



# Town of Knightdale

## Staff Report

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

Staff: Gideon Smith, Senior Planner

Date: June 9, 2025

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### **I. REQUEST:**

Rivers & Associates, on behalf of Ashbury & the Holdings Company, LLC has submitted a petition requesting a Zoning Map Amendment to rezone approximately  $\pm 20.90$  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 118 residential units and to reserve approximately  $\pm 0.78$ -acres for future non-residential uses. *Please be aware that the proposal has been revised since the March 20, 2025 Joint Public Hearing. Related agenda packet materials have been included as an attachment for comparison purposes.*

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

PROPERTY LOCATION:	0 Old Faison 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)
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:	118 Residential Units (24 Single-Family; 94 Townhomes); $\pm 0.78$ -acre outparcel reservation for future non-residential uses
DENSITY PERMITTED:	8 units/acre
PROPOSED DENSITY:	5.7 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.



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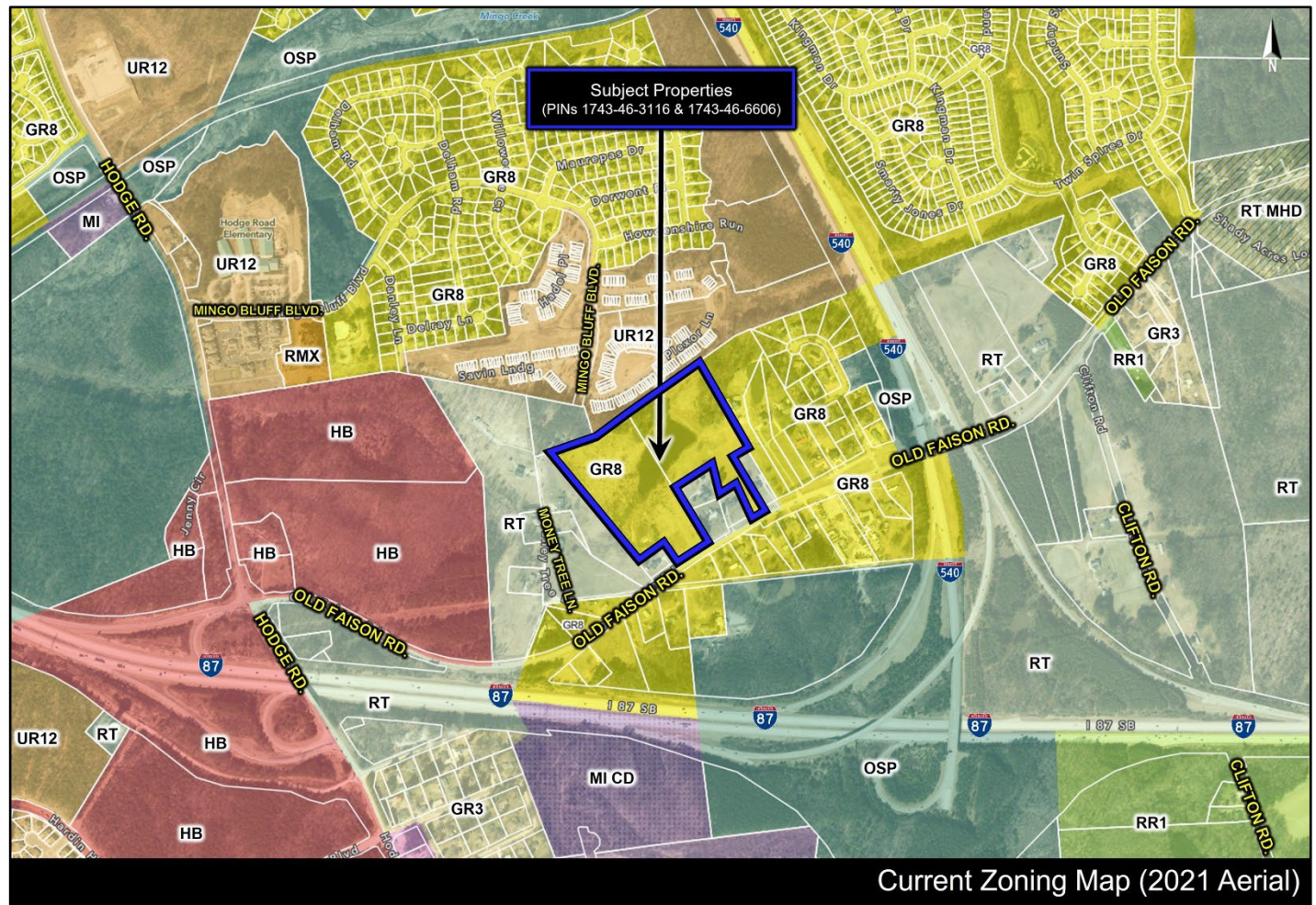
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There are several provisions which are required to be addressed by the Applicant in the PUD, including, but not limited to design guidelines, proposed alternative means of compliance, public facilities, recreational open space, Comprehensive Plan consistency, among others. The Applicant's specific exceptions are detailed in **Section VII** of this Staff Report.

### **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.

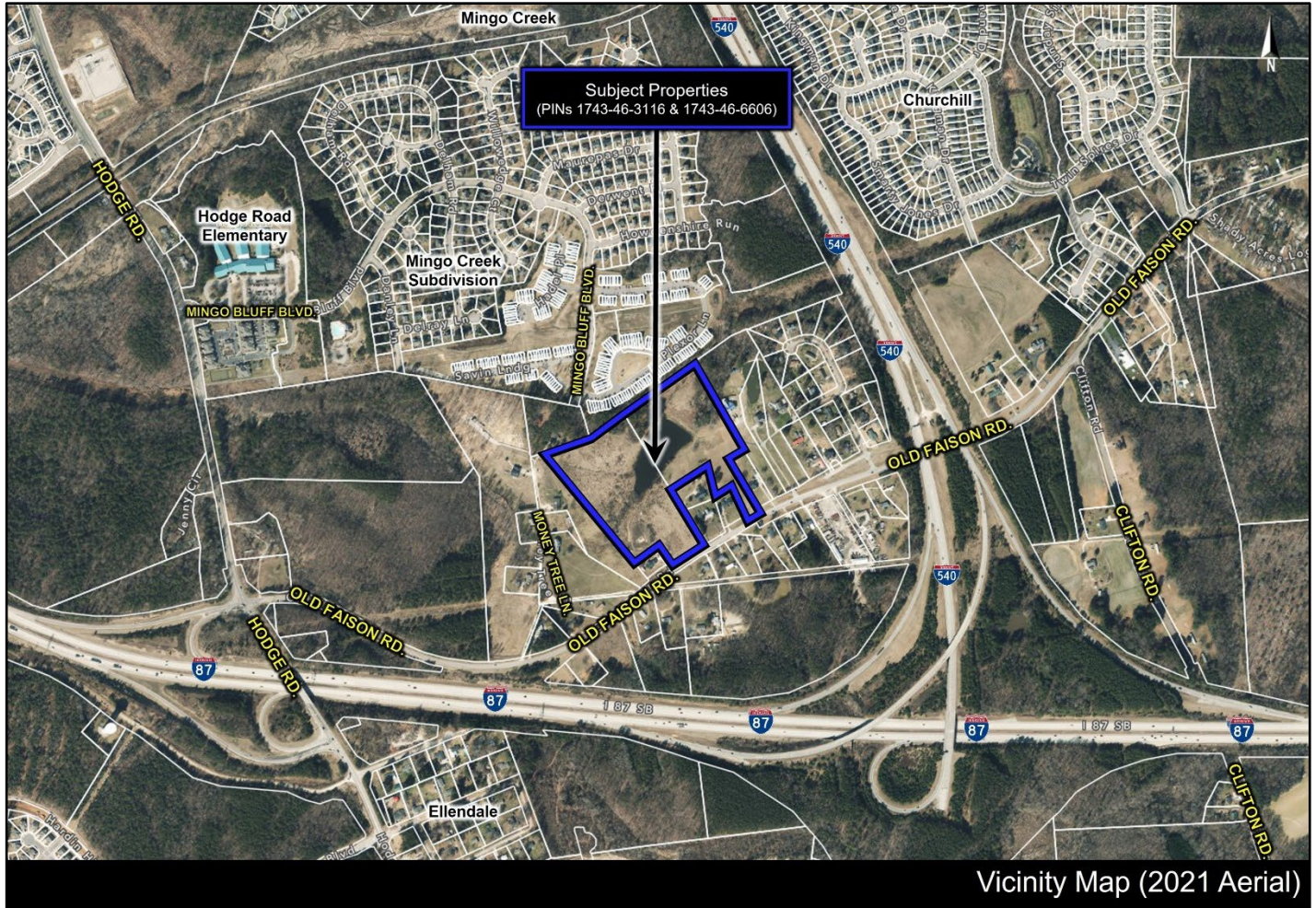
DIRECTION	LAND USE	ZONING
North	Residential (Mingo Creek Subdivision & Other Single-Family Dwellings)	UR12; RT
South	Residential (Single-Family Dwellings)	RT; GR8
East	Residential (Single-Family Dwellings)	GR8
West	Residential (Single-Family Dwellings)	RT





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Vicinity Map (2021 Aerial)

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

*Please be aware that the proposal has been revised since the March 20, 2025 Joint Public Hearing. Documents from that agenda packet related to the subject petition has been included as an attachment for comparison purposes.*

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 118 lots that features 24 detached single-family homes and 94 attached townhomes with the active recreational open space amenities to be dedicated to the Town as a public park (~1.67 acres). In addition, the Applicant proposed to reserve an approximately 0.78-acre non-residential outparcel along Old Faison Road for an undefined use or tenant.

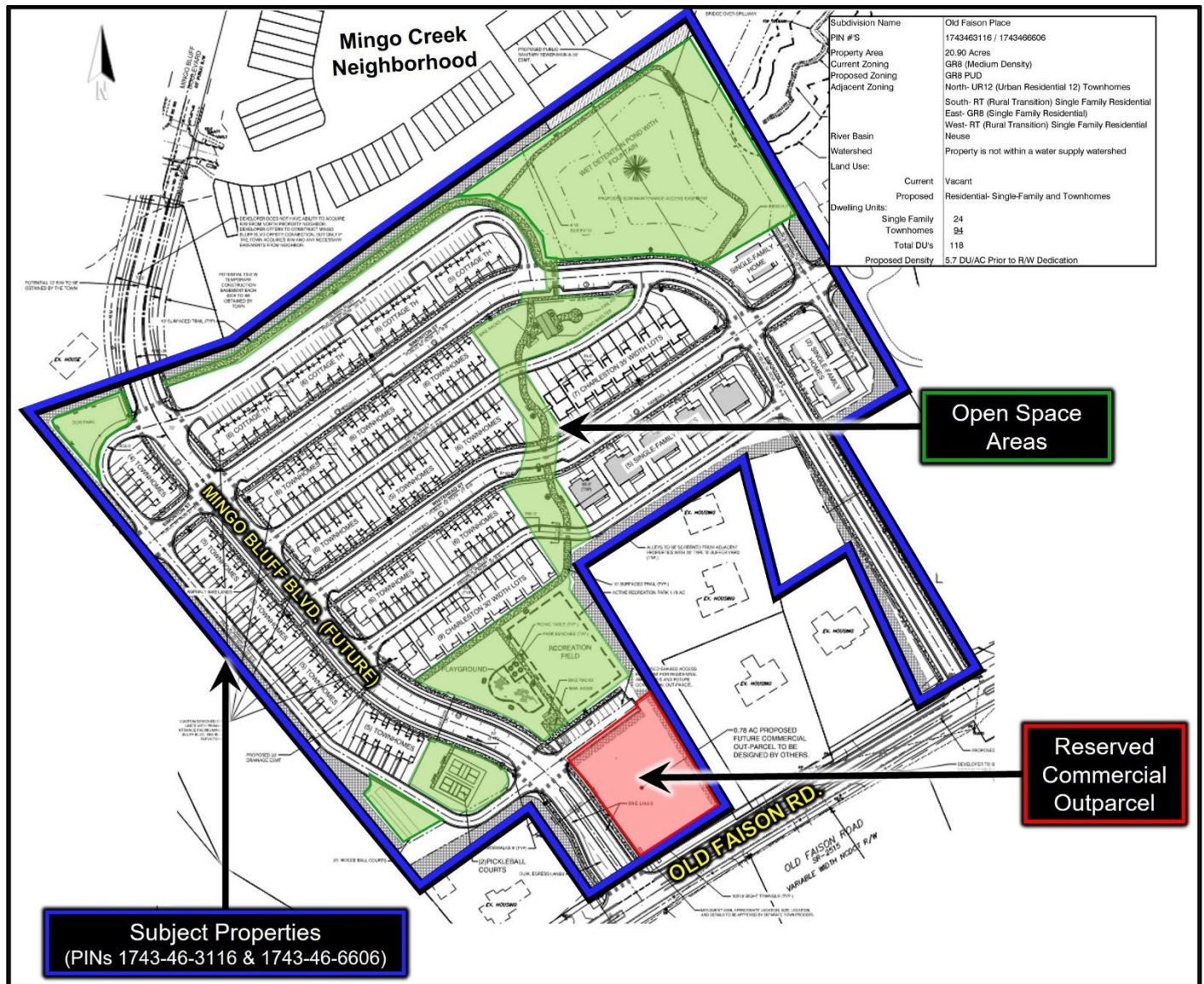
Additional information regarding the permitted uses, dimensional standards, design standards, zoning conditions, etc. is detailed in **Section VII** of this Staff Report. The developer and staff met multiple times early in and throughout the process as the plan evolved. Further analysis of the Master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

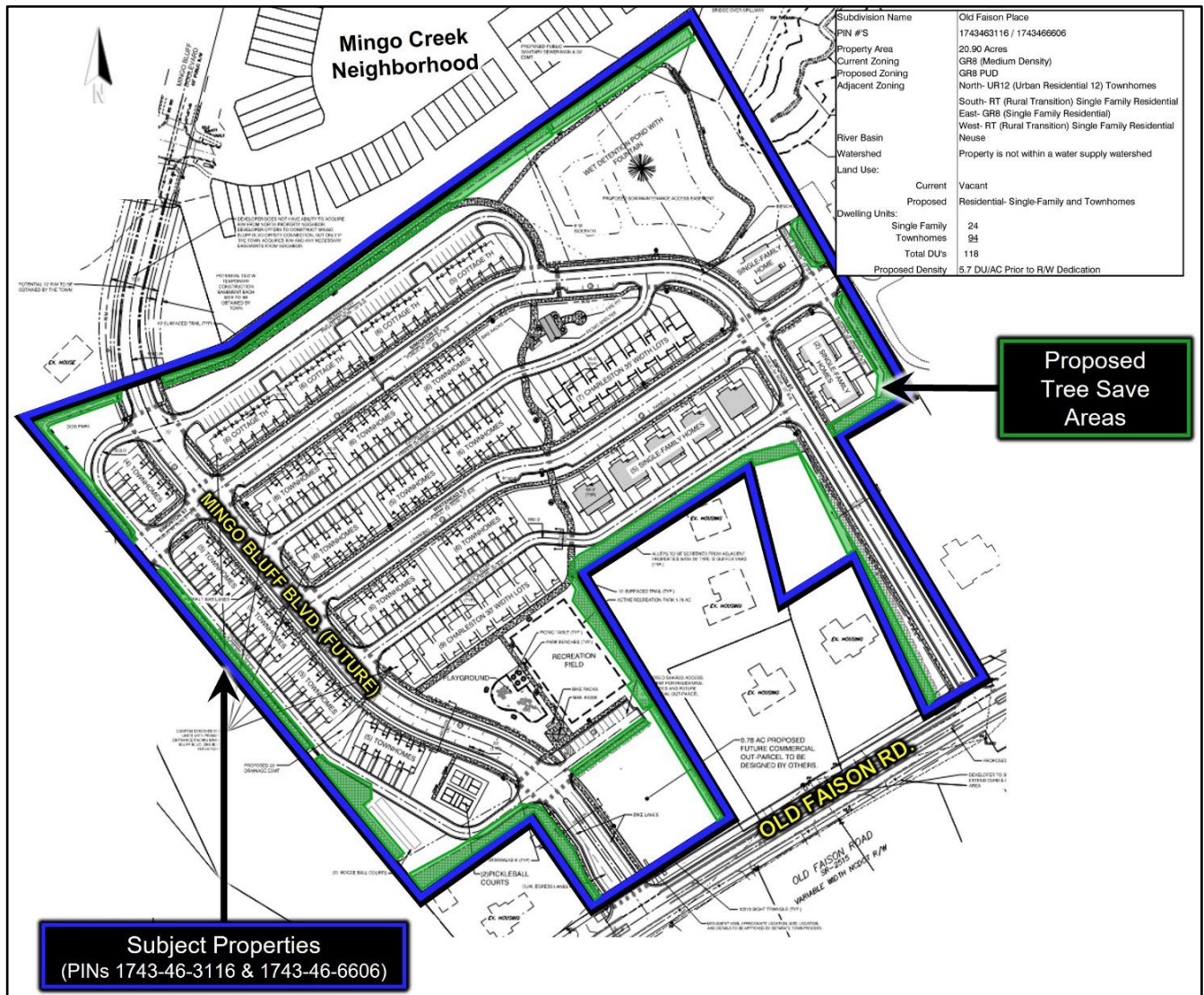
The Applicant has demonstrated general compliance with the Buffer Yard and Screening requirements across the entire site. As proposed, a 20-foot Type B Buffer, made up of existing vegetation and supplemented with new plantings where necessary, will remain around the perimeter of the site. The 20-foot 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.*

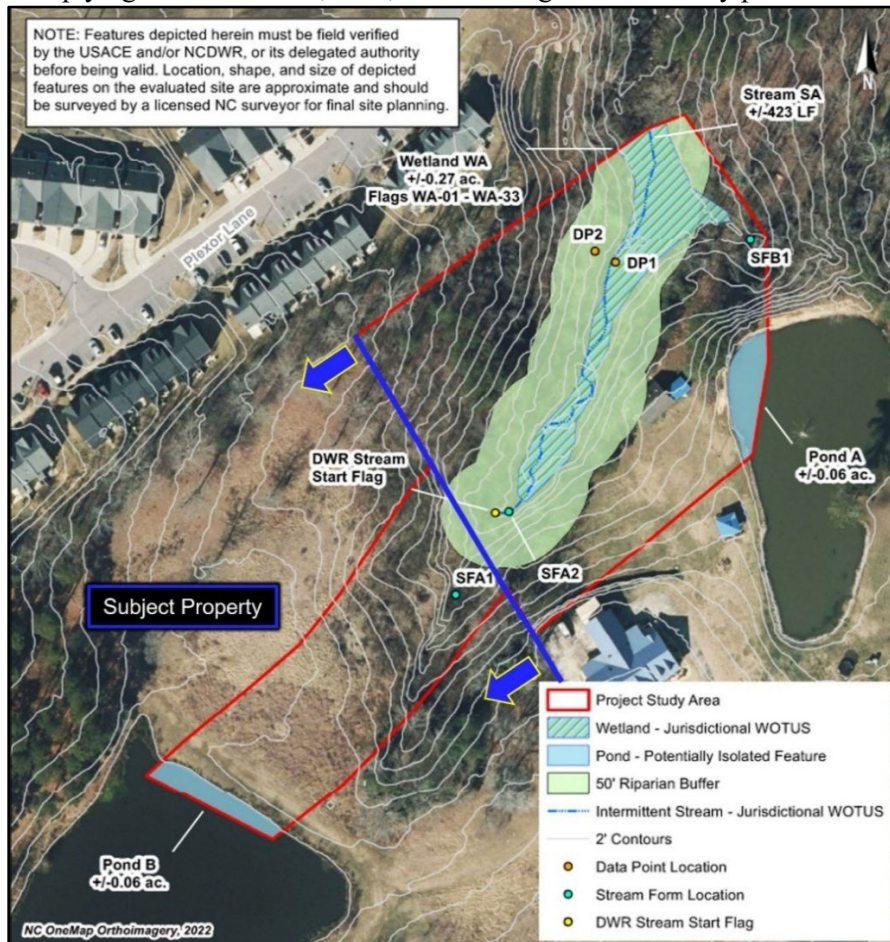


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### Environmental Features

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 3.81 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, a playground, and public walking trails. 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. Additional passive recreational open space elements are required to comply with Section 11.2.C.7 of the UDO, specifically elements from the Environmental and Creative categories.



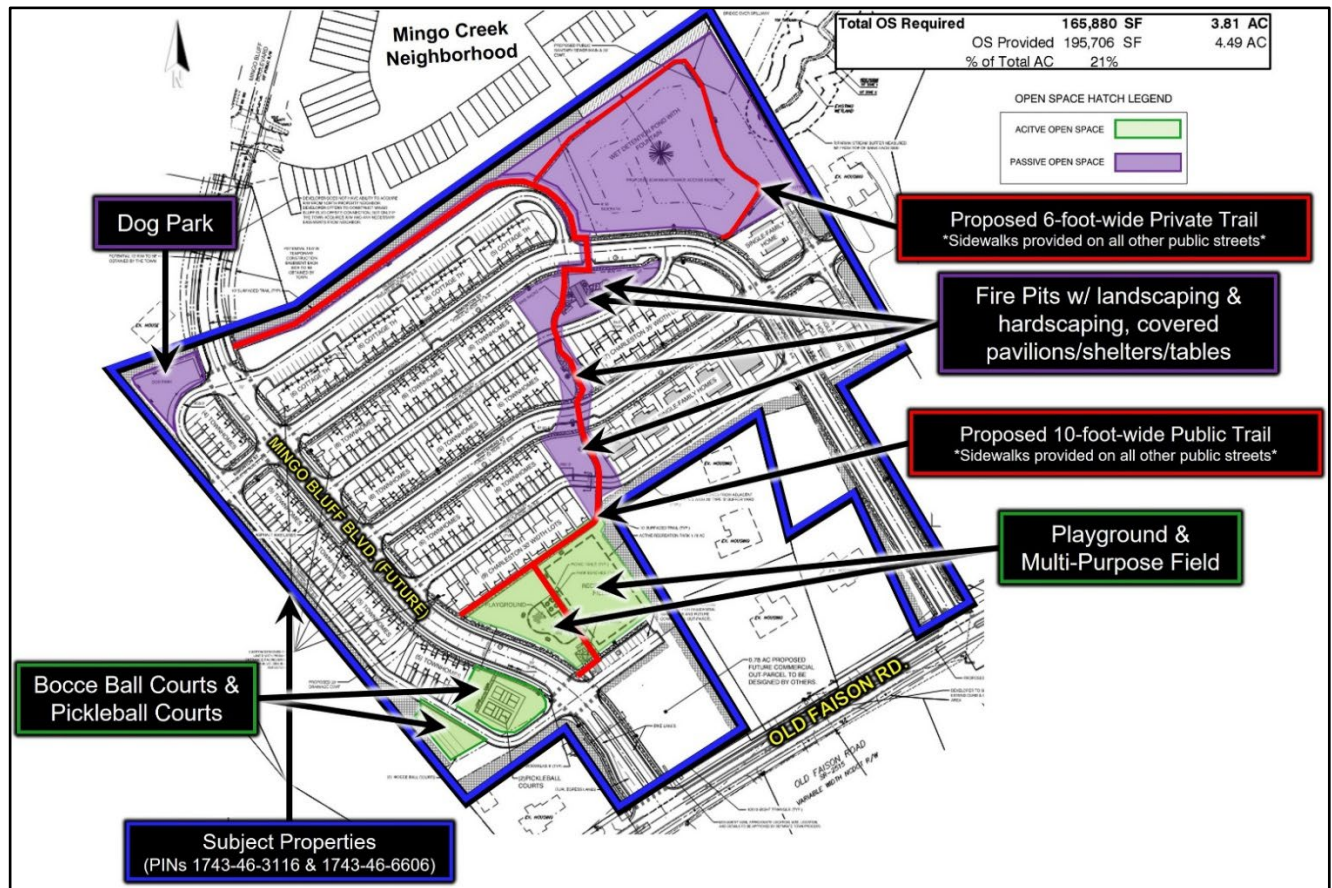
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*Staff recommend that the Applicant update their PUD Document to include example imagery of these recreational open space elements to demonstrate the quality of the proposed amenities. The revised Master Plan includes a six-foot-wide private walking trail, with benches, to amenitize the SCM as recommended by Staff.*

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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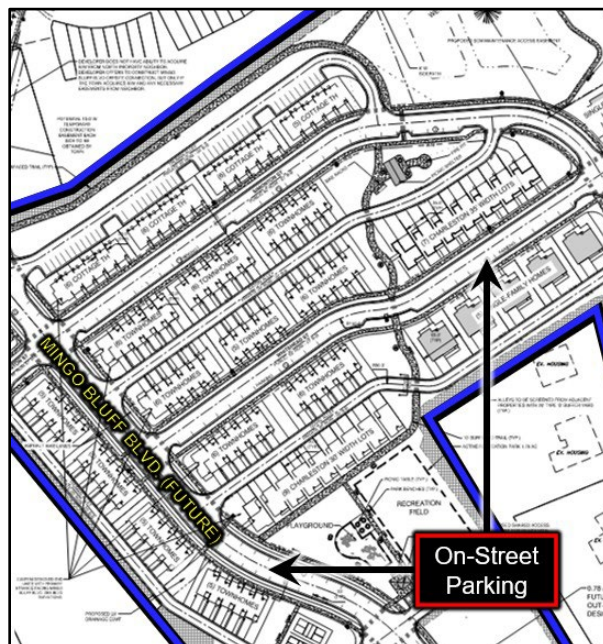
### Phasing Plan

The submitted Master Plan and PUD Document do not include a phasing plan; however, it is anticipated that the residential portion of the development will be constructed in one phase, with the undefined non-residential space/tenant coming online as Phase 2 at some point in the future.

### 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 20 feet for rear-loaded townhome lots. The revised Master Plan also proposes a two-story cottage townhome housing type with surface parking to the rear. 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. A request is also made regarding the proposed surface parking to the rear of the cottage townhome units. These specific requests are outlined in Site Development Allowance Requests 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 non-residential 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 as 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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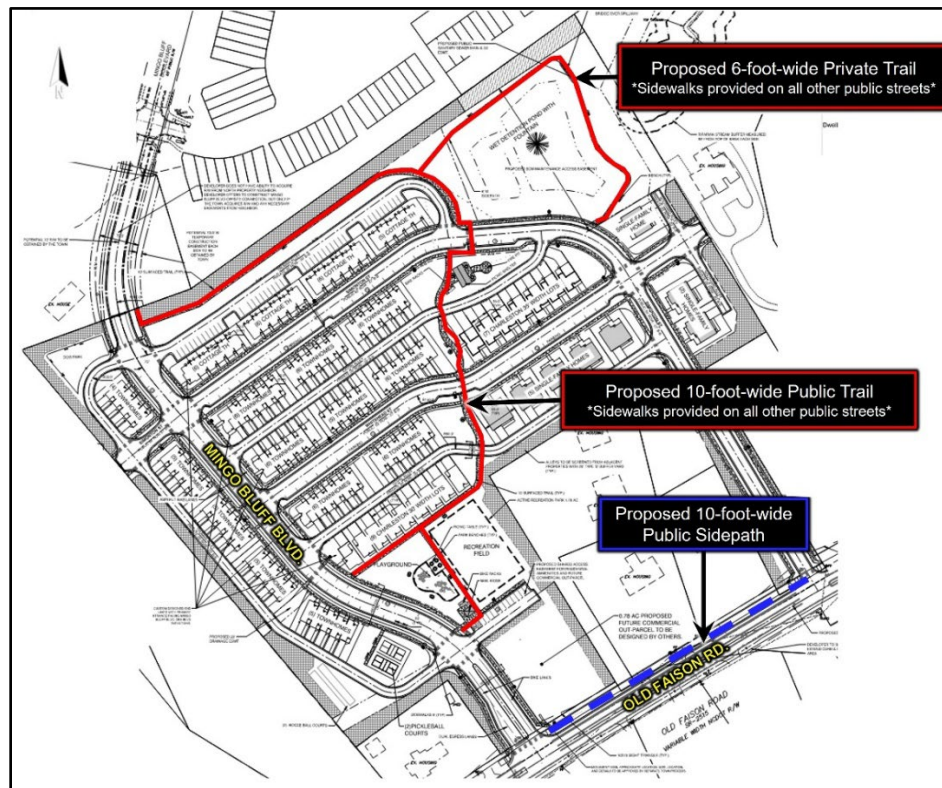
### **Commercial Outparcel Reservation**

An approximately  $\pm 0.78$ -acre parcel has been reserved for future non-residential uses at the northeast corner of the proposed Mingo Bluff Boulevard and Old Faison Road. The design of this building will be dependent upon potential uses, but shall conform to all UDO standards, including parking, landscaping, lighting, building orientation, and more. The uses proposed on the outparcel, including Staff recommendations, are outlined in **Section VII**. *Staff recommend that some of the proposed uses are removed from consideration, and others are added, to better encourage small, locally owned businesses to support the needs of current and future residents, and to discourage the establishment of auto-dependent uses that can already be found throughout town.*

### **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 five- and six-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 ten-foot-wide trail that meanders through the subject site, which aligns with Staff's recommendation. A six-foot-wide trail has been proposed around the SCM to amenitize that area as well.





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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.

However, Staff and the Town Attorney determined that Permit Choice (N.C.G.S 160D-108) is applicable and it would be permissible to allow the Applicant to utilize the submitted, detailed list of architectural standards for all residential buildings throughout the proposed development for utility allocation. Several, but not all, example elevations from the Applicant are provided on Pages 11 & 12 of this Staff Report. A complete inventory can be found in the attached PUD Document. Upon submission of building permits, should elevations be inconsistent with previous approvals, permits may not be issued. *Staff recommend these standards are updated to include the new housing types proposed on the revised Master Plan prior to Town Council's final decision on the request.*

### **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. 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.

However, Staff and the Town Attorney determined that the Applicant can exercise Permit Choice (N.C.G.S 160D-108) as it relates to the Water Allocation Policy. The Applicant has elected to exercise that right and is requesting approval under the 2016 Water Allocation Policy. The following is supported by Staff.

	Point Total
Major Subdivision Base Points	15
<b>Bonus Point Item</b>	
Construct a Fountain within the BMP	4
On-Street Public Parking	4
Residential Architectural Standards for Single-Family and Townhouse	15
Pickleball and Tennis Courts	5
Enhanced Roadside Landscaping*	2
IPEMA Certified Playground Equipment	4
Construct less than 1,000 linear feet of 10-foot-wide path*	2
<b>Total Water Allocation Policy Points</b>	<b>51 pts.</b>

\* Points can be awarded if features are constructed off-site, between the two proposed access points.

Because of the subject properties' limited roadway frontage along Old Faison Road (See Master Plan on Page 4 of this Staff Report), the enhanced roadside landscaping and 10-foot-wide path bonus point allocation requests are generally not supported by Staff as proposed. However, *if these features can be installed along the entire frontage of the neighborhood, including the two properties between the two neighborhood entrances, Staff could consider awarding these four bonus points. According to the Applicant, the Developer will commit to this if the adjacent landowners allow them to do so.*

**Zoning Conditions:** The rezoning process provides the Applicant the opportunity to propose specific conditions to further define the scope of the development.

The Applicant provided the below list of potential by-right uses on the ±0.78-acre reserved non-residential outparcel. *Uses in red are recommended to be included and uses that are stricken are recommended to be removed from consideration.* All other uses listed in UDO Section 3.1.C shall be prohibited. The development of this outparcel will be subject to all UDO standards unless specified in the PUD Book.

- |                                                      |                                        |
|------------------------------------------------------|----------------------------------------|
| 1. Child/Adult Day Care Center<br>(6 or more people) | 6. Personal Services                   |
| 2. <del>Government Services</del>                    | 7. Medical Services                    |
| 3. Studio (arts, dance, martial arts, music)         | 8. <del>Vehicle Services</del>         |
| 4. <del>Equipment Rental</del>                       | 9. <del>Auto Parts Sales</del>         |
| 5. Professional Services                             | 10. Gas Station with Convenience Store |
|                                                      | 11. <del>General Retail</del>          |



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12. Neighborhood Retail/Restaurant  
(2,000 square feet or less)

~~13. Shopping Center~~  
14. Recreational Facility (Outdoor)

Following approval of Construction Drawings, all future tenants must apply for a Zoning Compliance Permit, which staff will confirm the use is compliant with these conditions. The Applicant has also specified that Vape, Tobacco, and CBD stores are expressly prohibited. All other uses not listed are otherwise prohibited.

### 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:** UDO Section 3.4 requires all front-loaded lots to be a minimum of 80-feet wide while rear-loaded lots cannot be less than 30-feet in width.
- **Requested:** The Applicant proposes a minimum 30-foot width for rear-loaded single-family lots and a minimum 20-foot width for rear-loaded townhome lots.

***Staff Analysis:** These widths are generally supported by Staff, including the addition of the 30- and 35-foot-wide rear loaded single-family widths, as recommended.*

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

- **Required:** UDO Section 3.4 requires all driveways to 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 20 feet for rear-loaded townhome lots.

The revised Master Plan introduces a two-story cottage style townhome with surface parking to the rear in lieu of individual driveways.

***Staff Analysis:** A minimum driveway length of 20-25 feet for all rear-loaded products is in line with recent Town Council approvals. In terms of the proposed surface parking, Staff recommend pervious pavement be used for these parking spaces. In addition, street trees and other landscaping should be installed between these spaces/private alley and the ten-foot-wide trail to the north of the site to better screen these areas from off-site view.*

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

- **Required:** UDO Section 10.4.A requires new development with frontages on existing and new publicly maintained streets to upgrade all their frontages to meet the standards of 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.



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- **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:** UDO Section 10.4.A requires new development with frontages on existing and new publicly maintained streets to upgrade all their frontages to meet the standards of Chapter 10. Mingo Bluff Boulevard has been identified as a 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. **Street Classification and Design** (Sec. 10.4.A, 10.4.A.1.b, & STD No. 3.02):

- **Required:** UDO Section 10.4.A requires new development with frontages on existing and new publicly maintained streets to upgrade all their frontages to meet the standards of Chapter 10. Local Streets are required to have a 54-foot public right-of-way and must be constructed per Standard Construction Detail 3.02 or 3.02-2.
- **Requested:** Portions of Simonton Street and Whitehead Street are proposed to have a 62-foot public right-of-way to allow for parallel parking and street trees. The Applicant also indicated this increased width would help meet NC Fire Code as it relates to required clearance widths for roads.

***Staff Analysis:** Staff recommend Standard Construction Detail 3.02-2 is followed, which allows for parallel parking on one side of the street, and street trees to be planted on the backside of the sidewalk. This may require private landscape easements; however, reduces the amount of impervious surface required to construct a local street.*

#### 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.



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Table 11.1(B) Required Distribution of Uses		
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.

Proposed Distribution of 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. In addition, the tabulations included on the revised Master Plan need to be updated to reflect the proposed increase in single-family detached units and decrease in townhome units.

### 7. 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 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 20-21).



# Town of Knightdale

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### **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 Place TIA – Phase 1 Site Trip Generation Estimates*

<b>Table 2a: Site Trip Generation (Phase 1)</b>						
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	8	9	5
Single-Family Attached (215)	105 DU	750	12	37	35	24
Total Trips		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.

*Old Faison Place TIA – Phase 2 Site Trip Generation Estimates*

<b>Table 2b: Site Trip Generation (Full Build)</b>						
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	8	9	5
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.						



# Town of Knightdale

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*Although Staff recommend the Applicant propose additional land uses (now provided with revised Master Plan) 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 lane 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.

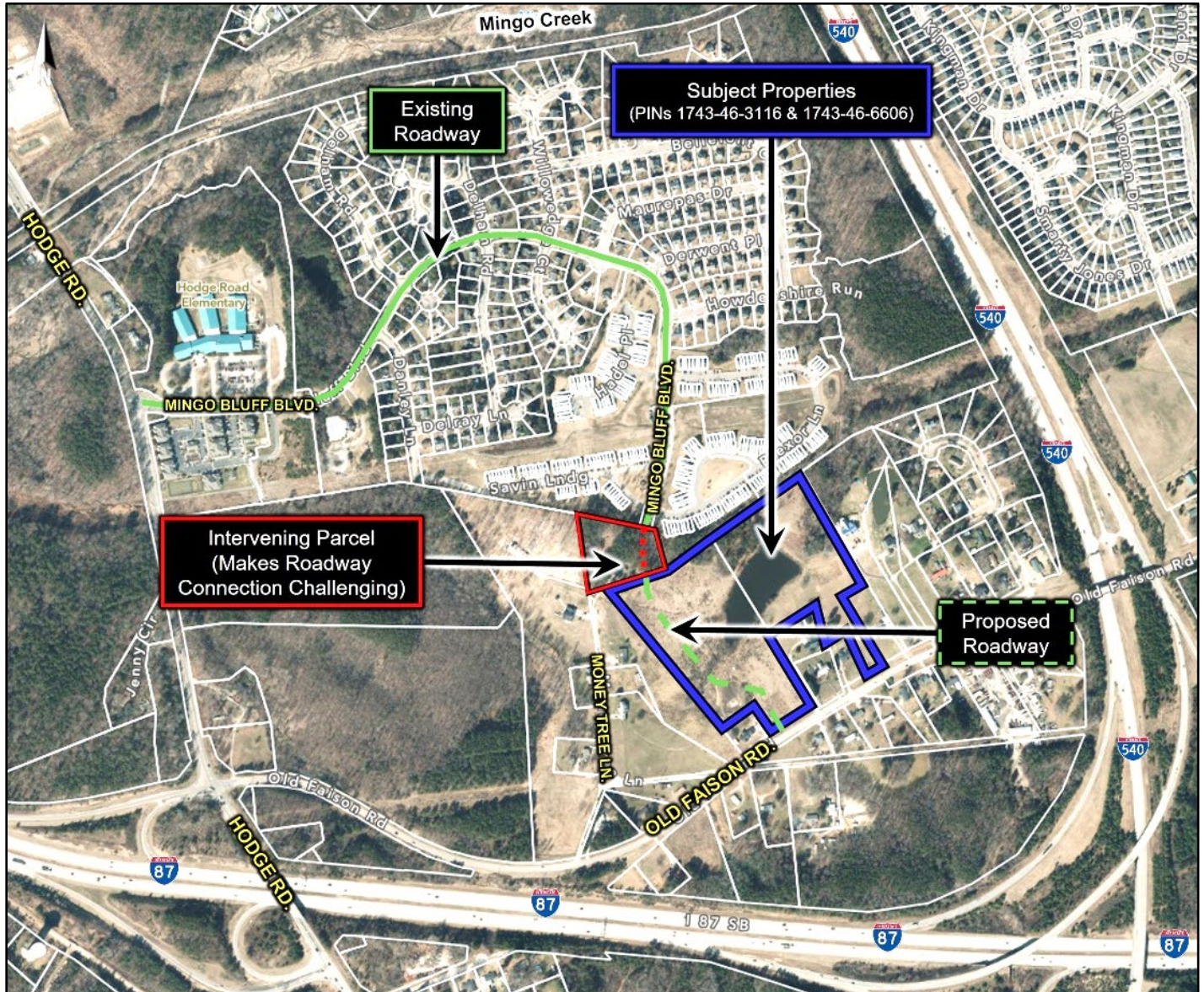


# Town of Knightdale

## Staff Report

### 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

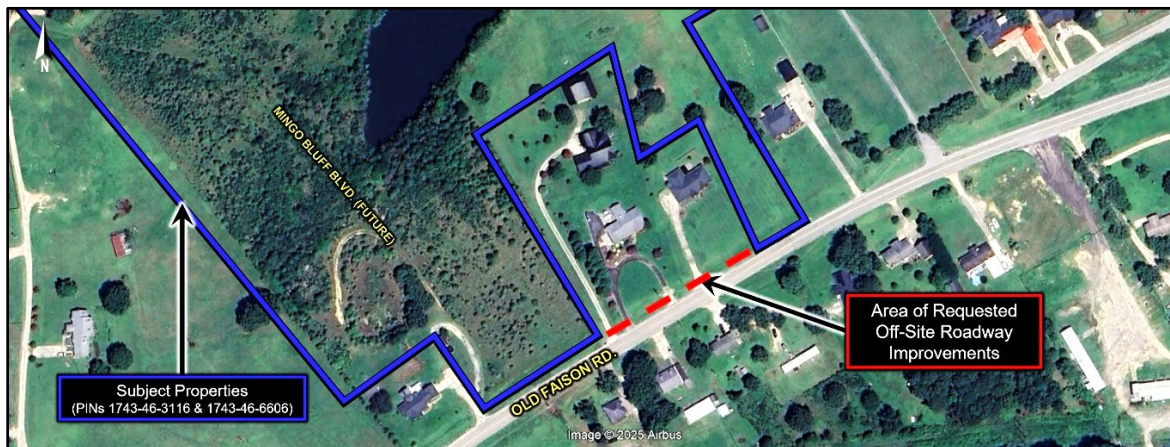
## Staff Report

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

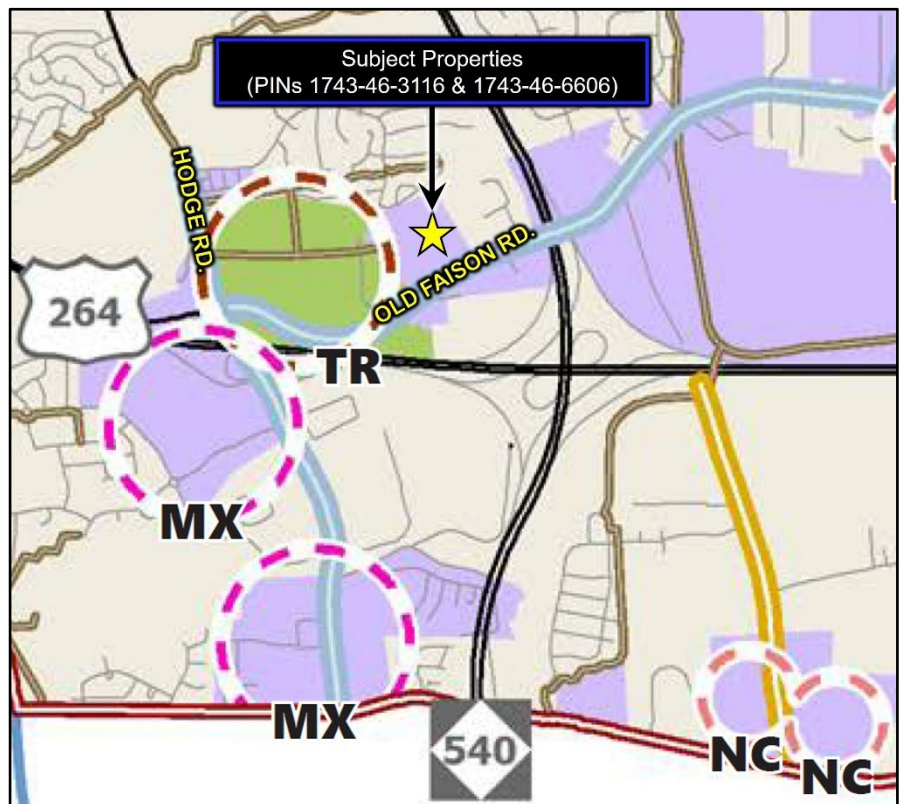
The subject property is located within a Secondary Growth Area. These areas include land contiguous to town limits that could help accommodate growth projected for an eleven-year planning horizon, 2024 to 2035, assuming annual growth rates similar to the last decade (i.e., 4.21% per year). Some areas 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.

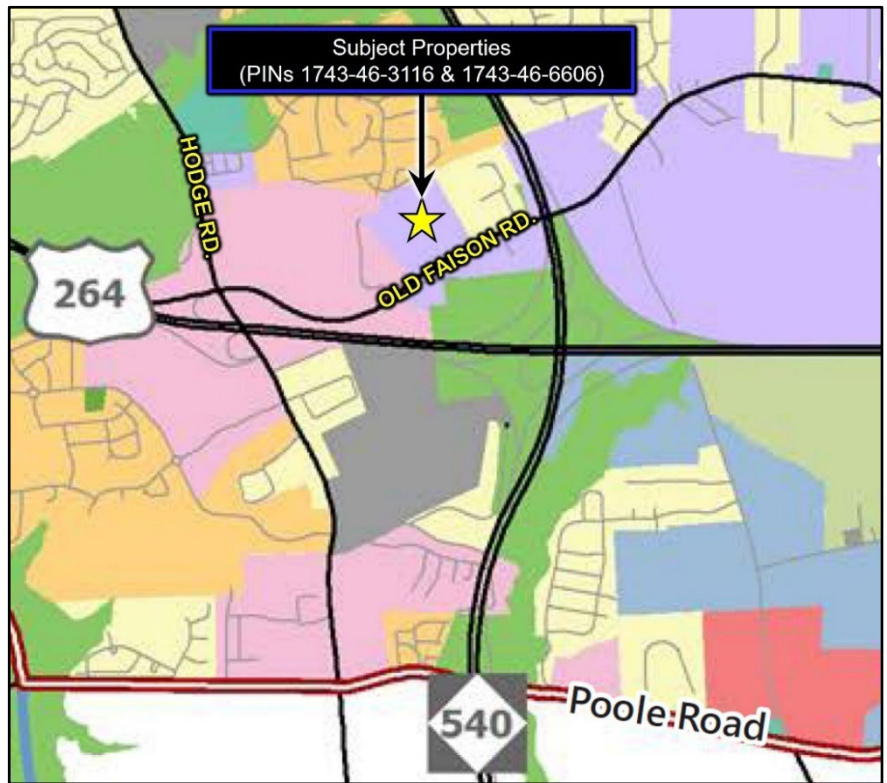


# Town of Knightdale

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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



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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.



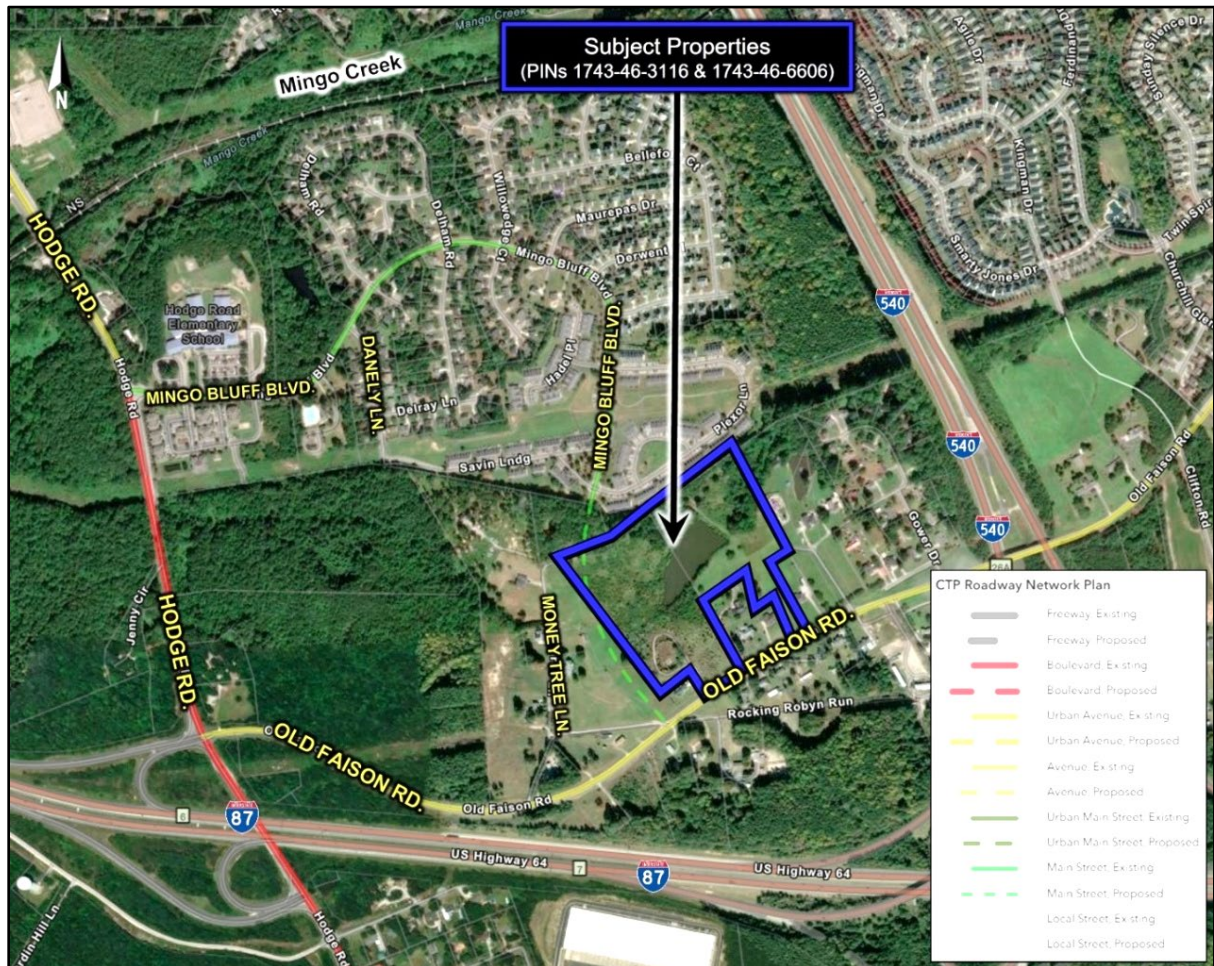


# Town of Knightdale

## 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.*

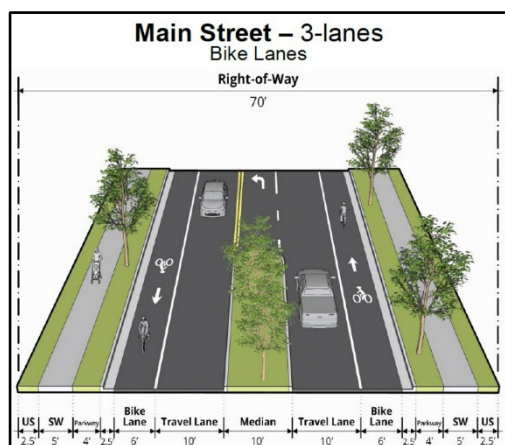
Although this roadway connection is identified as a Main Street on the Comprehensive Transportation Plan (CTP), Staff determined that an Urban Main Street (Wide Sidewalk) would be an appropriate deviation in design, largely based upon the fact that townhomes are the predominant housing types proposed with this development (see requested Site Development Allowances 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.



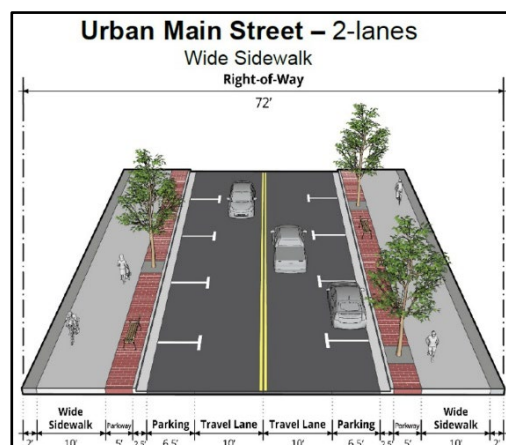
# Town of Knightdale

## 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.





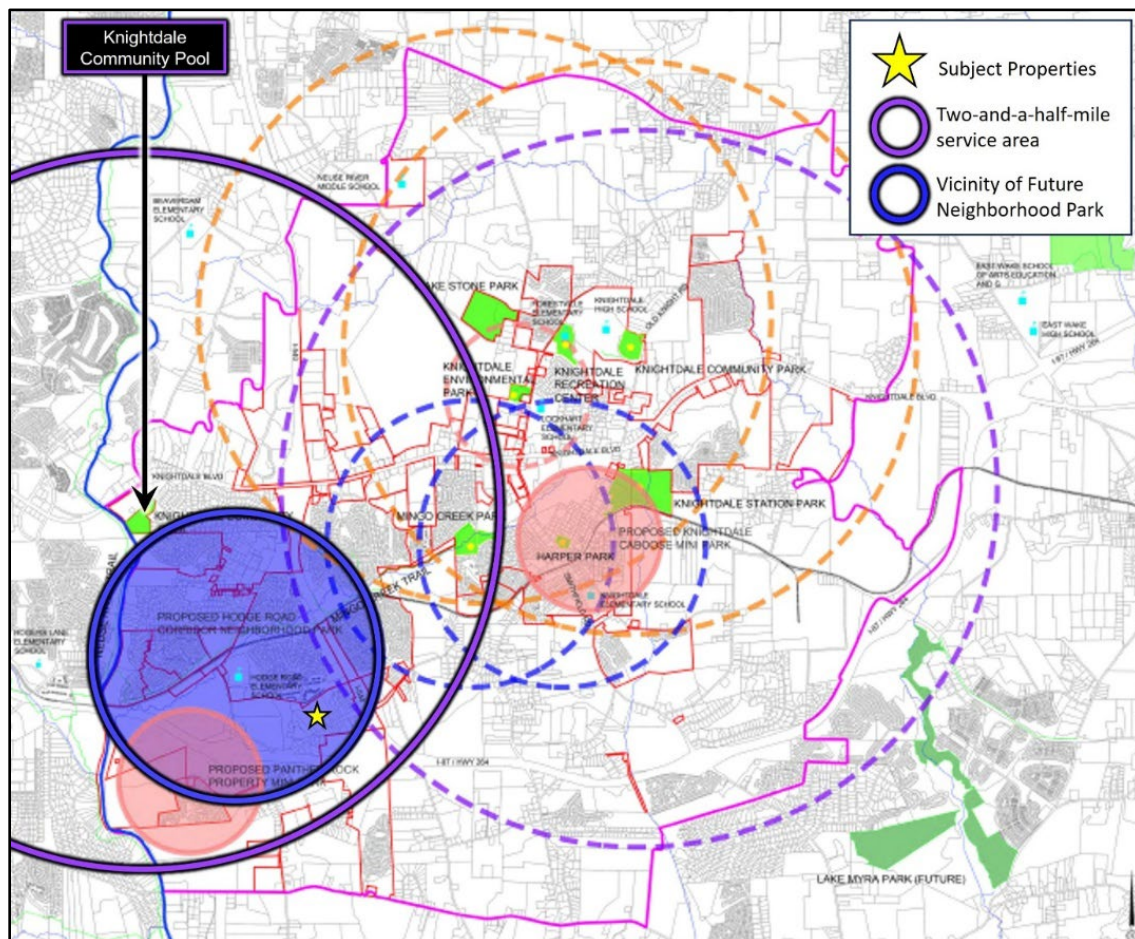
# Town of Knightdale

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### **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.

### Neighborhood Parks

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.

7-15 ACRES

TYPICAL NEIGHBORHOOD PARK

Specific standards/criteria for developing neighborhood parks are as follows:

<b>Service area:</b> ¼ to 1-mile radius to serve walking	<b>Acreage/Population Ratio:</b> 2 acres per 1,000 persons
<b>Desirable Size:</b> 7-15 acres	
<b>Typical Facilities:</b> Softball or baseball field Half basketball courts Picnic shelter with grill Benches or bench swings	Multipurpose field 50% of site to remain undeveloped Picnic tables with grills (not under shelter) Playground
<b>*Alternate Facilities:</b> Nature trails * Alternate facilities may be added or substituted.	Tennis courts

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.

### 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 recommended by Staff, the Applicant provided additional narrative in the revised PUD Document as it relates to alignment with this Plan.



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## Staff Report

### **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.



### **Planned and Orderly Growth**

Encourage a mix of land uses and development intensities in accordance with Chapter 3 (General Growth Framework) that promotes economic development, sense of place, social interaction, community-building, and the efficient use of town facilities and services.

Emphasize the development of unique activity centers throughout the community that vary in scale, use, size, and intensity. Also, proactively plan for the neighborhoods, corridors, and public spaces between activity centers that make the entire community more vibrant and connected. Prioritize infill development of under-utilized properties, and redevelopment of declining properties, in Knightdale (as opposed to expanding greenfield development patterns) to be more compact as a town and more efficient with town resources. Acknowledge increased densities and intensities, and a mixed of residential and non-residential uses, are needed in the town's activity centers to accommodate compact development patterns.



### **Townwide Place-Making**

Celebrate a distinct brand and sense of place for the town that is uniquely Knightdale, while still tapping into the talent and creativity of the people that shape it — residents, business owners, property owners, town officials, developers, and planning and design professionals — to keep things relevant and authentic. Emphasize community character and high-quality design ideas for buildings, streets, public spaces, parking lots, signs, landscaping, etc. that make Knightdale distinct from surrounding communities. Remember the interplay between land use, transportation, open space, housing, economic, and infrastructure decisions for making the town a more livable and memorable place.

Prioritize the spaces around and between buildings for different place-making initiatives, which adds visual interest to an area, attracts outdoor activities, and creates emotional connections between people and places. Ensure place-making initiatives in Knightdale emphasize walkable environments, open spaces, and active-living. Use town investments in public spaces to leverage greater private investment nearby in terms of building use, scale, placement, materials, and indoor/outdoor activation.



# Town of Knightdale

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### Inclusive, Livable Town

Promote a welcoming, inclusive, and diverse town for residents, business owners, and visitors that recognizes not everyone starts from the same place and that intentional and unintentional barriers exist in peoples' daily lives. Plan for, and regulate, different aspects of growth and development with the interests and needs of all town residents in mind, and recognize the entire community benefits when it helps those most vulnerable to challenges. Wealth is shared more equitably, economies are more sustainable, homes are more attainable, tax base expands, skilled workforce expands, and more local businesses are added to the community. The town should address future land use decisions, investment opportunities, or the rising costs-of-living in Knightdale as potential barriers to being a more inclusive and livable town.



### 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.



### 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.



# Town of Knightdale

## *Staff Report*

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### **X. JOINT PUBLIC HEARING SUMMARY:**

A joint public hearing with the Land Use Review Board and Town Council was held at the March 20, 2025 Town Council meeting. Two members of the public attended this meeting; however, they elected not to speak. Town Council and LURB members had specific questions regarding the proposed development, and how the Applicant plans to address the Town's and nearby residents' concerns. The questions that were raised during the joint public hearing, and the Applicant's responses to those questions, are included as an attachment to this Staff Report. The Applicant has revised their proposal, as highlighted throughout this Staff Report.

### **XI. APPLICANT OFFERED CONDITIONS:**

Pursuant to NCGS Section 160D-703 and Section 12.2.G.3.g of the UDO, the LURB may recommend, and the Town Council may attach reasonable and appropriate conditions. Below are conditions that have been offered by the Applicant based on the discussions at the Joint Public Hearing. Please be aware that these are in draft form and are subject to change. Additional collaboration between the Applicant and Staff will take place between the LURB meeting and Town Council's final decision.

1. Developer will install at least two (2) pickleball courts, children's playground equipment, benches, a firepit, an open playfield, as shown on the Site Plan, provided that if the playground equipment and other recreational open space amenities are dedicated to the Town in the form of a public park, the Developer will pay to the Town a fee-in-lieu in the amount of \$50,000.00 of installing playground equipment. The Town shall install all playground equipment in the area designated as "playground" on the site plan.
2. A fountain shall be installed as an artistic amenity within the stormwater wet pond.
3. Developer, or its designee shall coordinate with Development Services Staff in its selection of, playground equipment that embrace the elements of The River District Small Area Plan.
4. In addition to the subject property's frontage, the Developer shall construct the required Old Faison Road street improvements and enhanced landscaping between both site access points if the Town obtains, prior to Developer's construction of road improvements and landscaping, TCEs and landscape easements from all owners of the properties between the entrance points, subject to obtaining the necessary permits from NCDOT and the Town of Knightdale.
5. The Developer shall plant in enhanced landscape areas larger caliper street trees than required by Section 7.4 of the UDO.
6. The following green infrastructure elements shall be included in the development: stormwater wet pond, street trees, enhanced landscape buffer along Old Faison Road and perimeter buffers, as shown in the Site Plan.
7. Subdivision, street signs and directional signs (collectively "Key Signage") within the development shall embrace The River District Small Area Plan goals of encouraging an outdoor lifestyle and trail oriented development, by including a thematic element on Key Signage which includes a consistent image of either a hiker, runner, walker, bicycle, fish, boat, water symbol, sun or other element that suggests the outdoors.
8. Prior to any non-residential development of the outparcel, the current TIA will be reviewed to determine whether the proposed use warrants an update and if additional roadway improvements are required based upon the TIA (as updated) and end use, such improvements will be installed by the developer of the outparcel.



# Town of Knightdale

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9. Any non-residential use or structure located on the reserved outparcel shall be consistent, in both materiality and color scheme, with the architecture of the residential units and shall meet all architectural requirements prescribed by the Unified Development Ordinance. A special emphasis shall be placed on the building design and architecture recommendations outlined in The River District Small Area Plan.
10. Only the uses listed in the PUD document shall be permitted on the outparcel in the development, which include:
  - a. Bank, Credit Union, Financial Services
  - b. Child or Adult Daycare
  - c. Equipment Rental
  - d. Government Services
  - e. Medical Services
  - f. Personal Services
  - g. Professional Services
  - h. Studio-Art, dance, martial arts, music
  - i. Neighborhood Restaurant/Retail
  - j. Shopping Center
  - k. Recreation facility
11. If the Town acquires the necessary offsite road right-of-way and temporary construction easements required for the connection of Mingo Bluff Boulevard between the existing street to the terminus of the new portion of Mingo Bluff Boulevard (the “Street Connection”) proposed on the Site Plan within twenty-four (24) months of rezoning approval, Developer will construct the offsite Street Connection. If the required ROW and easements are not timely provided, Developer will pay a fee in lieu in the amount of \$200,000.00.
12. Developer will substantially comply with the Architectural Guidelines set forth in the PUD document.

### **XII. STAFF RECOMMENDATION:**

Review the request, forward an advisory statement to Town Council recommending approval or denial of ZMA-1-24. The following options represent general advisory statements for recommendation of approval or denial. The LURB may use either of the following options, or craft their own advisory statement and recommendation.

#### **Example Advisory Statement for Recommendation of Approval:**

*The proposed Zoning Map Amendment is consistent with the KnightdaleNext V.2 2035 Comprehensive Plan as it addresses several of the guiding principles by aligning a mixture of uses, housing options, and public spaces to create and celebrate a distinct sense of place that encourages social interaction, active living, inclusivity, and community. Furthermore, the proposal’s committed pedestrian, utility, and recreational infrastructure improvements, along with the mix of uses and densities, could contribute to a future, energized activity center in close proximity. The request is reasonable and in the public interest as it expands publicly accessible recreational opportunities and could increase connectivity for vehicles, bicycles, and pedestrians in the vicinity.*

*[Optional] Note any conditions to be added to the recommendation.*

#### **Example Advisory Statement for Recommendation of Denial:**

*The proposed Zoning Map Amendment is inconsistent with the KnightdaleNext V.2 2035 Comprehensive Plan’s Intentional Growth Area Map designation as a Secondary Growth Area and the Plan’s Future Place Type Map designation as a Mixed-Use Neighborhood. The request is not reasonable nor is it in the public interest as it fails to support the guiding principles of the KnightdaleNext V.2 2035 Comprehensive Plan.*