falls into the Open Spaces category.



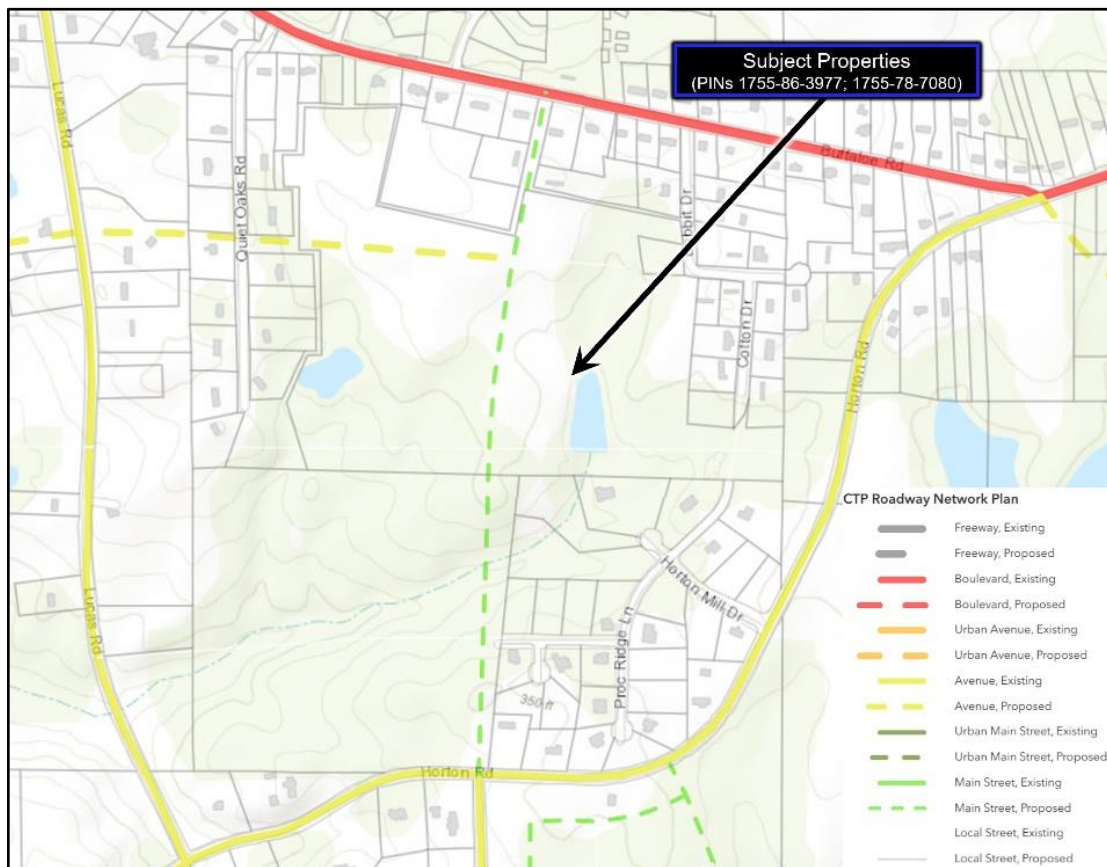


Town of Knightdale

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 Old Knight Road from the Weldon development immediately to the south, north through the subject properties, and connect to Buffaloe Road. The majority of this proposed road will be built to the Main Street roadway standard; however, the Applicant proposes a modified Local Street cross-section with sidewalk along one side of the proposed street. According to the Applicant, the existing width and topography in this area does not allow for sidewalks to be constructed on both sides of this proposed street.



Staff encourages the Applicant to continue conversations with the adjacent neighbors and look for ways to acquire the necessary construction easements to build a 54-foot Local Street roadway cross-section. If sidewalks on both sides of this street is not feasible, Staff recommend the Applicant investigate whether bicycle lanes can be added in both directions to increase pedestrian connectivity through the subject site and through the area.

In addition, the proposed development would construct a portion of a future Avenue roadway that will connect the proposed development with others to the west in the future.

The subject properties also contain land area where existing private and public roadways are located (Quiet Oaks Road (private), Bobbitt Drive (Public, NCDOT), and Cotton Drive (Public, NCDOT)). Based on these road's current conditions, it appears that they do not meet Town or NCDOT roadway standards for public roads. Since



Town of Knightdale

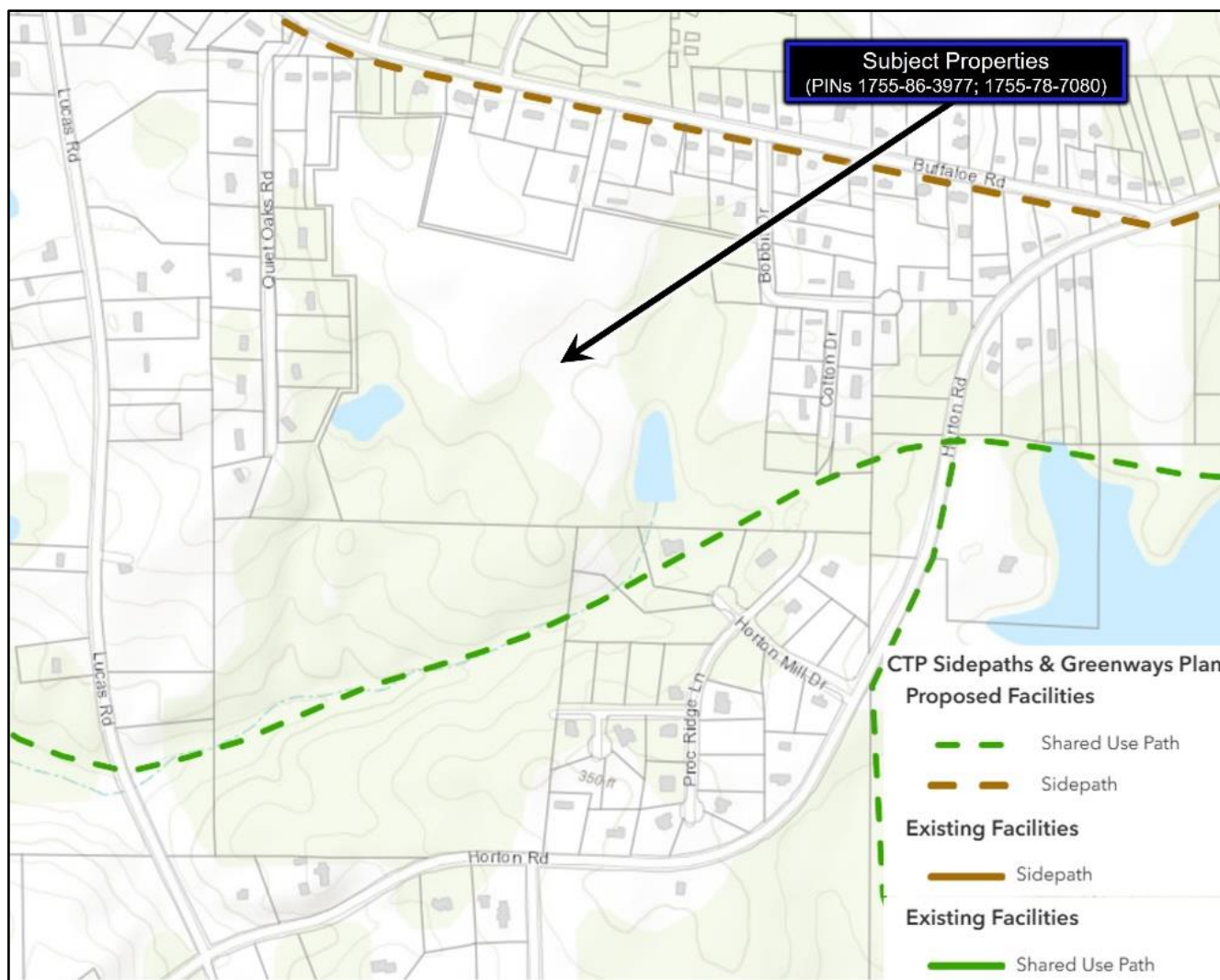
Staff Report

these roadways are within the subject property owner's control and within the proposed project's boundary, these roadways are expected and required to be upgraded to at least a 54-foot Local Street cross-section.

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. As previously mentioned, the Applicant is proposing to extend the ten-foot-wide greenway that will be constructed by the Weldon Development immediately to the south, through the site, and stub to the easternmost property boundary of the subject property.

According to the Master Plan, the proposed greenway trail will be located on the east side of Old Knight Road Extension, will traverse through the central park area, and will then follow Public Street A to the easternmost property line. *Staff recommend the Applicant explore greenway trail routing options that embrace the natural beauty of the site and showcase the value of the environmental features present on the site.*





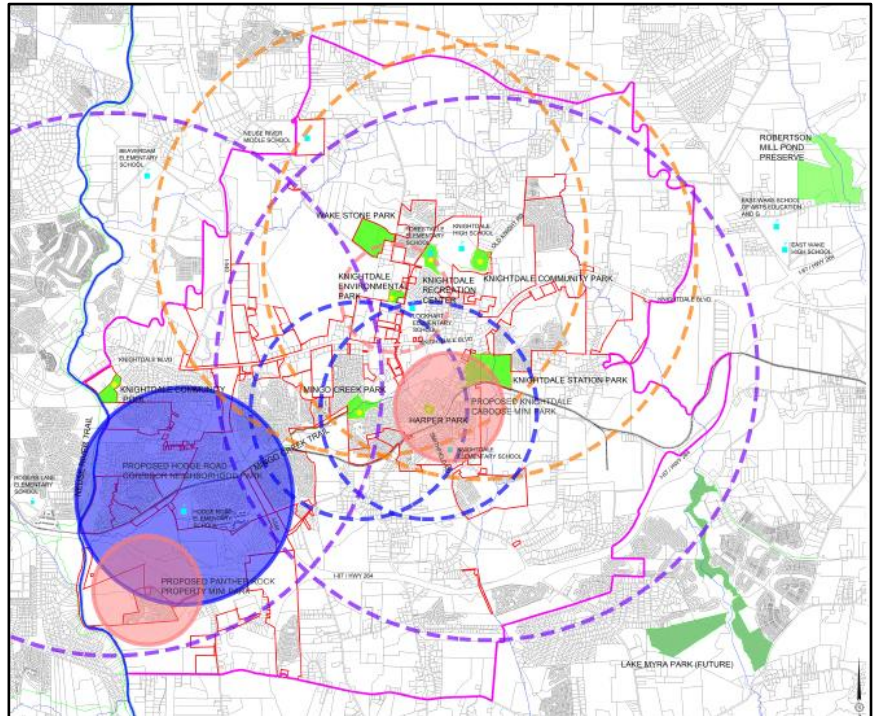
Town of Knightdale

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. This plan includes recommendations for future park facilities based on community needs and existing conditions.

The plan indicates that this proposal is within the two-and-a-half mile service area of Knightdale Station Park and within the two-mile service area of Knightdale Community Park and Wake Stone Park.



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.

As part of the recently updated Water Allocation Policy, developments can now receive Bonus Points for implementing recommendations of the Affordable Knightdale Plan. The Applicant is requesting 10 Bonus Points from this category. According to the Master Plan, the inclusion of townhomes and the cottage court development pattern towards the center of the subject properties is the rationale for this request (Expand Housing Options). *Additional information on how this Plan recommendation will be achieved, what these areas look like, and how the current neighborhood design furthers the goals of the Plan is still required. Staff also encourage the Applicant to implement additional recommendations of the Plan.*



Town of Knightdale

Staff Report

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.

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 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 apply to this development proposal:



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



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.

X. STAFF RECOMMENDATION:

- Hold a joint public hearing;
- Following public comment, close the public hearing; and
- Refer case ZMA-4-23 to the April 14, 2025, Land Use Review Board for review and recommendation.