

Knightdale Town Council Meeting Agenda

March 20, 2025, 7:00 p.m. 950 Steeple Square Court, Knightdale, North Carolina 27545

- 1. WELCOME
- 2. ADOPTION OF AGENDA

3. JOINT PUBLIC HEARINGS

If you anticipate speaking at tonight's joint public hearing, print your name and address on the form at the entry table. You must speak from the podium to assure an accurate record of testimony. Before speaking, please state your name and address for the record. Speaker comments are limited to three (3) minutes and large groups are asked to designate a spokesperson. Written public comments will be accepted up to 24 hours prior to the meeting and can be submitted online (Knightdale Public Comment Form).

a. ZMA-16-22 Robertson Crossing Amendment

DS Director

b. ZMA-4-23 Terravita

Senior Planner

c. ZMA-1-24 Old Faison Place

Senior Planner

4. ADJOURNMENT



Staff Report Cover Sheet

Title: ZMA-4-23 – Terravita Planned Unit Development

Staff: Gideon Smith, Senior Planner – Current

Date: March 20, 2025

PURPOSE

• The purpose of this staff report is to provide an overview of a Zoning Map Amendment for the proposed Terravita Planned Unit Development.

STRATEGIC PLAN PRIORITY AREA(S)

• Connected & Inclusive

GENERAL STATUTE REFERENCE(S), if applicable

N.C.G.S. 160D-605

TYPE OF PUBLIC HEARING, if applicable

Legislative

FUNDING SOURCE(S), *if applicable*

N/A

ATTACHMENT(S)

- Staff Report
- Application & Master Plan
- PUD Document with Elevations
- Neighborhood Meeting Information
- Transportation Impact Analysis (including NCDOT comments)

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.

Knightdale Strategic Priorities







Inclusive



Sustainable
Page 76 of 345



Active & Healthy



Organizational Excellence



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 Buffaloe 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 Buffaloe Road (South Side of Buffaloe 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.

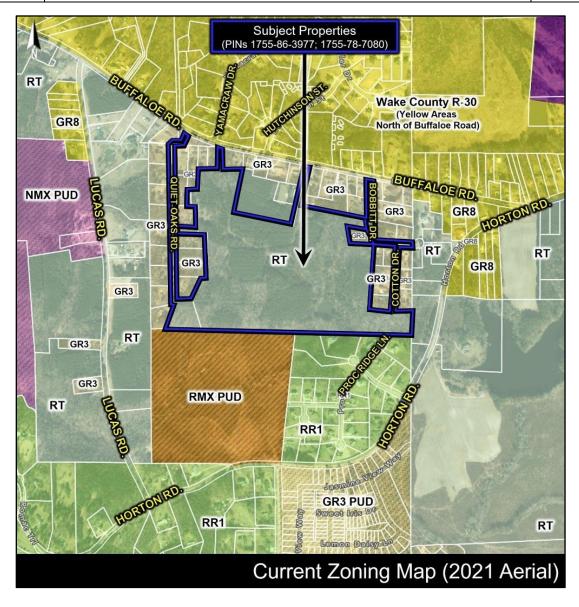


Staff Report

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

The proposed rezoning features two parcels located on the southern side of Buffaloe 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 Buffaloe Road; WC Jurisdiction N of Buffaloe Road);	GR3; RT (ToK) R-30 (WC)
South	Residential (Horton Mill; Weldon – Under Construction)	RR1; RMX PUD
East	Residential	GR3; RT
West	Residential	RT





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)



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.



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.

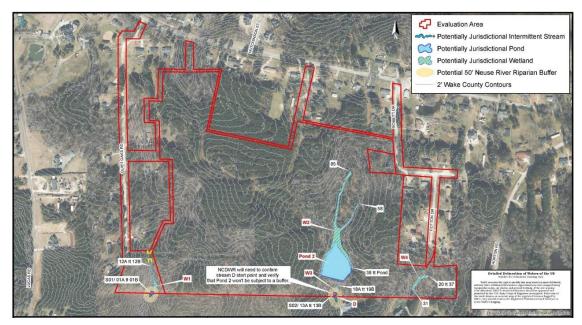


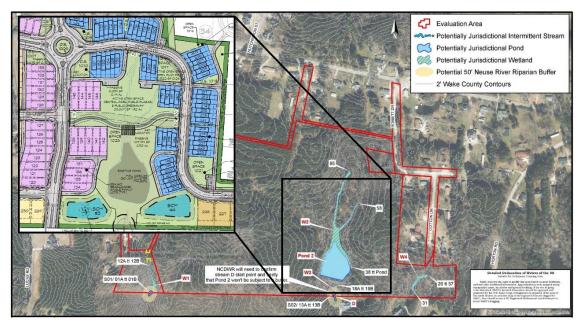
Staff Report

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.





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.



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- 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.



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- 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:
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Example Elevations of Proposed Single-Family Housing Product









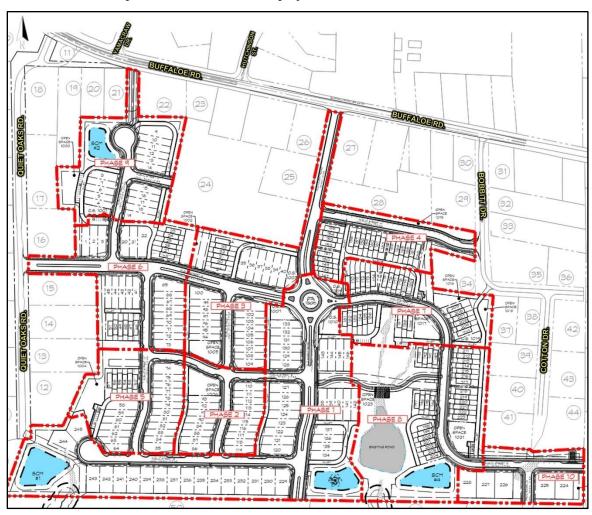


Staff Report



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 Buffaloe Road is not anticipated until Phase 3 of the project.



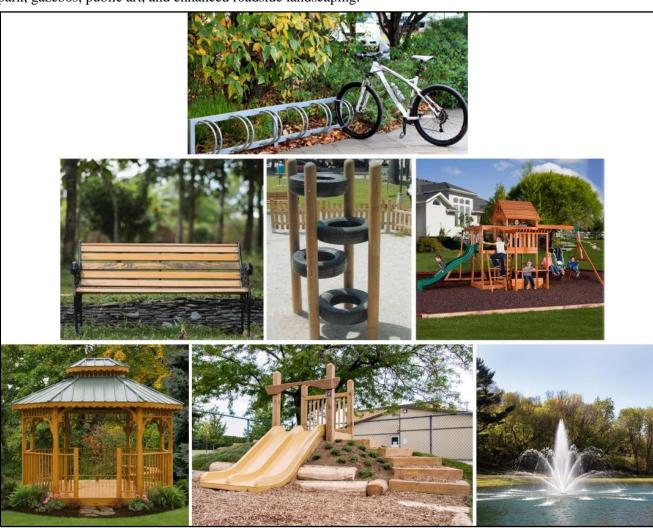


Staff Report

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.



Staff Report



Parking

The Applicant proposes to satisfy the parking requirements for the residential portion of the site through 20-footlong driveways and private garages for rear-loaded housing types (including townhomes) and 25-footlong 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.



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 follows 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.

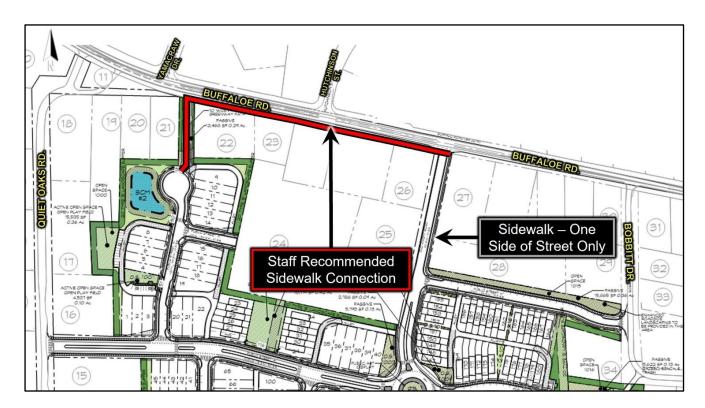




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As shown on the Master Plan, the section of Old Knight Road Extension north of the development's internal roundabout only has a sidewalk on the eastern side of the road. According to the Applicant, the existing topography in this area does not allow 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 culde-sac to Buffaloe 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 Buffaloe Road between Quiet Oaks Road and the Old Knight Road Extension, in the general location shown on the below graphic.





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.



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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.



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-feet 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-feet-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-feet-wide. All 80-footwide lots shall not be mass graded and shall remain undisturbed.



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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 Buffaloe 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 Buffaloe 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 Buffaloe 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 Buffaloe Road corridor in this vicinity.

Staff recommend that the Applicant continue working with adjacent property owners along Buffaloe 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.



Staff Report

	Minimum	Maximum	
se Type	Distribution	Distribution	
Owelling-Duplex/Townhouse	10%	40%	
Owelling-Multifamily	5%	40%	
Welling-Single Family	15%	60%	
fixed Use*	10%	100%	
odging/Office/Service/Retail/Restaurant/Entertainment/Recreation*	5%	20%	
ivic/Institutional*	As determined by the Town Council		

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

Proposed Distribution of Uses			
	Area in	Precent of	
Use Type	Acreage	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

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

Table E-1: Site Trip Generation						
Land Use (ITE Code)	Daily Weekday Intensity Traffic (mad) Trips (vph)		k Hour	PM Pea	kday ik Hour (vph)	
, ,		(vpd)	Enter	Exit	Enter	Exit
Single Family Lots (210)	170 DU	1,644	30	91	103	61
Townhomes (215)	75 DU	522	8	25	24	17
Total Trips		2,166	38	116	127	78

^{*}Rights-of-Way Acreage: 15.9 acres

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

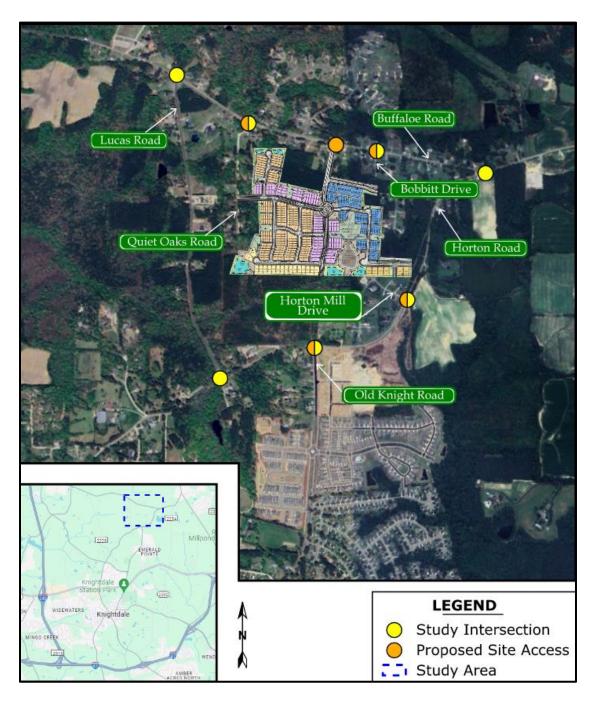


Staff Report

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. Buffaloe Road and Lucas Road
- 2. Buffaloe Road and Quiet Oaks Drive
- 3. Buffaloe Road and Bobbitt Drive
- 4. Buffaloe Road and Horton Road

- 5. Horton Road and Horton Mill Drive
- 6. Horton Road and Old Knight Road
- 7. Horton Road and Lucas Road





Staff Report

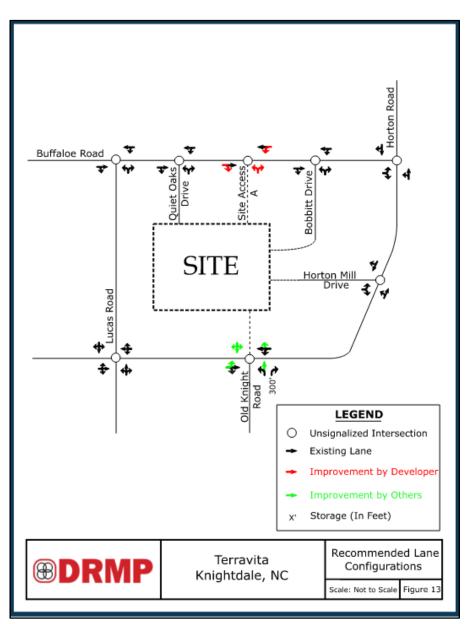
The TIA included recently approved or under construction projects including Haywood Glen, Weldon, and Brio as background data to assign future trips. Additionally, the TIA assumed a 3% trip growth rate during the period of construction for this project.

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 rightrestricted to 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 be built. must alternative may be to improve Quiet Oak Road to the Town's Local standard Street and dedicate the improved road to the Town.





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 Buffaloe 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 Buffaloe 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.



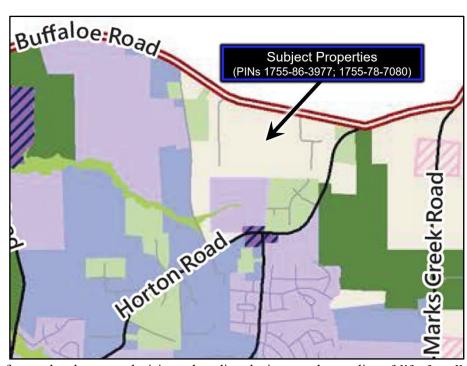
Staff Report

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 decisionmaking processes, leverage town resources with other investment dollars, manage the amount and timing of new infrastructure required support to development while avoiding sprawl, implement a town-wide strategy for identifying and securing open space, and residents in the area.



enhance the town's influence in future development decisions that directly impact the quality-of-life for all

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.

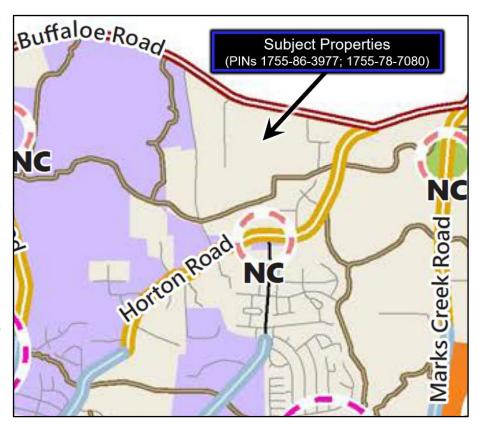


Staff Report

B. Urban Small Town Framework Map

The next map in the series provides descriptions establishing general expectations regarding desired for different characteristics 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.



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 buildout 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 longterm vision for a more diverse development portfolio Knightdale that is forwardthinking, 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.

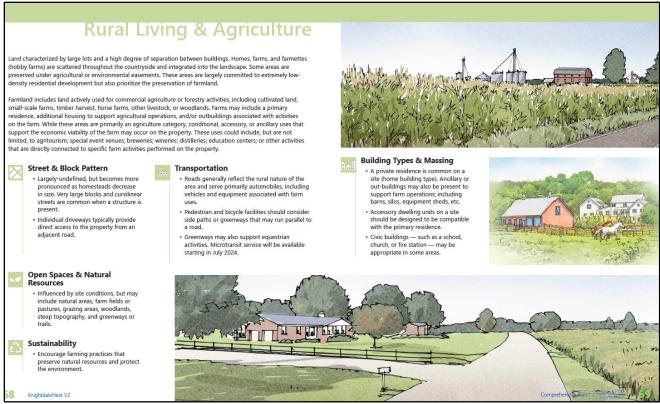
The subject property is located within the Rural Living & Agriculture Future Place Type, which is defined as:

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.



Staff Report



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.

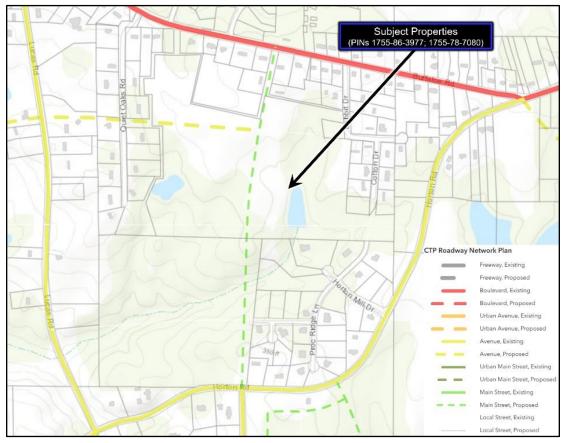




Staff Report

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



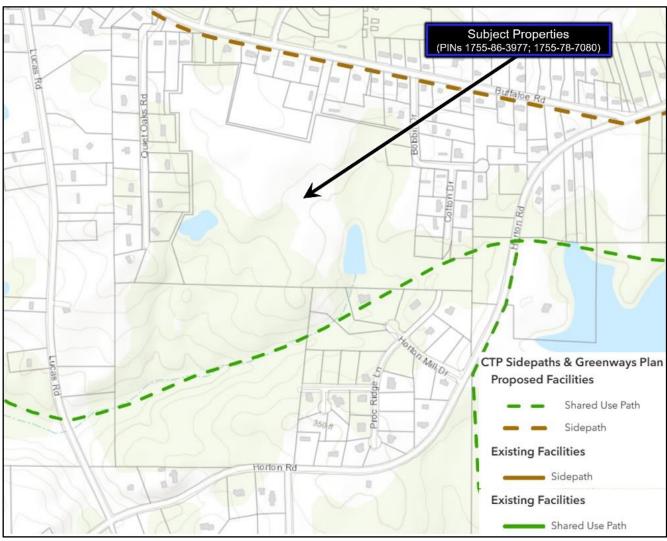
Staff Report

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 follows 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.



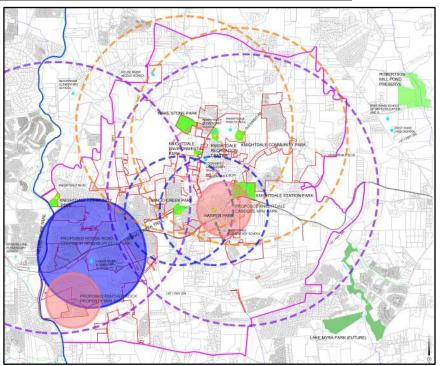


Staff Report

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 twomile 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 looks 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.



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.



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.



950 Steeple Square Ct Knightdale, NC 27545 KnightdaleNC.gov

Project Overview #1074246

Project Title: Terravita Jurisdiction: Town of Knightdale

Application Type: Planned Unit Development (Full)State: NCWorkflow: PUD: Town Council (Step 3)County: Wake

Project Contacts

Contact Info: Applicant

Charles Walker
Entitlement Preservation Group
275 North Pea Ridge Road
Pittsboro, NC 27312
P:9196259760

cwalker@epgrouponline.com

Contact Info: Engineer
Priest, Craven & Associates
Priest Craven & Associates
3803B Computer Drive, Suite 104
Raleigh, NC 27609
P:(919) 781-0300
pca@priestcraven.com

Please indicate which of the following contacts should be

included in this project.: Engineer

Project Location

Applications must include accurate property information. If unsure of the Parcel Identification Number (PIN), please use Wake County iMAPS.

Project Address: 0 BUFFALOE ROAD Parcel Identification Number (PIN):

• 1755863977

• 1755787080

Total Acreage: 60.68

Project Description

Brief Description of Project:

Planned Unit Development of a Residential Subdivision containing Single Family lots, and Townhomes.

Project Location Data

Inside Corporate Limits: No Current Land Use: Vacant/Undeveloped
Proposed Land Use (General): Residential Current Zoning: RT - Rural Transition

Residential Information

Does this project include a residential component?: Yes

Number of Townhome Lots: 101

Total Number of Proposed Residential Lots: 245

Number of alley loaded lots: 223

Proposed Density: 4.0

Number of Detached Single Family Lots: 144 Number of Multi-Family/Apartments Units: 0

Number of front loaded lots: 22

Please Note: Knightdale's Unified Development Ordinance has unique regulations pertaining to mass grading and landscape preservation. Please consult the UDO regulations below to ensure your proposed project meets the requirements.

As outlined in *UDO Chapter 9.3: Residential Clearing & Grading*, mass grading is prohibited except where residential lots are less than 60 feet in width.

As outlined in *UDO Chapter 7.4.H: Tree Protection*, there are requirements for landscape preservation, tree save areas, protection measures, and replacement specifications.

Non-Residential Information

Does this project include a non-residential component?: No Total Number of Proposed Non-Residential Lots:

Total Number of Non-Residential Buildings:

If your project contains more than three buildings, please upload total proposed square footage information as part of your project documents.

Building #1 Square Footage:

Building #2 Square Footage:

Building #3 Square Footage:

Please Note: Knightdale's Unified Development Ordinance has unique regulations pertaining to landscape preservation. Please consult the UDO regulations below to ensure your proposed project meets the requirements.

As outlined in *UDO Chapter 7.4.H: Tree Protection*, there are requirements for landscape preservation, tree save areas, protection measures, and replacement specifications.

Utility & Stormwater Information

Proposed Water Supply: Public or Municipal Description of Public Utility Connection (Water Supply):

Water supply will be provided by an extension of the existing public water supply from a connection point to the south.

Proposed Wastewater Supply: Public or Municipal Description of Public Utility Connection (Wastewater

Supply):

Wastewater supply will connect to a lift station in a proposed

development to the south.

How will stormwater management be addressed?: New

System or Device

New Device Type: Wet Pond

Does the proposed development anticipate the addition or

extension of public streets?: Yes

Does the parcel(s) contain any of the following environmental/natural features?: Wetlands,Stream

Buffers, Body of Water

Neighborhood Meeting Information

Please Note: A full Neighborhood Meeting Report is a required element of this application. The questions below must answered and are not a substitution for providing a full report, as outlined in the application checklist.

Date of Mailed Notification: 07/01/2024 **Number of Property Owners Contacted:** 90

Provide a brief summary of the meeting, including any issues or concerns that were discussed.:

A neighborhood meeting was held via Teams online on July 25th at 6:00 pm.

There were approximately fifteen neighbors in attendance, along with three members of the design team, and one Senior Planner from the Town of Knightdale.

At the neighborhood meeting for Terravita, the neighbors had questions about streets, traffic, the site buffers, proposed utilities, types of units, construction timing, and architectural standards.

Date of Neighborhood Meeting: 07/25/2024 Number of Residents in Attendance: 15

Comprehensive Plan Consistency

Please Note: A standalone PUD document is a required application element. The questions below must be answered and are not a substitution for providing a PUD document, as outlined in the application checklist.

Current 2035 Comprehensive Plan Placetype Designation:Rural Living & Agriculture

Provide brief statements regarding whether the rezoning request is consistent with the Growth Framework designation, Growth & Conservation Placetype, and any applicable policies contained within the 2035 Comprehensive Plan.:

This application is to propose a rezoning from RR1 to GR8-PUD. If approved, it would advance the goals as described in the KnightdaleNext2035 Comprehensive Plan. Terravita is located near a Neighborhood Node but currently within the Rural Planning area as identified in the Growth Framework Plan. Changing the future land use from Rural Living to a more dense walkable neighborhood would support the neighborhood node recently approved in Weldon. Higher-density projects with extensive open space create more walkable, pedestrian-friendly neighborhoods.

Provide brief statements explaining how the rezoning request is reasonable and in the public interest.:

Terravita can be another exceptional addition toward the trend of planned communities that are being created within Town limits under the UDO Guidelines. Within its limits, it will provide a mixture of housing styles from two and three-story townhomes to several examples of single-family detached opportunities. Its overall development will include both active and passive open spaces, small play areas spread throughout the neighborhood as well as public art locations. We also embrace the existing developments around the Project by extending the chance to live within the Town and extending the area's road network.

UDO Consistency

Please Note: A standalone PUD document is a required application element. The questions below must be answered and are not a substitution for providing a PUD document, as outlined in the application checklist.

Proposed Base Zoning District: GR8 - General Residential 8

Explain how the project is consistent with the Unified Development Ordinance:

Section 2.4.C. of the Town of Knightdale Unified Development Ordinance states that, the Planned Unit Development Overlay District process encourages creativity and innovation in the design of developments through a master planning process that allows for Flexibility from underlying zoning as approved by the Town Council.

Section 12.2.G.3.g.ii states that approval of a development through a Planned Unit Development Overlay District rezoning, including modifications to the requirements of this UDO is a privilege and will be considered by the Town only in direct response to the accrual of tangible benefits from the planned unit development to the Town of the neighborhood in which it would be located.

Toward those goals, we offer the following: Exceptional passive and active recreational amenities spread throughout the site. Environmental protection and enhancement, landscape and architectural detailing, sense of place, and the mixture of housing opportunities. Conservation of natural features of the site.

Provide any proposed modifications to UDO standards:

The proposed zoning for Terravita is RMX-PUD. Terravita meets all standards outlined in the Town of Knightdales Unified Development Ordinance except for a few conditions. Due to site constraints, the applicant is requesting the following site development allowances: Bulk and Dimensional Standards (UDO Sec. 3.4)Lot width (street loaded)

Lot width (street loaded): In the GR8 base district, the minimum required lot width for a street-loaded lot is 80. To create a variety of housing types and a more walkable community, we are proposing single-family detached street-loaded lots with lot widths of 59 and 80.

Lot width (alley loaded): In the GR8 base district, the minimum required lot width for an alley-loaded lot is 30. To provide a variety of housing types and a more walkable community, we are proposing alley-loaded single-family detached lots with a width of 30, and townhome lots with minimum widths of 20. The end townhomes will have a minimum of 24 lots, and the interior townhomes will have a minimum of 20 lots. The alley-loaded single-family detached and attached options create a pedestrian-friendly streetscape for the community.

Driveway length: In the GR8 base district, the minimum required driveway length is 35 for a residential lot. For townhomes and rear-loaded single-family lots, we are proposing a 20 minimum driveway length. For single-family front-loaded lots, we are proposing a 25 minimum driveway length.

Lot setbacks: In Sec. 6.5 of Knightdale's UDO, the minimum rear

setback for a house building type is 25. For all rear-loaded single-family lots, we are proposing a minimum setback of 20.

Standard Street Sections (Town of Knightdale Standard Details): Local Street Section - Two Way. The standard detail calls for a 54.0 right-of-way and allows for informal parking. Terravita is proposing on-street parking along sections of the road where there are no residential driveways. On-street parking will allow for guest parking. The design does not provide on-street parking on streets with front-loaded units to avoid any potential conflicts.

Residential Clearing & Grading (UDO Sec. 9.3.B): Terravita will require a site development allowance of Residential Clearing and Grading as specified in Section 9.3.B of the UDO. Currently, mass grading is prohibited on lots 60 in width or greater. Terravita requests to mass grade all single-family and townhome lots less than 80 wide. Any lot 80 in width or greater shall not be massgraded.

Buffalo Road Improvements: Terravita has very limited frontage on Buffalo Rd. From Staff, Buffalo Rd in the future will be 4 travel lanes with a divided median. With less than 60 of frontage and the refusal of neighbors to allow for off-site construction, the current proposal is that widening based on the TIA will be constructed and a fee-in-lieu will be paid for future improvements defined by the limited Buffalo Rd frontage.

Home affordability and variety: GR8 zoning matrix does not allow for townhomes. To give the best possibility for more affordable variety of homes in the Town, Terravita requests the ability to include townhomes.

Water Allocation Policy Compliance

Please Note: Connection to municipal water requires compliance with the Water Allocation Policy. Projects must be awarded 50 points or more to merit water allocation. Specific information regarding policy compliance must be included in the Master Plan submittal.

Land Use Category: 15 pts - Major Subdivision **Base Points:** 15

Bonus Points: 44 Total Points Proposed: 59

TOWN OF KNIGHTDALE OWNER & AGENT AUTHORIZATION FORM

Application or Project #: Terravita	Submittal Date: 11/25/24
I, Mike Jordan, Manager am the located within in the Town of Knightdale: 0 Buffaloe Rd., PIN 1755863977, 52.99 AC	ne owner of the following property/properties,
I do hereby give permission to <u>Charles R. \</u> following type of application to the Town of Kr referenced property/properties.	Walker III to submit the nightdale on my behalf for the above
 Master Plan (By Right) General Rezoning or Conditional District Special Use Permit ✓ Planned Unit Development Construction Drawings Variance/Appeal Other: 	
I am the owner of the property and will be actin	g as my own agent
and will be detin	g as my own agent.
	Signature(s) of Owner(s):
	Print or type name(s): Mike Jordan, Manager
	Site Investments, LLC

Attach additional sheets if there are additional owners.

*If ownership has been recently transferred, a copy of the deed must accompany this authorization.

Last update: October 2020

TOWN OF KNIGHTDALE OWNER & AGENT AUTHORIZATION FORM

Application or Project #: Terravita	Submittal Date: <u>1/16/2025</u>
I, Thurston Debnam, Manager am the located within in the Town of Knightdale:	e owner of the following property/properties,
0 Buffaloe Rd., PIN 1755787080 10.00 AC	
I do hereby give permission to <u>Charles R. W.</u> following type of application to the Town of Kni referenced property/properties.	
 Master Plan (By Right) General Rezoning or Conditional District Special Use Permit Planned Unit Development Construction Drawings Variance/Appeal Other: 	
I am the owner of the property and will be acting	g as my own agent.
	Signature(s) of Owner(s):
	Print or type name(s): Thurston Debnam, Manager
Attach additional sheets if there are additional owners	

Last update: October 2020

*If ownership has been recently transferred, a copy of the deed must accompany this authorization.

KNIGHTDALE, NC

MASTER PLAN REVIEW DRAWINGS FOR A RESIDENTIAL SUBDIVISION

PROJECT STATISTICS

933 OLD KNIGHT RD KNIGHTDALE, NC 27545

> 4601 SIX FORKS RD, SUITE 400 RALEIGH, NC 27609 (919) 625-9681

TABLE OF L	AND OWNERS					TABLE C1.1
PIN	OWNER	DEED BOOK	DEED PAGE	DEEDED ACRES	SURVEY ACRES	ZONING
1755863977	SITE INVESTMENTS LLC	19147	2336	52.99	53.00	RT
1755787080	12609 RICHMOND LLC	17274	2274	10.00	7.68	RT
PROPOSED ZON RIVER BASIN WATERSHED	IING				LOW	GR8-PUD NEUSE ER NEUSE RIVER
FEMA FLOOD P						3720175500K 7/19/2022
AREA CALCULA GROSS SITE A						60.68 AC
	ERNAL PUBLIC STREET RIGHT-OF	-WAY				13.18 AC
AREA IN EXI	STING ACCESS EASEMENTS/RIGHT	-OF-WAYS				2.72 AC
NET SITE ARE						44.78 AC
AREA IN API	PROX. 59'X120' SINGLE FAMILY RE	SIDENTIAL I	LOTS		11.76%	2.90 AC
AREA IN API	PROX. 80'X120' SINGLE FAMILY RE	SIDENTIAL I	LOTS		4.56%	1.13 AC
AREA IN API	PROX. 30'X140' REAR-LOADED SING	GLE FAMILY	RESIDENTIAL	LOTS	35.27%	8.71 AC
AREA IN API	PROX. 35'X140' REAR-LOADED SING	GLE FAMILY	RESIDENTIAL	LOTS	19.44%	4.80 AC
AREA IN REA	AR -LOADED TOWNHOUSE LOTS				28.96%	7.15 AC
TOTAL UNITS	PROPOSED			245		4.0 UN/AC
	"59" SINGLE FAMILY (4 BEDROOM			17		
	"80" SINGLE FAMILY (4 BEDROOM	-		5		
	"30" REAR-LOADED SINGLE FAMI			83		
	"35" REAR-LOADED SINGLE FAMI		OOM)	39		
	REAR-LOADED TOWNHOUSE (3 BI	EDROOM)		101		

*DRIVEWAYS/PARKING PADS TO BE 20' MIN. REAR LOADED/25' MIN. FRO	ONT LOADED
OPEN SPACE CALCULATIONS TOTAL NUMBER OF BEDROOMS	
19112101221012	757 520
DEDICATION RATE (520/UNIT)	757 x 520

MAIL KIOSK #1 (50 CBU)

DEDICATION RATE (520/UNIT)	757 x 520	393640	9.04 A
TOTAL RECREATIONAL OPEN SPACE REQUIRED (BEFORE O	CREDITS)	393640	9.04 A
CREDITS (PASSIVE OPEN SPACE)			
PARKWAY (PUB. ST. "H", 700 LF, 54' RW)	700 x 27	(18900)	(0.43) A
PARKWAY (PUB. ST. "A", 545 LF, 54' RW)	545 x 27	(14715)	(0.34) A
TOTAL PASSIVE OPEN SPACE CREDITS		(33615)	(0.77) A
ACTIVE RECREATIONAL SPACE REQ'D	50%		4.52 A
PASSIVE RECREATIONAL SPACE REQ'D	50% MINUS CRE	DITS ABOVE	3.75 A
ACTIVE RECREATIONAL SPACE PROVIDED			5.02 A
PASSIVE RECREATIONAL SPACE PROVIDED			3.93 A
TOTAL RECREATIONAL OPEN SPACE PROVIDED			8.95 A
ADDITIONAL COMMON OPEN SPACE (DOES NOT COUNT TOW	ARDS REQUIREMENTS)		11.14 A
AREA IN COMMON AREA OPEN SPACE			7.82 A
AREA IN PRIVATE ALLEY EASEMENTS			3.32 A
PARKING CALCULATIONS			
TOTAL PARKING REQUIRED FOR RESIDENTIAL			490 SPACE

THUM TO CHECOETITIONS			
TOTAL PARKING REQUIRED FOR RESIDENTIAL			490 SPACES
"59'" SINGLE FAMILY (4 BEDROOM)	17 UNITS	(1/BEDROOM UP TO 2)	34 SPACES
"80'" SINGLE FAMILY (4 BEDROOM)	5 UNITS	(1/BEDROOM UP TO 2)	10 SPACES
"30'" REAR-LOADED SINGLE FAMILY (3 BEDROOM)	83 UNITS	(1/BEDROOM UP TO 2)	166 SPACES
"35" REAR-LOADED SINGLE FAMILY (3 BEDROOM)	39 UNITS	(1/BEDROOM UP TO 2)	78 SPACES
REAR-LOADED TOWNHOUSE (3 BEDROOM)	101 UNITS	(1/BEDROOM UP TO 2)	202 SPACES

*REAR-LOADED TOWNHOUSE REQUIREMENTS ACCOUNT FOR BOTH "4UN/BLDG OR LESS", AND FOR "GREATER THAN 4UN/BLDG" SINCE THE CALCULATION IS THE SAME PER UDO 7.1.G.2 TOTAL PARKING REQUIRED FOR MAIL KIOSK LOCATIONS 13 SPACES

(GREATER OF 3 OR 1/2 MAX.)

3 SPACES

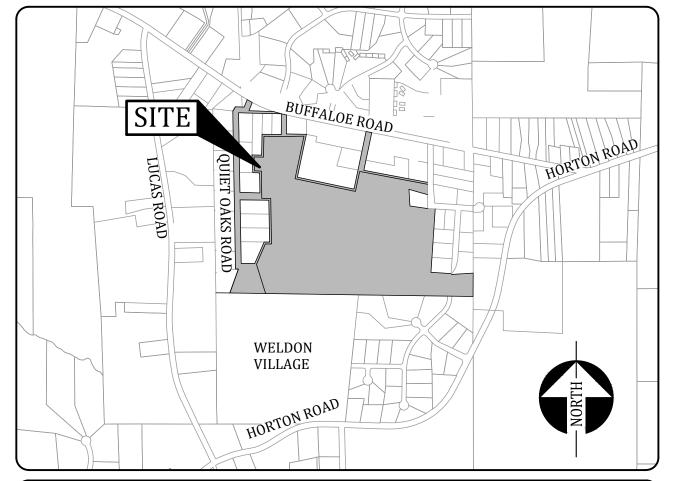
MAIL KIOSK #2 (150 CBU)	(GREATER OF 3 OR 1/2 MAX.)	4 SPACES
MAIL KIOSK #3 (50 CBU)	(GREATER OF 3 OR 1/2 MAX.)	3 SPACES
MAIL KIOSK #4 (50 CBU)	(GREATER OF 3 OR 1/2 MAX.)	3 SPACES
TOTAL PARKING PROVIDED FOR RESIDENTIAL		778 SPACES
"59'" SINGLE FAMILY (4 BEDROOM)	(2 GARAGE, 2 DRIVEWAY)	68 SPACES
"80'" SINGLE FAMILY (4 BEDROOM)	(2 GARAGE, 2 DRIVEWAY)	20 SPACES
"30'" REAR-LOADED SINGLE FAMILY (3 BEDROOM)	(2 GARAGE, 2 DRIVEWAY)	332 SPACES
"35" REAR-LOADED SINGLE FAMILY (3 REDROOM)	(2 GARAGE, 2 DRIVEWAY)	156 SPACES

"35" KEAK-LOADED SINGLE FAMILY (3 BEDROOM)	(Z GARAGE, Z DRIVEWAY)	156 SPACES
REAR-LOADED TOWNHOUSE (3 BEDROOM)	(1 GARAGE, 1 DRIVEWAY)	202 SPACES
TOTAL PARKING PROVIDED FOR MAIL KIOSK LOCA	ATIONS	13 SPACES
MAIL KIOSK #1 (50 CBU)	(GREATER OF 3 OR 1/2 MAX.)	3 SPACES
MAIL KIOSK #1 (150 CBU)	(GREATER OF 3 OR 1/2 MAX.)	4 SPACES
MAIL KIOSK #1 (50 CBU)	(GREATER OF 3 OR 1/2 MAX.)	3 SPACES
MAIL KIOSK #1 (50 CBU)	(GREATER OF 3 OR 1/2 MAX.)	3 SPACES
*OUANTITY SHOWN INCLUDES 1 ADA AC	CCESSIBLE SPACE PER LOCATION	

ADDITIONAL PARKING PROVIDED ON-STREET PARALLEL PARKING VISITOR/OPEN SPACE PARKING	182 SPACES 139 SPACES 43 SPACES
TOTAL PARKING PROVIDED	973 SPACES
TREE COVER CALCULATIONS	

TREE COVER CALCULATIONS			
TOTAL PERIMETER OF SITE			10,120 LF
TREE COVER AREA REQUIRED	(PERIMETER x 20)		202,400 SF
TOTAL TREE COVER AREA PROVIDED		±	202,400 SF
TREE COVER AREA IN PERIMETER BU	FFER/ENHANCE ROADWAY PLANTINGS	±	171,040 SF
NEUSE RIVER BUFFER AREA		±	11,370 SF
AREA ADJACENT TO EXISTING POND T	O BE PLANTED/SAVED	±	19,990 SF

Z M A - 4 - 2 3



VICINITY MAP

SHEET LIST

SHEET #	SHEET TITLE
C0.00	COVER SHEET
C1.00	OVERALL EXISTING CONDITIONS ENVIRONMENTAL SURVEY PLAN
C1.01	EXISTING CONDITIONS PLAN ENLARGED AREA 1
C1.02	EXISTING CONDITIONS PLAN ENLARGED AREA 2
C1.03	EXISTING CONDITIONS PLAN ENLARGED AREA 3
C1.04	EXISTING CONDITIONS PLAN ENLARGED AREA 4
C2.00	OVERALL PRELIMINARY SITE LAYOUT PLAN
C2.01	PRELIMINARY SITE LAYOUT PLAN ENLARGED AREA 1
C2.02	PRELIMINARY SITE LAYOUT PLAN ENLARGED AREA 2
C2.03	PRELIMINARY SITE LAYOUT PLAN ENLARGED AREA 3
C2.04	PRELIMINARY SITE LAYOUT PLAN ENLARGED AREA 4
C2.10	OVERALL PRELIMINARY SITE SIGNAGE AND MARKING PLAN
C2.11	PRELIMINARY SITE SIGNAGE PLAN ENLARGED AREA 1
C2.12	PRELIMINARY SITE SIGNAGE PLAN ENLARGED AREA 2
C2.13	PRELIMINARY SITE SIGNAGE PLAN ENLARGED AREA 3
C2.14	PRELIMINARY SITE SIGNAGE PLAN ENLARGED AREA 4
C2.15	PRELIMINARY ROUNDABOUT SIGNAGE PLAN
C2.20	PRELIMINARY OPEN SPACE PLAN
C2.30	PRELIMNARY PHASING PLAN
C2.40	CONNECTIVITY INDEX EXHIBIT
C2.50	STREET SECTIONS
C3.00	PRELIMINARY OVERALL UTILITY PLAN
C3.01	PRELIMINARY UTILITY PLAN ENLARGED AREA 1
C3.02	PRELIMINARY UTILITY PLAN ENLARGED AREA 2
C3.03	PRELIMINARY UTILITY PLAN ENLARGED AREA 3
C3.04	PRELIMINARY UTILITY PLAN ENLARGED AREA 4
C4.00	PRELIMINARY STORM DRAINAGE PLAN
C5.00	PRELIMINARY POST-DEVELOPMENT STORMWATER MANAGEMENT PLAN
C6.00	SAMPLE UNITS
LS1.00	PRELIMINARY SITE LANDSCAPING PLAN
LS1.01	PRELIMINARY LANDSCAPE PLAN ENLARGED AREA 1
LS1.02	PRELIMINARY LANDSCAPE PLAN ENLARGED AREA 2
LS1.03	PRELIMINARY LANDSCAPE PLAN ENLARGED AREA 3
LS1.04	PRELIMINARY LANDSCAPE PLAN ENLARGED AREA 3
LT1.00	PRELIMINARY LIGHTING PLAN

PLANS PREPARED BY:

PRIEST, CRAVEN & ASSOCIATES, INC.

PLANNERS / LANDSCAPE DESIGNERS / SURVEYORS / ENGINEERS 3803 - B COMPUTER DRIVE, SUITE 104, RALEIGH, N.C. 27609

PHONE 919 / 781-0300 FAX 919 / 782-1288 EMAIL PCA@PRIESTCRAVEN.COM FIRM#: C-0488

275 NORTH PEA RIDGE ROAD PITTSBORO, NORTH CAROLINA 27312 PHONE: (919) 625-9760 EMAIL: CWALKER@EPGROUPONLINE.COM

GENERAL NOTES:

- THE CONCEPTUAL PLAN WAS PREPARED BY CHARLES R. WALKER, III, PLA AND ENTITLEMENT PRESERVATION GROUP.
- BOUNDARY INFORMATION IS TAKEN FROM A SURVEY BY THIS OFFICE PER BM2018 PG1383.
- SITE TOPOGRAPHIC INFORMATION IS TAKEN FROM A COMBINATION OF DATA FROM A SURVEY PERFORMED BY THIS OFFICE AND WAKE COUNTY GIS INFORMATION.
- ALL MATERIALS AND CONSTRUCTION SHALL BE IN STRICT ACCORDANCE WITH THE TOWN OF KNIGHTDALE, CITY OF RALEIGH, NCDOT, AND NCDEQ STANDARDS AND SPECIFICATIONS.
- 8. EXISTING UTILITIES SHOWN ARE APPROXIMATE. CONTRACTOR RESPONSIBLE FOR LOCATION OF ALL EXISTING ABOVE AND BELOW GROUND UTILITY FIELD LOCATION PRIOR
- 9. NO NEW BUFFER IMPACTS SHALL OCCUR PRIOR TO APPROVAL FROM NCDEQ AND TOWN OF KNIGHTDALE
- 10. WETLAND AND STREAM BUFFER LOCATIONS ARE BASED INFORMATION PROVIDED BY SOIL & ENVIRONMENTAL CONSULTANTS, PA. 11. STORMWATER CONTROL MEASURES ARE CONCEPTUAL AND ARE SUBJECT TO FUTURE SIZING CALCULATIONS AND DESIGN.

RALEIGH CORPUD CONDITIONS OF APPROVAL

- ALL WATER, SANITARY SEWER AND REUSE FACILITIES SHALL BE INSTALLED, INSPECTED, TESTED, AND ACCEPTED BY THE CITY OF RALEIGH PUBLIC UTILITIES DEPARTMENT FOR OPERATIONS AND MAINTENANCE PRIOR TO 1ST CO.
- A PETITION FOR ANNEXATION INTO THE CITY LIMITS SHALL BE SUBMITTED IN ACCORDANCE WITH CITY COUNCIL POLICY FOR EXTENSION OF UTILITY SERVICE TO
- PROPERTIES CURRENTLY OUTSIDE OF THE CITY LIMITS PRIOR TO PLAT RECORDATION. 3. A WATER MODEL IN COMPLIANCE WITH THE CITY OF RALEIGH PUBLIC UTILITIES DEPARTMENT HANDBOOK SHALL BE SUBMITTED BY THE PROJECT ENGINEER FOR REVIEW
- EXTENSIONS PRIOR TO PLAT RECORDATION. 5. A PLAT MUST BE RECORDED AT THE WAKE COUNTY REGISTER OF DEEDS OFFICE FOR ALL UTILITY EASEMENT DEDICATIONS PRIOR TO BUILDING PERMIT ISSUANCE

WATER ALLOCATION TABLE:

CONTRACTOR SHALL BE RESPONSIBLE FOR THE LOCATION OF ALL EXISTING UTILITIES PRIOR TO BEGINNING OF ANY EXCAVATION. EXISTING UTILITIES SHOWN HEREON ARE APPROXIMATE AND

ALL ARE NOT SHOWN.

ALL CONSTRUCTION TO BE IN ACCORDANCE WITH

ALL TOWN OF KNIGHTDALE, CITY OF RALEIGH

AND/OR NCDOT STANDARDS AND SPECIFICATIONS

MAJOR SUBDIVISION	
CATEGORY 2 - GREEN DEVELOPMENT STANDARDS	
2A - CONSERVATION OF NATURAL HABITATE MEETING ACTIVE OPEN SPACE REQUIREMENTS	
(OPEN SPACE LOT 1009 PRESERVING EXISTING POND AND WETLANDS)	
2B - FOUNTAIN WITHIN WET POND SCM	
2C - IMPLEMENT AFFORDABLE KNIGHTDALE PLAN (EXPANDED HOUSING: TH/COTTAGE COURTS)	
2C - EXCLUSIVE USE OF NATIVE LANDSCAPE SPECIES	
CATEGORY 3 - OUTDOOR ENHANCEMENT	
3A - CONSTRUCTION OF GATEWAY LANDSCAPING (ROUNDABOUT)	
3A - OUTDOOR DISPLAY OF PUBLIC ART (2 ART LOCATIONS)	
3A - ENHANCED ROADSIDE LANDSCAPING (STREET "H")	
CATEGORY 4 - AMENITIES	
4C - OUTDOOR DECK (AT GREENWAY & EXISTING POND)	
4F - IPEMA CERTIFIED PLAYGROUND EQUIPMENT	
TOTAL UDO ALLOWABLE POINTS	



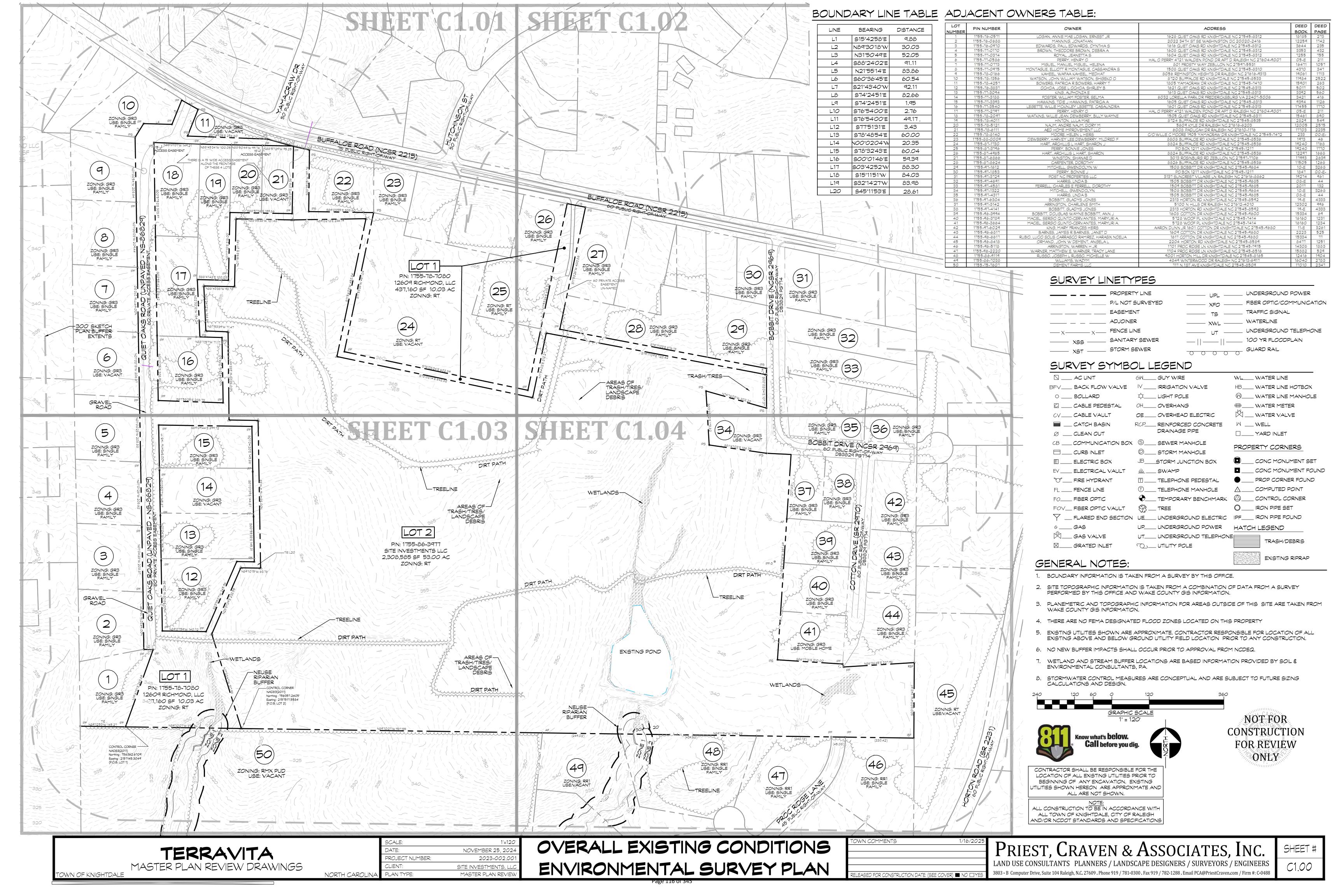


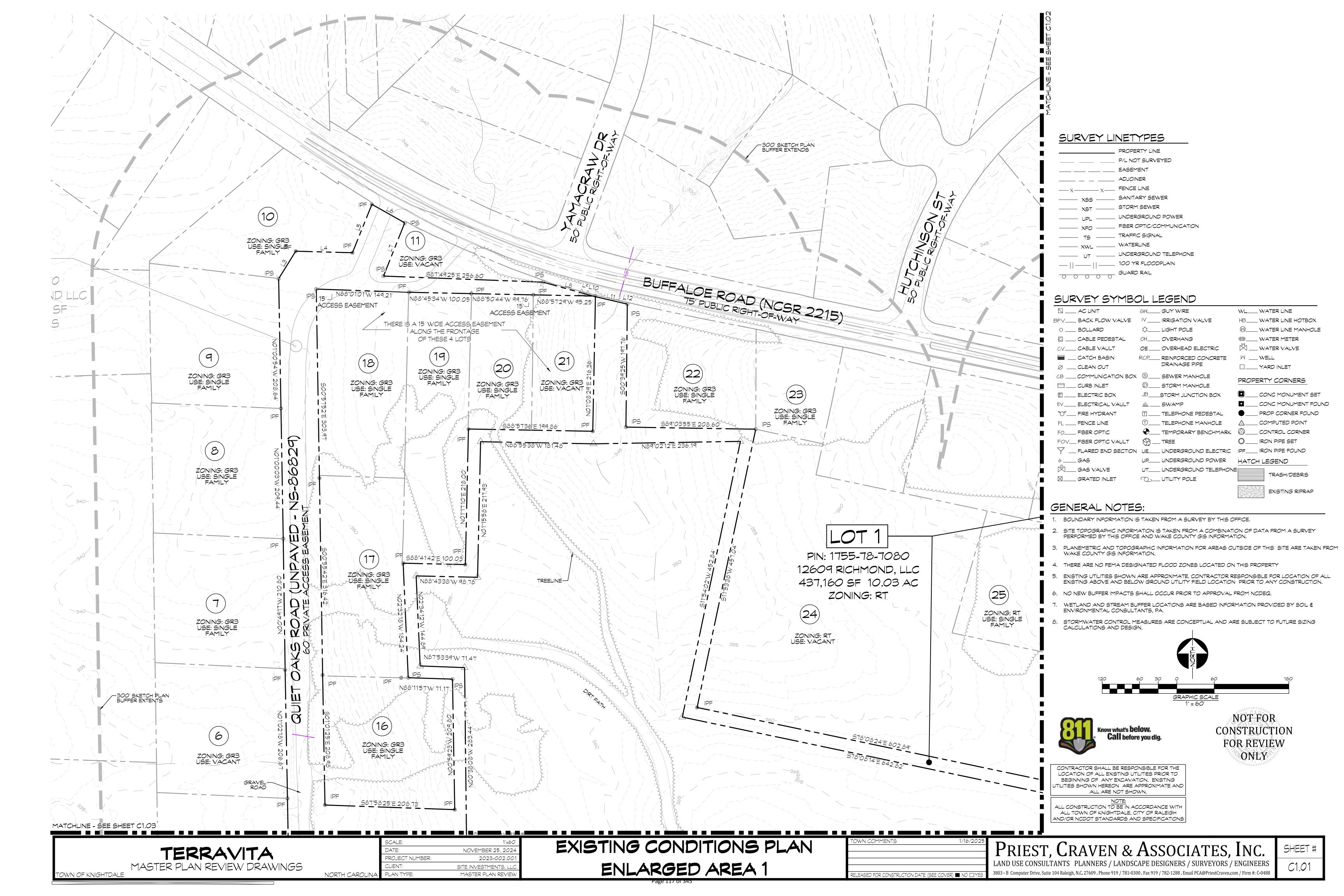
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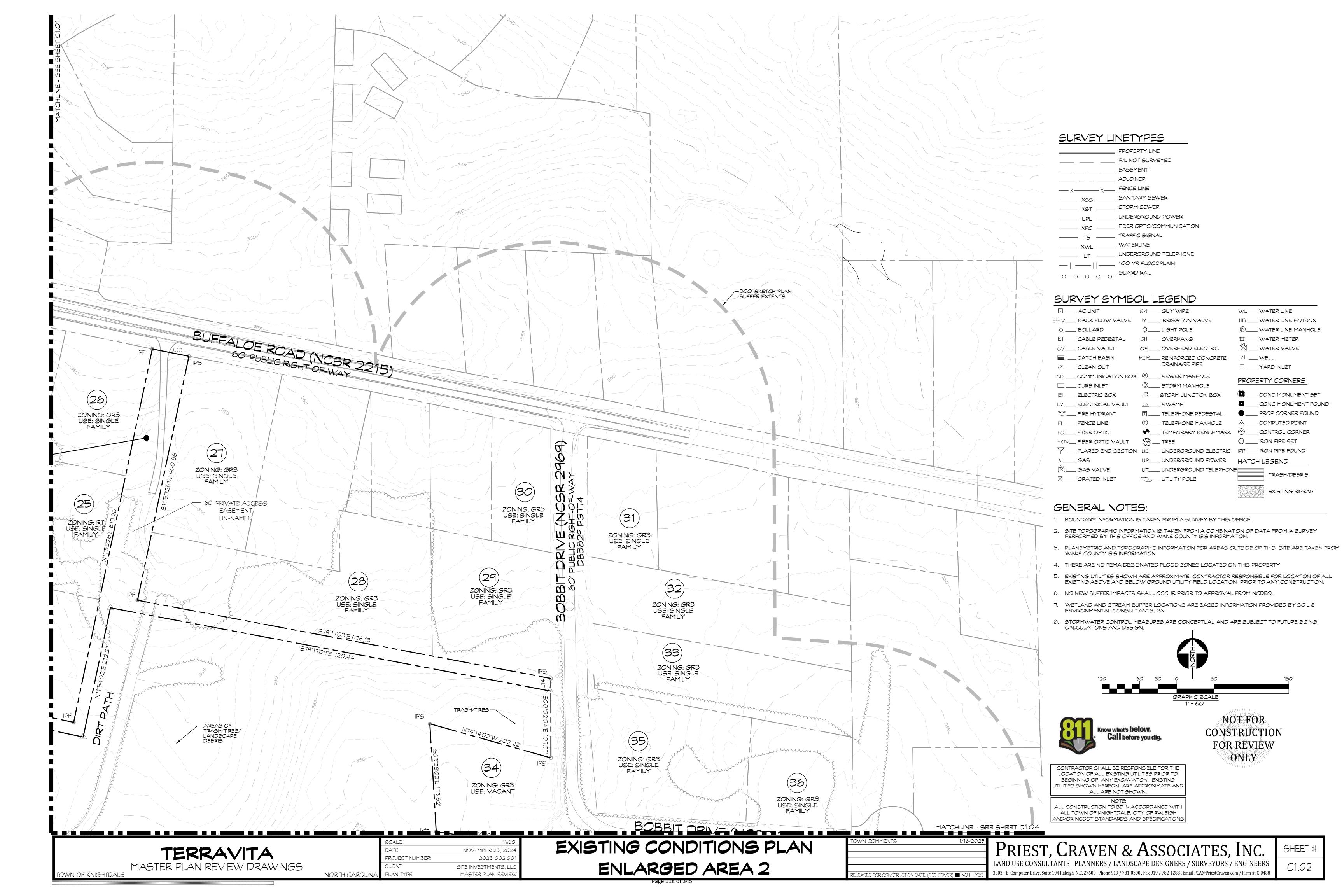
VERTICAL DATUM - NAVD88

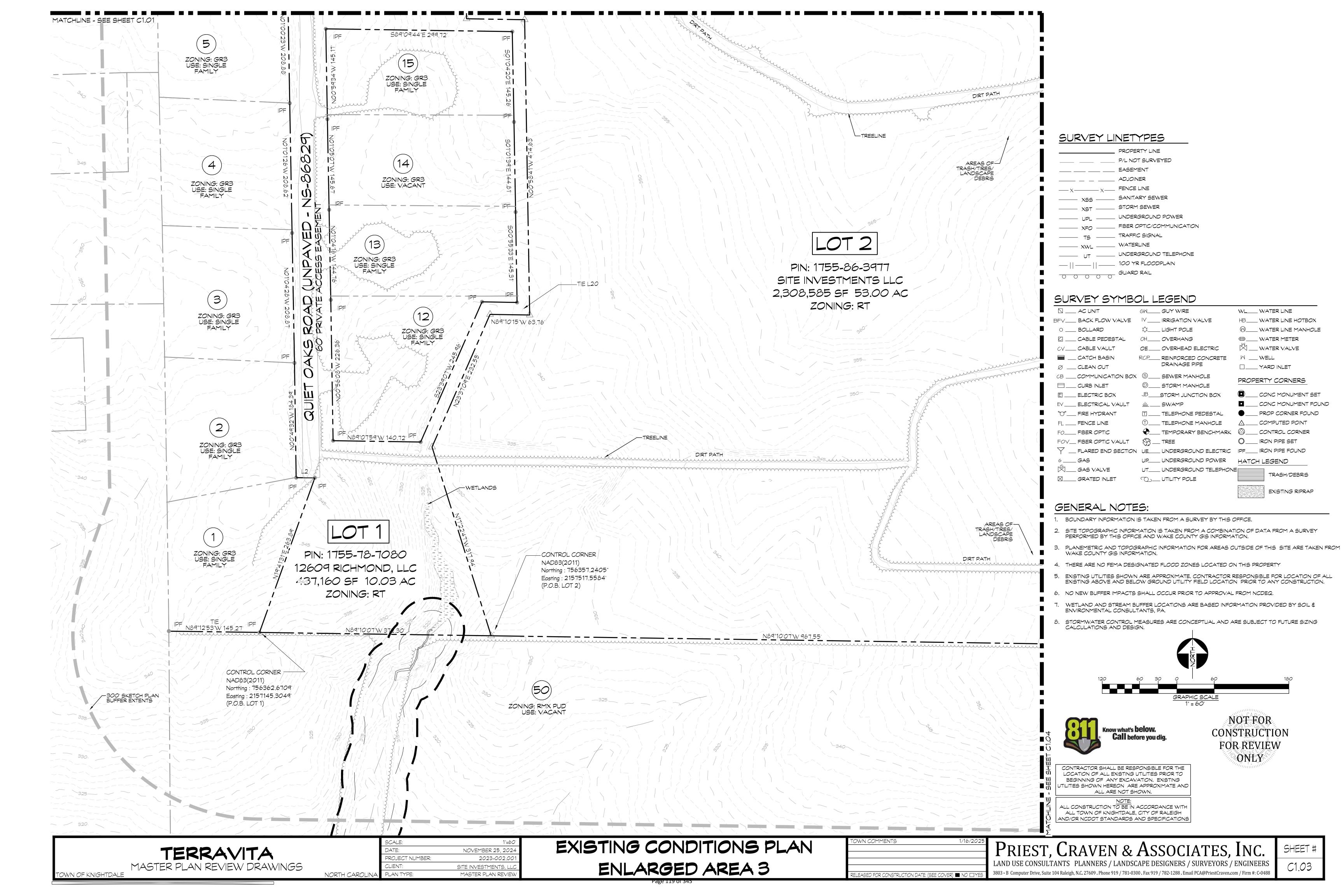
REVISIONS: | SUBMITTAL DATE: 11/25/2024 OWN COMMENTS

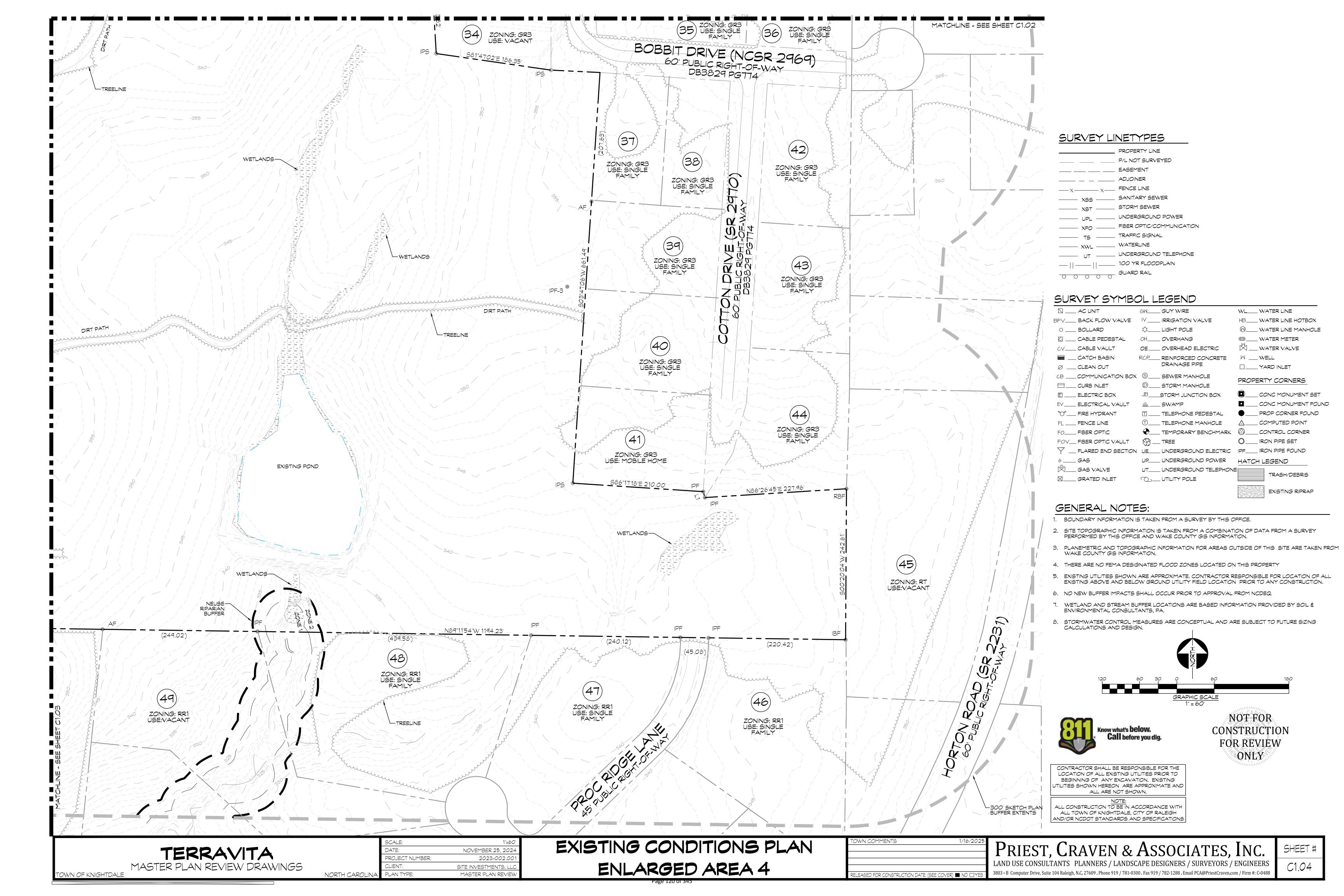
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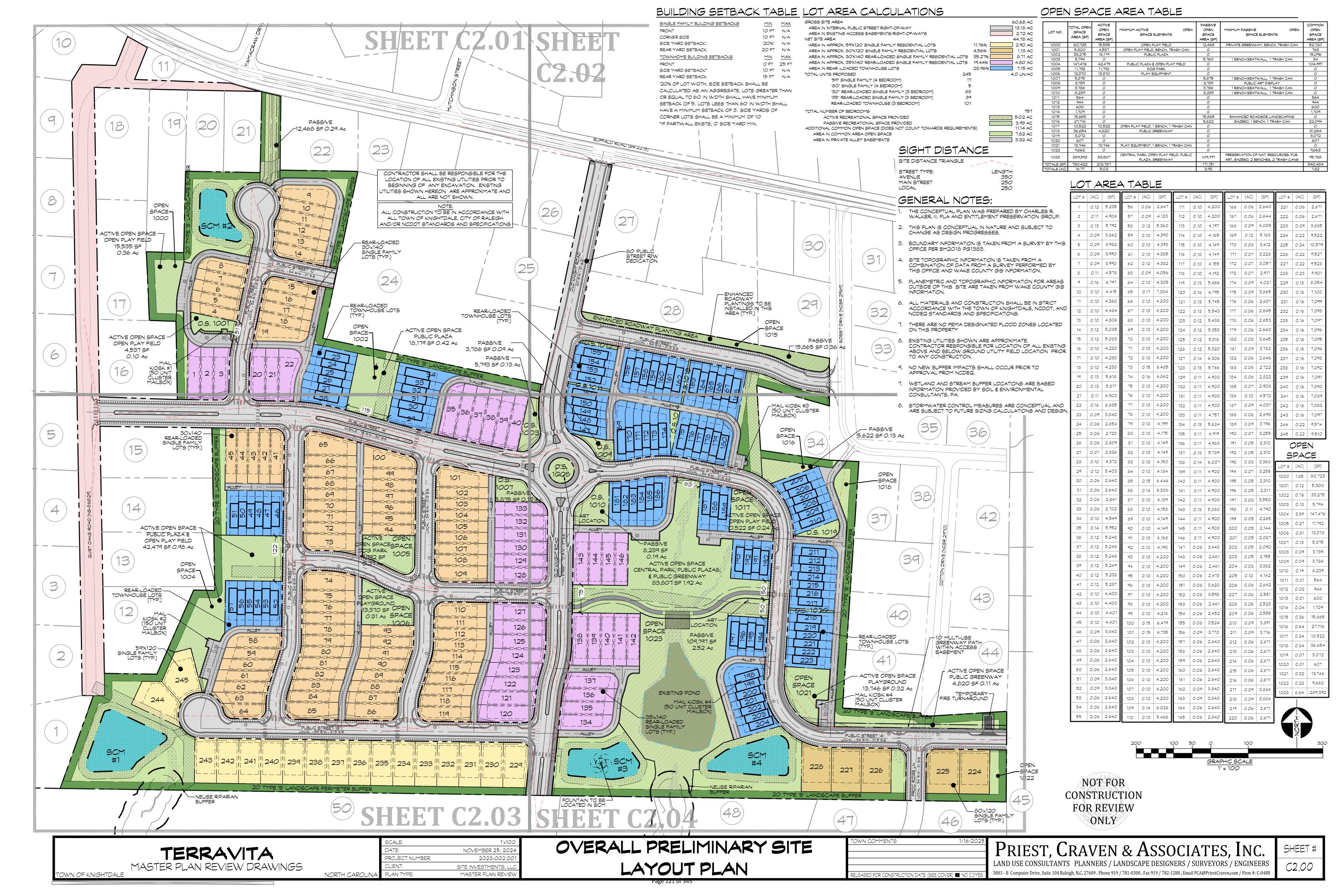


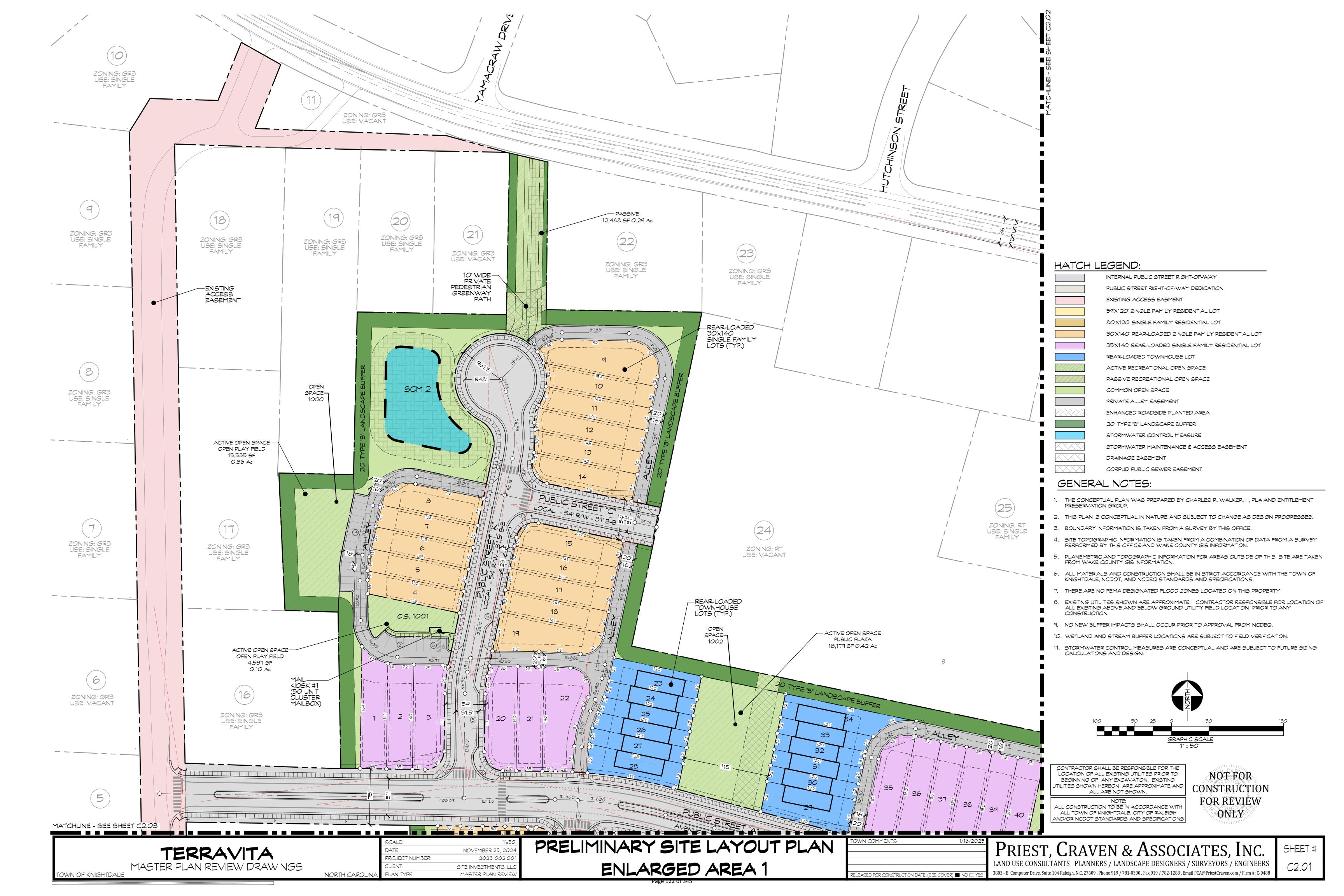


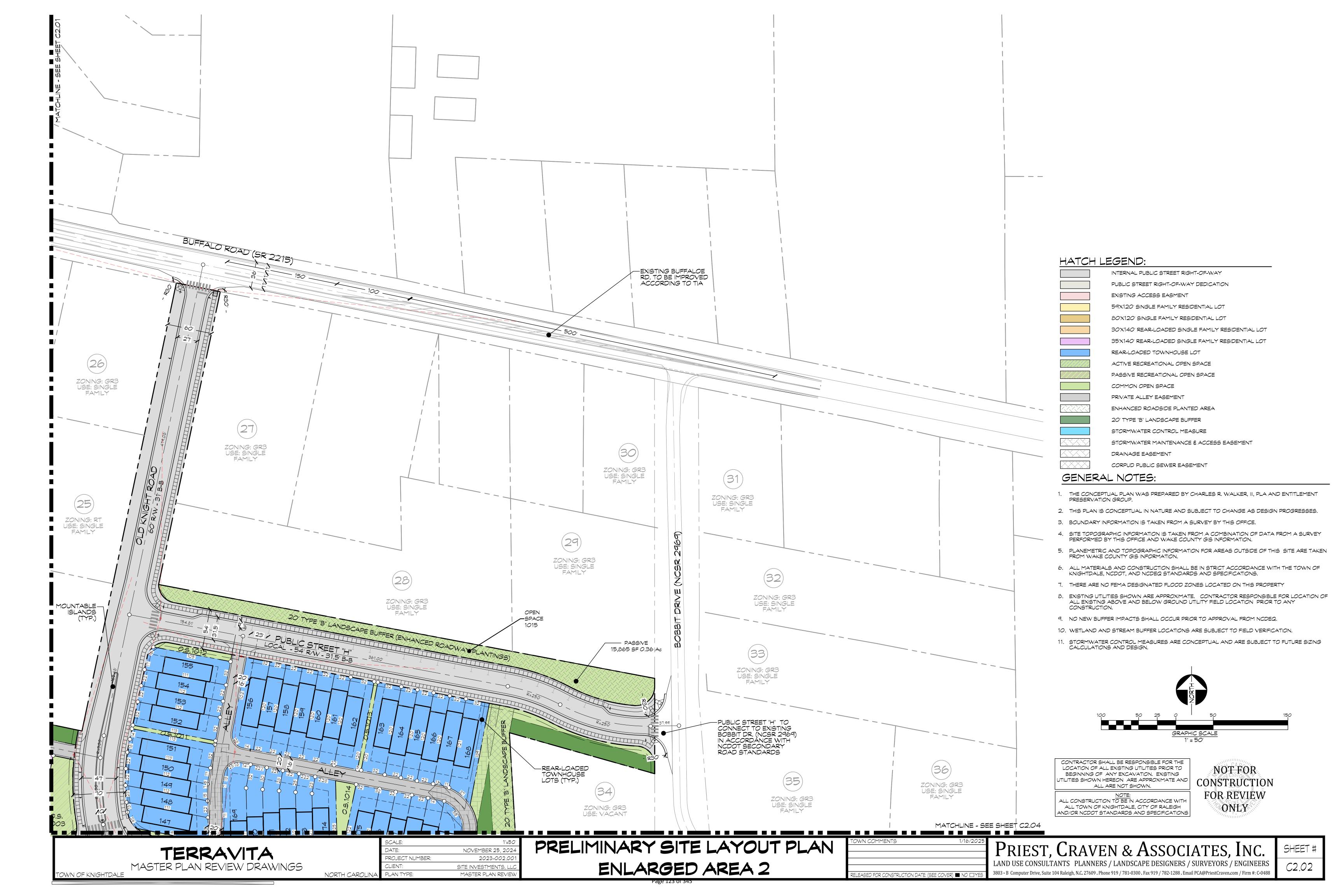


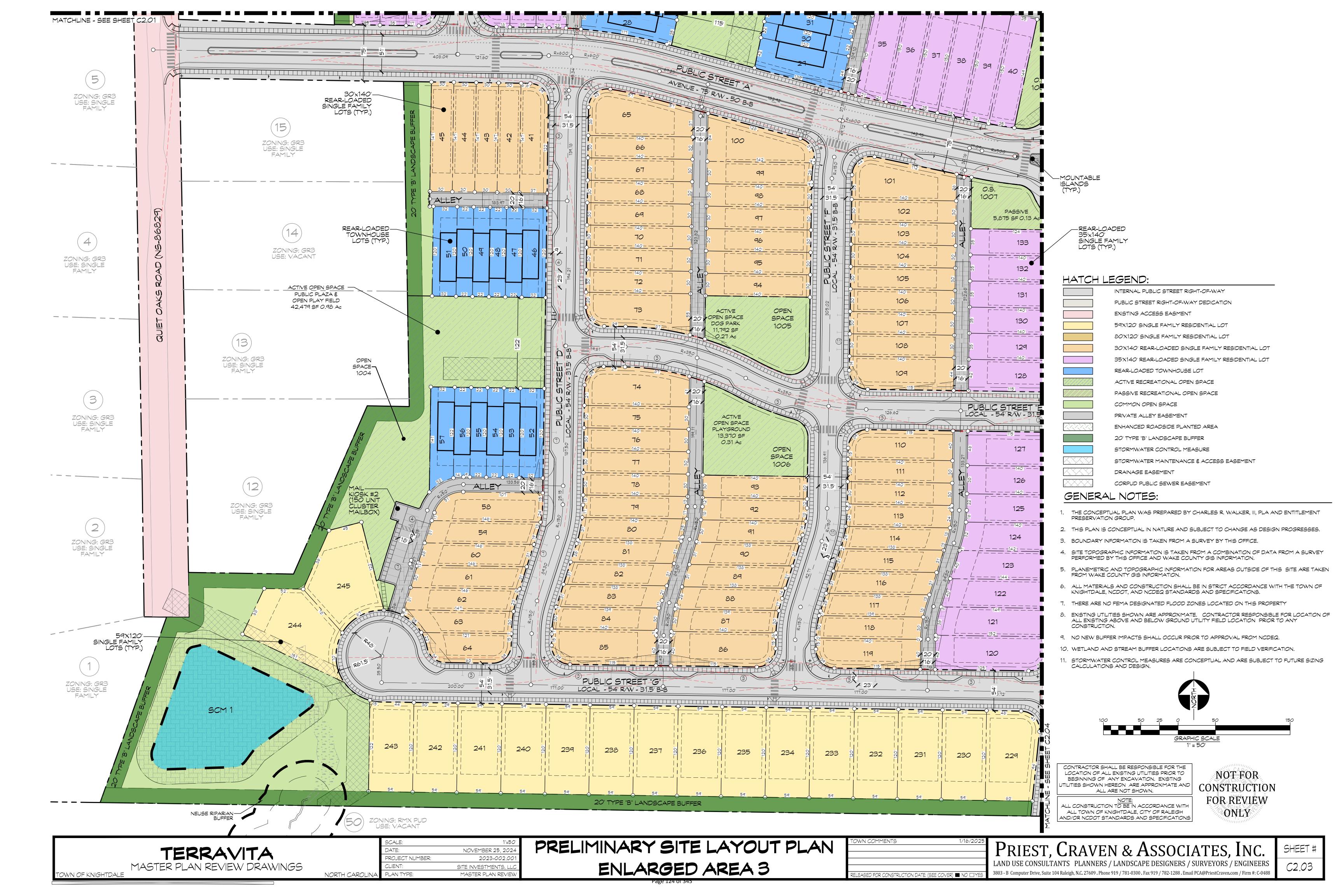


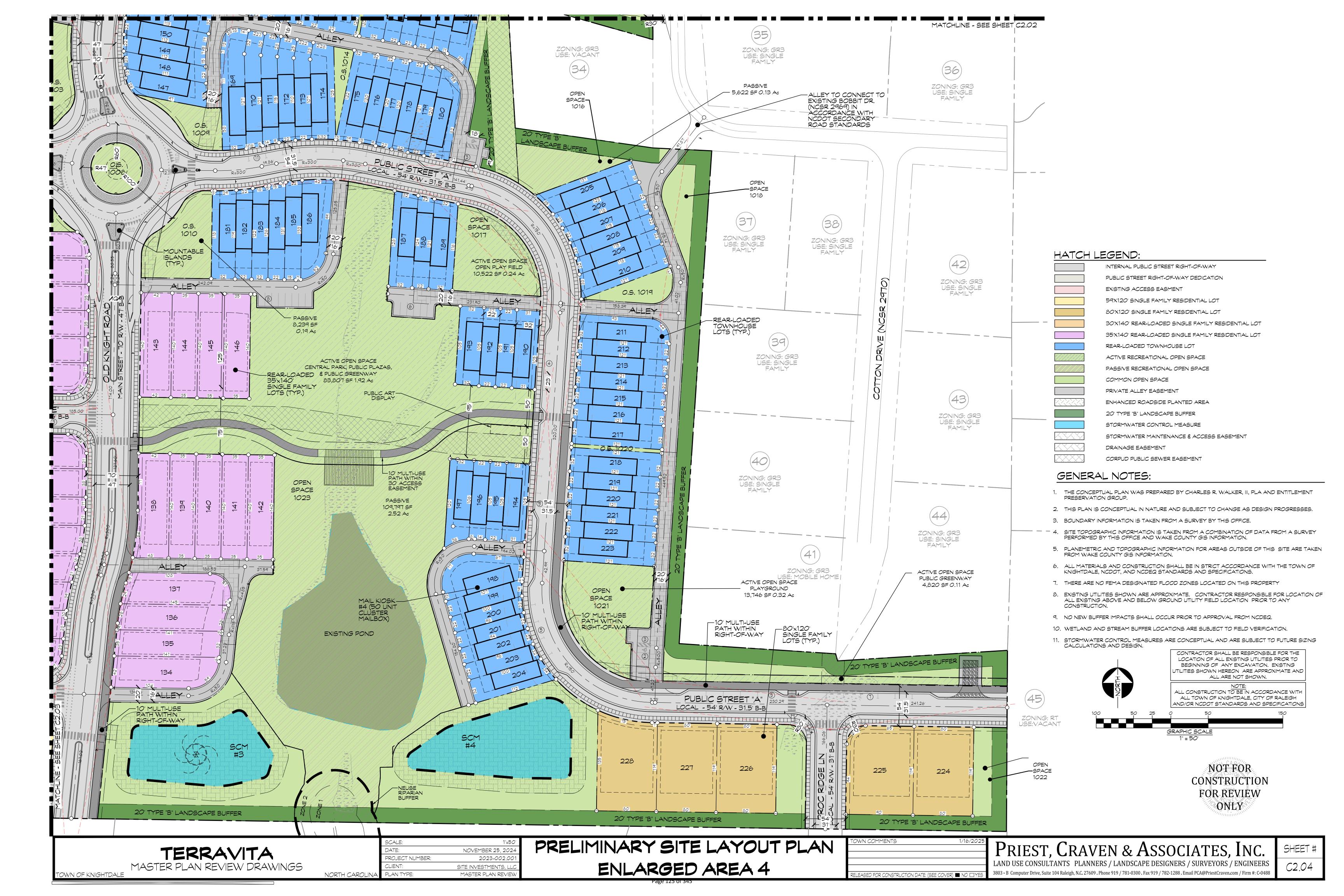


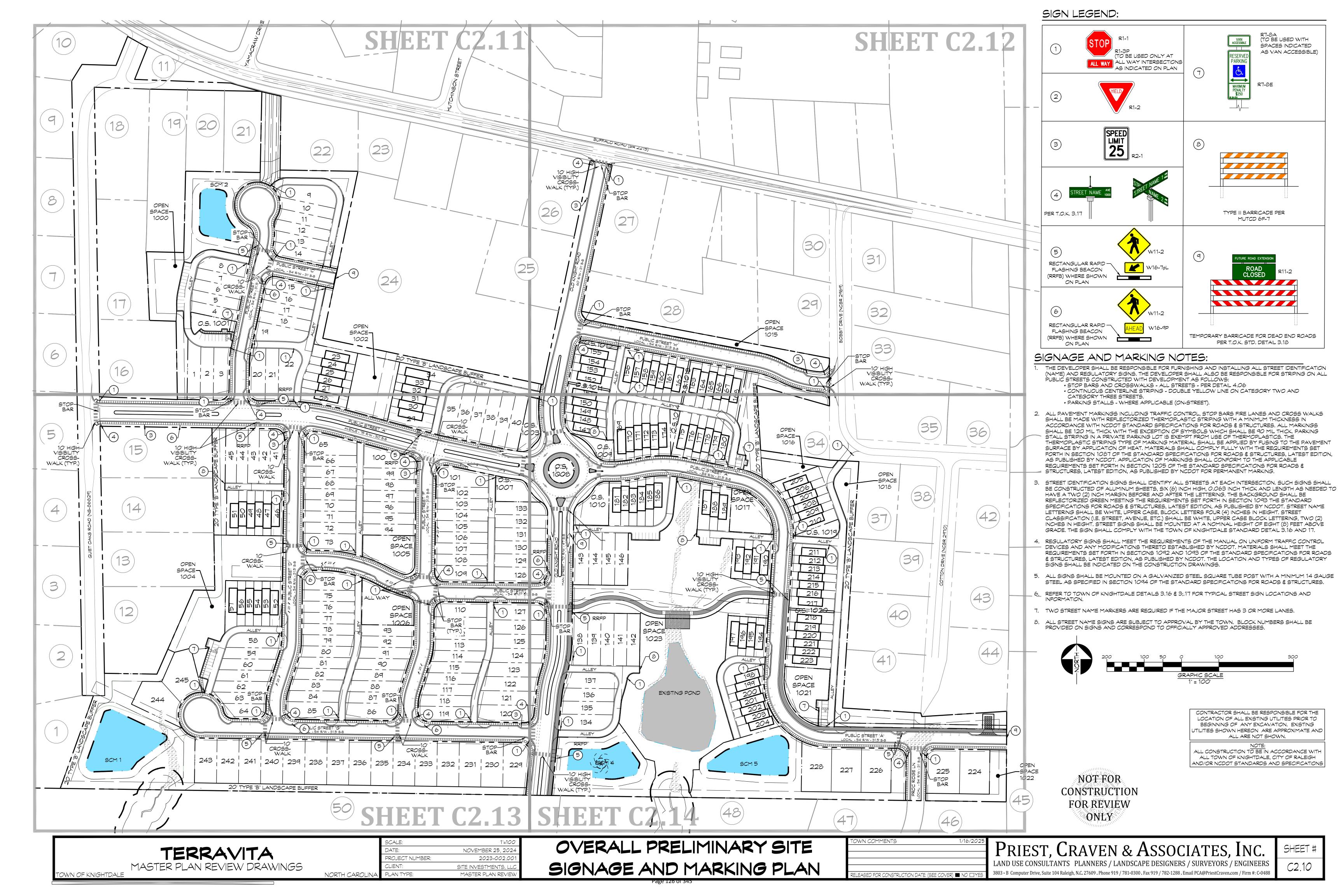


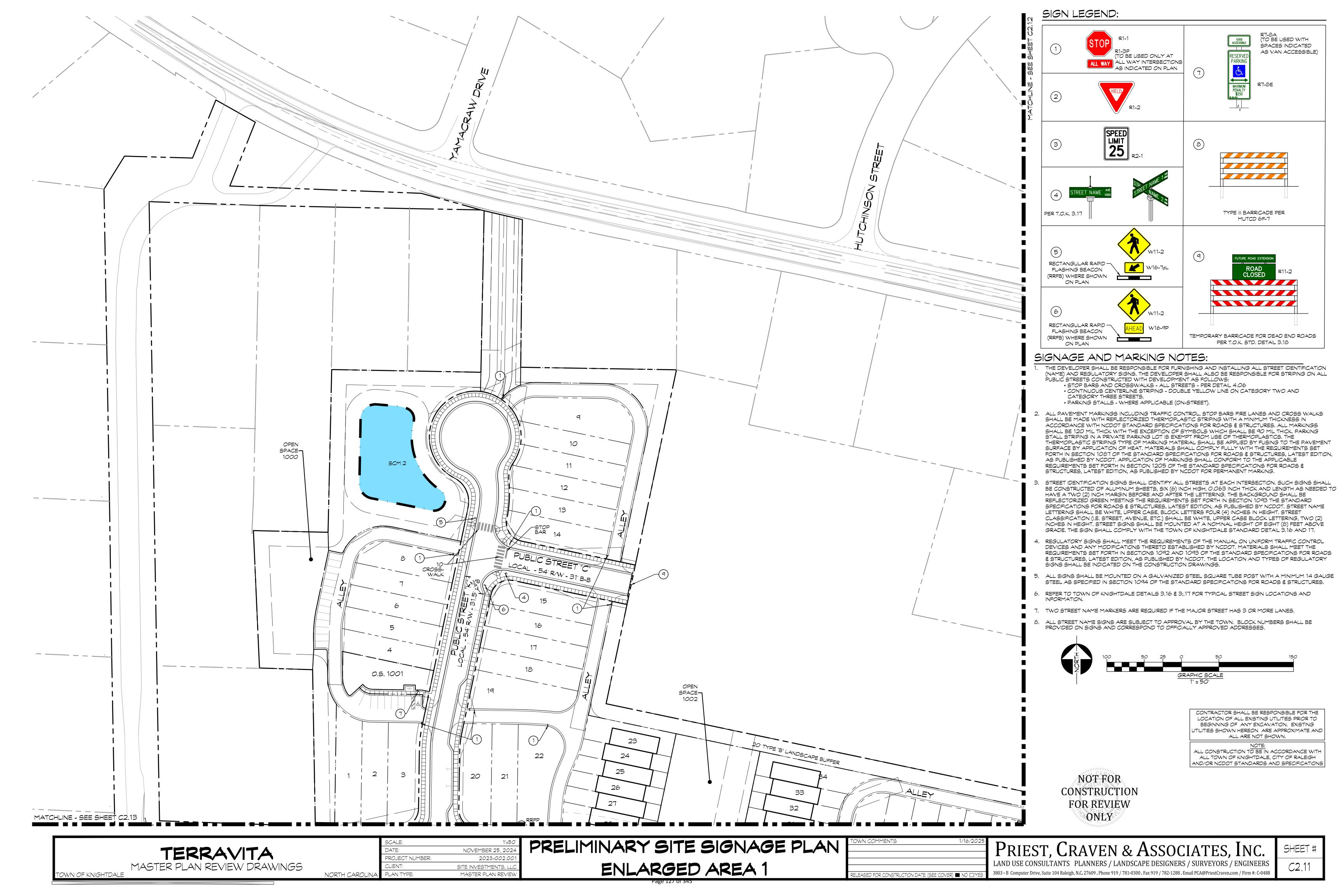


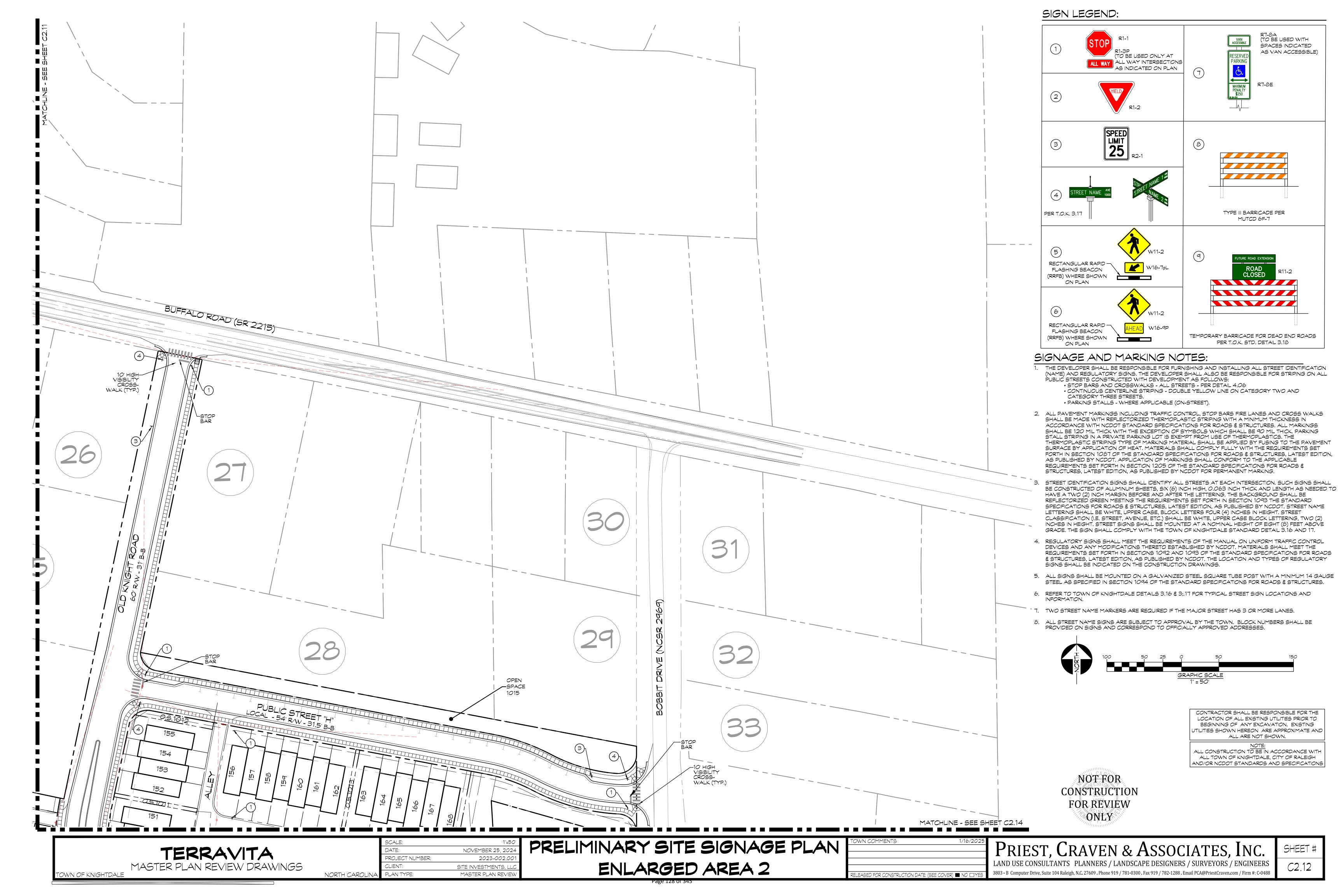


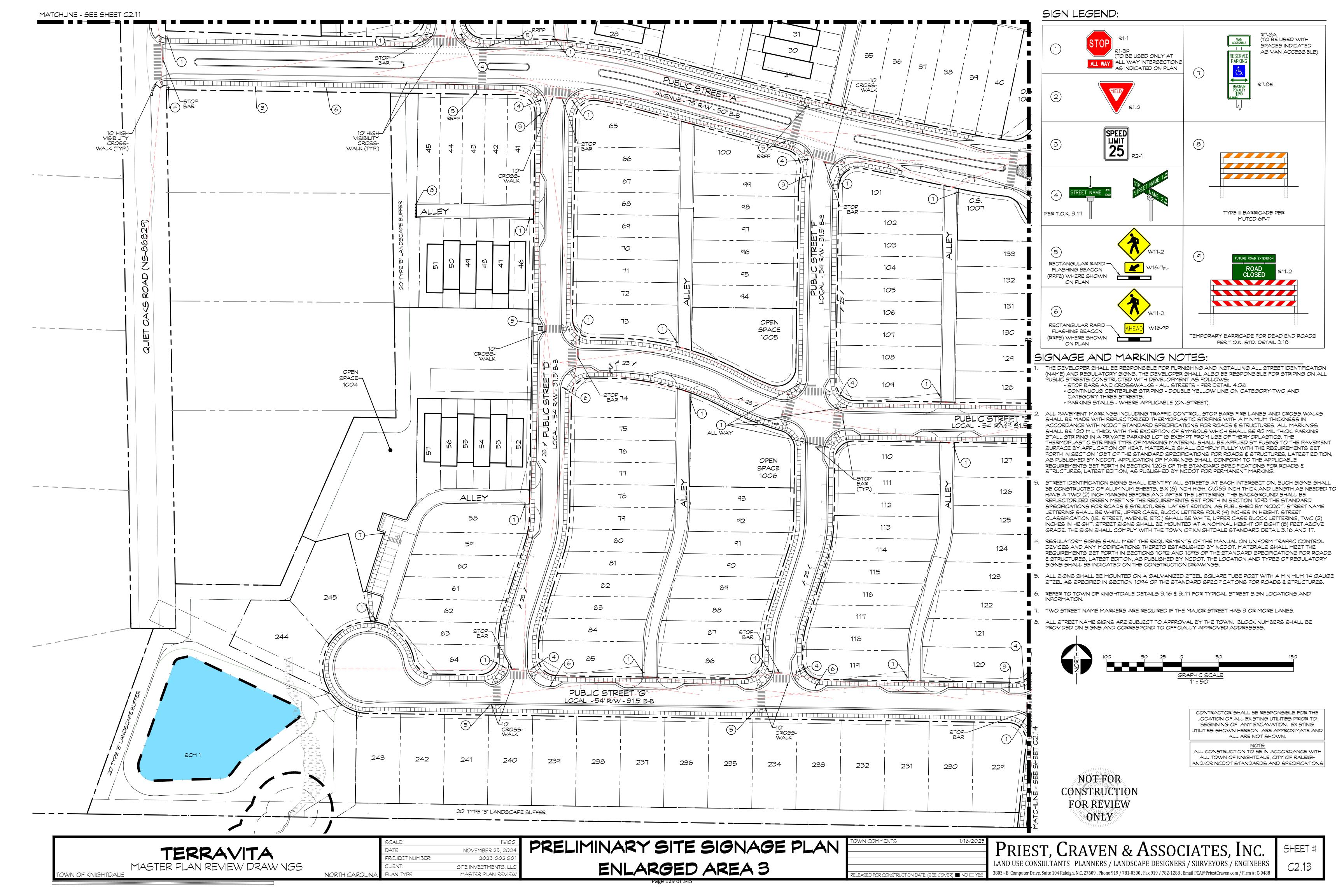


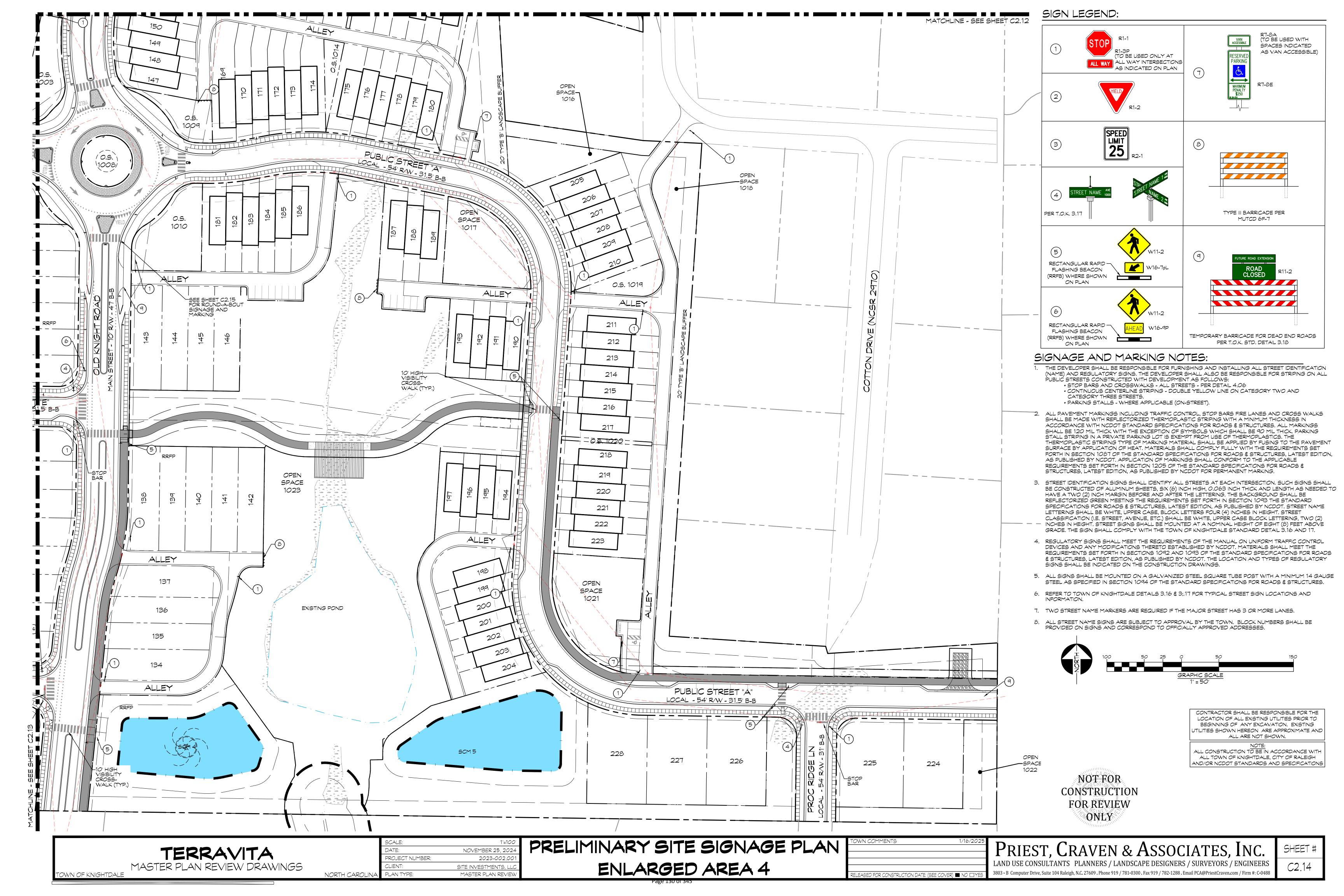


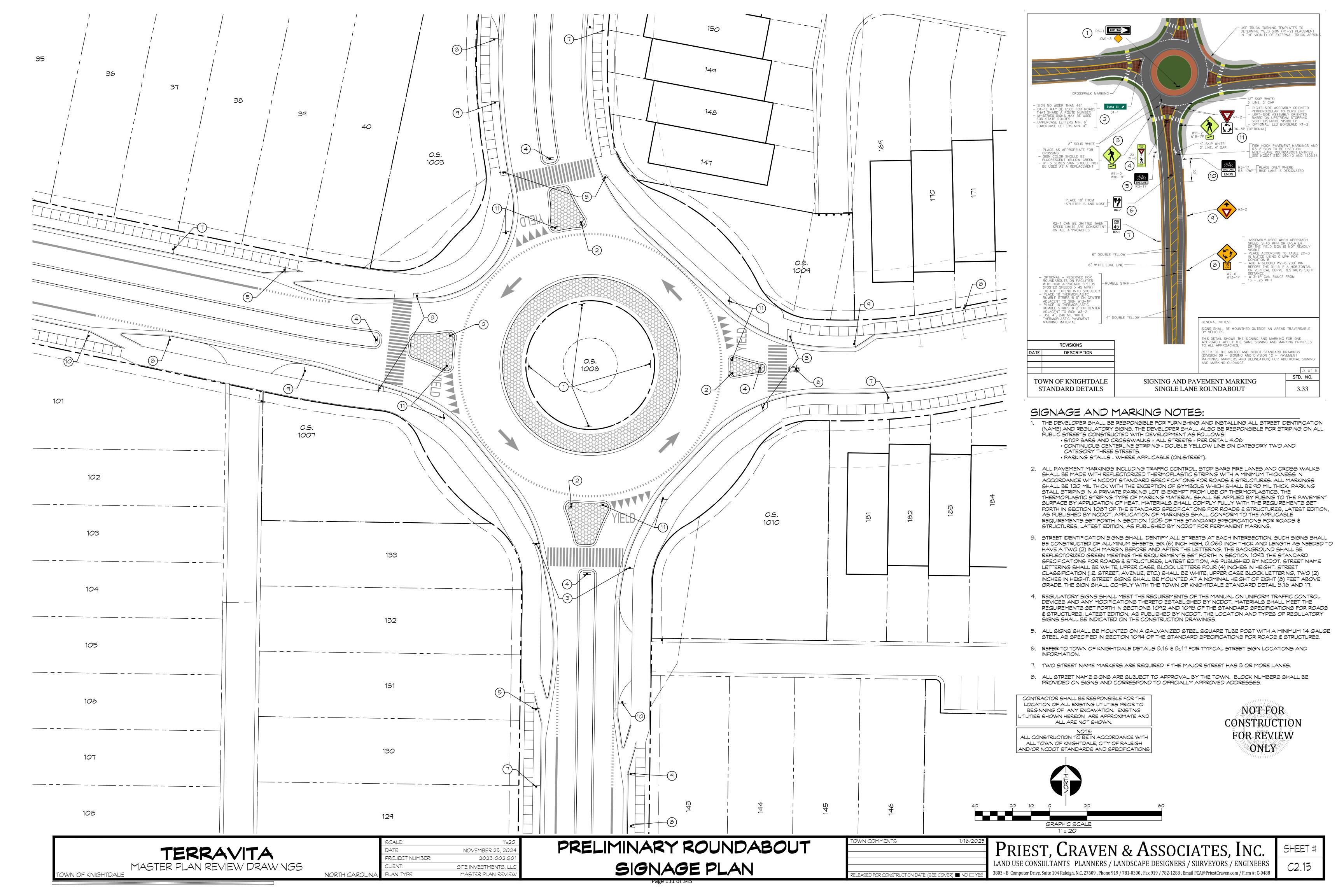


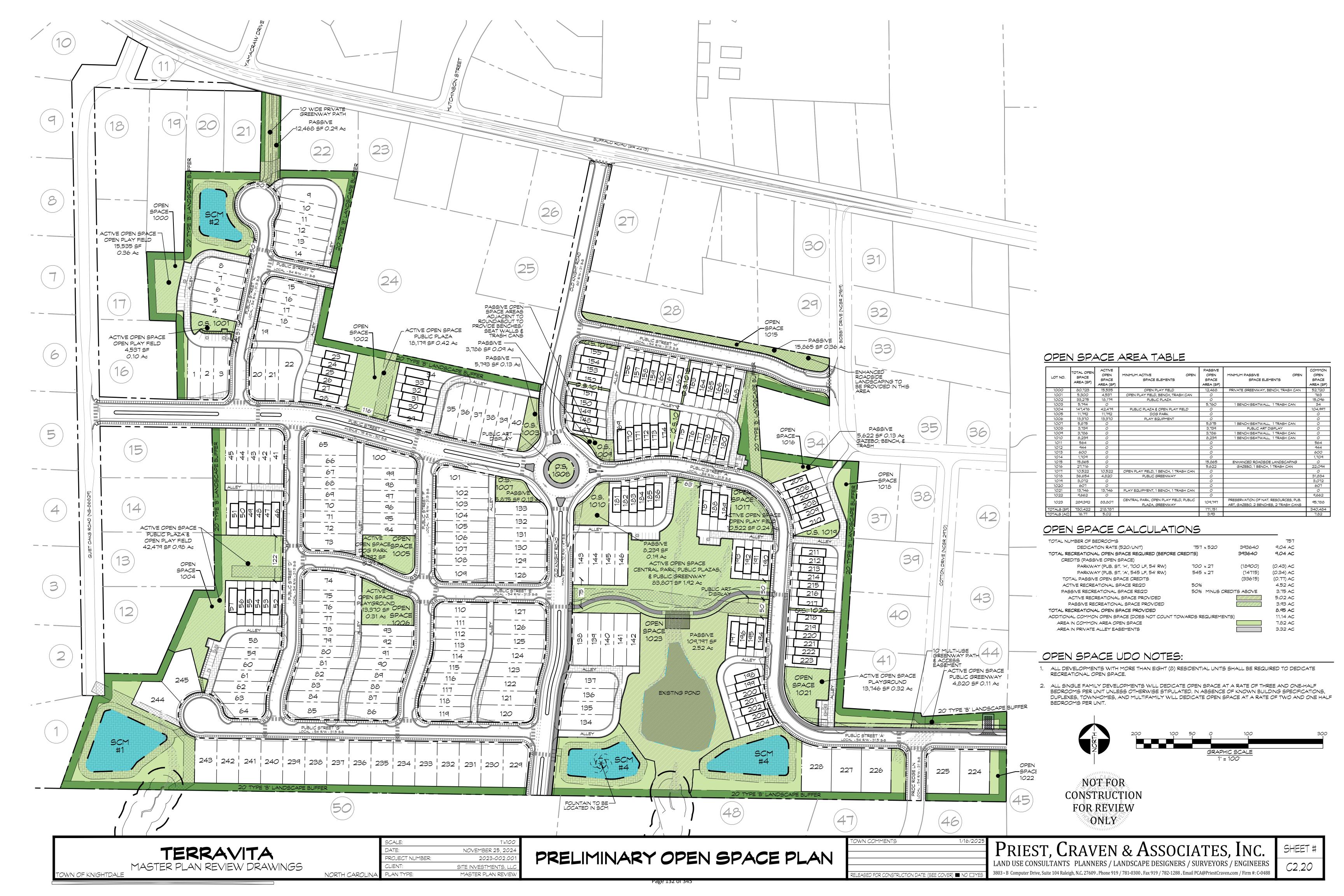


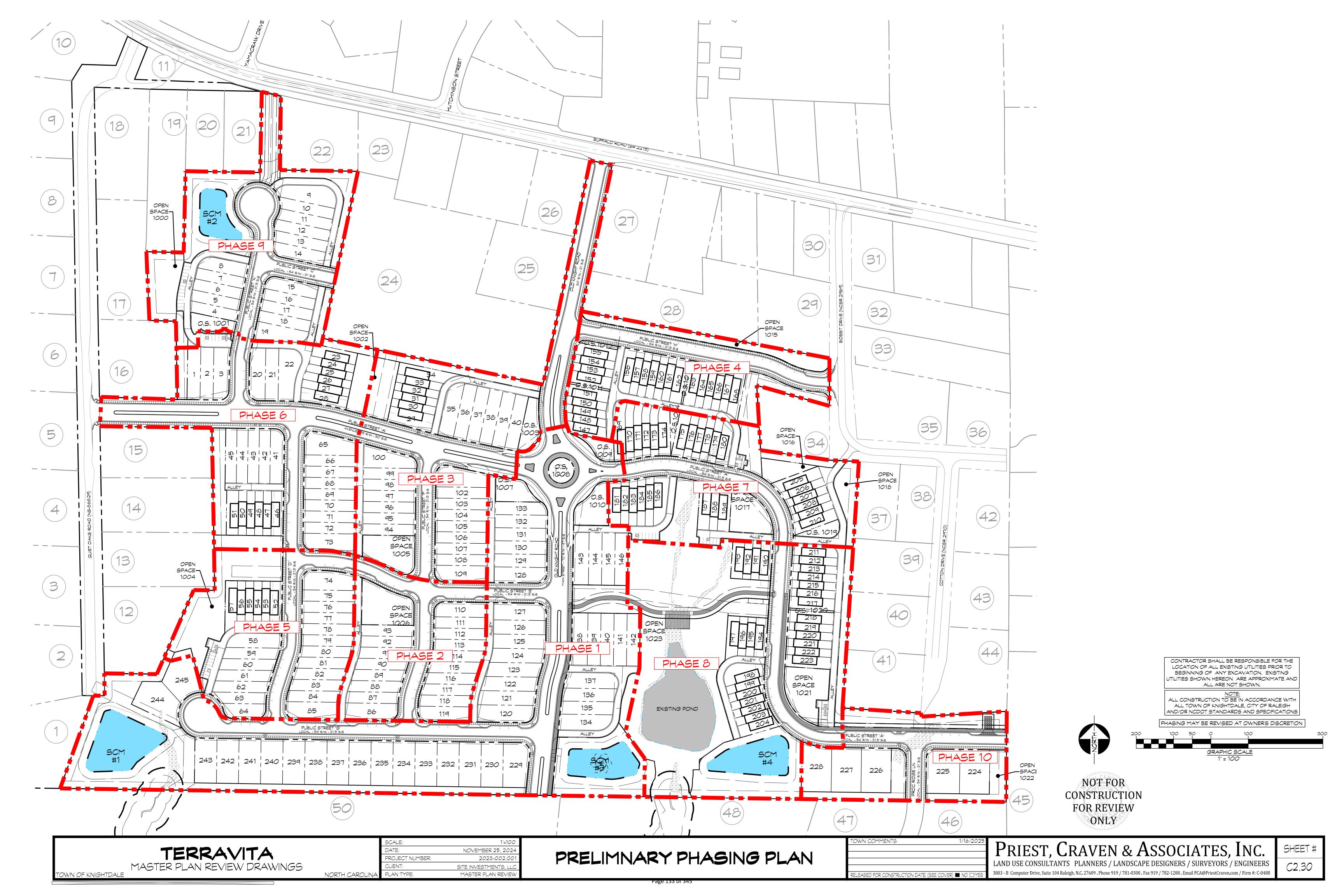


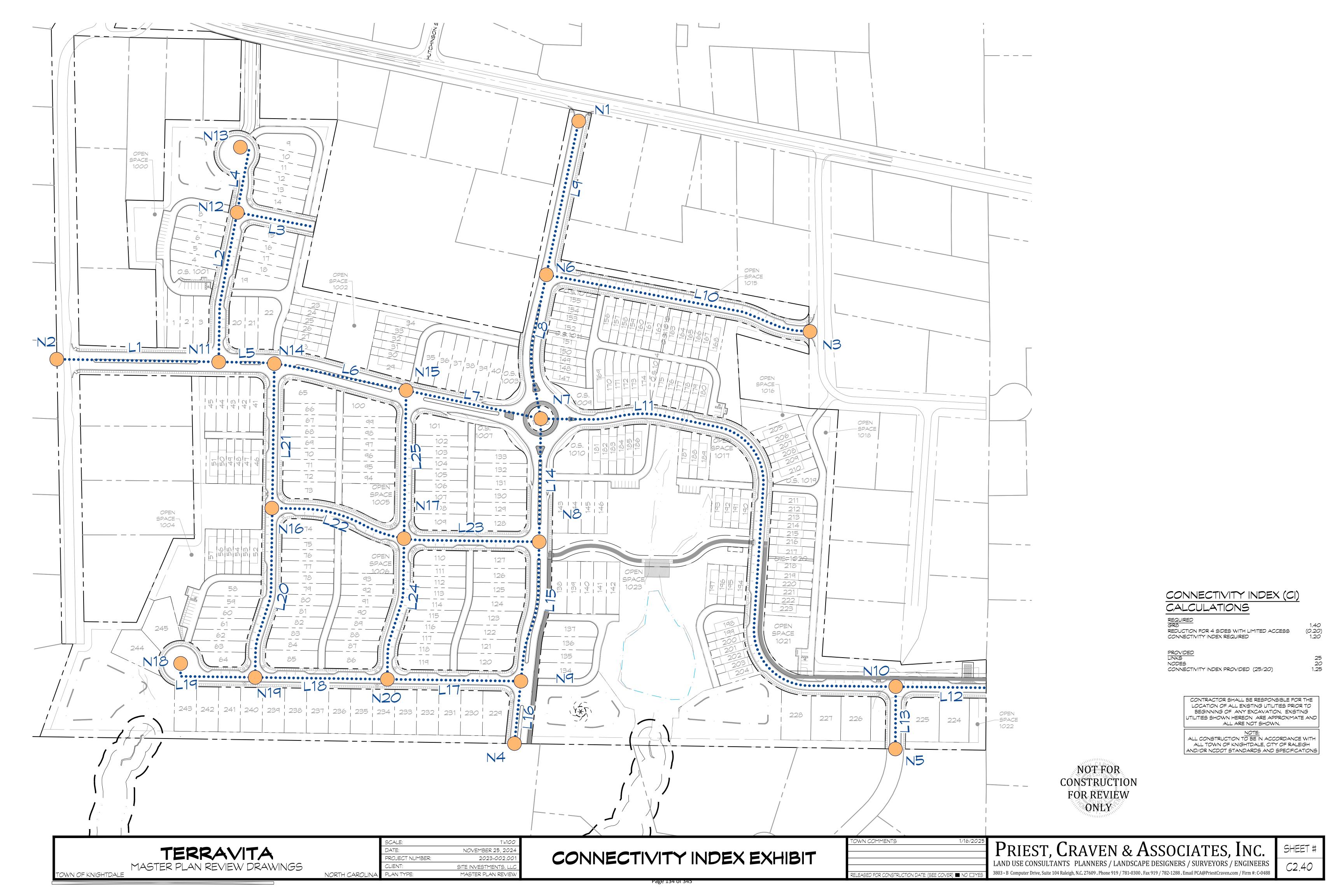


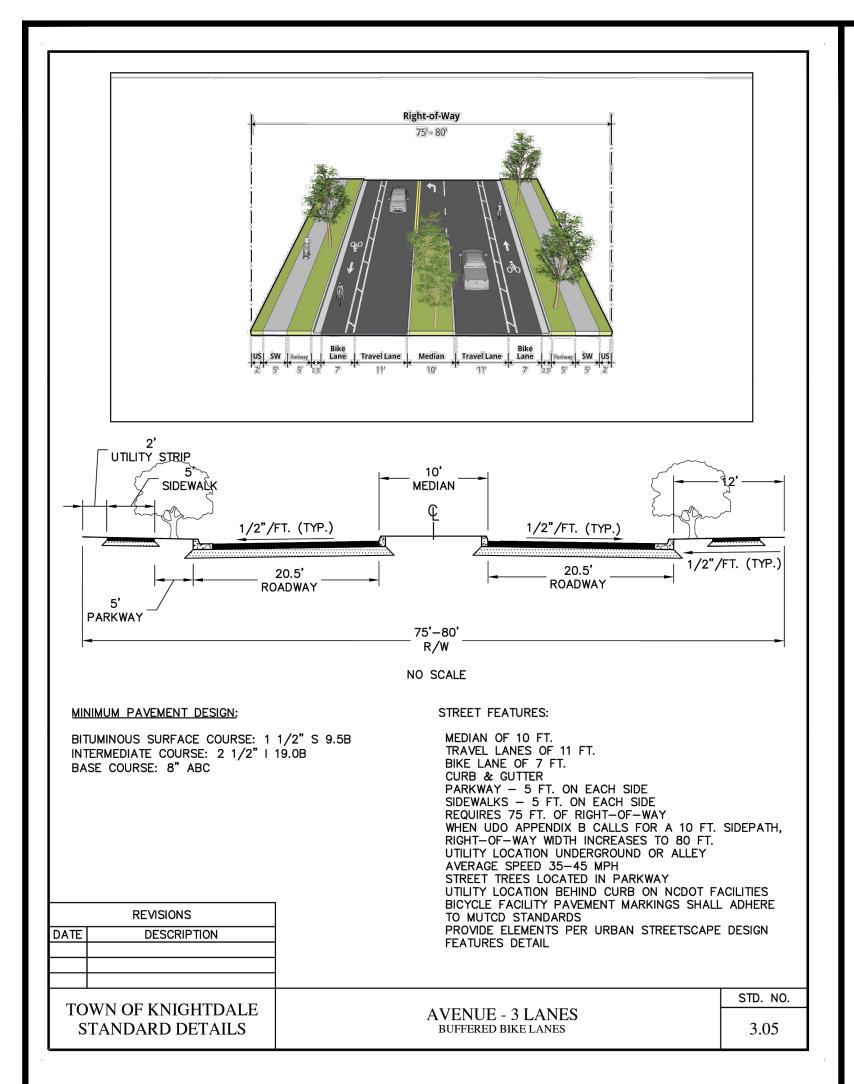


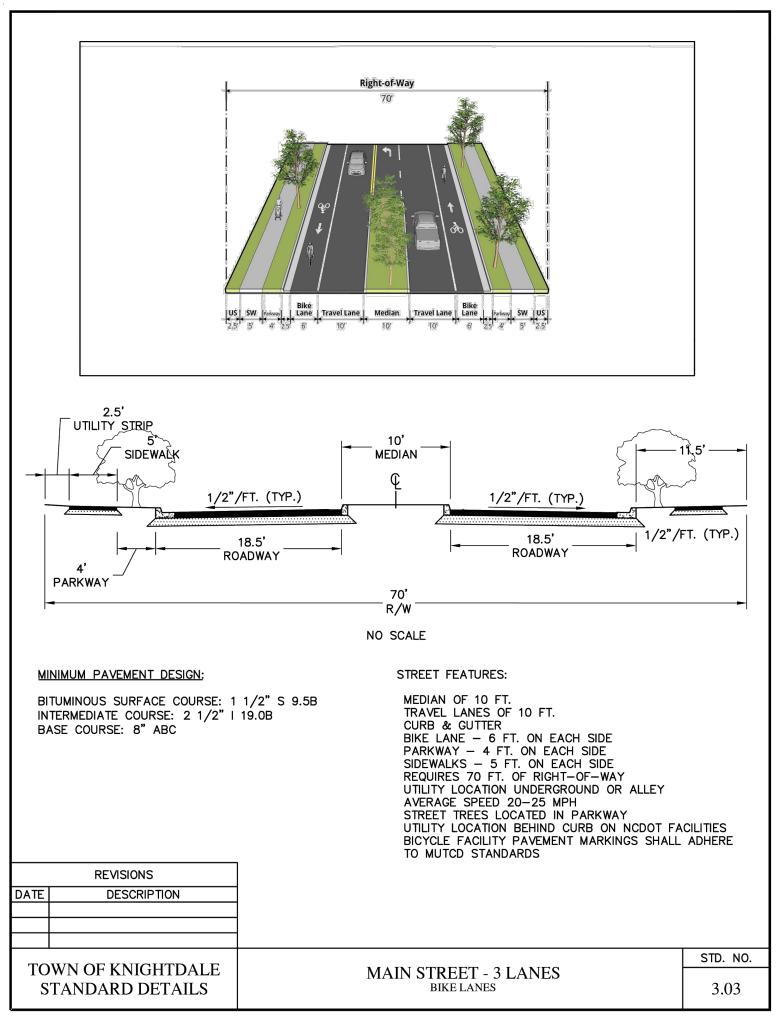


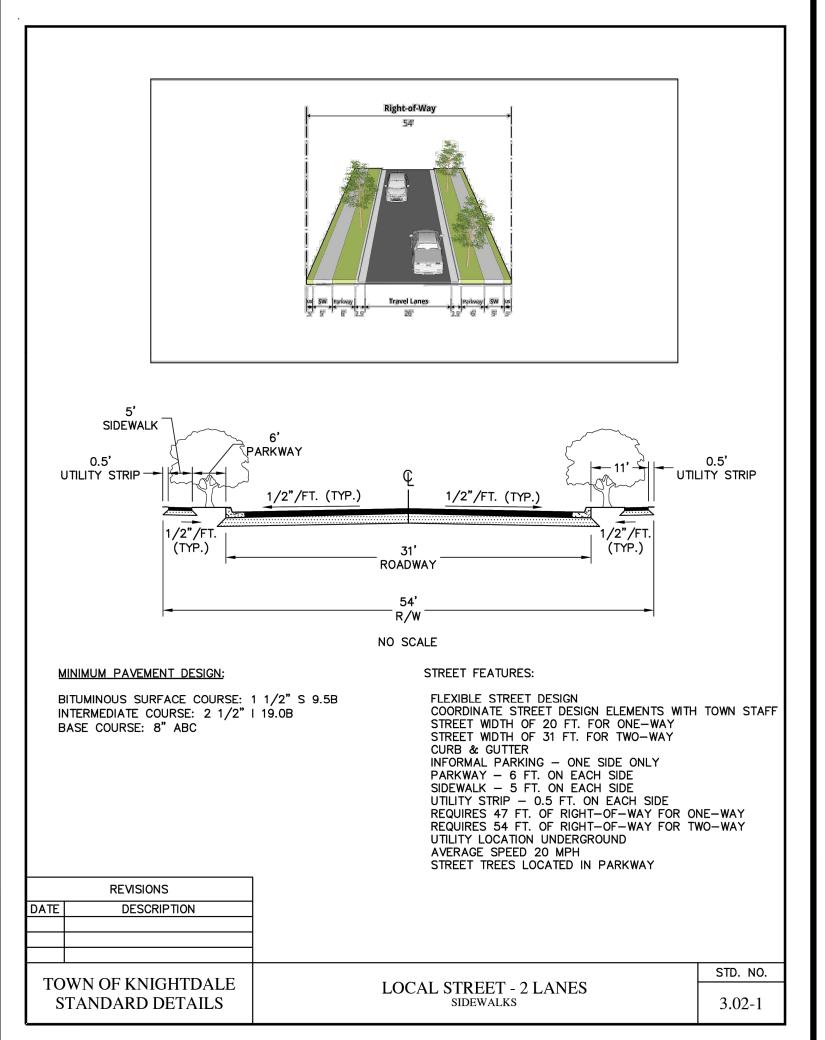


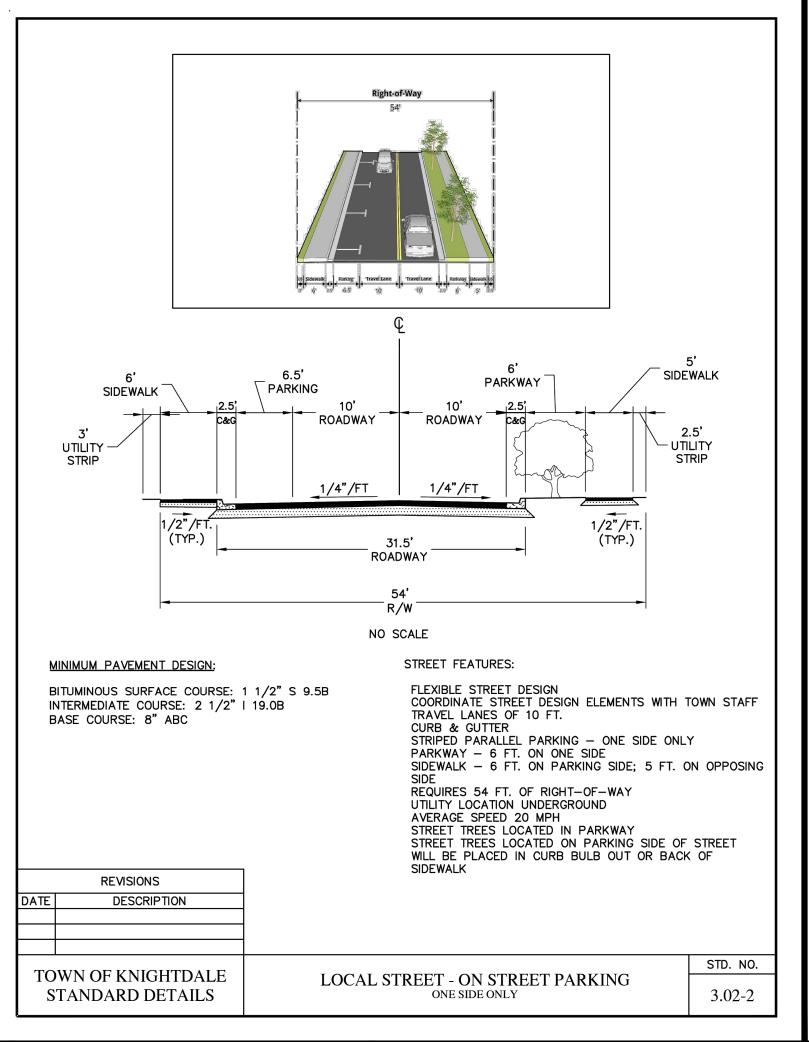


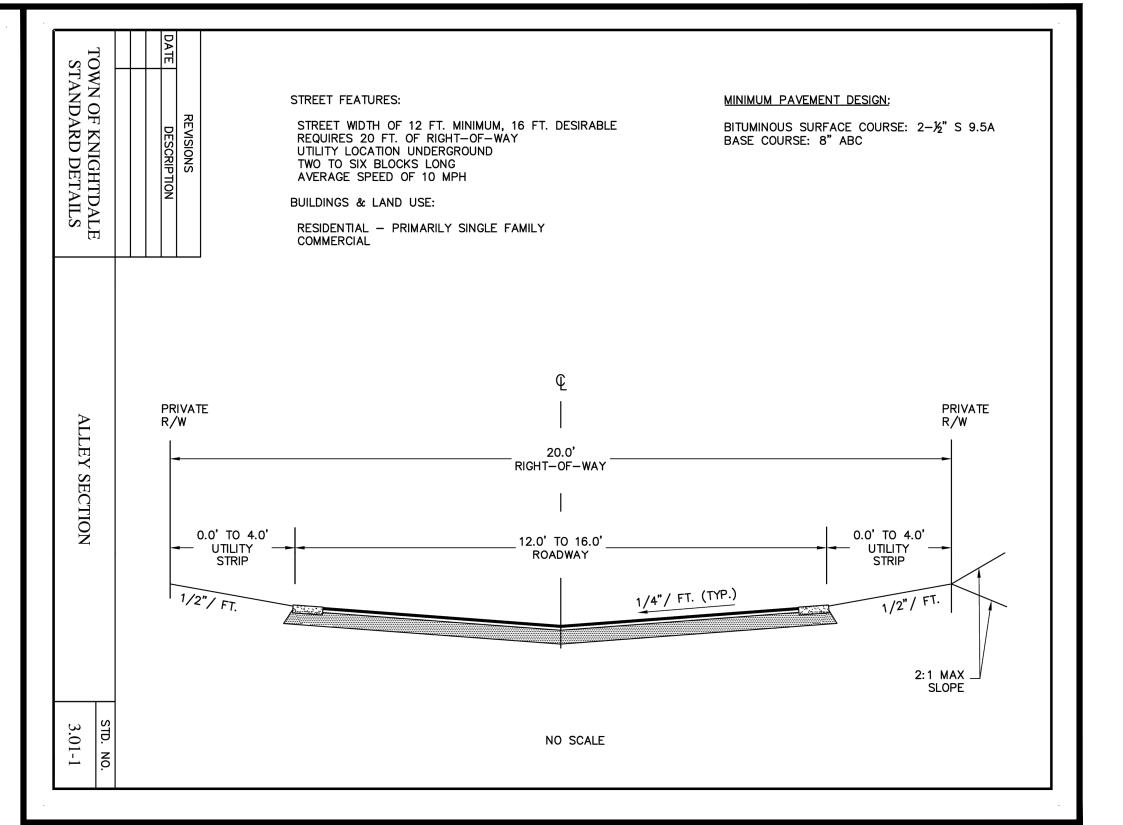












NOTFOR CONSTRUCTION FOR REVIEW

PAVEMENT DESIGN SHOWN IS MINIMUM PER TOWN OF KNIGHTDALE STANDARS. FINAL DESIGN MUST BE CONFIRMED BY GEOTECHNICAL REPORT PRIOR TO CONSTRUCTION

ELEASED FOR CONSTRUCTION DATE: (SEE COVER) 🖿 NO 1

CONTRACTOR SHALL BE RESPONSIBLE FOR THE LOCATION OF ALL EXISTING UTILITIES PRIOR TO BEGINNING OF ANY EXCAVATION. EXISTING ITILITIES SHOWN HEREON ARE APPROXIMATE AND ALL ARE NOT SHOWN.

ALL CONSTRUCTION TO BE IN ACCORDANCE WITH ALL TOWN OF KNIGHTDALE, CITY OF RALEIGH AND/OR NCDOT STANDARDS AND SPECIFICATIONS

TERRAVITA MASTER PLAN REVIEW DRAWINGS

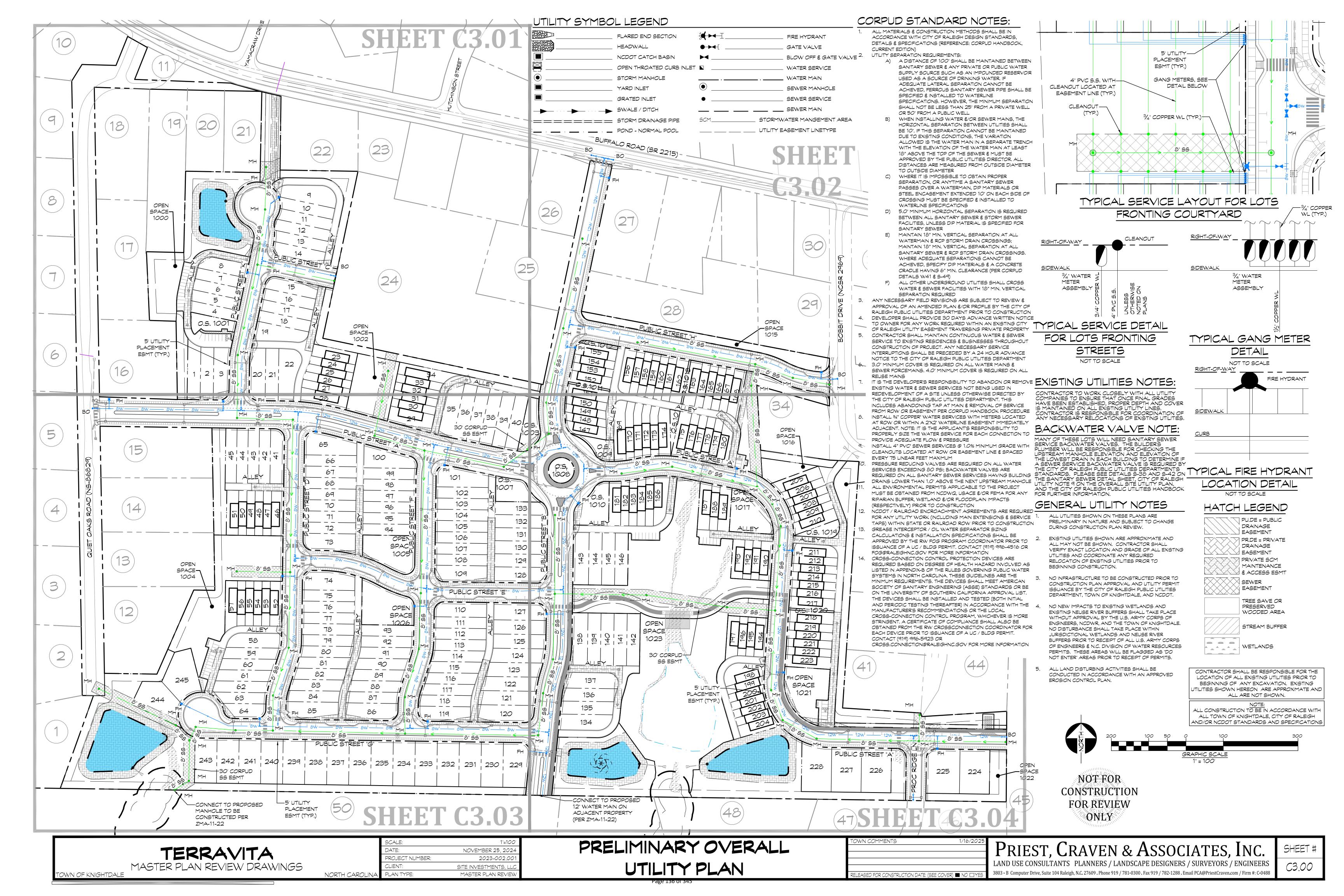
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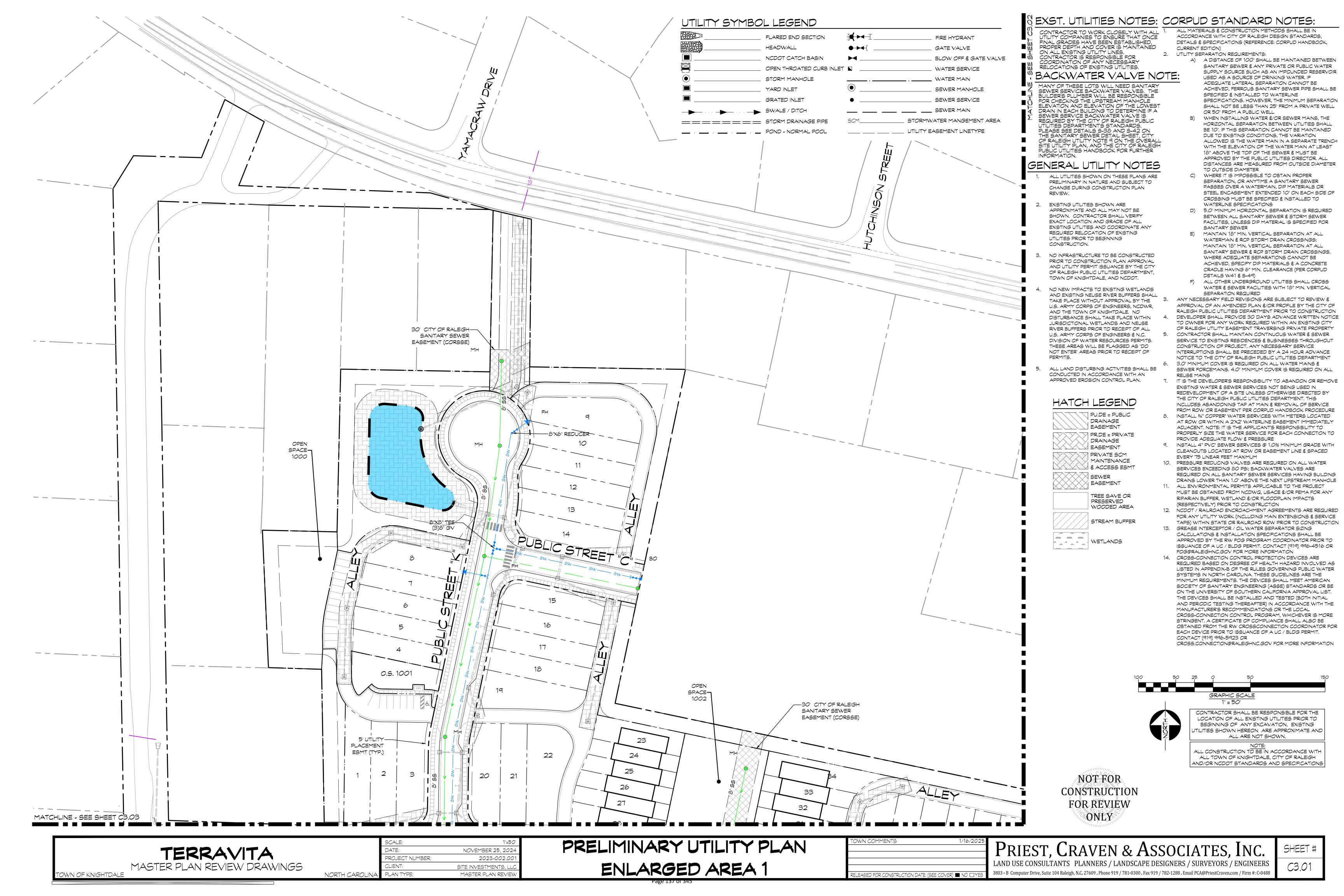
NOVEMBER 25, 2024 PROJECT NUMBER: 2023-002.00 CLIENT: SITE INVESTMENTS, NORTH CAROLINA PLAN TYPE: MASTER PLAN REVIE

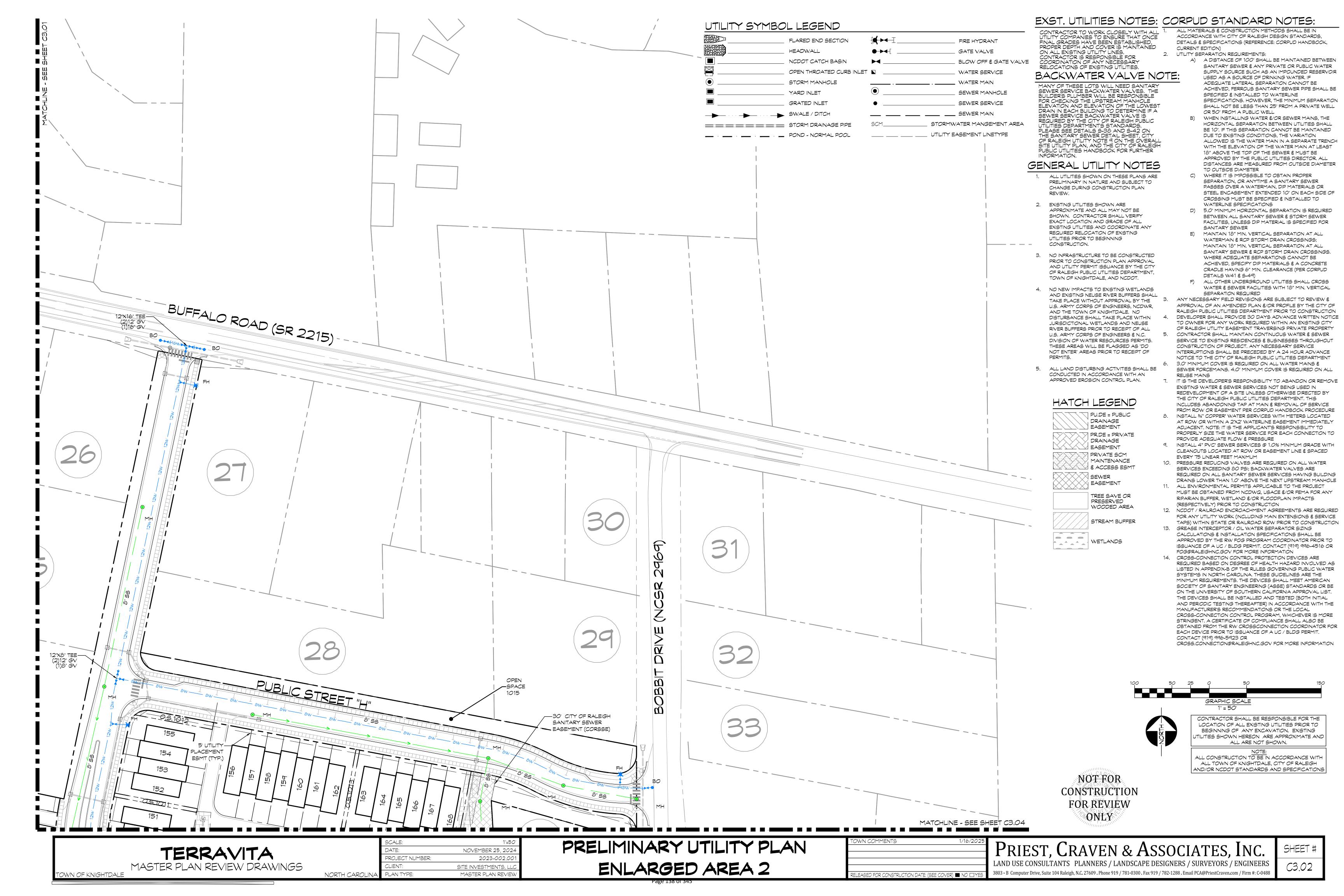
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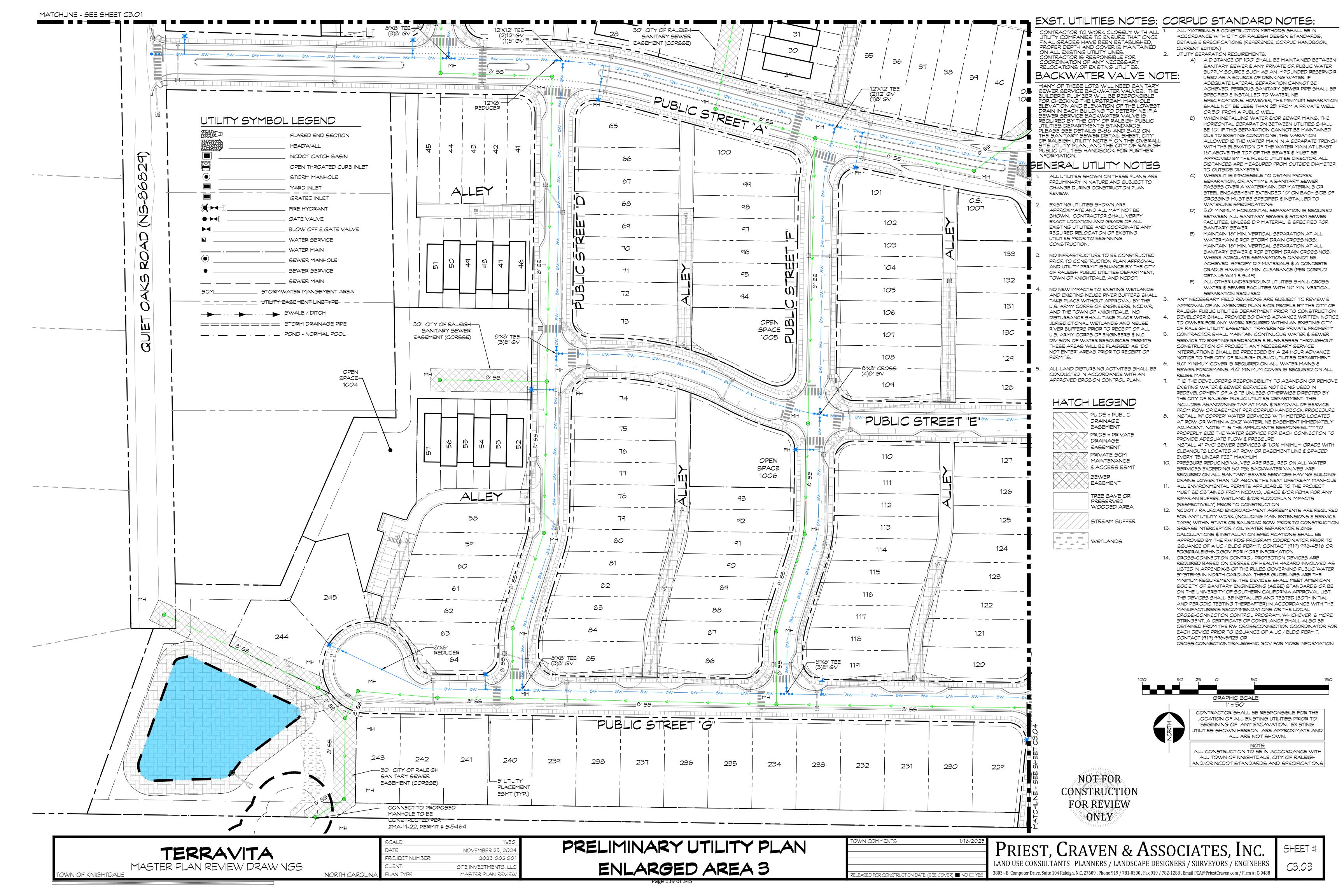
Priest, Craven & Associates, Inc. LAND USE CONSULTANTS PLANNERS / LANDSCAPE DESIGNERS / SURVEYORS / ENGINEERS $3803 - B \ \ Computer \ Drive, Suite \ 104 \ Raleigh, N.C. \ 27609 . \ Phone \ 919 \ / \ 781-0300 . \ Fax \ 919 \ / \ 782-1288 . \ Email \ PCA@PriestCraven.com \ / \ Firm \ \#: C-0488 . \ Computer \ Drive, Suite \ 104 \ Raleigh, N.C. \ 27609 . \ Phone \ 919 \ / \ 781-0300 . \ Fax \ 919 \ / \ 782-1288 . \ Email \ PCA@PriestCraven.com \ / \ Firm \ \#: C-0488 . \ Priest \ PCA@PriestCraven.com \ / \ Priest \ PCA@Priest \$

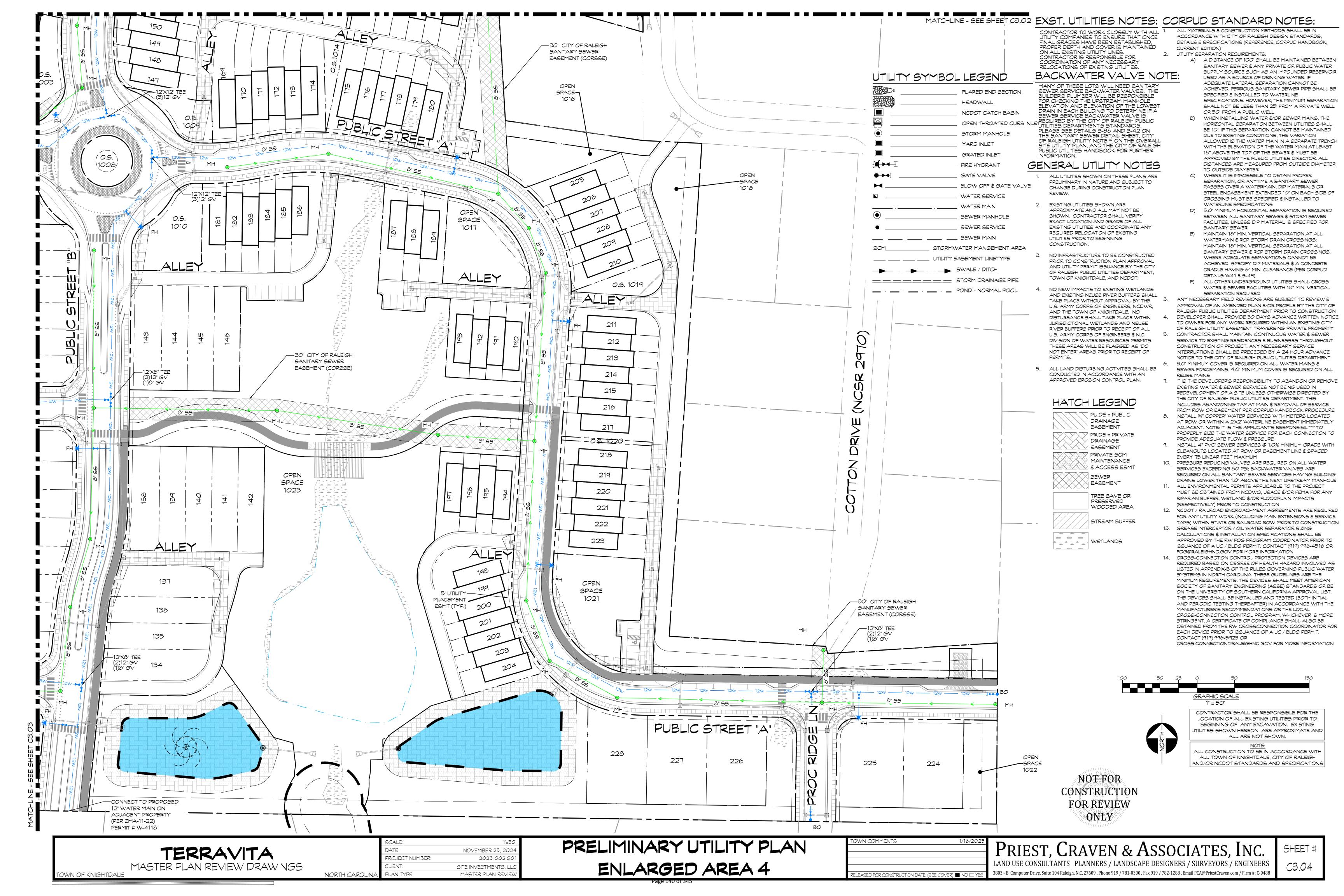
SHEET #

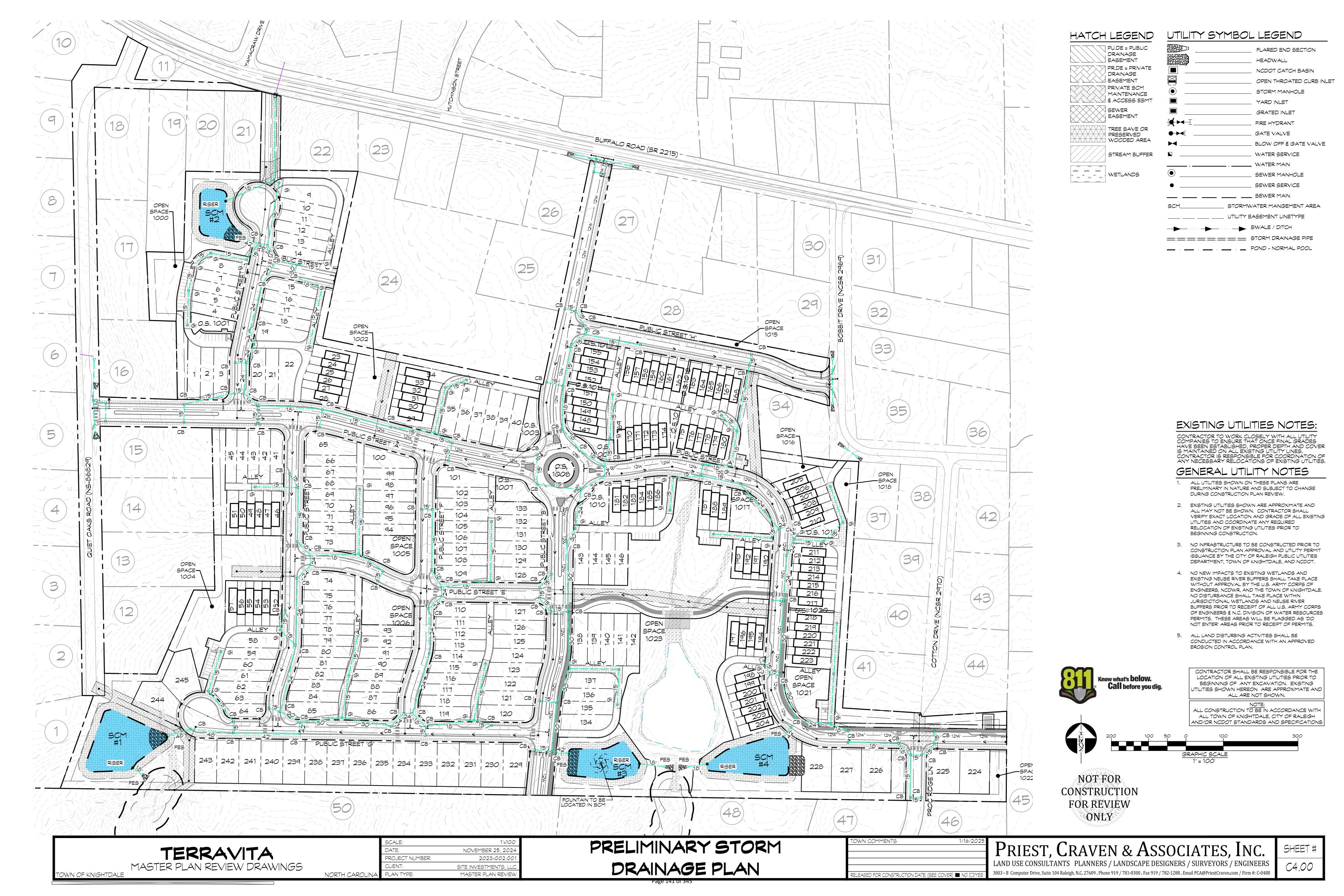


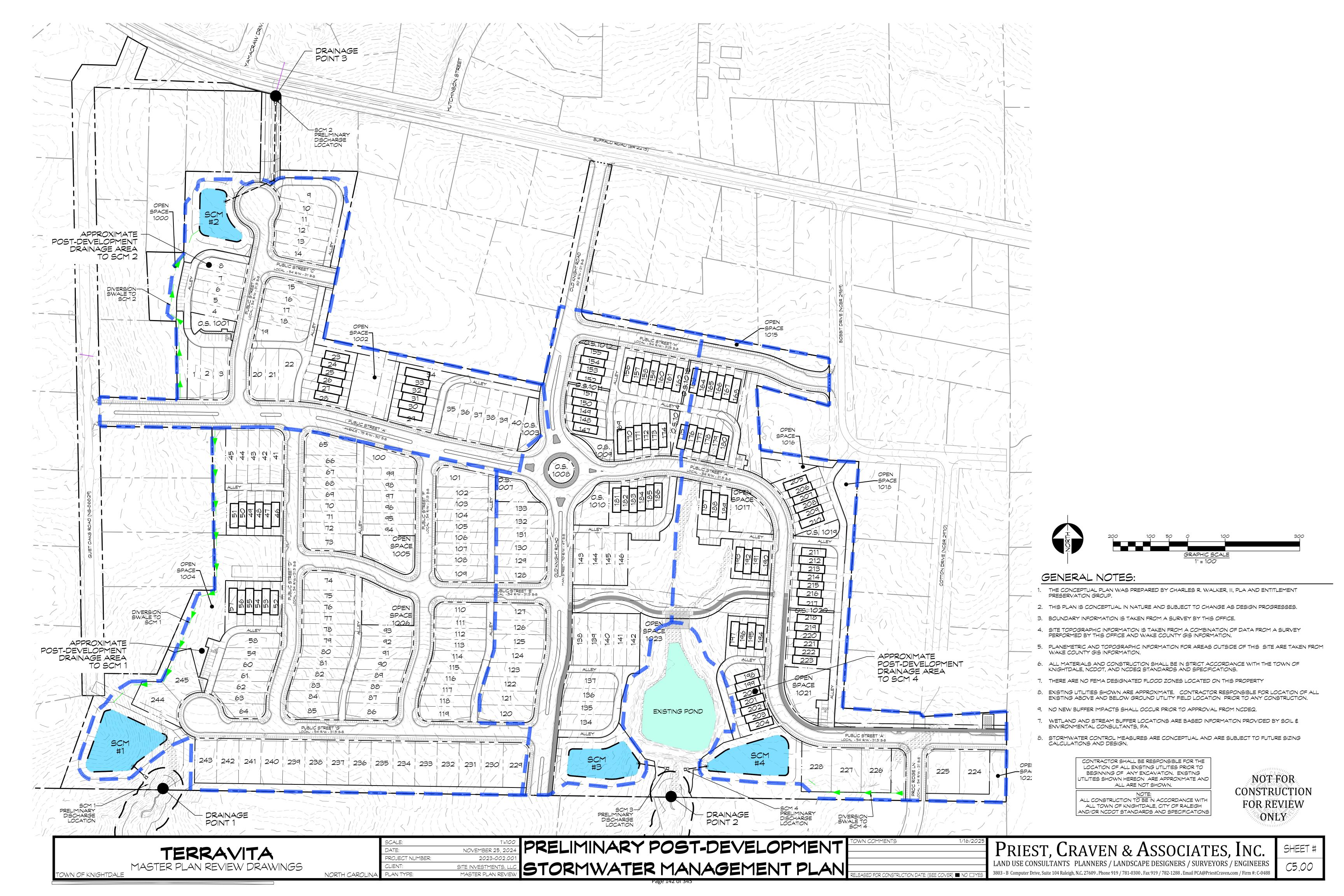














NOTE: UNIT PLANS ARE ILLUSTRATIVE OF THE FORM AND SCALE OF THE PROPOSED HOMES. PLANS ARE SUBJECT TO CHANGE AS THE PROJECT PROGRESSES.

RELEASED FOR CONSTRUCTION DATE: (SEE COVER) lacktriangle NO lacktriangle

51 FOOT DETACHED

NOTFOR CONSTRUCTION FOR REVIEW ONLY

TERRAVITA MASTER PLAN REVIEW DRAWINGS

TOWN OF KNIGHTDALE

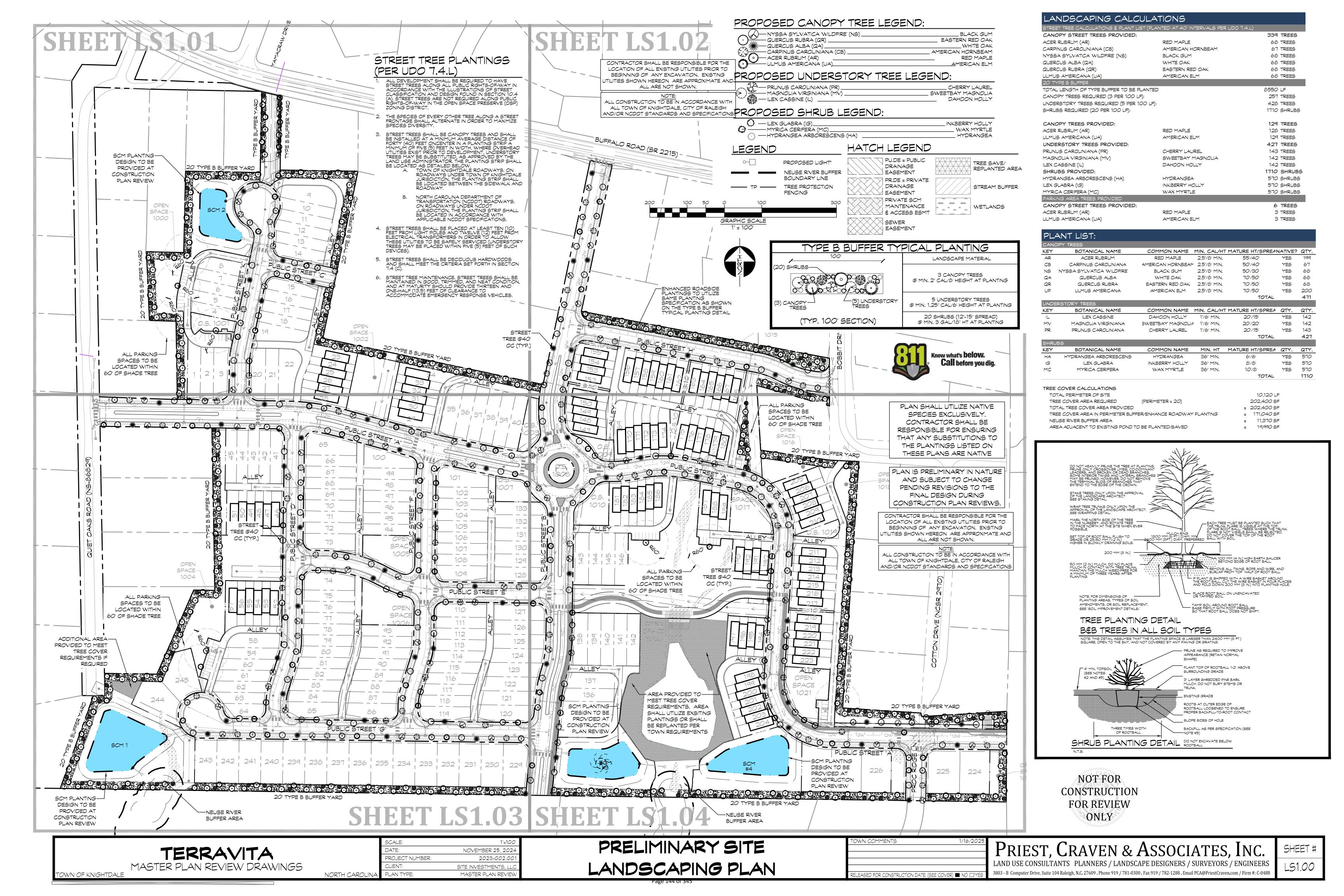
NOVEMBER 25, 2024 2023-002.00 PROJECT NUMBER: CLIENT: SITE INVESTMENTS, LL NORTH CAROLINA PLAN TYPE: MASTER PLAN REVIEV

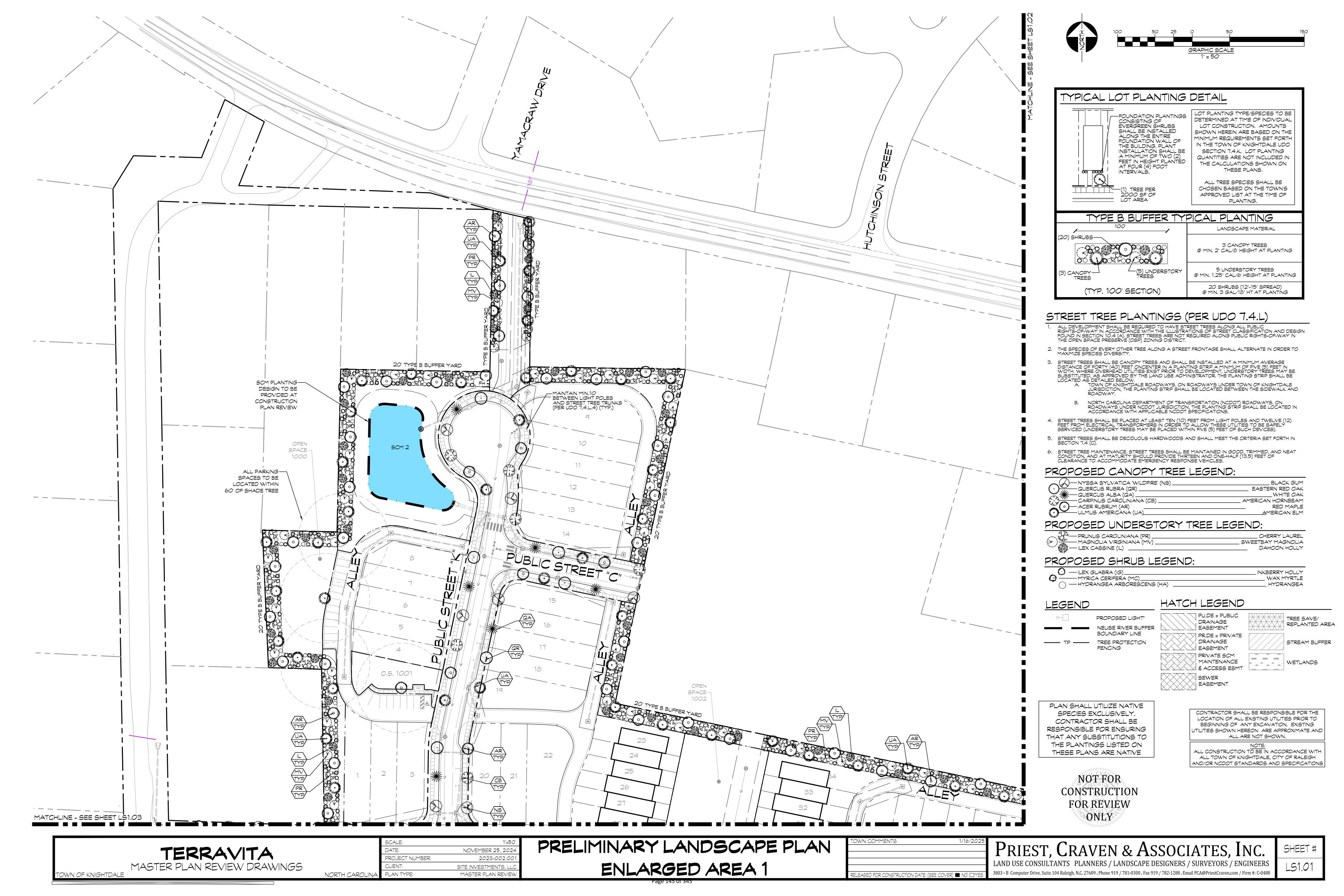
SAMPLE UNITS

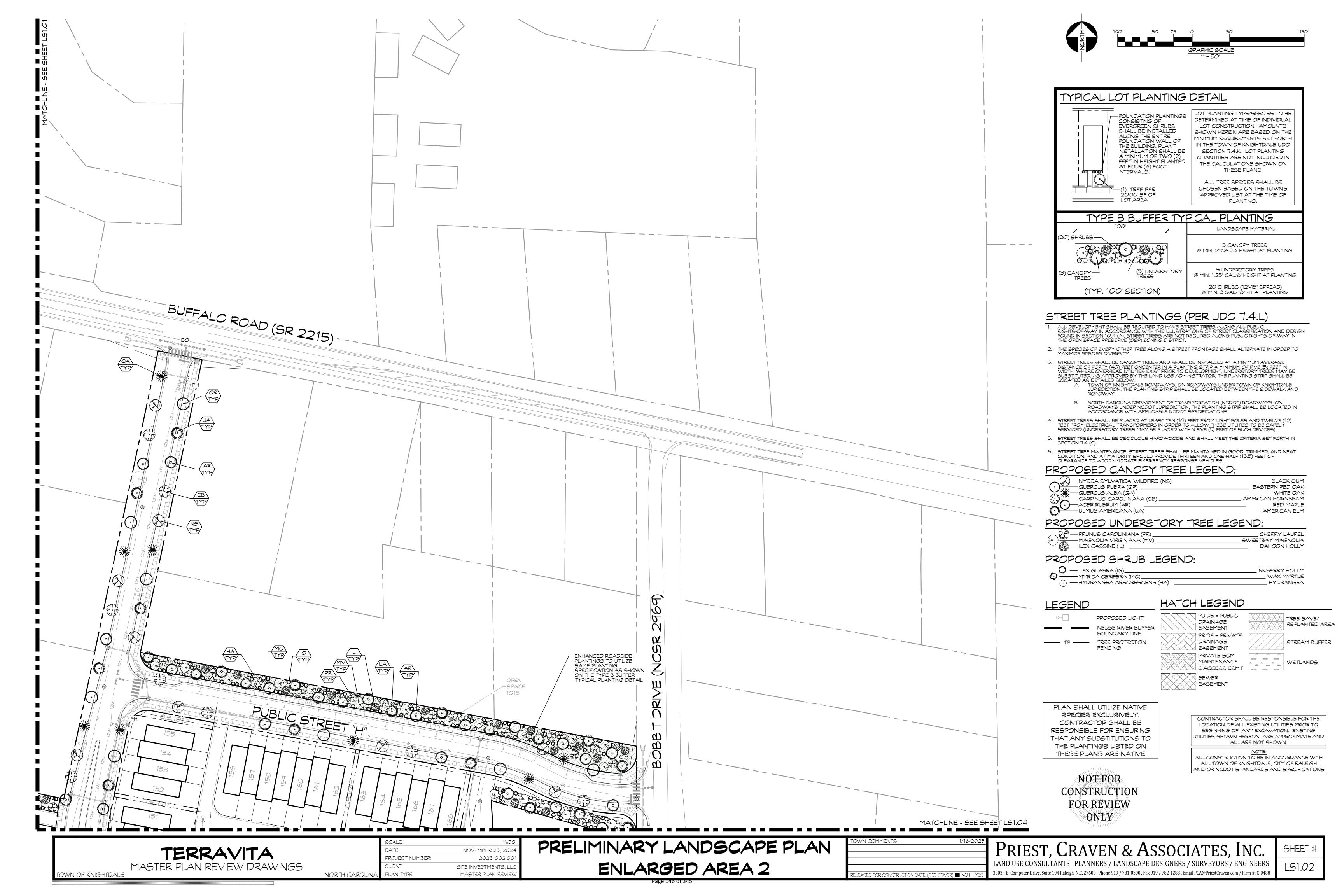
PRIEST, CRAVEN & ASSOCIATES, INC. LAND USE CONSULTANTS PLANNERS / LANDSCAPE DESIGNERS / SURVEYORS / ENGINEERS 3803 - B Computer Drive, Suite 104 Raleigh, N.C. 27609 . Phone 919 / 781-0300 . Fax 919 / 782-1288 . Email PCA@PriestCraven.com / Firm #: C-0488

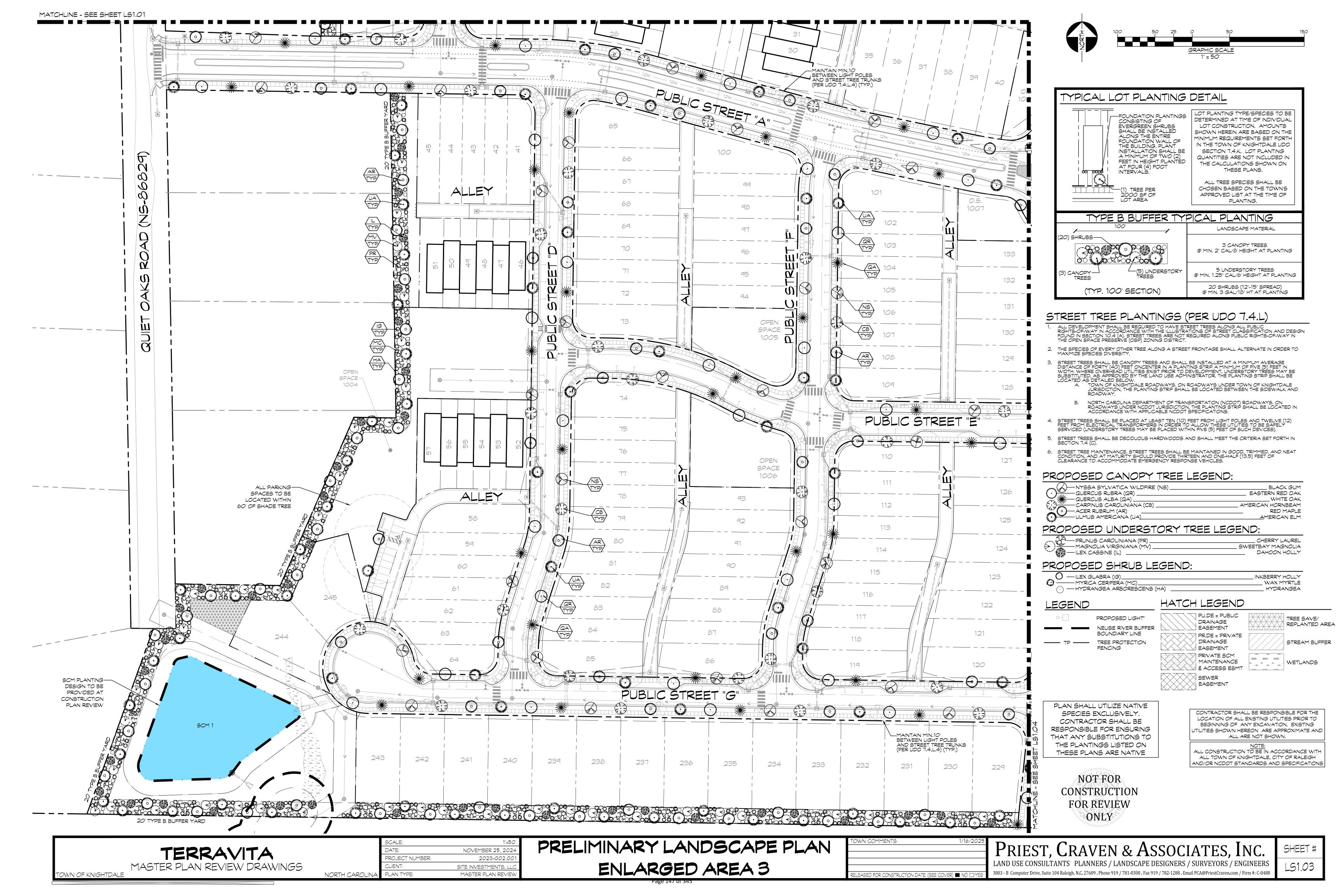
C6.00

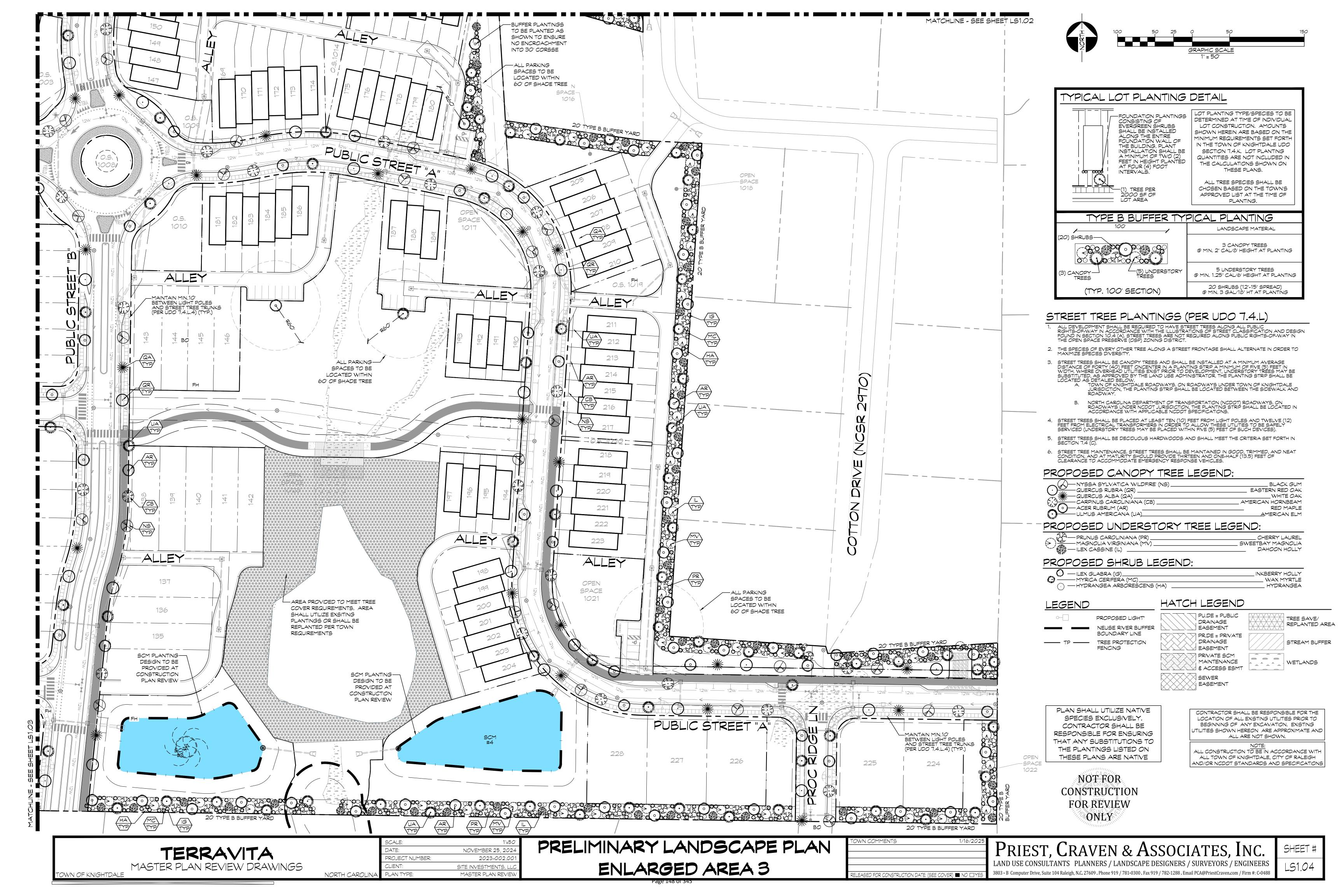
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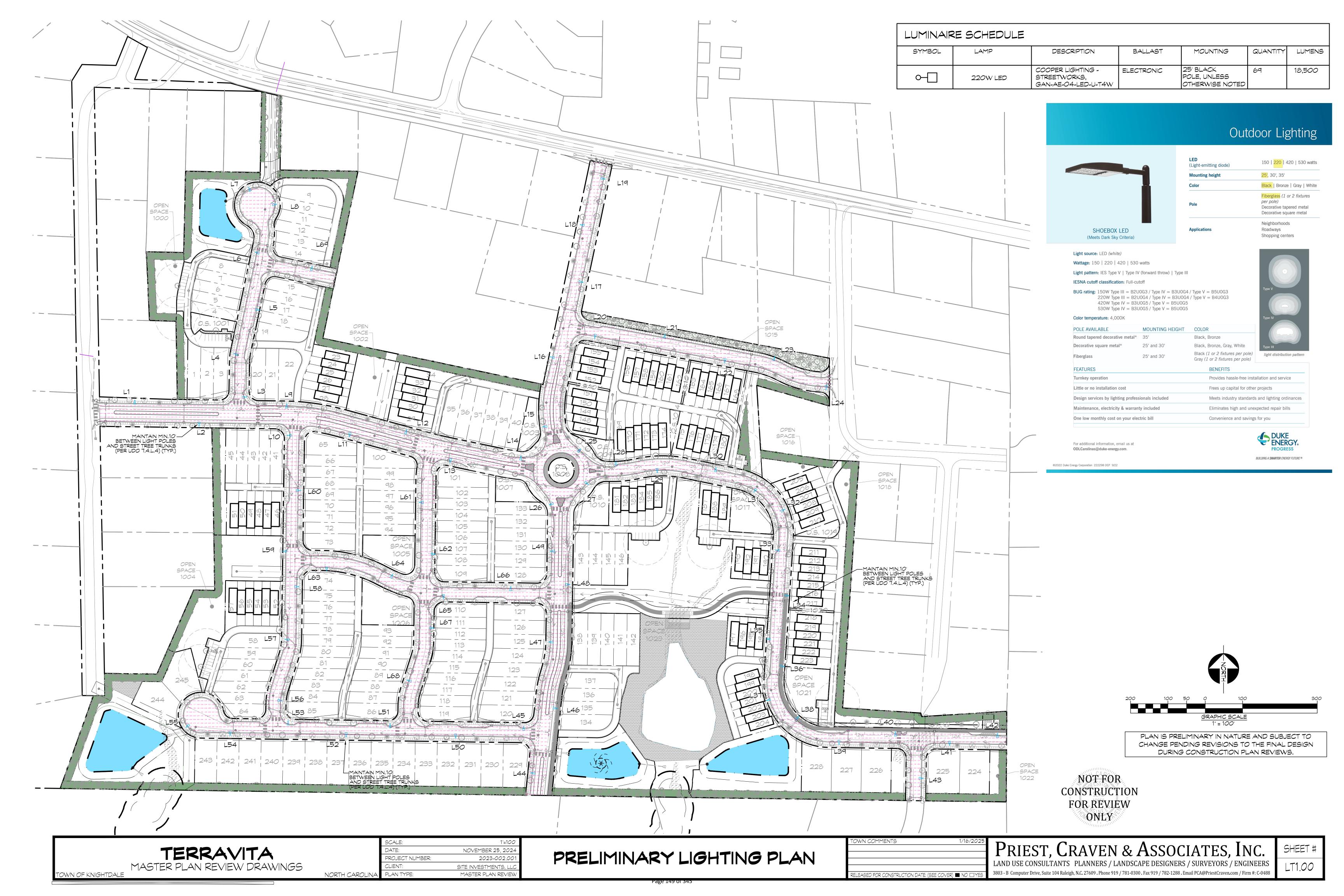


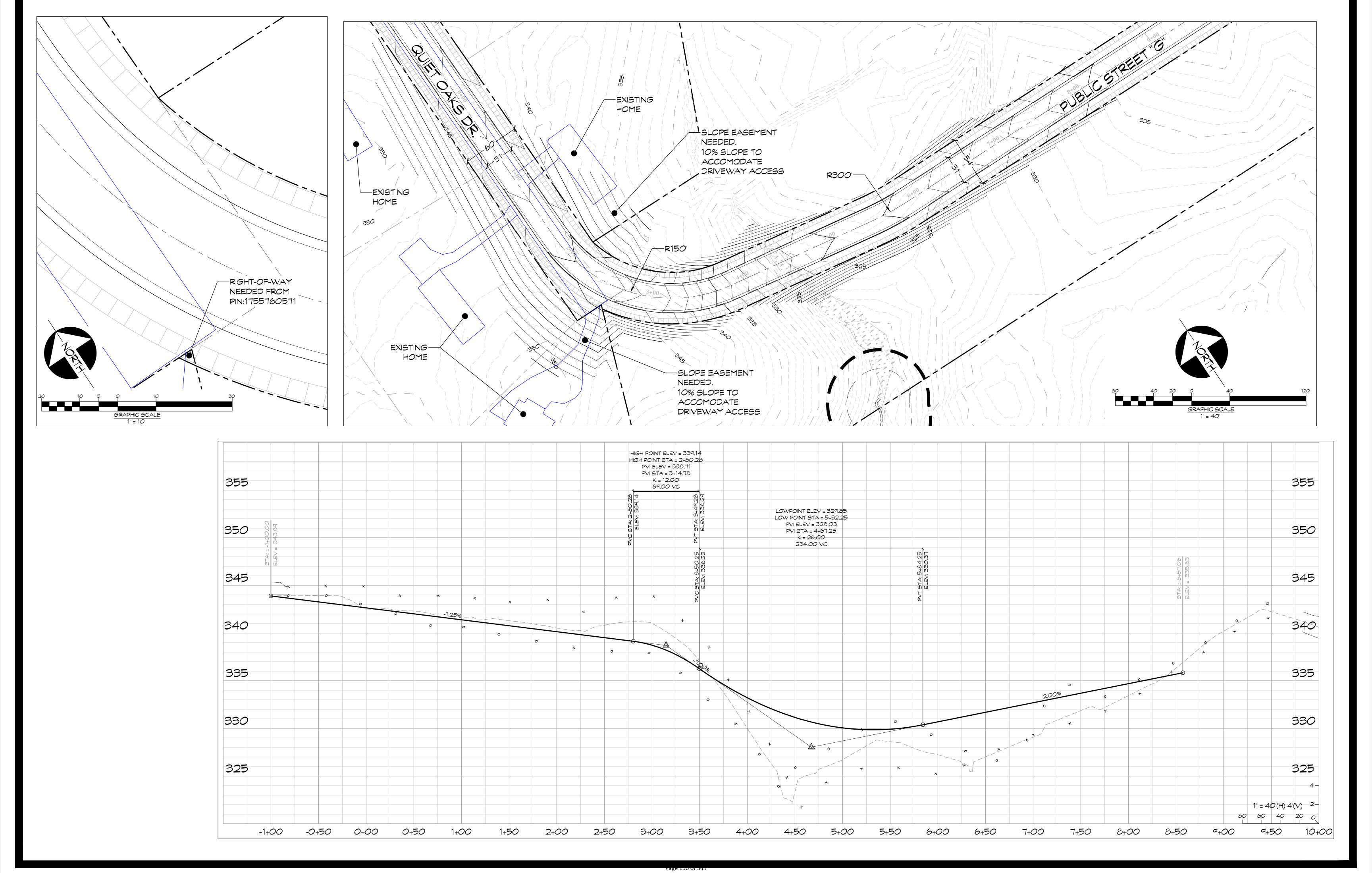


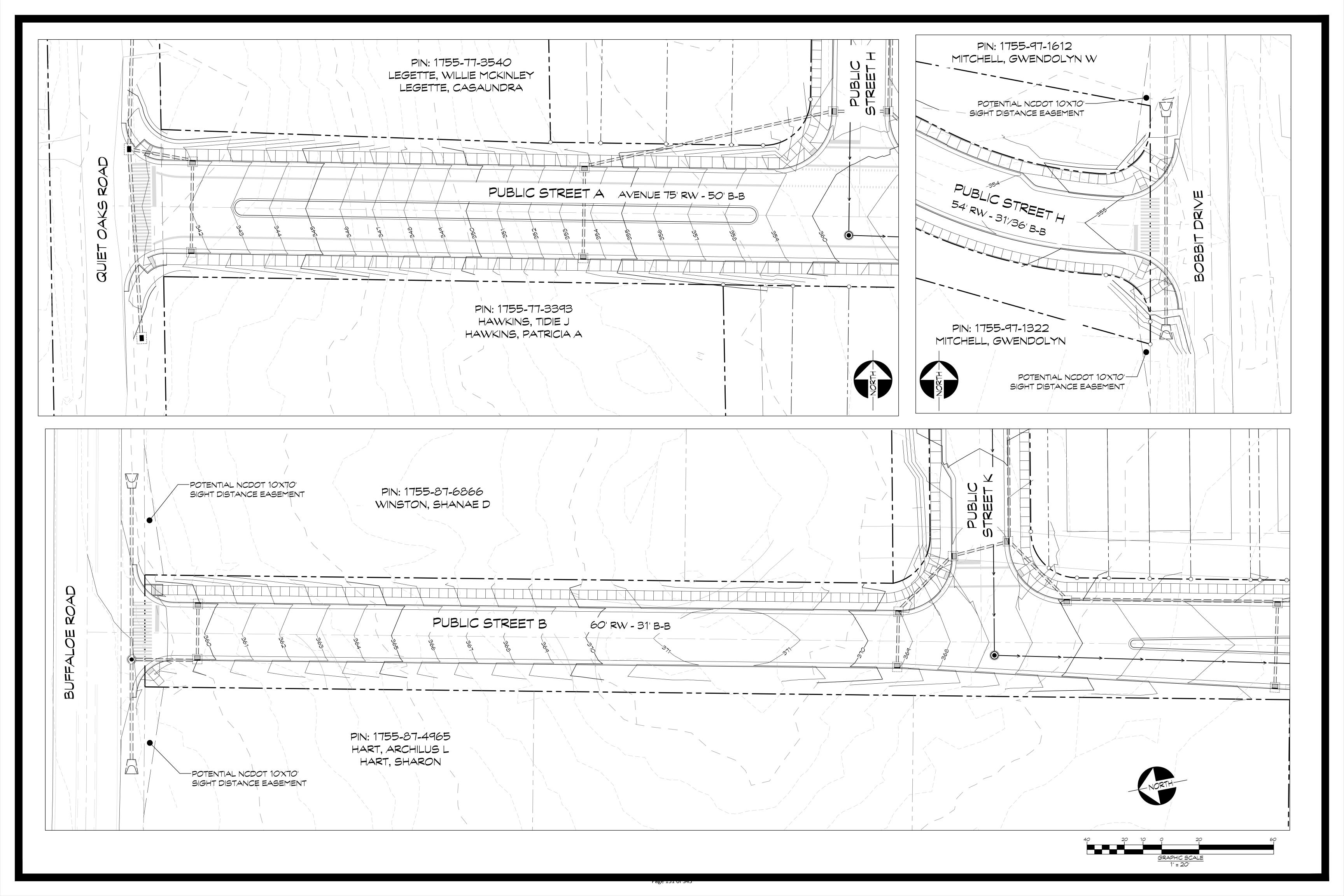














PLANNED UNIT DEVELOPMENT

Town of Knightdale N. Carolina
Case Number ZMA-4-23
November 25, 2024
Resubmitted January 16, 2025

TERRAVITA

PLANNED UNIT DEVELOPMENT ZMA-4-23 0 Buffaloe Road Knightdale, North Carolina

OWNERS

SITE INVESTMENTS LLC

933 OLD KNIGHT ROAD KNIGHTDALE, NC 27544
PIN 1755863977

12609 RICHMOND LLC 4601 SIX FORKS RD, SUITE 400 RALEIGH NC 27609 PIN 1775787080

DESIGN TEAM

Entitlement Preservation Group Charles R Walker III, Principal Master Planning/ Zoning

Priest, Craven and Associates, Inc Tommy Craven, President Civil Engineering / Surveying

Soil and Environmental Consultants
Steven Ball
Wetland, Soils, and Buffer Consultants

DRMP
Chase Smith
Traffic Engineering

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Community Vision and Intent

Terravita can be another exceptional addition toward the trend of planned communities that are being created within Town limits under the UDO Guidelines. Within its limits, it will provide a mixture of housing styles from two and three-story townhomes to several examples of single-family detached opportunities. Its overall development will include both active and passive open spaces, small play areas and open spaces spread throughout the neighborhood as well as two public art locations. We also embrace the existing developments around the Project by extending the chance to live within the Town and extending the area's road network.

Section 2.4.C. of the Town of Knightdale Unified Development Ordinance states that, "the Planned Unit Development Overlay District process encourages creativity and innovation in the design of developments through a master planning process that allows for flexibility from underlying zoning as approved by the Town Council."

Section 12.2.G.3.g.ii states that "approval of a development through a Planned Unit Development Overlay District rezoning, including modifications to the requirements of this UDO is a privilege and will be considered by the Town only in direct response to the accrual of tangible benefits from the planned unit development to the Town of the neighborhood in which it would be located."

Toward those goals, we offer the following:

Exceptional passive and active recreational amenities spread throughout the site. Environmental protection and enhancement, landscape and architectural detailing, sense of place, and the mixture of more affordable housing opportunities. Conservation of natural features of the site.

Terravita proposal intends to meet the Planned Unit Development Overlay District requirements per Town of Knightdale UDO Section 12.2.G.3.g.ii.a. through the following findings:

Comprehensive Plan

The design of Terravita responds to the growth framework, greenway trails, and vision & intent laid out in the KnightdaleNext2035 Comprehensive Plan. It will be the next step of the expanding Planned Unit Developments in the Area such as Haywood Green, Weldon, and Brio.

Impact on Other Properties

Terravita is proposed as a mixed-style residential community. Currently, the adjacent land uses consist of older existing single-family residences, mostly developed in the '60s and 70's to the North, East, and West. To the South is a larger-lot County-designed subdivision and the newly approved PUD Weldon. The Project will use and help to provide increased vehicular connectivity and access to extend the public greenway trail.

Impact on Public Facilities & Resources

Terravita will provide adequate utilities, road access, drainage, and other necessary facilities to properly serve the new residents of the Project. It will connect to water and sewer by extending the utilities currently under construction at Weldon. The Owners of the Project in a joint venture with the developers of Weldon and the City of Raleigh are committed to extending and upgrading the existing system as required to serve both facilities.

Archaeological, Historical, or Cultural Impact

The design of Terravita maintains the majority of the riparian buffers on the site as well as the existing pond which will become an open space and recreation focal point.

There are no archaeological or historical structures, on site.

Public Welfare

Terravita will maintain the majority of the riparian buffers and wetlands that are onsite. The Project will also improve pedestrian connectivity, expand open space and help supply more affordable housing choices in the area.

Parking & Traffic

Internally, Terravita will be a pedestrian-friendly community. The mixture of housing types is mostly rear-loaded and also has on-street parking areas included in the neighborhood road network. The current Master Plan also shows at least five access points to surrounding Properties.

As required by the Code, sight distance triangles will be protected. All street radii are adequate for emergency vehicle access. The greenway trail and sidewalk connections will be clear and will provide a safe pedestrian connection through the Project.

Buffering

A 20' Type B Buffer yard is proposed along the entire perimeter of Terravita, with the exception of uiltity conflicts which will provide visual privacy and seperation between the older subdivisions that currently do not have perimeter buffers. Within the Project, appropriate riparian and wetland buffers will be protected.

Comprehensive Plan Consistency

Growth Framework

This application is to propose a rezoning from RR1 to GR8-PUD. If approved, it would advance the goals as described in the KnightdaleNext2035 Comprehensive Plan. Terravita is located near a Neighborhood Node but currently within the Rural Planning area as identified in the Growth Framework Plan. Changing the future land use from Rural Living to a more dense walkable neighborhood would support the neighborhood node recently approved in Weldon. Higher-density projects with extensive open space create more walkable, pedestrian-friendly neighborhoods.

The KnightdaleNext2035 Comprehensive Plan uses a 'playbook approach' to guide future growth and development. The Terravita application aligns with the Playbook approach to guiding principles, and is listed as a "Growth Reserve Area".

As designed, Terravita will correspond to Knightdale's Guiding Principles of natural environment, infill development, alternative design patterns, parks and recreation, transportation, compact development patterns, community design, economic vitality, and great neighborhoods with expanded home choices.

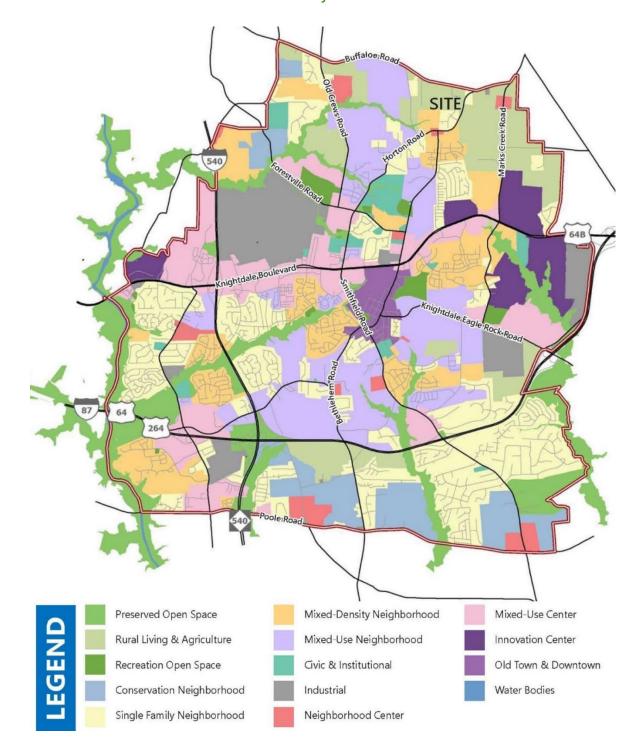
Terravita pedestrian opportunities honor Knightdale's Vision of neighborhoods throughout the Town providing a sense of connection. There are sidewalks proposed on both sides of the streets and connect to private open spaces as well as the Greenway. A public Greenway will be extended from Weldon along the main avenue, through the open space park near the existing pond, and finally ending on the Project's eastern boundary. This type of design aligns with the Trails and Greenways plan found in the Comprehensive Plan.

The Growth Framework plan also calls for all development proposals within Rural Planning areas should include public input. Terravita held an online neighborhood meeting on July 25, 2024, and presented the application. After sharing the information and answering their questions, the overall feeling was this could be a positive addition to the area.

Neighborhood nodes identify recommended retail locations for neighborhoods. While Terravita does not have the required major street frontage to support retail use, its addition to the area will help the proposed retail uses thrive in Weldon. The plan for Weldon has a commercial outparcel that will be easily accessible to the surrounding neighborhoods,

including Terravita, yet small enough to meet the intended scale proposed by KnightdaleNext2035.

The proposed plan for Terravita will also provide a mixture of housing opportunities to promote a diverse and walkable community.

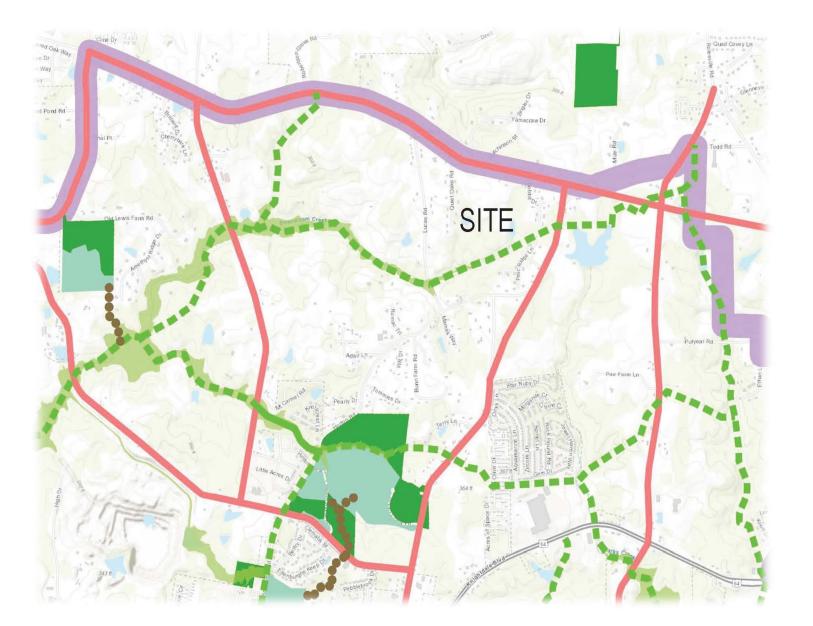


Comprehensive Plan Consistency

Trails & Greenways

The proposed design for Terravita creates a connected network of open spaces with passive and active recreational amenities while enhancing existing natural features. Central Park will mainly focus on the existing pond and the addition of public art space. The plan also provides safe and convenient pedestrian and bicycle access for nearby residents through the use of sidewalks and a greenway trail that aligns with the KnightdaleNext2035 Comprehensive Plan.

The proposed greenway trail will continue from Weldon, north along the main street move along the front courtyards, into Central Park, and finally extend to the eastern boundary of the Project. It will be a combination of trails through natural areas as well as a more urban setting.



Vicinity Map / Aerial

While both tracts that make up the area of the Project have the same address, 0 Buffaloe Road the PINS are:

Site Investments LLC 1755863977 and 12609 Richmond LLC 1775787080



Legal Description Lot 1

Beginning at a Iron Pipe Found having coordinates of N:756362.67, E:2157145.30; thence with a bearing of N 19°41'31" E a distance of 263.86 feet to a Iron pipe found, thence with a bearing of N 89°30'18" W a distance of 30.03 feet to a Iron pipe found, thence with a bearing of N 00°49'32" W a distance of 184.39 feet to a Iron pipe found; thence with a bearing of N 01°04'28" W a distance of 208.87 feet to a Iron pipe found; thence with a bearing of N 01°01'26" W a distance of 208.62 feet to a Iron Pipe Found, thence with a bearing of N 01°00'23" W a distance of 208.88 feet to a Iron pipe found, thence with a bearing of N 01°02'18" W a distance of 206.67 feet to a Iron pipe found, thence with a bearing of N 00°49'17" W a distance of 210.80 feet to a Iron pipe found, thence with a bearing of N 01°00'03" W a distance of 209.44 feet to a Iron Pipe Found; thence with a bearing of N 01°00'54" W a distance of 208.64 feet to a IRON PIPE SET; thence with a bearing of N 31°50'49" E a distance of 52.05 feet to a Iron pipe found, thence with a bearing of S 88°24'02" E a distance of 91.11 feet to a Iron pipe found, thence with a bearing of N 21°55'14" E a distance of 83.86 feet to a Iron pipe found, thence with a bearing of S 60°36'45" E a distance of 60.54 feet to a IRON PIPE SET, thence with a bearing of S 21°43'40" W a distance of 92.11 feet to a IRON PIPE SET; thence with a bearing of S 87°49'25" E a distance of 256.60 feet to a IRON PIPE SET; thence with a bearing of S 74°24'51" E a distance of 82.66 feet to a COMPUTED CORNER; thence with a bearing of N 88°57'29" W a distance of 95.25 feet to a Iron pipe found, thence with a bearing of N 88°50'44" W a distance of 99.76 feet to a *Iron pipe found*; thence with a bearing of N 88°45'34" W a distance of 100.05 feet to a *Iron pipe found*; thence with a bearing of N 88°01'01" W a distance of 149.21 feet to a *IRON PIPE SET*; thence with a bearing of S 00°57'52" E a distance of 303.97 feet to a Iron pipe found, thence with a bearing of S 00°55'42" E a distance of 316.42 feet to a Iron pipe found, thence with a bearing of S 01°01'25" E a distance of 208.98 feet to a Iron pipe found; thence with a bearing of S 87°58'25" E a distance of 208.73 feet to a Iron Pipe Found; thence with a bearing of N 00°59'23" W a distance of 209.80 feet to a IRON PIPE SET, thence with a bearing of N 88°11'57" W a distance of 71.17 feet to a IRON PIPE SET, thence with a bearing of N 02°32'18" W a distance of 184.24 feet to a Iron pipe found nail, thence with a bearing of S 88°41'42" E a distance of 100.03 feet to a Iron Pipe Found, thence with a bearing of N 01°17'10" E a distance of 218.00 feet to a Iron pipe found, thence with a bearing of S 88°57'36" E a distance of 199.86 feet to a Iron pipe found, thence with a bearing of N 01°08'29" E a distance of 216.36 feet to a Iron pipe found, thence with a bearing of S 76°54'00" E a distance of 49.17 feet to a IRON PIPE SET, thence with a bearing of S 77°51'31" E a distance of 3.43 feet to a IRON PIPE SET, thence with a bearing of S 00°39'25" W a distance of 197.76 feet to a COMPUTED CORNER; thence with a bearing of S 89°03'55" E a distance of 208.60 feet to a iron Pipe Set; thence with a bearing of S 11°53'38" W a distance of 457.04 feet to a Iron Pipe Found; thence with a bearing of S 78°08'24" E a distance of 602.89 feet to a Iron Pipe Found; thence with a bearing of N 11°53'26" E a distance of 613.26 feet to a COMPUTED CORNER; thence with a bearing of S 78°48'54" E a distance of 60.00 feet to a IRON PIPE SET; thence with a bearing of S 11°53'26" W a distance of 400.86 feet to a COMPUTED CORNER; thence with a bearing of S 79°17'03" E a distance of 676.13 feet to a IRON PIPE SET; thence with a bearing of N 00°02'04" W a distance of 401.32 feet to a COMPUTED CORNER; thence with a bearing of S 78°32'43" E a distance of 60.04 feet to a IRON PIPE SET; thence with a bearing of S 00°15'14" E a distance of 302.71 feet to a Iron pipe found, thence with a bearing of S 00°47'19" W a distance of 104.52 feet to a Iron pipe found, thence with a bearing of S 04°29'34" E a distance of 199.07 feet to a IRON PIPE SET; thence with a bearing of S 86°08'02" E a distance of 401.19 feet to a Iron pipe found, thence with a bearing of S 00°01'46" E a distance of 59.39 feet to a Iron pipe found, thence with a bearing of N 86°19'29" W a distance of 126.73 feet to a Iron pipe found, thence with a bearing of S 03°45'15" W a distance of 223.79 feet to a Iron pipe found, thence with a bearing of S 03°45'45" W a distance of 202.18 feet to a Iron pipe found, thence with a bearing of S 03°42'52" W a distance of 88.30 feet to a Iron pipe found, thence with a bearing of S 15°11'51" W a distance of 84.03 feet to a Iron Pipe Found; thence with a bearing of S 32°14'27" W a distance of 83.98 feet to a Iron pipe found, thence with a bearing of N 15°42'58" W a distance of 9.88 feet to a Iron pipe found, thence with a bearing of N 03°46'21" E a distance of 155.35 feet to a Iron pipe found, thence with a bearing of N 03°46'09" E a distance of 155.44 feet to a Iron pipe found, thence with a bearing of N 03°45'36" E a distance of 142.82 feet to a Iron pipe found, thence with a bearing of N 03°49'26" E a distance of 207.61 feet to a Iron pipe found, thence with a bearing of N 86°20'04" W a distance of 105.18 feet to a Iron pipe found bent, thence with a bearing of N 86°05'27" W a distance of 104.82 feet to a Iron pipe found, thence with a bearing of N 87°14'04" W a distance of 78.83 feet to a IRON PIPE SET; thence with a bearing of N 00°02'04" W a distance of 145.20 feet to a IRON PIPE SET; thence with a bearing of N 00°02'04" W a distance of 107.37 feet to a COMPUTED CORNER; thence with a bearing of N 79°17'09" W a distance of 720.44 feet to a COMPUTED CORNER; thence with a bearing of S 11°54'02" W a distance of 212.27 feet to a COMPUTED CORNER; thence with a bearing of N 78°08'14" W a distance of 642.82 feet to a COMPUTED CORNER; thence with a bearing of N 11°54'02" E a distance of 452.84 feet to a

COMPUTED CORNER; thence with a bearing of S 89°02'12" W a distance of 236.19 feet to a COMPUTED CORNER; thence with a bearing of N 88°55'38" W a distance of 181.48 feet to a COMPUTED CORNER; thence with a bearing of S 01°15'58" W a distance of 217.93 feet to a COMPUTED CORNER; thence with a bearing of N 88°43'38" W a distance of 98.78 feet to a COMPUTED CORNER; thence with a bearing of S 02°34'12" E a distance of 144.89 feet to a COMPUTED CORNER; thence with a bearing of S 87°53'39" E a distance of 71.47 feet to a COMPUTED CORNER; thence with a bearing of S 00°38'08" E a distance of 283.44 feet to a COMPUTED CORNER; thence with a bearing of S 00°38'08" E a distance of 283.44 feet to a COMPUTED CORNER; thence with a bearing of S 00°58'41" E a distance of 474.63 feet to a COMPUTED CORNER; thence with a bearing of N 89°10'15" W a distance of 63.76 feet to a COMPUTED CORNER; thence with a bearing of S 23°37'09" W a distance of 232.55 feet to a COMPUTED CORNER; thence with a bearing of S 17°22'47" E a distance of 317.94 feet to a COMPUTED CORNER; thence with a bearing of S 17°22'47" E a distance of 317.94 feet to a COMPUTED CORNER; thence with a bearing of S 17°22'47" E a distance of 317.94 feet to a COMPUTED CORNER; thence with a bearing of S 17°22'47" E a distance of 317.94 feet to a COMPUTED CORNER; thence with a bearing of S 17°22'47" E a distance of 317.94 feet to a COMPUTED CORNER; thence with a bearing of S 17°22'47" E a distance of 317.94 feet to a COMPUTED CORNER; thence with a bearing of S 17°22'47" E a distance of 317.94 feet to a COMPUTED CORNER; thence with a bearing of S 17°22'47" E a distance of 317.94 feet to a COMPUTED CORNER; thence with a bearing of S 17°22'47" E a distance of 317.94 feet to a COMPUTED CORNER; thence with a bearing of S 17°22'47" E a distance of 317.94 feet to a COMPUTED CORNER; thence with a bearing of S 17°22'47" E a distance of 317.94 feet to a COMPUTED CORNER; thence with a bearing of S 23°37'09" W a distance of 317.94 feet to a COMPUTED CORNER; thence with a bearing of S 23°3

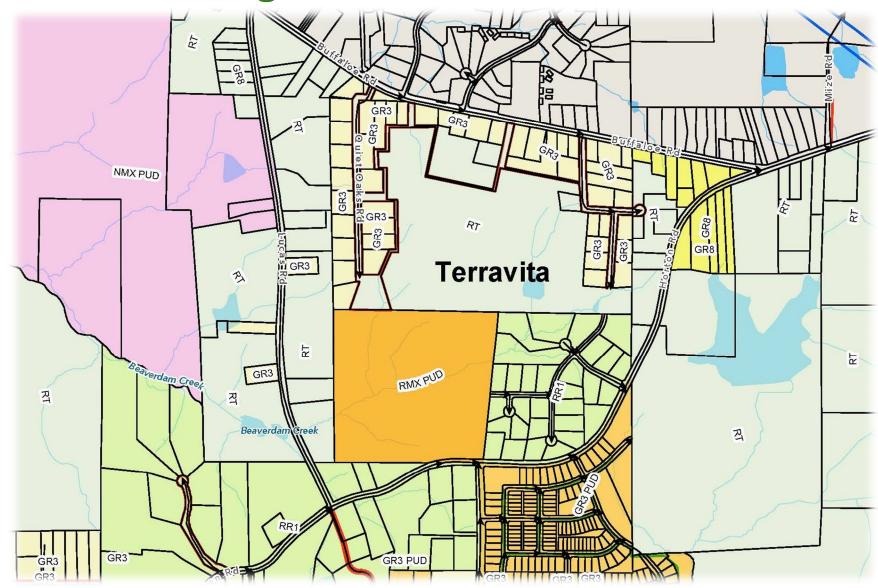
Legal Description Lot 2

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Beginning at a COMPUTED POINT having coordinates of N:756357.24, E:2157517.56; thence with a bearing of N 17°22'47" W a distance of 317.94 feet to a COMPUTED POINT; thence with a bearing of N 23°37'09" E a distance of 232.55 feet to a COMPUTED POINT, thence with a bearing of S 89°10'15" E a distance of 63.76 feet to a COMPUTED POINT, thence with a bearing of N 00°58'41" W a distance of 474.63 feet to a COMPUTED POINT, thence with a bearing of N 89°02'55" W a distance of 93.35 feet to a COMPUTED POINT, thence with a bearing of N 00°38'08" W a distance of 283.44 feet to a COMPUTED POINT; thence with a bearing of N 87°53'39" W a distance of 71.47 feet to a COMPUTED POINT; thence with a bearing of N 02°34'12" W a distance of 144.89 feet to a COMPUTED POINT; thence with a bearing of S 88°43'38" E a distance of 98.78 feet to a COMPUTED POINT; thence with a bearing of N 01°15'58" E a distance of 217.93 feet to a COMPUTED POINT; thence with a bearing of S 88°55'38" E a distance of 181.48 feet to a COMPUTED POINT; thence with a bearing of N 89°02'12" E a distance of 236.19 feet to a COMPUTED POINT, thence with a bearing of S 11°54'02" W a distance of 452.84 feet to a COMPUTED POINT; thence with a bearing of S 78°08'14" E a distance of 642.82 feet to a COMPUTED POINT; thence with a bearing of N 11°54'02" E a distance of 212.27 feet to a COMPUTED POINT; thence with a bearing of S 79°17'09" E a distance of 720.44 feet to a COMPUTED POINT; thence with a bearing of S 00°02'04" E a distance of 107.37 feet to a IRON PIPE SET, thence with a bearing of N 74°14'02" W a distance of 202.22 feet to a IRON PIPE SET; thence with a bearing of S 03°23'02" E a distance of 173.82 feet to a IRON PIPE SET; thence with a bearing of S 81°47'02" E a distance of 186.35 feet to a IRON PIPE SET; thence with a bearing of S 87°14'04" E a distance of 78.83 feet to a IRON PIPE FOUND; thence with a bearing of S 03°47'06" W a distance of 661.49 feet to a IRON PIPE SET, thence with a bearing of S 86°17'18" E a distance of 210.00 feet to a IRON PIPE FOUND; thence with a bearing of S 15°42'58" E a distance of 9.88 feet to a IRON PIPE FOUND; thence with a bearing of N 86°26'45" E a distance of 227.96 feet to a IRON PIPE FOUND; thence with a bearing of S 00°20'04" W a distance of 242.61 feet to a IRON PIPE FOUND; thence with a bearing of N 89°11'54" W a distance of 1194.23 feet to a AXLE FOUND; thence with a bearing of N 89°10'07" W a distance of 967.55 feet to a COMPUTED POINT;

which is the point of beginning, containing approximately **2,308,585.25** square feet or **52.9978** acres, as shown on a survey entitled "BOUNDARY SURVEY HORTON PLACE LOTS 1 & 2 FOR ENTITLEMENT PRESERVATION GROUP" by Daniel J. Burud, Professional Land Surveyor of Priest Craven and Associates, Inc. dated 02/06/23.

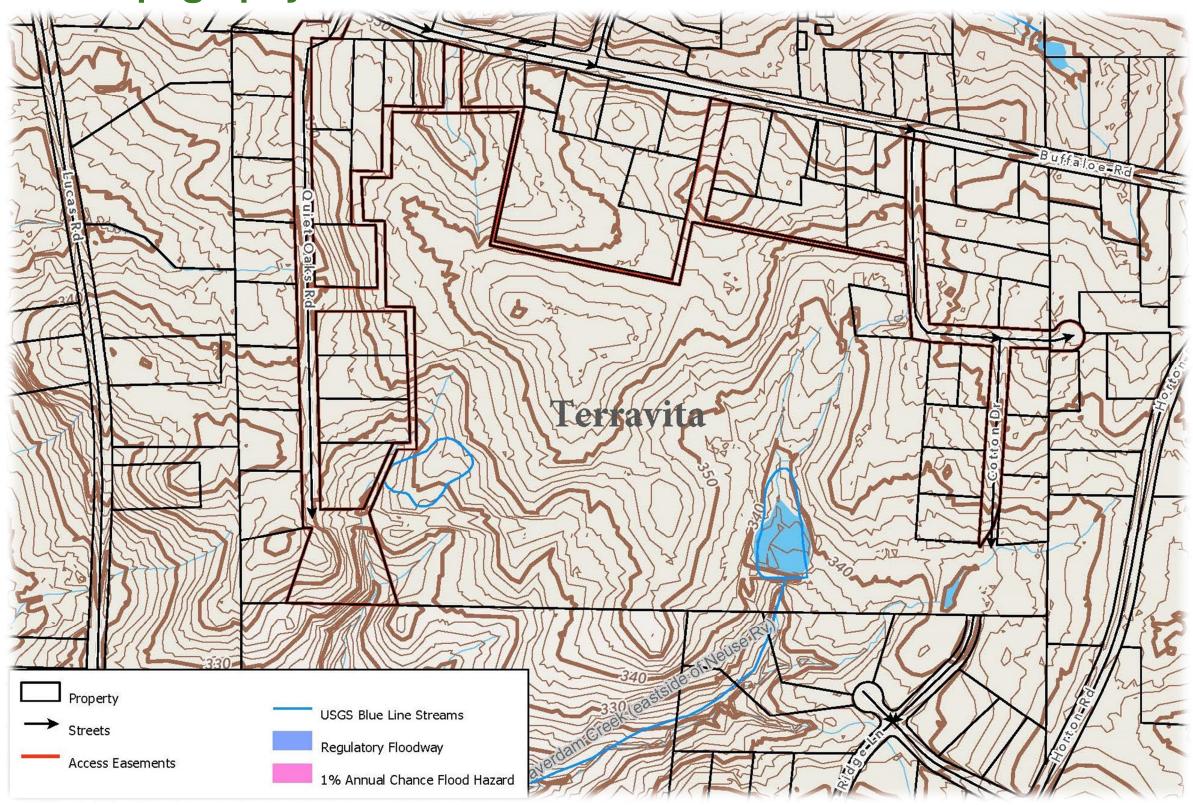
Current Zoning



Terravita is in a Growth Reserve Area of the playbook. "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."

This proposal meets the definitions listed above to be considered for a new PUD designation. As shown, the proposal includes significant infrastucture and service commitments as well as alternate and innovative design elements that would be a positive asset to the Town.

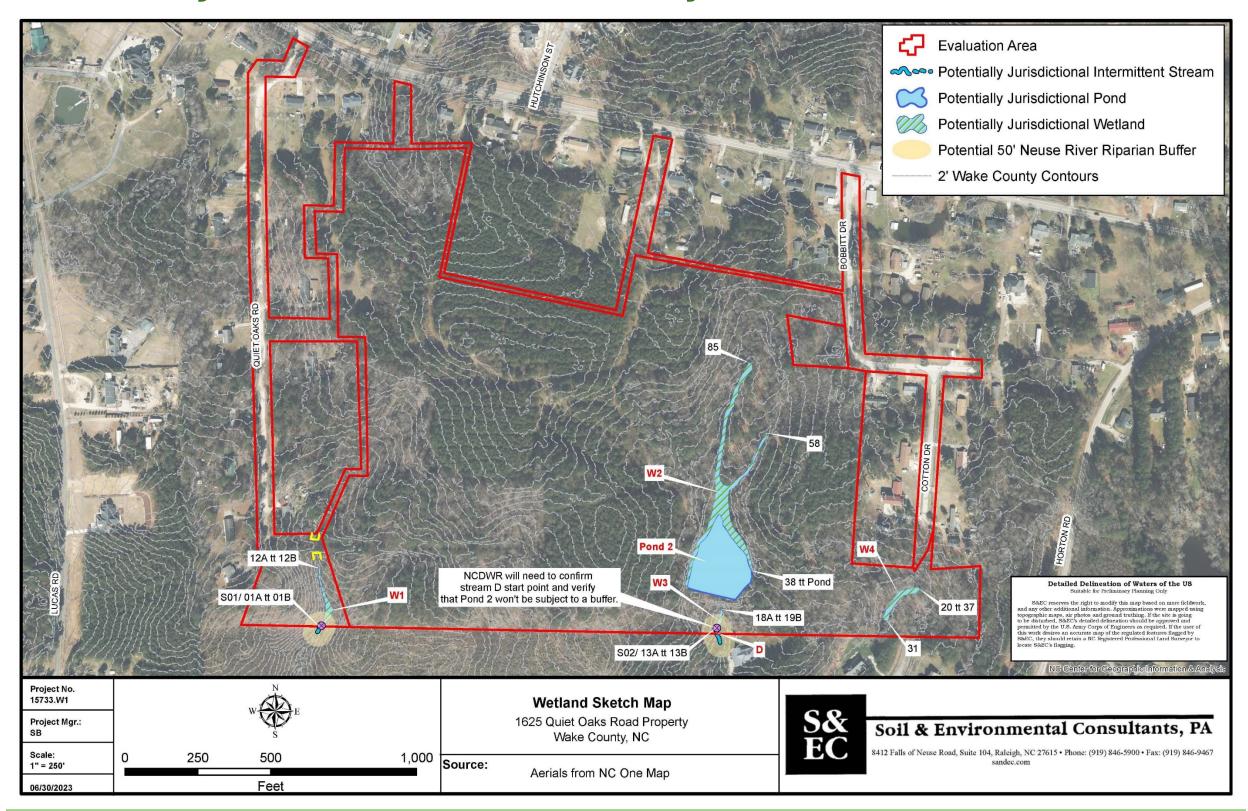
Area Topography



Area Vegetation



Preliminary Wetland and Stream Analysis



Overall Master Plan



SITE STATISTICS:

PROPOSED ZONING		GR8-PU
RIVER BASIN		NEUSE
WATERSHED		LOWER N
AREA CALCULATIONS		
GROSS SITE AREA		60.68 AC
AREA IN INTERNAL PUBLIC STREET RIGHT-OF-WAY		13.18 AC
AREA IN EXISTING ACCESS EASEMENTS/RIGHT-OF-WAYS		2.72 AC
NET SITE AREA		44.78 AC
AREA IN APPROX. 59'X120' SINGLE FAMILY RESIDENTIAL LOTS	11.76%	2.90 AC
AREA IN APPROX. 80'X120' SINGLE FAMILY RESIDENTIAL LOTS	4.56%	1.13 AC
AREA IN APPROX. 30'X140' REAR-LOADED SF RESIDENTIAL LOTS	35.27%	8.71 AC
AREA IN APPROX. 35'X140' REAR-LOADED SF RESIDENTIAL LOTS	19.44%	4.80 AC
AREA IN REAR -LOADED TOWNHOUSE LOTS	28.96%	7.15 AC
TOTAL RECREATIONAL OPEN SPACE PROVIDED		8.95 AC
ACTIVE RECREATIONAL SPACE PROVIDED		5.02 AC
PASSIVE RECREATIONAL SPACE PROVIDED		3.93 AC
ADDITIONAL COMMON OPEN SPACE (DOES NOT COUNT TOWARDS REQUI	REMENTS)	11.14 AC
AREA IN COMMON AREA OPEN SPACE		7.82 AC
AREA IN PRIVATE ALLEY EASEMENTS		3.32 AC
TOTAL UNITS PROPOSED	4.0 UN/AC	245
"59" SINGLE FAMILY (4 BEDROOM)		17
"80" SINGLE FAMILY (4 BEDROOM)		5
"30" REAR-LOADED SINGLE FAMILY (3 BEDROOM)		83
"35" REAR-LOADED SINGLE FAMILY (3 BEDROOM)		39
REAR-LOADED TOWNHOUSE (3 BEDROOM)		101

LEGEND:



Street Plan



STREET TYPES:

AVENUE

RIGHT OF WAY: 75'

STREET WIDTH: 51'B-B WITH 10' MEDIAN DESIGN SPEED: 35 - 45 MPH

MAIN STREET

RIGHT OF WAY: 70'

STREET WIDTH: 47' B-B WITH 10' MEDIAN

DESIGN SPEED: 20 - 25 MPH

LOCAL STREET

RIGHT OF WAY: 54'

STREET WIDTH (NO PARKING): 31'B-B STREET WIDTH (PARALLEL PARKING ON 1 SIDE): 31.5'B-B

DESIGN SPEED: 20 - 25 MPH

PRIVATE ALLEY

RIGHT OF WAY: 20'

STREET WIDTH: 12' MIN. - 16' MAX.

DESIGN SPEED: 10 MPH

CONNECTIVITY INDEX:

REQUIRED

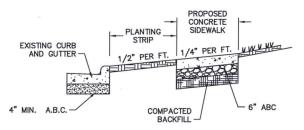
1.40 REDUCTION FOR 4 SIDES WITH LIMITED ACCESS (0.20)CONNECTIVITY INDEX REQUIRED 1.20

PROVIDED

LINKS 25 NODES 20 CI = LINKS / NODES = 25/20 = 1.25

Pedestrian Circulation Plan

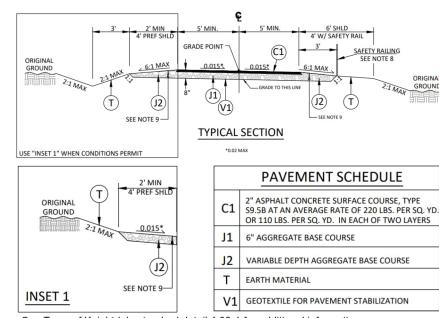




TYPICAL SECTION

See Town of Knightdale standard detail 4.04-1 for additional information.

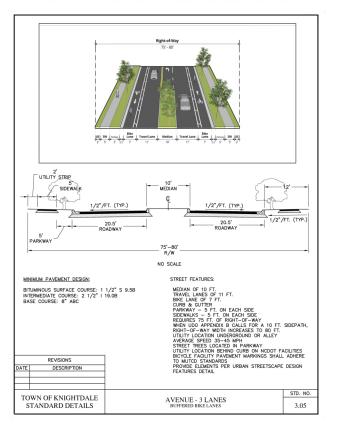
Typical Sidewalk Section

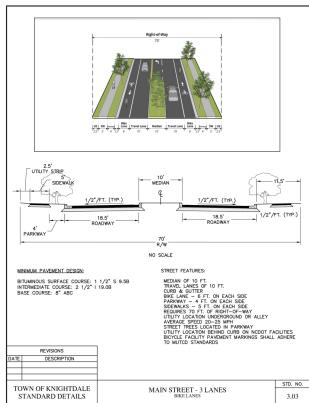


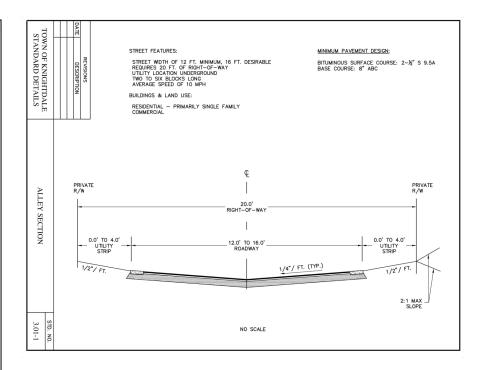
See Town of Knightdale standard detail 4.09-1 for additional information.

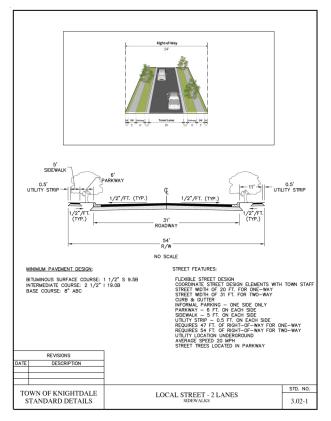
Typical Greenway Section

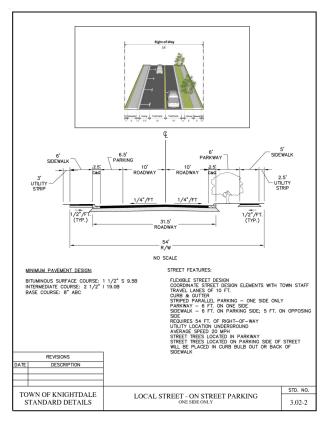
Street Sections



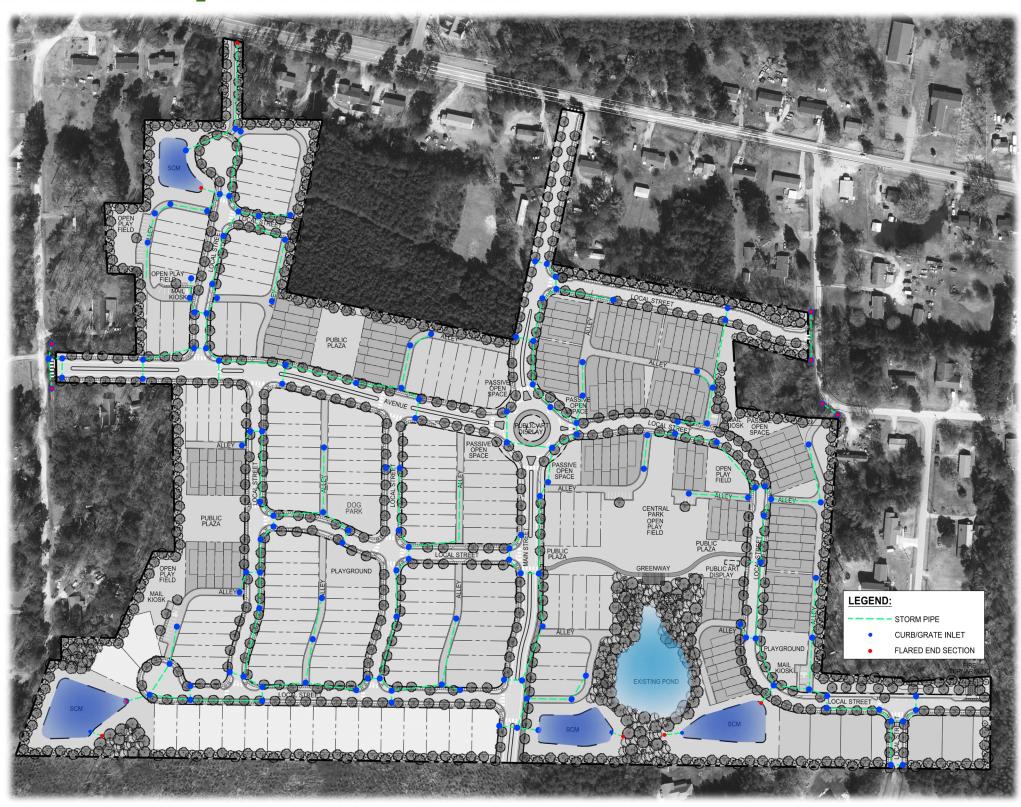








Preliminary Stormwater Plan



STORMWATER

This plan is preliminary and subject to change as the project progresses.

Terravita proposes four (4) stormwater control measure (SCM) located as shown on the Preliminary Stormwater Management Plan. Stormwater containment shall be subject to the stormwater management requirements set forth in The Town of Knightdale Unified Development Ordinance, Chapter 9.

All SCMs shall utilize guidelines established in the NCDEQ Stormwater Design Manual.

Preliminary Utility Plan



WATER ALLOCATION TABLE	POINTS
BASE POINTS	
MAJOR SUBDIVISION	1
CATEGORY 2 - GREEN DEVELOPMENT STANDARDS	
2A - CONSERVATION OF NATURAL HABITATE MEETING ACTIVE OPEN SPACE REQUIREMENTS	3
(OPEN SPACE LOT 1009 PRESERVING EXISTING POND AND WETLANDS)	
2B - FOUNTAIN WITHIN WET POND SCM	4
2C - IMPLEMENT AFFORDABLE KNIGHTDALE PLAN (EXPANDED HOUSING: TH/COTTAGE COURTS)	10
2C - EXCLUSIVE USE OF NATIVE LANDSCAPE SPECIES	5
CATEGORY 3 - OUTDOOR ENHANCEMENT	
3A - CONSTRUCTION OF GATEWAY LANDSCAPING (ROUNDABOUT)	5
3A - OUTDOOR DISPLAY OF PUBLIC ART (2 ART LOCATIONS)	8
3A - ENHANCED ROADSIDE LANDSCAPING (STREET "H")	2
CATEGORY 4 - AMENITIES	
4C - OUTDOOR DECK (AT GREENWAY & EXISTING POND)	3
4F - IPEMA CERTIFIED PLAYGROUND EQUIPMENT	4
TOTAL UDO ALLOWABLE POINTS	59

TIA Recommendations

TRAFFIC IMPACT ANALYSIS TERRAVITA

Knightdale, North Carolina

EXECUTIVE SUMMARY

1. Development Overview

A Traffic Impact Analysis (TIA) was conducted for the proposed Terravita development in accordance with the Knightdale (Town) Unified Development Ordinance (UDO) and North Carolina Department of Transportation (NCDOT) capacity analysis guidelines. The proposed Terravita development is to be located south of Buffaloe Road between Quiet Oaks Drive and Bobbitt Drive in Knightdale, North Carolina. The proposed development, anticipated to be completed in 2029, is assumed to consist of 170 single-family lots and 75 townhomes. Access to the parcel is proposed via one full movement driveway along Buffaloe Road and internal connections to Quiet Oaks Road, Bobbitt Drive, Proc Ridge Lane, and the Old Knight Road extension (a part of the Weldon Village adjacent development).

2. Existing Traffic Conditions

The study area for the TIA was determined through coordination with the Town and consists of the following existing intersections:

- · Buffaloe Road and Lucas Road
- Buffaloe Road and Quiet Oaks Drive
- · Buffaloe Road and Bobbitt Drive
- Buffaloe Road and Horton Road
- · Horton Road and Horton Mill Drive
- Horton Road and Old Knight Road
- · Horton Road and Lucas Road

Existing peak hour traffic volumes were determined based on traffic counts conducted at the study intersection listed above, in October of 2024 during a typical weekday AM (7:00 AM - 9:00 AM) and PM (4:00 PM - 6:00 PM) peak periods. Traffic volumes were balanced between study intersections, where appropriate.



3. Future Traffic Conditions

Through coordination with the Town, it was determined that an annual growth rate of 3% would be used to generate 2030 (build-out+1) projected weekday AM and PM peak hour traffic volumes. Per the Town's UDO, a 3% growth rate was applied to the existing traffic counts to project to the year 2030. For the +10 future analysis required by the Town UDO, traffic was projected beyond 2030 using a 1% growth rate. The following adjacent developments were identified to be included as an approved adjacent development in this study:

- Haywood Glen
- Weldon Village
- · Brio Development

Based on coordination with the Town, no roadway improvement projects are planned within the study area.

4. Site Trip Generation

Average weekday daily, AM peak hour, and PM peak hour trips for the proposed development were estimated using methodology contained within the ITE Trip Generation Manual, 11.1th Edition. Table E-1 provides a summary of the trip generation potential for the site

Table E-1: Site Trip Generation

Land Use (ITE Code)	Intensity	Daily Traffic (vpd)	Weekday AM Peak Hour Trips (vph)		Weel PM Pea Trips	k Hour	
			(vpu	(vpu)	Enter	Exit	Enter
Single Family Lots (210)	170 DU	1,644	30	91	103	61	
Townhomes (215)	75 DU	522	8	25	24	17	
Total Trips		2,166	38	116	127	78	

5. Capacity Analysis Summary

The analysis considered weekday AM and PM peak hour traffic for 2024 existing, 2030 no-build, 2030 build, and 2039 future conditions. Refer to Section 7 of the TIA for the capacity analysis summary performed at each study intersection.



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6. Recommendations

Based on the findings of this study, specific geometric and traffic control improvements have been identified at study intersections. The improvements are summarized below and are illustrated in Figure E-1.

Improvements by Weldon Village

Horton Road and Old Knight Road

- Construct southbound approach (of Old Knight Road) with one ingress lane and one egress lane.
- Provide stop control for southbound approach.
- Construct eastbound left turn lane (on Horton Road) with 100' of storage plus appropriate deceleration and taper.

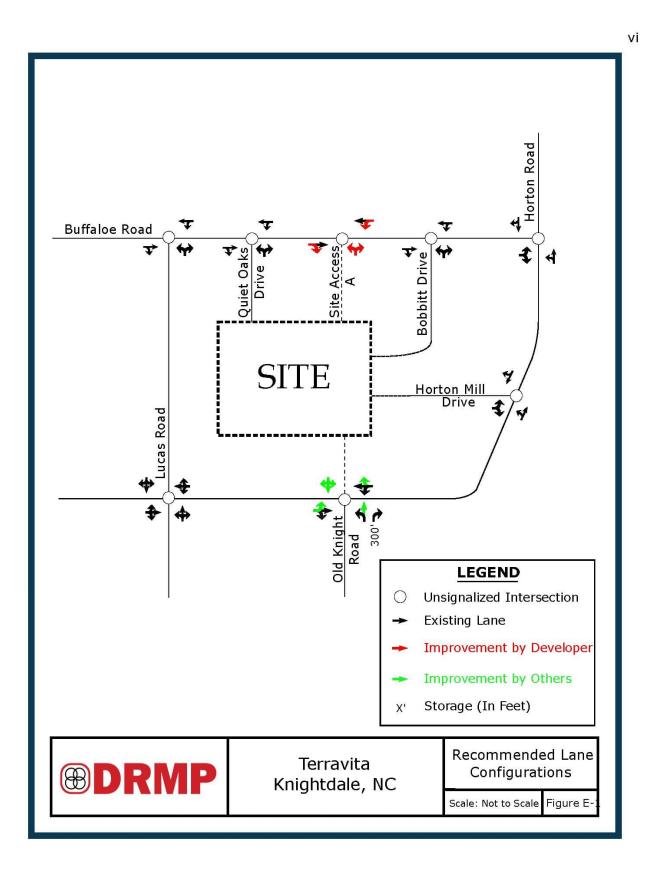
Recommended Modifications by Developer

Buffaloe Road and Site Access

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

®DRMP

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Site Programming

Terravita will provide a variety of opportunities to promote a healthy lifestyle, enjoy the outdoors, and enjoy a sense of community. The site is proposing a connected network of ± 15 acres of open space with passive and active recreational amenities.

The proposed amenities are as follows:

10' Greenway Trail, approximately 1700 LF, that aligns with The Town of Knightdale 2035 Comprehensive Plan (KnightdaleNext) that proposes a greenway running through the site.

Central Park

The Park will be a large open green space that can be used for a variety of activities by the community. This includes enjoying the existing pond, walkways, and a public art installation site.

Playgrounds/ Play Areas

The playgrounds/areas and open lawn space will be distributed throughout the community. Each will be individually programmed with equipment and/or structures to allow residents to use for recreation or relaxation purposes.

Dog Park

The playground will be located in one of the active open space areas and will provide a place for residents to let their dogs run.

Pond Fountain

The pond fountain will provide an enhancement to the existing pond.

Public Art

There are two spaces within the Project to be dedicated to Public Art. One in the roundabout as part of a Gateway Design. The second will be in Central Park, near the existing pond as part of a public plaza walking bridge and at least 3000 SF of decking or patio.

Conceptual Open Space Imagery















Open Space Plan



OPEN SPACE CALCULATIONS

TOTAL NUMBER OF BEDROOMS DEDICATION RATE (520/UNIT) TOTAL RECREATIONAL OPEN SPACE REQUIRED (BEFORE CREDITS (PASSIVE OPEN SPACE)	CREDITS)	393640 SF	757 757x 520 9.04 AC
PARKWAY (PUB. ST. "H", 700 LF, 54' RW) PARKWAY (PUB. ST. "A", 545 LF, 54' RW) TOTAL PASSIVE OPEN SPACE CREDITS ACTIVE RECREATIONAL SPACE REQ'D 50% PASSIVE RECREATIONAL SPACE REQ'D 50%	700x 27 545x27 MINUS CRE	(18900) SF (14715) SF (33615) SF	(0.43) AC (0.34) AC (0.77) AC 4.52 AC 3.75 AC
TOTAL RECREATIONAL OPEN SPACE PROVIDED ACTIVE RECREATIONAL SPACE PROVIDED PASSIVE RECREATIONAL SPACE PROVIDED			
ADDITIONAL COMMON OPEN SPACE (DOES NOT COUNT AREA IN COMMON AREA OPEN SPACE AREA IN PRIVATE ALLEY EASEMENTS	TOWARDS RE	QUIREMENTS)	11.14 AC 7.82 AC 3.32 AC

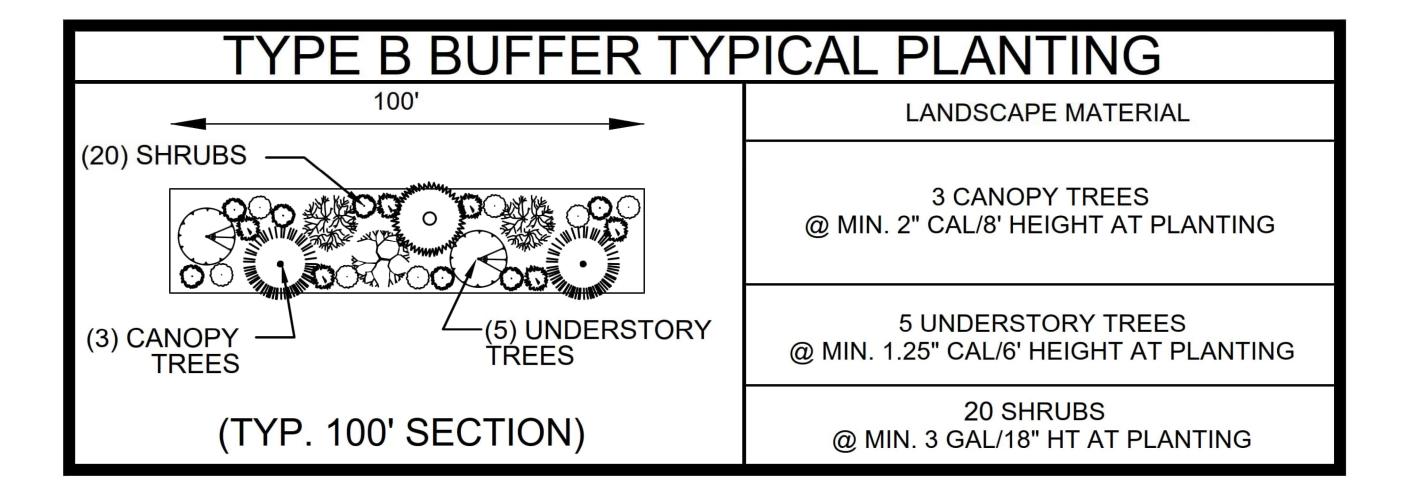
Preliminary Landscape Plan



LANDSCAPING CALCULATIONS

STREET TREE CALCULATIONS & PLANT LIST (PLAN	TED AT 40' INTERVALS PER UDO 7.4.L)		
CANOPY STREET TREES PROVIDED:	,	407	TREES
ACER RUBRUM (AR)	RED MAPLE	68	TREES
CARPINUS CAROLINIANA (CB)	AMERICAN HORNBEAM	67	TREES
NYSSA SYLVATICA 'WILDFIRE' (NS)	BLACK GUM	68	TREES
QUERCUS ALBA (QA)	WHITE OAK	68	TREES
QUERCUS RUBRA (QR)	EASTERN RED OAK	68	TREES
ULMUS AMERICANA (UA)	AMERICAN ELM	68	TREES
20' TYPE B BUFFER			
TOTAL LENGTH OF TYPE BUFFER TO BE PLANTED		8550	LF
CANOPY TREES REQUIRED (3 PER 100 LF):		257	TREES
UNDERSTORY TREES REQUIRED (5 PER 100 LF):		428	TREES
SHRUBS REQUIRED (20 PER 100 LF):		1710	SHRUBS
CANOPY TREES PROVIDED:		257	TREES
ACER RUBRUM (AR)	RED MAPLE	128	TREES
ULMUS AMERICANA (UA)	AMERICAN ELM	129	TREES
UNDERSTORY TREES PROVIDED:		428	TREES
PRUNUS CAROLINIANA (PR)	CHERRY LAUREL	143	TREES
MAGNOLIA VIRGINIANA (MV)	SWEETBAY MAGNOLIA	143	TREES
LEX CASSINE (IL)	DAHOON HOLLY	142	TREES
SHRUBS PROVIDED:		1710	SHRUBS
HYDRANGEA ARBORESCENS (HA)	HYDRANGEA	570	SHRUBS
LEX GLABRA (IG)	INKBERRY HOLLY	570	SHRUBS
MYRICA CERIFERA (MC)	WAX MYRTLE	570	SHRUBS
PARKING AREA TREES PROVIDED			
CANOPY STREET TREES PROVIDED:		6	TREES
ACER RUBRUM (AR)	RED MAPLE	3	TREES
ULMUS AMERICANA (UA)	AMERICAN ELM	3	TREES

Landscape Buffers



Conceptual Single-Family Detached Products



* Elevations and renderings are an example of product.
Builder reserves the right to change plans, designs, elevations and pricing without notice.





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Builder reserves the right to change plans, designs, elevations and pricing without notice.



* Elevations and renderings are an example of product.
Builder reserves the right to change plans, designs, elevations and pricing without notice.





Conceptual Single-Family Attached Products





Architectural Design Standards

- 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 façade (not counting foundation): stone, brick, lap siding, fiber cement siding, shakes, or board and batten. 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. Vinyl may be used only for window trim, shutters, soffits, fascia, and/or corner boards.
- 6. 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.
- 7. 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.
- 8. 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.
- 9. There shall be a minimum 12" overhang on every gable end for single-family homes and townhomes.
- 10. All homes will include architectural-style shingles.
- 11. 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.
- 12. All townhomes shall have a covered porch element.
- 13. Single-family front-loaded detached homes shall have two-car garages, and single-family detached (townhomes) shall have one-car garages.
- 14. 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.

Single-Family Attached (Townhomes)

- 15. Vinyl siding is not permitted; however, vinyl windows, decorative elements, and trim are permitted.
- 16. The roofline cannot be a single mass; it must be broken up horizontally and vertically no more than two units.
- 17. Garage doors must have windows, decorative details, or carriage-style adornments on them.
- 18. House entrances for units with front-facing single-car garages shall have a prominent covered porch/stoop area leading to the front door.
- 19. The garage cannot protrude more than 2 feet out from the front façade or front porch.
- 20. 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:

 Windows Bay window Recessed window Decorative window Trim around the windows Wrap around porch or side porch Two or more building materials.

 Decorative brick/stone Decorative trim Decorative shake Decorative air vents on gable Decorative gable Decorative cornice

 Column Portico Balcony Dormer
- 21. Building front facades shall have horizontal relief achieved by the use of recesses and projections.
- 22. 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.
- 23. The rear and side elevations of the units that front on the public right-of-way shall have trim around the windows.

Single-Family Detached

- 24. Vinyl siding is not permitted; however, vinyl windows, decorative elements, and trim are permitted.
- 25. The roof shall be pitched at 5:12 or greater for 50% of the building designs.
- 26. Eaves shall project at least 12 inches from the wall of the structure.
- 27. Garage doors shall have windows, decorative details, or carriage-style adornments on them.
- 28. 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.
- 29. 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:

 Windows Bay window Recessed window Decorative window Trim around the windows Wrap around porch or side porch Two or more building materials

 Decorative brick/stone Decorative trim Decorative shake Decorative air vents on gable Decorative gable Decorative cornice

 Column Portico Balcony Dormer

- 30. 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.
- 31. The rear and side elevations of the units that front on public right-of-way shall have trim around the windows.

Proposed PUD Allowances

The proposed zoning for Terravita is GR8-PUD. Terravita meets all standards outlined in the Town of Knightdale's Unified Development Ordinance except for a few conditions. Due to site constraints, the applicant is requesting the following site development allowances:

Bulk and Dimensional Standards (UDO Sec. 3.4)

Lot width (street loaded)

In the GR8 base district, the minimum required lot width for a street-loaded lot is 80'. To create a variety of housing types and a more walkable community, we are proposing single-family detached street-loaded lots with lot widths of 59' and 80'.

Lot width (alley loaded)

In the GR8 base district, the minimum required lot width for an alley-loaded lot is 30'. To provide a variety of housing types and a more walkable community, we are proposing alley-loaded single-family detached lots with a width of 30', and townhome lots with minimum widths of 20'. The end townhomes will have a minimum of 24' lots, and the interior townhomes will have a minimum of 20' lots. The alley-loaded single-family detached and attached options create a pedestrian-friendly streetscape for the community.

Driveway length

In the GR8 base district, the minimum required driveway length is 35' for a residential lot. For townhomes and rear-loaded single-family lots, we are proposing a 20' minimum driveway length. For single-family front-loaded lots, we are proposing a 25' minimum driveway length.

Lot setbacks

In Sec. 6.5 of Knightdales' UDO, the minimum rear setback for a house building type is 25'. For all rear-loaded single-family lots, we are proposing a minimum setback of 20'.

Standard Street Sections (Town of Knightdale Standard Details)

Local Street Section - Two Way. The standard detail calls for a 54.0' right-of-way and allows for informal parking.

Terravita is proposing on-street parking along sections of the road where there are no residential driveways. On-street parking will allow for guest parking. The design does not provide on-street parking on streets with front-loaded units to avoid any potential conflicts.

Residential Clearing & Grading (UDO Sec. 9.3.B)

Terravita will require a site development allowance of Residential Clearing and Grading as specified in Section 9.3.B of the UDO.

Currently, mass grading is prohibited on lots 60' in width or greater. Terravita requests to mass grade all single-family and townhome lots less than 80' wide. Any lot 80' in width or greater shall not be mass-graded.

Buffalo Road Improvements

Terravita has very limited frontage on Buffalo Rd. From Staff, Buffalo Rd in the future will be 4 travel lanes with a devided median. With less than 60' of frontage and the refusal of neighbors to allow for off-site construction, the current proposal is that widening based on the TIA will be constructed and a fee-in-lieu will be paid for future improvements defined by the limited Buffalo Rd frontage.

Home affordability and variety

GR8 zoning matrix does not allow for townhomes. To give the best possibility for more affordable variety of homes in the Town, Terravita requests the ability to include townhomes.

Neighborhood Meeting Information

A neighborhood meeting was held via Teams online on July 25th at 6:00 pm.

There were approximately fifteen neighbors in attendance, along with three members of the design team, and one Senior Planner from the Town of Knightdale.

Date of meeting: July 25th, 2024

Time of meeting: 6:00 pm EST

Design consultants:
Charles R, Walker III from EPG,
Tommy Craven, Ben Williams, and Greg Elkins from Priest Craven and Associates

Town of Knightdale: Kevin Lewis, Senior Planner, AICP, CZO

Discussion Points

At the neighborhood meeting for Terravita, the neighbors had questions about streets, traffic, the site buffers, proposed utilities, types of units, construction timing, and architectural standards. Their questions are as follows:

A neighbor asked if there was a clubhouse proposed.

Design Team confirmed there would not a a clubhouse but there would be a public greenway and private open space /play areas for the residents.

The neighbors in the Horton Mill subdivision raised a concern that their roads need maintenance/repair. Their roads are owned by a private HOA, and they are unable to get the former developer to make repairs.

Design Team stated that the residents would need to contact the Town of Knightdale to possibly turn their roads into Town public roads. The roads are currently in an NCDOT ROW.

One neighbor asked how many access points were planned because they were concerned about existing traffic in the area.

The consultant showed the Group the current layout of the Project including the access points. Stated the TIA was not complete at that time but the Project would make modifications if called for by the TIA.

A neighbor asked if Knightdale will be maintaining the roads in Terravita.

Design Team confirmed that Knightdale would maintain the roads once the Project was annexed into the Town.

The neighbor directly adjacent to the proposed street connection at Buffaloe Rd was concerned that the proposed connection limits their access to the Private Access Easement. Design Team noted that they are required to make the connection at that location and a public ROW would take the place of the easement allowing for access.

Several neighbors asked if we would be putting a fence or wall around Terravita.

Design Team stated that there would not be a fence, but there would be a Type B 20' landscaped buffer around the entire property except where it will join with Weldon.

A neighbor asked to describe the plants in a Type B buffer.

The Design Team showed them the graphic from the UDO showing what is in a Tye B buffer.

A neighbor asked what the overall time frame for this Project to begin.

Design Team stated that if approved actual construction would not start for another 18 to 24 months.

Matt Warner, For meeting minutes-- another concern is there is a 100 year floodplain in most of the proposed area near the existing pond, including Beaver Damn Creek and lot 47, etc. We agreed to look into this. After review, it has been determined that there are no floodplains on this site according to map 3720175500K.

Michelle RUSSO, when do you expect clearing to start?

We responded that clearing may begin in 2 years.

Hans Kerekes, I believe its a 50' buffer along the creek/pond

The On-site Determination for DWR Project 23-319 stated that the pond is not subject to buffer rules. The buffer for the creek has been shown.

Tricia Montgomery, Good Evening....Just so that I'm clear, where exactly is 8908 Buffaloe Rd on this map? We pointed out the location of this parcel on the overall site plan during the meeting.

Hans Kerekes, I assume you will leave as much existing woods around SCM #4?

Our response to this was that we will leave it or it is always our intention to leave as many trees as possible except that the volume capability of each of the of each of the stormwater devices is the major concern. Thus, if we have to take down the trees to make the pond large enough to handle the stormwater requirements, then we won't be able to save the trees, but there will be a replanting plan in its place in the open space.

Matt Warner, I am located on lot 47, where it appears the road will cut into the previously established Horton Mill neighborhood. Can you elaborate what will happen to Beaver Damn Creek, which runs right behind my house-- which collects from where houses 223-226. Also have flow/drainage issues and call this area "the swamp".

We explained that our streets are required to be curb and gutters, and that they will have curb inlets. Thus, they will accept and divert the water away from that area toward the stormwater devices near the near the pond.

hans kerekes, Are there going to be some traffic calming measures on street B to keep speeds low therefore reducing noise

We explained that we will be utilizing the town's street sections including a divided median street, and that the town does not allow speed bumps.

Michelle RUSSO, I assume the dotted/solid lines and such around the pond are to mark off where you cannot clear due to it being a part of the Neuse River Buffer? I think that's what the Zones mean but it's hard to read.

We explained that those represent the river buffers. However, now that the buffer determination has determined that the pond is not a buffered entity, those lines have been removed from the latest set of plans.

Michelle RUSSO, I've seen surveyors (I assume) coming through my yard from time to time. I'd appreciate advance notice before they come onto my land (or near it ideally/within eyesite). I have PTSD from a previous home break-in and appreciate your cooperation to avoid stress and anxiety.

We agreed to notify her if we were to be doing survey work in the area.

Michelle RUSSO, Will there be berms built up between your community and our neighboring community? Or any other landscaping/bushes?

We explained that our intention to not clear if we do not have to. However, if we do have to clear those areas that they will be re-planted with a Type B Landscape buffer where required by the town.

Michelle RUSSO, Right on the property line between my yard and your development are some trees that are damaged and at risk to fall. Will you be removing those dying trees? They are at risk of falling on my house/shed and I've been trying for awhile to find a contact of the property owner to have them taken down.

We explained that on-site trees will be evaluated at the time of survey, and that any dead and dying trees located on our site will be removed accordingly.

Michelle RUSSO, My house sits directly behind the small pond at the backside of this development. Currently it has erosion and drainage issues and floods my yard regularly (some of it caused by beavers too). What are your plans to correct the drainage issues to correct the flow problem into the creek as it should flow (and stop the flooding to my yard)?

We indicated that as we go deeper into the project, we will be more in tune with exactly how to deal with that level of detail. We also explained that we will have two stormwater retention ponds that will be located below the existing pond that will reduce the flow release rates to predevelopment levels.

Michelle RUSSO, According the plans I've seen, it appears that there will be 2 entrances into this neighborhood that pass through Horton Mill Subdivision. Our neighborhood streets are currently still private (our developer never fulfilled his commitment to update them to hand over to the state). With the size of your community and expected extra traffic, what are your plans to upgrade

We explained that it is our understanding from the process that we went through last time is that the roads in that neighborhood are in fact in a public right of way, but the DOT has not accepted them for maintenance. We also let her know that we are going connect to the one road that is stubbed to us, which is a requirement. The other stub road to the South will be going through Weldon village.

Jannet Barnes asked that we please remove the roundabout.

We responded that the town favors a round-a-bout in the location we are proposing.

Attendance Records

1. Summary

Meeting title Terravita Neighborhood Meeting Attended participants 19 Start time 7/25/24, 5:30:00 PM End time 7/25/24, 6:57:41 PM Meeting duration 1h 23m 41s Average attendance time 44m 47s

2. Participants

Name, Email, Phone, Number, Notes, First Join, Last Leave, In-Meeting Duration

- +19192663127 (Unverified) 7/25/24, 5:58:37 PM 7/25/24, 6:57:39 PM 59m 2s
- +19192951091 (Unverified) 7/25/24, 5:46:59 PM 7/25/24, 5:47:37 PM 37s
- +19193397222 (Unverified) 7/25/24, 6:00:59 PM 7/25/24, 6:08:48 PM 7m 49s
- +19196303161 (Unverified) 7/25/24, 6:50:45 PM 7/25/24, 6:57:41 PM 6m 55s
- +19199713456 (Unverified) 7/25/24, 6:20:53 PM 7/25/24, 6:57:31 PM 36m 38s

Ben Williams (host) bwilliams@priestcraven.com 7/25/24, 5:34:01 PM 7/25/24, 6:57:38 PM 1h 23m 36s

Gideon Smith (External) Gideon.Smith@knightdalenc.gov 7/25/24, 5:52:08 PM 7/25/24, 6:57:31 PM 1h 1m 22s

Hans Kerekes (Unverified) hkerekes@gmail.com Lot 49 7/25/24, 5:38:19 PM 7/25/24, 6:57:26 PM 1h 19m 7s

Jannet Barnes (Unverified) 1609 Cotton Dr. Knightdale 7/25/24, 5:59:29 PM 7/25/24, 6:57:26 PM 57m 57s

J. Adam Ashbaugh jashbaugh@drbgroup.com 7/25/24, 6:06:07 PM 7/25/24, 6:57:25 PM 51m 18s

Kevin Lewis (External) kevin.lewis@knightdalenc.gov 7/25/24, 6:03:23 PM 7/25/24, 6:54:26 PM 51m 3s

Matt Warner (External) matt.warner@duncan-parnell.com Lot 47, Proc Ridge Ln. 7/25/24, 6:08:38 PM 7/25/24, 6:57:35 PM 48m 56s

Michelle RUSSO (External) mrusso@kds.com, michellerusso1@yahoo.com Lot 48 7/25/24, 5:54:36 PM 7/25/24, 6:57:30 PM 1h 2m 53s

P Underwood (Unverified) 7/25/24, 6:01:28 PM 7/25/24, 6:54:42 PM 53m 14s

Sergio Maciel (Unverified) 919-917-6375 asked to be called about staking 7/25/24, 6:14:11 PM 7/25/24, 6:57:29 PM 43m 18s

Sharon (Unverified) 7/25/24, 6:02:38 PM 7/25/24, 6:57:34 PM 54m 55s

Tamia Ray (Unverified) 7/25/24, 6:03:23 PM 7/25/24, 6:33:44 PM 30m 21s

Tricia Montgomery (Unverified) triceswork@gmail 7/25/24, 5:57:56 PM 7/25/24, 6:57:33 PM 59m 36s

Tracy Warner tracy.warner@syneoshealth.com 7/25/24, 6:06:33 PM 7/25/24, 6:08:41 PM 2m 7s



LANDSCAPE ARCHITECTURE LAND PLANNING LAND USE CONSULTING ENTITLEMENTS

DATE: JULY 1, 2024

RE: TERRAVITA REZONING AND MASTER PLANNING APPLICATION ZMA-4-23

DEAR KNIGHTDALE AREA PROPERTY OWNER:

YOU ARE INVITED TO A NEIGHBORHOOD MEETING TO LEARN MORE ABOUT A PROPOSED PROJECT, CALLED TERRAVITA, ADJACENT TO OR NEAR YOUR PROPERTY.

A NEIGHBORHOOD MEETING IS REQUIRED BY THE TOWN OF KNIGHTDALE UNIFIED DEVELOPMENT ORDINANCE AND ALL PROPERTY OWNERS WITHIN 200 FEET OF THE PROPOSED DEVELOPMENT MUST RECEIVE NOTIFICATION OF THE MEETING. THE MEETING WILL BE AN OPPORTUNITY FOR RESIDENTS AND PROPERTY OWNERS TO LEARN MORE ABOUT TERRAVITA AND PROVIDE FEEDBACK.

MEETING DATE: THURSDAY JULY 25, 2024 MEETING TIME: 6:00 PM to 7:00 PM

MEETING WELCOME 6:00 PM PROJECT PRESENTATION 6:05 PM Q&A 6:15 PM

VIRTUAL MEETING LINK: https://www.microsoft.com/en-us/microsoft-teams/join-a-meeting
AND ENTER THE MEETING ID "242 253 394 003" AND THE PASSCODE "8CTIWZ".

OR CALL: 1 929-352-2213 AND ENTER "271 163 500#"

APPLICATION TYPE: (PLANNED UNIT DEVELOPMENT)

APPROVING AUTHORITY: (TOWN COUNCIL LEGISLATIVE APPROVAL)

ADDRESS: O BUFFALOE RD AND O BUFFALOE RD

PIN: 1755787080 AND 1755863977

DESCRIPTION OF PROPOSAL: A RESIDENTIAL DEVELOPMENT CONSISTING OF OPEN SPACES WITH A PUBLIC GREENWAY, PUBLIC ART AND A MIXTURE OF SIX STYLES OF HOUSING FROM 80 FT WIDE LOTS TO ALLEY-LOADED TOWNHOMES.

ESTIMATED SUBMITTAL DATE: AUGUST 22, 2024

ENCLOSED IS A MAP SHOWING THE LOCATION OF THE PROPERTY BEING CONSIDERED FOR THIS PROPOSAL. ADDITIONAL MATERIALS AND INFORMATION MAY BE AVAILABLE AT THE MEETING. *PLEASE SEE THE DEVELOPMENT SERVICES 2022 MEETING & SUBMITTAL SCHEDULE: https://www.knightdalenc.gov/sites/default/files/uploads/developmentservices/submittal-and-meeting-schedule-2024.pdf FOR FUTURE PUBLIC MEETINGS DATES.

IF YOU HAVE ANY QUESTIONS, COMMENTS, OR CONCERNS ABOUT THE PROPOSAL PRIOR TO THE MEETING, YOU MAY CONTACT THE DEVELOPER REPRESENTATIVE AT cwalker@epgrouponline.com or (919) 625-9760.

THESE WILL BE RECORDED AS PART OF THE MEETING SUMMARY, WHICH IS SUBMITTED TO TOWN STAFF AND ELECTED OFFICIALS. YOU MAY ALSO CONTACT THE TOWN OF KNIGHTDALE DEVELOPMENT SERVICES DEPARTMENT AT 9 19-217-224X (INSERT PROJECT MANAGER'S PHONE NUMBER).

PROJECT CONTACT INFORMATION

PROJECT NAME: TERRAVITA PROPOSED ZONING: PUD RMX

LOCATION: O BUFFALOE ROAD (2 TRACTS)

PROPERTY PIN(s): 1755787080 AND 1755863977 ACREAGE: 62.99 TOTAL

275 NORTH PEA RIDGE ROAD PITTSBORO, NORTH CAROLINA 27312 DIRECT LINE: (919) 625-9760

EMAIL: CWALKER@EPGROUPONLINE.COM

PROPERTY OWNER: (10 AC) 12609 RICHMOND LLC

4601 SIX FORKS RD STE 400 RALEIGH NC 27609-5270

PHONE: 919-625-9760 EMAIL: CWALKER@EPGROUPONLINE.COM

PROPERTY OWNER: (52.99 AC) SITE INVESTMENTS LLC

933 OLD KNIGHT RD

KNIGHTDALE NC 27545-9065

PHONE: 919-625-9760 EMAIL: CWALKER@EPGROUPONLINE.COM

DEVELOPER: SITE INVESTMENTS DEVELOPMENT LLC

933 OLD KNIGHT RD

KNIGHTDALE NC 27545-9065

PHONE: 919-422-3933 EMAIL: MIKE.JORDAN@JVMGMT.NET

PLANNER: CHARLES R. WALKER III, PLA

ENTITLEMENT PRESERVATION GROUP

275 NORTH PEA RIDGE ROAD PITTSBORO, NC 27312

PHONE: 919-625-9760 EMAIL: CWALKER@EPGROUPONLINE.COM

ENGINEER: PRIEST CRAVEN AND ASSOCIATES

3903-B COMPUTER DRIVE SUITE 104

RALEIGH, NC 27609

PHONE: 919-781-0300 EMAIL: PCA@PRIESTCRAVEN.COM

BUILDERS (IF KNOWN): TO BE DETERMINED

THE PURPOSE OF THE NEIGHBORHOOD MEETING IS FOR THE DEVELOPER TO SHARE INFORMATION PERTAINING TO THE PROPOSED REZONING OF THE PROPERTY WITH THE ADJOINING NEIGHBORS.

THE PROPOSED AGENDA FOLLOWS:

6:00 WELCOME

6:05 PROJECT PRESENTATION

6:15 QUESTIONS, COMMENTS AND RESPONSES

6:55 NEXT STEPS

7:00 MEETING ADJOURNED

IF YOU HAVE ANY CONCERNS OR QUESTIONS ABOUT THIS PARTICULAR REZONING OR ITS DETAILS, PLEASE DO NOT HESITATE TO CONTACT ME AT

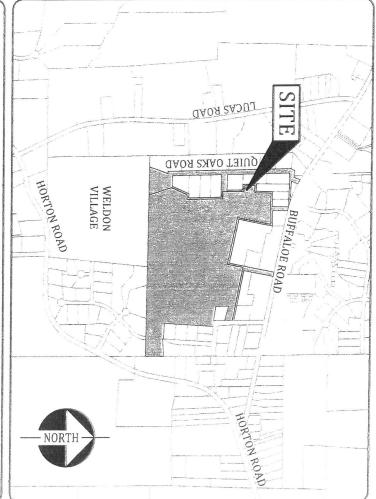
SINCERELY,

CHARLES R. WALKER III, PLA

CC: TOWN OF KNIGHTDALE DEVELOPMENT SERVICES DEPARTMENT



IS PURAL TRANSITION (RT) **VICINITY MAP** HORTON ROAD WELDON VILLAGE 1"= 500" NORTH



Address Mailing Address 2 Mailing Address 3 Owner Mailing Address 1 1604 QUIET OAKS RD ROYAL, JEANETTA S 1604 QUIET OAKS RD KNIGHTDALE NC 27545-8312 FERRELL, CHARLES E FERRELL, DOROTHY 1509 BOBBITT DR 1509 BOBBITT DR KNIGHTDALE NC 27545-9685 8816 BUFFALOE RD KILGORE, ANGELA BLAND 1505 BOBBITT DR KNIGHTDALE NC 27545-9685 8804 BUFFALOE RD MOORE, HELEN L HEIRS C/O WILLIE C MOORE 1905 YAMACRAW DR **KNIGHTDALE NC 27545-7472** 1621 QUIET OAKS RD OCHOA, JOSE L OCHOA, SHIRLEY B 1621 QUIET OAKS RD KNIGHTDALE NC 27545-8313 8826 BUFFALOE RD CARPENTER, DOROTHY 8826 BUFFALOE RD **KNIGHTDALE NC 27545-8536** 1620 QUIET OAKS RD MANNING, JONATHAN 2022 34TH ST SE WASHINGTON DC 20020-2416 HARRIS, LINDA B 1505 BOBBITT DR 1505 BOBBITT DR KNIGHTDALE NC 27545-9685 1600 QUIET OAKS RD PERRY, HENRY O HAL O PERRY 4721 WALDEN POND DR APT D RALEIGH NC 27604-9007 1512 BOBBITT DR MITCHELL, GWENDOLYN 1508 BOBBITT DR KNIGHTDALE NC 27545-9684 0 QUIET OAKS RD BOWERS, PATRICIA R BOWERS, HARRY T 1805 YAMACRAW DR KNIGHTDALE NC 27545-7470 0 QUIET OAKS RD BOWERS, PATRICIA R BOWERS, HARRY T 1805 YAMACRAW DR KNIGHTDALE NC 27545-7470 1805 YAMACRAW DR BOWERS, PATRICIA R BOWERS, HARRY T 1805 YAMACRAW DR KNIGHTDALE NC 27545-7470 0 COTTON DR MACIEL, SERGIO QUINTO-CERVANTES, MARYURI A. 5728 WOOF PL KNIGHTDALE NC 27545-7414 1616 COTTON DR MACIEL, SERGIO QUINTO-CERVANTES, MARYURI A. 5728 WOOF PL KNIGHTDALE NC 27545-7414 8916 BUFFALOE RD PERRY, BONNIE J PO BOX 1217 **KNIGHTDALE NC 27545-1217** 8921 BUFFALOE RD BLALOCK, TARIS LEE BLALOCK, YVONNE B 8921 BUFFALOE RD KNIGHTDALE NC 27545-8539 8724 BUFFALOE RD HINTON, LULA MAE 8724 BUFFALOE RD KNIGHTDALE NC 27545-8535 MITCHELL, GWENDOLYN W 1508 BOBBITT DR 1508 BOBBITT DR KNIGHTDALE NC 27545-9684 1701 PROC RIDGE LN ARRINGTON, WARREN H JR 1701 PROC RIDGE LN KNIGHTDALE NC 27545-7915 1704 PROC RIDGE LN WARNER, MATTHEW E. WARNER, TRACY LANE 1704 PROC RIDGE LN KNIGHTDALE NC 27545-8516 2204 HORTON RD ORMAND, JOHN W DEMENT, ANGELA L KNIGHTDALE NC 27545-8589 2204 HORTON RD 1617 COTTON DR RUBIO, LUCIO SOLIS CARRASCO RAMIREZ, HARASIX NOELIA 1617 COTTON DR KNIGHTDALE NC 27545-9680 1608 COTTON DR BOBBITT, DOUGLAS WAYNE BOBBITT, ANN J KNIGHTDALE NC 27545-9600 1608 COTTON DR 1709 PROC RIDGE LN HOLLAND, JAMMIE R HOLLAND, ANTHONY L 1709 PROC RIDGE LN KNIGHTDALE NC 27545-7915 8716 BUFFALOE RD 8716 BUFFALOE RD TILLERY, SHARON R KNIGHTDALE NC 27545-8533 PERSCELL, LAVERN 2311 HORTON RD 2311 HORTON RD **KNIGHTDALE NC 27545-8592** 1609 QUIET OAKS RD FOSTER, WILLIAM FOSTER, SELMA 6032 LORIELLA PARK DR FREDERICKSBURG VA 22407-5006 1613 QUIET OAKS RD KING, ALPHONZA E 1613 QUIET OAKS RD KNIGHTDALE NC 27545-8313 8808 BUFFALOE RD DEWBERRY, HARVEY LEE DEWBERRY, MILDRED F 8808 BUFFALOE RD KNIGHTDALE NC 27545-8536 2200 HORTON RD HORTON ROAD ASSOC LLC 2204 HORTON RD KNIGHTDALE NC 27545-8589 8728 BUFFALOE RD NAJM, ANDRE NAJM, MARIE KOZHAYA 8728 BUFFALOE RD **KNIGHTDALE NC 27545-8535** 8825 BUFFALOE RD RASCOE, QUEEN ESTHER (CORRECTED NAME) 15 KENSINGTON RD UNIT 303 BRONXVILLE NY 10708-1446 EDWARDS, PAUL EDWARDS, CYNTHIA S 1616 QUIET OAKS RD 1616 QUIET OAKS RD KNIGHTDALE NC 27545-8312 NEWSOME, GEORGE W JR NEWSOME, SHIRLEY H 8917 BUFFALOE RD 8917 BUFFALOE RD **KNIGHTDALE NC 27545-8539** 8812 BUFFALOE RD EVANS, ERNEST L KNIGHTDALE NC 27545-8536 8812 BUFFALOE RD 1609 COTTON DR BARNES, JAMES R BARNES, JANET D 1609 COTTON DR KNIGHTDALE NC 27545-9680 8933 BUFFALOE RD NOW FAITH COMMUNITY BAPTIST CHURCH 8933 BUFFALOE RD **KNIGHTDALE NC 27545-8539** 1809 YAMACRAW DR KIDD, PAUL B KIDD, KIMBERLY P 1809 YAMACRAW DR KNIGHTDALE NC 27545-7470 BROWN, THEODORE BROWN, DEBRA A 1608 QUIET OAKS RD 1608 QUIET OAKS RD KNIGHTDALE NC 27545-8312 1605 QUIET OAKS RD HAWKINS, TIDIE J HAWKINS, PATRICIA A 1605 QUIET OAKS RD **KNIGHTDALE NC 27545-8313** 2237 HORTON RD PERSCELL, LAVERN 2311 HORTON RD **KNIGHTDALE NC 27545-8592** 8908 BUFFALOE RD RENTZ, JOHN L RENTZ, CYNTHIA L 8908 BUFFALOE RD KNIGHTDALE NC 27545-8538 RUSSO, JOSEPH L RUSSO, MICHELLE W 9001 HORTON MILL DR 9001 HORTON MILL DR KNIGHTDALE NC 27545-8165 POWELL, WINNIE H HEIRS 1556 BOBBITT DR 1556 BOBBITT DR KNIGHTDALE NC 27545-9684 LUCAS, WILLIAM H 8913 BUFFALOE RD 144 HARRIS RD **SMITHFIELD NC 27577-8160** 8824 BUFFALOE RD HART, ARCHILUS L HART, SHARON 8824 BUFFALOE RD KNIGHTDALE NC 27545-8536 1532 BOBBITT DR ARRINGTON, CHARLENE SMITH 5100 N HILLS DR RALEIGH NC 27612-4010 HAL O PERRY O BUFFALOE RD PERRY, HENRY O 4721 WALDEN POND DR APT D RALEIGH NC 27604-9007 O BUFFALOE RD PERRY, HENRY O HAL O PERRY 4721 WALDEN POND DR APT D RALEIGH NC 27604-9007 8816 WORMSLOE DR KNIGHTDALE NC 27545-7473 8816 WORMSLOE DR SEP CAMPANY, MICHAEL G CAMPANY, NICHOLE S HOME RE-DO INC **KNIGHTDALE NC 27545-9299** 2305 HORTON RD 1121 OAKGROVE DR 1505 QUIET OAKS RD 1505 QUIET OAKS RD WATKINS, WILLIE JEAN DEWBERRY, BILLY WAYNE KNIGHTDALE NC 27545-8311 8904 BUFFALOE RD TORRES, JOSE ANTONIO GUARD CASTANEDA, MARIA 8904 BUFFALOE RD KNIGHTDALE NC 27545-8538 1504 QUIET OAKS RD KAHEEL, WAFAA KAHEEL, MEDHAT 8056 REMINGTON HEIGHTS DR RALEIGH NC 27616-9313 KAHEEL, WAFAA KAHEEL, MEDHAT 8056 REMINGTON HEIGHTS DR RALEIGH NC 27616-9313 0 QUIET WAY 1532 LUCAS RD JOHNSON, PATRICIA A 1532 LUCAS RD **KNIGHTDALE NC 27545-8263** 8717 BUFFALOE RD HUNTER, STEVEN RASHAD KNIGHTDALE NC 27545-8534 8717 BUFFALOE RD 8720 BUFFALOE RD MCGEHEE, DENECE WATSON 8720 BUFFALOE RD KNIGHTDALE NC 27545-8533 8925 BUFFALOE RD STEWARD, TIMOTHY LAMONT STEWARD-MOORE, ALFREDA 8925 BUFFALOE RD **KNIGHTDALE NC 27545-8539** 1541 BOBBITT DR HARRIS, LINDA B 1505 BOBBITT DR **KNIGHTDALE NC 27545-9685** 12609 RICHMOND LLC O BUFFALOE RD 4601 SIX FORKS RD STE 400 RALEIGH NC 27609-5270 8817 WORMSLOE DR YOUNG, KENYA M 8817 WORMSLOE DR KNIGHTDALE NC 27545-7474 BURKE, KIM L SMITH, TYRONE 1909 HUTCHINSON ST 1909 HUTCHINSON ST KNIGHTDALE NC 27545-6779 1601 QUIET OAKS RD LEGETTE, WILLIE MCKINLEY LEGETTE, CASAUNDRA 1601 QUIET OAKS RD KNIGHTDALE NC 27545-8313 7400 SIEMENS RD STE C WENDELL NC 27591-6756 1800 PROC RIDGE LN JERRY GOWER CONSTRUCTION CO INC **ZEBULON NC 27597-7706** 8828 BUFFALOE RD WINSTON, SHANAE D 3013 ROSINBURG RD 3000 RDU CNT DR STE 202 0 LUCAS RD DRB GROUP NORTH CAROLINA LLC MORRISVILLE NC 27560-7643 **BOBBITT, GLADYS JONES** 1549 BOBBITT DR 2313 HORTON RD KNIGHTDALE NC 27545-8592 1540 BOBBITT DR **BOBBITT, GLADYS JONES** 2313 HORTON RD KNIGHTDALE NC 27545-8592 CRUDUP, JOHNEISHA HUNTER, IVY W 1913 INDIANWOOD CT 8928 BUFFALOE RD RALEIGH NC 27604-8457 1557 BOBBITT DR HARTZOG, SHARON HARTZOG, DARRYL **KNIGHTDALE NC 27545-9685** 1557 BOBBITT DR O BOBBITT DR HARTZOG, SHARON HARTZOG, DARRYL 1557 BOBBITT DR **KNIGHTDALE NC 27545-9685** LOGAN, ANNIE MAE LOGAN, ERNEST JR 1628 QUIET OAKS RD 1628 QUIET OAKS RD KNIGHTDALE NC 27545-8312 1616 LUCAS RD LUCAS, TED EDWARD SR LUCAS, TED EDWARD JR 1620 LUCAS RD **KNIGHTDALE NC 27545-8265** 8804 WORMSLOE DR SEP BARRINGER, SUSANNAH LOUISE BARRINGER, DOUGLAS CHADWICK 8804 WORMSLOE DR KNIGHTDALE NC 27545-7473 1560 BOBBITT DR DOCKERY, STEVIE DANIEL GABOUREL-DOCKERY, LISA TERESITA 1560 BOBBITT DR KNIGHTDALE NC 27545-9684 1905 HUTCHINSON ST GROFF, DAVID J GROFF, SUMMER D 1905 HUTCHINSON ST **KNIGHTDALE NC 27545-6779** 8814 BUFFALOE RD PERRY, BONNIE JONES PO BOX 1217 KNIGHTDALE NC 27545-1217 0 BUFFALOE RD HART, ARCHILUS L HART, SHARON J 8824 BUFFALOE RD KNIGHTDALE NC 27545-8536 1808 YAMACRAW DR RAY, RYAN RAY, TAMIA 1808 YAMACRAW DR KNIGHTDALE NC 27545-7469 8912 BUFFALOE RD B & G 3 INC 8912 BUFFALOE RD KNIGHTDALE NC 27545-8538 O BUFFALOE RD SITE INVESTMENTS LLC 933 OLD KNIGHT RD **KNIGHTDALE NC 27545-9065** NEW DAY INVESTMENT GROUP INC 8732 BUFFALOE RD 20 ST ALBANS DR APT 774 RALEIGH NC 27609 9000 HORTON MILL DR KEREKES, HANS M KEREKES, LAURA E 3418 GROSBEAK WAY RALEIGH NC 27616-9727 8924 BUFFALOE RD POST NC PROPERTIES LLC 3137 SUNCREST VILLAGE LN RALEIGH NC 27616-8862 1517 QUIET OAKS RD PERRY, HENRY O HAL O PERRY 4721 WALDEN POND DR APT D RALEIGH NC 27604-9007 1601 COTTON DR KING, MARY FRANCES HEIRS AARON DUNN JR 1601 COTTON DR **KNIGHTDALE NC 27545-9680** 1516 QUIET OAKS RD MIGUEL, MANUEL MIGUEL, HELENA
1508 QUIET OAKS RD MONTAGUE, ELLIOTT R MONTAGUE, CASSANDRA S

1516 QUIET OAKS RD 1508 QUIET OAKS RD KNIGHTDALE NC 27545-8310 KNIGHTDALE NC 27545-8310



TRAFFIC IMPACT ANALYSIS

FOR

TERRAVITA

IN KNIGHTDALE, NC

Prepared For:

Terravita Development, LLC 933 Old Knight Road Knightdale, NC 27545

NOVEMBER 2024

DRMP Project No. 24682

Prepared By: <u>CDS</u>

Reviewed By: CTS



TRAFFIC IMPACT ANALYSIS

FOR

TERRAVITA

LOCATED IN

KNIGHTDALE, NC



11/13/24

Out. With

Prepared For:

Terravita Development, LLC 933 Old Knight Road Knightdale, NC 27545

Prepared By:

DRMP, Inc. License #F-1524

TRAFFIC IMPACT ANALYSIS TERRAVITA

Knightdale, North Carolina

EXECUTIVE SUMMARY

1. Development Overview

A Traffic Impact Analysis (TIA) was conducted for the proposed Terravita development in accordance with the Knightdale (Town) Unified Development Ordinance (UDO) and North Carolina Department of Transportation (NCDOT) capacity analysis guidelines. The proposed Terravita development is to be located south of Buffaloe Road between Quiet Oaks Drive and Bobbitt Drive in Knightdale, North Carolina. The proposed development, anticipated to be completed in 2029, is assumed to consist of 170 single-family lots and 75 townhomes. Access to the parcel is proposed via one full movement driveway along Buffaloe Road and internal connections to Quiet Oaks Road, Bobbitt Drive, Proc Ridge Lane, and the Old Knight Road extension (a part of the Weldon Village adjacent development).

2. Existing Traffic Conditions

The study area for the TIA was determined through coordination with the Town and consists of the following existing intersections:

- Buffaloe Road and Lucas Road
- Buffaloe Road and Quiet Oaks Drive
- Buffaloe Road and Bobbitt Drive
- Buffaloe Road and Horton Road
- Horton Road and Horton Mill Drive
- Horton Road and Old Knight Road
- Horton Road and Lucas Road

Existing peak hour traffic volumes were determined based on traffic counts conducted at the study intersection listed above, in October of 2024 during a typical weekday AM (7:00 AM – 9:00 AM) and PM (4:00 PM – 6:00 PM) peak periods. Traffic volumes were balanced between study intersections, where appropriate.



3. Future Traffic Conditions

Through coordination with the Town, it was determined that an annual growth rate of 3% would be used to generate 2030 (build-out+1) projected weekday AM and PM peak hour traffic volumes. Per the Town's UDO, a 3% growth rate was applied to the existing traffic counts to project to the year 2030. For the +10 future analysis required by the Town UDO, traffic was projected beyond 2030 using a 1% growth rate. The following adjacent developments were identified to be included as an approved adjacent development in this study:

- Haywood Glen
- Weldon Village
- Brio Development

Based on coordination with the Town, no roadway improvement projects are planned within the study area.

4. Site Trip Generation

Average weekday daily, AM peak hour, and PM peak hour trips for the proposed development were estimated using methodology contained within the ITE Trip Generation Manual, 11.1th Edition. Table E-1 provides a summary of the trip generation potential for the site.

Table E-1: Site Trip Generation

Land Use (ITE Code)	Intensity	Daily Traffic (vpd)	Weekday AM Peak Hour Trips (vph)		Weekday PM Peak Hour Trips (vph)	
		(vpu)	Enter	Exit	Enter	Exit
Single Family Lots (210)	170 DU	1,644	30	91	103	61
Townhomes (215)	75 DU	522	8	25	24	17
Total Trips		2,166	38	116	127	78

5. Capacity Analysis Summary

The analysis considered weekday AM and PM peak hour traffic for 2024 existing, 2030 nobuild, 2030 build, and 2039 future conditions. Refer to Section 7 of the TIA for the capacity analysis summary performed at each study intersection.



6. Recommendations

Based on the findings of this study, specific geometric and traffic control improvements have been identified at study intersections. The improvements are summarized below and are illustrated in Figure E-1.

Improvements by Weldon Village

Horton Road and Old Knight Road

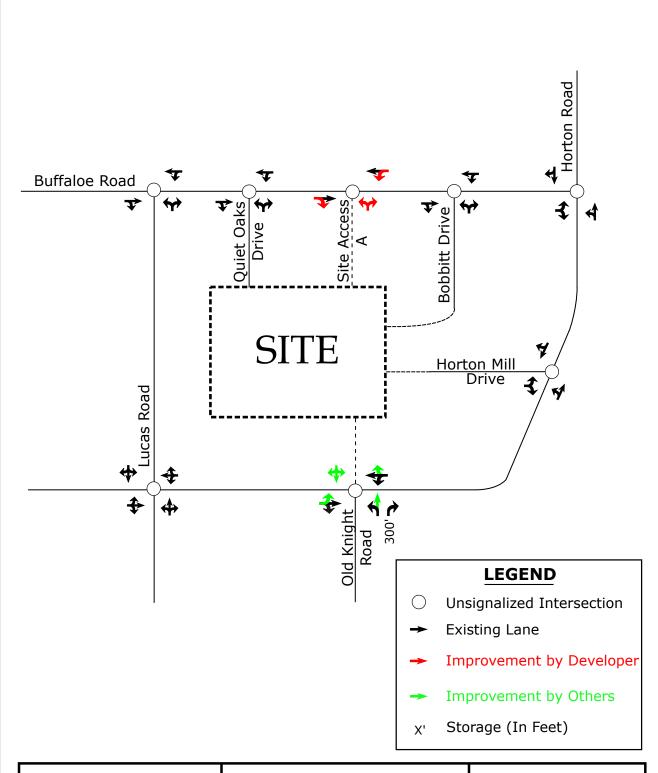
- Construct southbound approach (of Old Knight Road) with one ingress lane and one egress lane.
- Provide stop control for southbound approach.
- Construct eastbound left turn lane (on Horton Road) with 100' of storage plus appropriate deceleration and taper.

Recommended Modifications by Developer

Buffaloe Road and Site Access

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







Terravita Knightdale, NC Recommended Lane Configurations

Scale: Not to Scale

Figure E-

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Appendix A: Scoping Documentation

Appendix B: Traffic Counts

Appendix C: Adjacent Development Information

Appendix D: Capacity Calculations – Buffaloe Road and Lucas Road

Appendix E: Capacity Calculations – Buffaloe Road and Quiet Oaks Drive

Appendix F: Capacity Calculations – Buffaloe Road and Bobbitt Drive

Appendix G: Capacity Calculations – Buffaloe Road and Horton Road

Appendix H: Capacity Calculations – Horton Road and Horton Mill Drive

Appendix I: Capacity Calculations – Horton Road and Old Knight Road

Appendix J: Capacity Calculations – Horton Road and Lucas Road

Appendix K: Capacity Calculations – Buffaloe Road and Site Access

Appendix L: SimTraffic Queuing Reports

Appendix M: Turn Lane Warrants



TRAFFIC IMPACT ANALYSIS

Terravita Knightdale, North Carolina

1. INTRODUCTION

The contents of this report present the findings of the Traffic Impact Analysis (TIA) conducted for the proposed Terravita residential development to be located south of Buffaloe Road between Quiet Oaks Drive and Bobbitt Drive in Knightdale, North Carolina. The purpose of this study is to determine the potential impacts to the surrounding transportation system created by traffic generated by the proposed development, as well as recommend improvements to mitigate the impacts.

The proposed development, anticipated to be completed in 2029, is assumed to consist of the following uses:

- 170 single-family homes
- 75 townhomes

Per the Town of Knightdale's Unified Development Ordinance (UDO), the study analyzes traffic conditions during the weekday AM and PM peak hours for the following scenarios:

- 2024 Existing Traffic Conditions
- 2030 (build year+1) No-Build Traffic Conditions
- 2030 (build year+1) Build Traffic Conditions
- 2039 (build year+10) Future Traffic Conditions

1.1. Site Location and Study Area

Refer to Figure 1 for the site location map.

The study area for the TIA was determined through coordination with the Town of Knightdale (Town) and consists of the following existing intersections:

- · Buffaloe Road and Lucas Road
- Buffaloe Road and Quiet Oaks Drive
- Buffaloe Road and Bobbitt Drive
- Buffaloe Road and Horton Road

- Horton Road and Horton Mill Drive
- · Horton Road and Old Knight Road
- · Horton Road and Lucas Road

1.2. Proposed Land Use and Site Access

The proposed development is assumed to consist of the following uses:

- 170 single-family homes
- 75 townhomes

Access is proposed via one (1) new full movement driveway along Buffaloe Road and internal connections to Quiet Oaks Road, Bobbitt Drive, Proc Ridge Lane, and the Old Knight Road extension (a part of the Weldon Village adjacent development). Refer to Figure 2 for a copy of the preliminary site plan.

1.3. Adjacent Land Uses

The proposed development is located in an area consisting primarily of residential development.

1.4. Existing Roadways

Existing lane configurations (number of traffic lanes on each intersection approach), speed limits, storage capacities, and other intersection and roadway information within the study area are shown in Figure 3. Table 1 provides a summary of this information, as well.

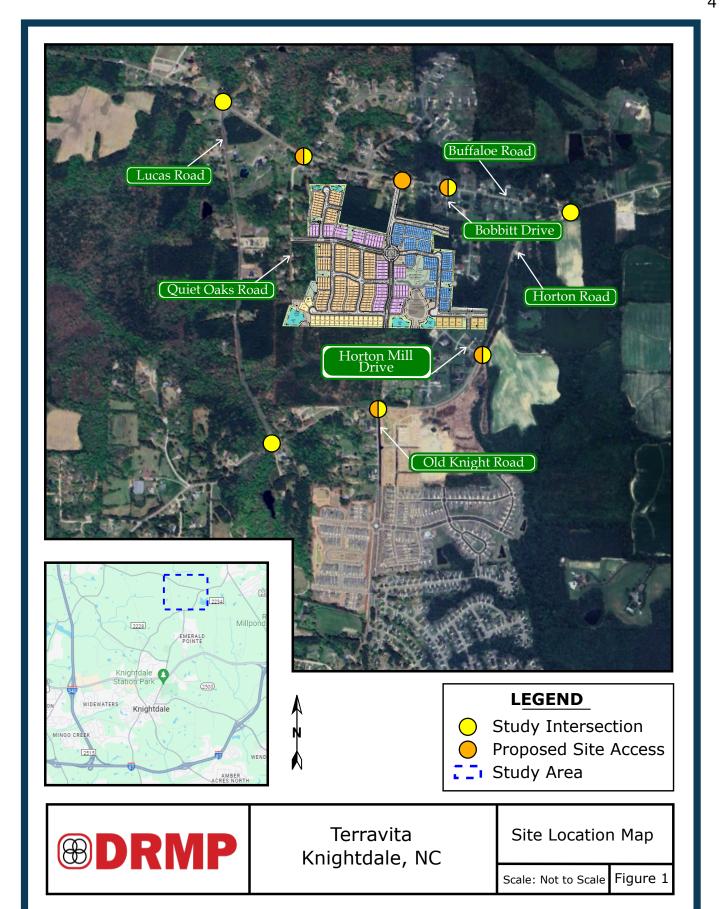


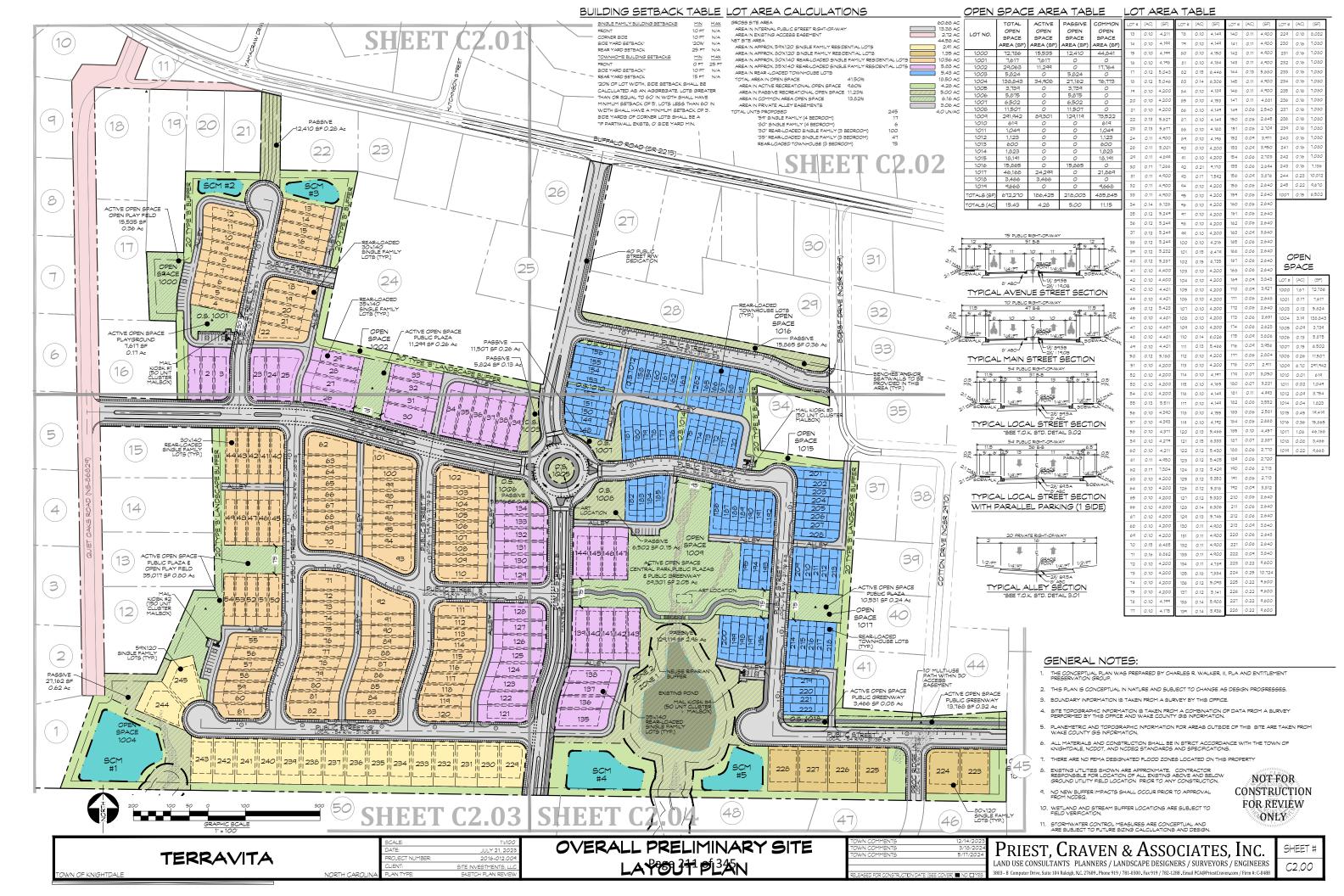
Table 1: Existing Roadway Inventory

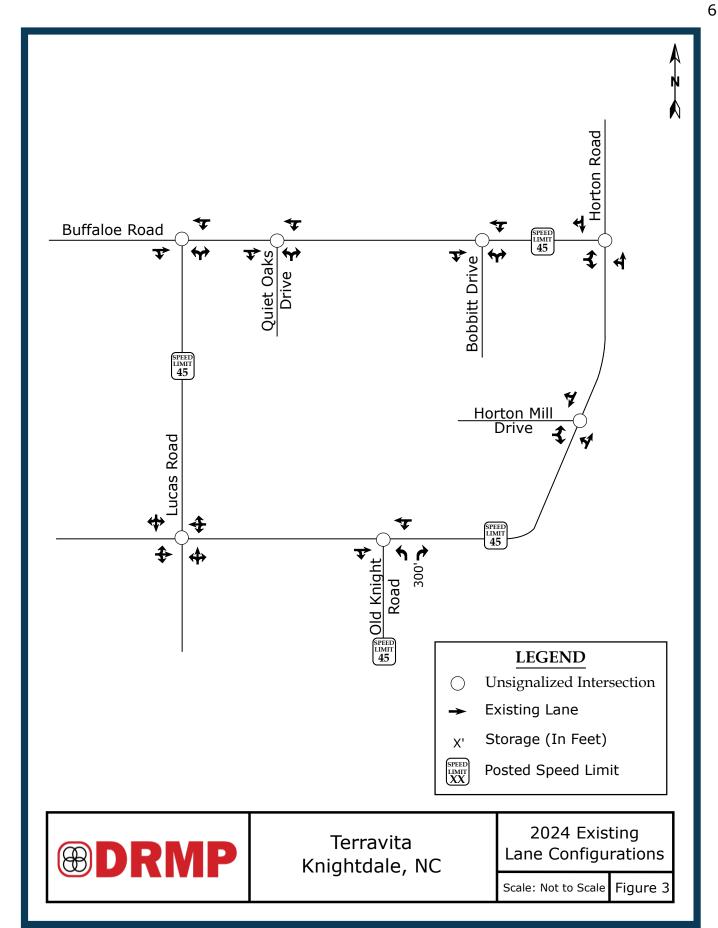
Road Name	Route Number	Typical Cross Section	Speed Limit	2023 AADT (vpd)	
Buffaloe Road	SR 2215	2-lane undivided	45 mph	3,900	
Lucas Road	SR 2260	2-lane undivided	45 mph	1,200	
Bobbitt Drive	N/A	2-lane undivided	Not Posted (25 mph assumed)	*	
Horton Road	SR 2231	2-lane undivided	45 mph	1,900	
Horton Mill Drive	N/A	2-lane undivided	Not Posted (25 mph assumed)	*	
Old Knight Road	SR 2049	2-lane undivided	45 mph	*	

^{*}ADT based on the traffic counts from 2023 and assuming the weekday PM peak hour volume is 10% of the average daily traffic.









2. 2024 EXISTING PEAK HOUR CONDITIONS

2.1. 2024 Existing Peak Hour Traffic Volumes

Existing peak hour traffic volumes were determined based on traffic counts conducted at the study intersections listed below, in October of 2024 during a typical weekday AM (7:00 AM – 9:00 AM) and PM (4:00 PM – 6:00 PM) peak periods:

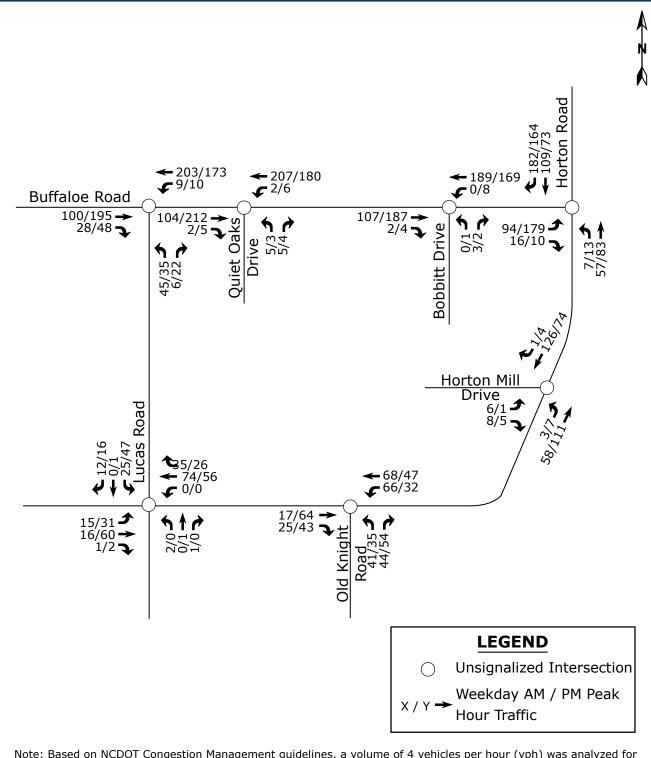
- · Buffaloe Road and Lucas Road
- Buffaloe Road and Quiet Oaks Drive
- · Buffaloe Road and Bobbitt Drive
- Buffaloe Road and Horton Road
- Horton Road and Horton Mill Drive
- · Horton Road and Old Knight Road
- Horton Road and Lucas Road

Weekday AM and PM traffic volumes were balanced between study intersections, where appropriate. It should be noted that traffic volumes at the intersection of Buffaloe Road and Quiet Oaks Drive were not recorded. Google Earth and the Town parcel map shows that 16 single family homes are located along Quiet Oaks Drive. The Institute for Transportation Engineers (ITE) Trip Generation Manual, 11th edition, was used to generate traffic for those 16 single-family homes. Through volumes were then balanced along Buffaloe Road with the Lucas Road intersection. Refer to Figure 4 for 2024 existing weekday AM and PM peak hour traffic volumes. A copy of the count data is located in Appendix B of this report.

2.2. Analysis of Existing Peak Hour Traffic Conditions

The 2024 existing weekday AM and PM peak hour traffic volumes were analyzed to determine the current levels of service at the study intersections under existing roadway conditions. The results of the analysis are presented in Section 7 of this report.





Note: Based on NCDOT Congestion Management guidelines, a volume of 4 vehicles per hour (vph) was analyzed for any movement with less than 4 vph.



Terravita Knightdale, NC 2024 Existing Peak Hour Traffic

Scale: Not to Scale

Figure 4

3. 2030 NO-BUILD PEAK HOUR CONDITIONS

In order to account for growth of traffic and subsequent traffic conditions at a future year, no-build traffic projections are needed. No-build traffic is the component of traffic due to the growth of the community and surrounding area that is anticipated to occur regardless of whether or not the proposed development is constructed. No-build traffic is comprised of existing traffic growth within the study area and additional traffic created as a result of adjacent approved developments.

3.1. Ambient Traffic Growth

Through coordination with the Town, it was determined that an annual growth rate of 3% would be used to generate 2030 projected weekday AM and PM peak hour traffic volumes. Per the Town UDO, a 1% growth rate was applied to the projected traffic for every year after 2030 in the future analysis. Refer to Figures 5a and 5b for 2030 and 2039 projected peak hour traffic, respectively.

3.2. Adjacent Development Traffic

Through coordination with the Town, the following adjacent developments were identified to be included as an approved adjacent development in this study:

- Haywood Glen
- Weldon Village
- Brio Development

Table 2, on the following page, provides a summary of the adjacent developments.



Table 2: Adjacent Development Information

Development Name	Location	Build-Out Year	Land Use / Intensity	TIA Performed
Haywood Glen	Southeast quadrant of Horton Road and Old Knight Road	2025	107 single-family homes and 10,000 s.f. of commercial	N/A Trip generation letter applied to roadway network
Weldon Village	South of proposed site, internal connectivity proposed	2029	Mixed-use consisting of residential, office, and retail	October 2022 By RKA
Brio Development	South of Buffaloe Road, west of Lucas Road	2027	Mixed-use residential and retail	May 2021 By RKA

The Haywood Glen development is expected to be constructed by the end of 2025. After the TIA was approved, a trip generation letter was done for the proposed site, adding on commercial square footage. The trip generation from the letter was distributed based on distributions for the proposed site and engineering judgement. Weldon Village is expected to be constructed the same year as the proposed development and are proposed to have interconnectivity. Roadway improvements at the intersection of Horton Road and Old Knight Road are considered under all future analysis conditions of the proposed site. The Brio development along Buffaloe Road, west of the proposed site, is expected to be constructed by the end of 2027. Site trips expected to utilize the study area were included in all future analysis.

It should be noted that the adjacent developments were approved, during scoping, by the Town. Adjacent development trips are shown in Figure 6. Adjacent development information can be found in Appendix C.

3.3. Future Roadway Improvements

Based on coordination with the Town, it was determined there were no future roadway improvements to consider with this study.



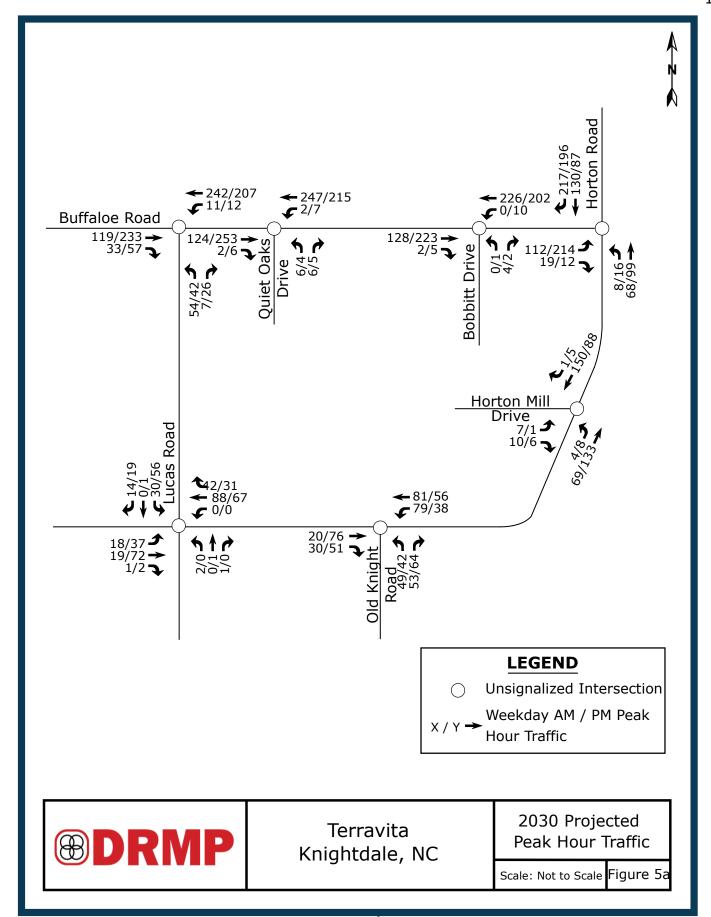
3.4. No-Build Peak Hour Traffic Volumes

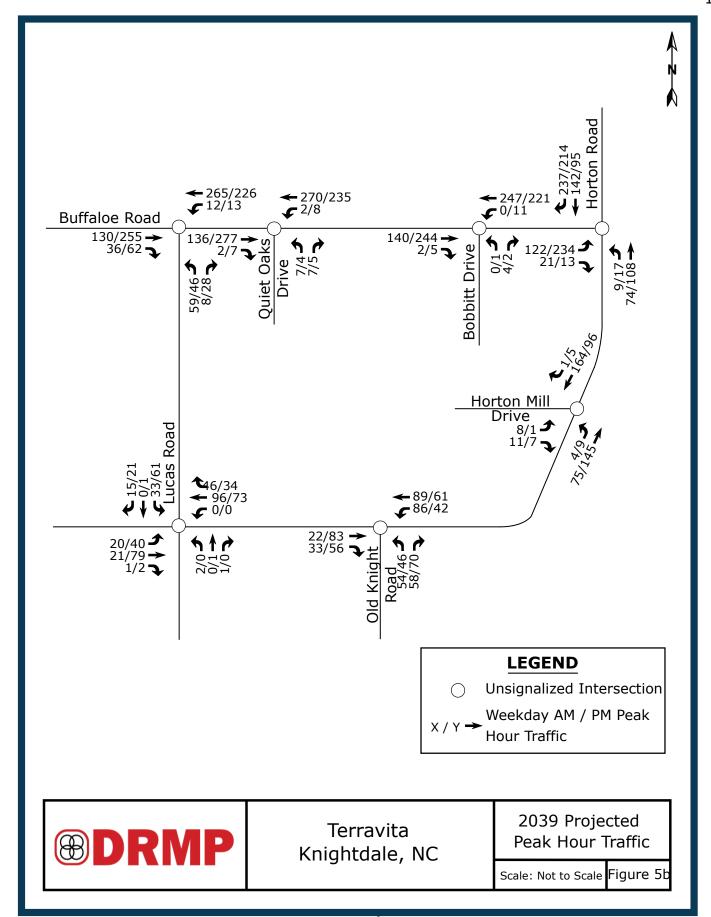
The 2030 no-build traffic volumes were determined by projecting the 2024 existing peak hour traffic to the year 2030, and adding the adjacent development trips. For the future analysis, a 1% growth rate was applied beyond the year 2030 to 2039. Refer to Figures 7a and 7b for illustrations of the 2030 and 2039 no-build peak hour traffic volumes at the study intersections.

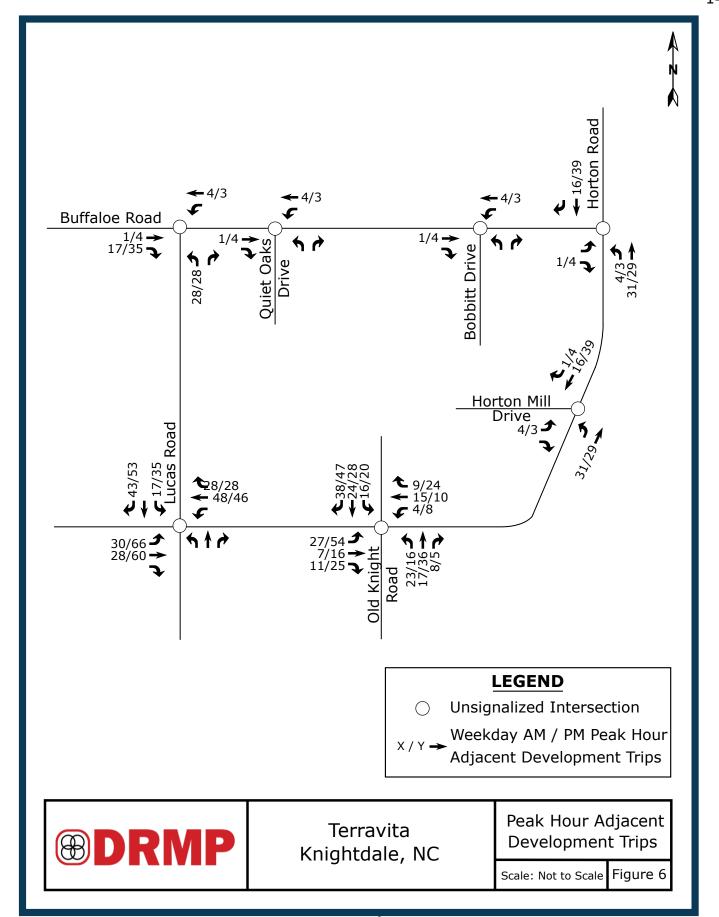
3.5. Analysis of No-Build Peak Hour Traffic Conditions

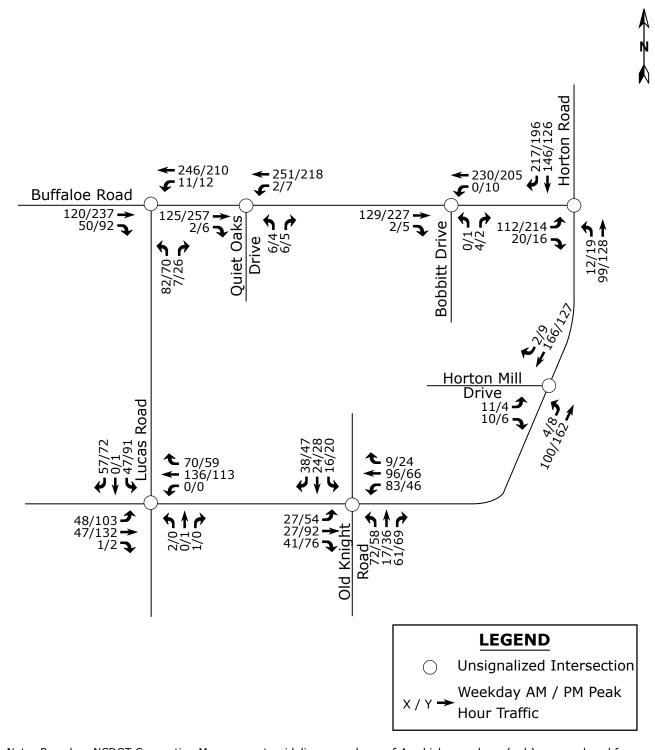
The 2030 no-build AM and PM peak hour traffic volumes at the study intersections were analyzed with future geometric roadway conditions and traffic control. The analysis results are presented in Section 7 of this report.











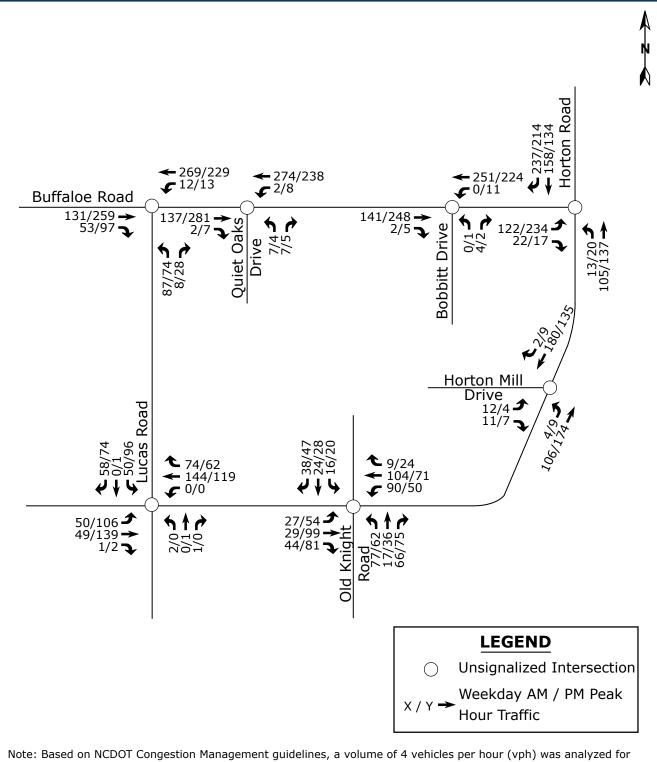
Note: Based on NCDOT Congestion Management guidelines, a volume of 4 vehicles per hour (vph) was analyzed for any movement with less than 4 vph.



Terravita Knightdale, NC 2030 No-Build Peak Hour Traffic

Scale: Not to Scale

Figure 7a



Note: Based on NCDOT Congestion Management guidelines, a volume of 4 vehicles per hour (vph) was analyzed for any movement with less than 4 vph.



Terravita Knightdale, NC 2039 No-Build Peak Hour Traffic

Scale: Not to Scale Figure 7b

4. SITE TRIP GENERATION AND DISTRIBUTION

4.1. Trip Generation

Average weekday daily, AM peak hour, and PM peak hour trips for the proposed development were estimated using methodology contained within the ITE *Trip Generation Manual*, 11.1 Edition. Table 3 provides a summary of the trip generation potential for the site.

Table 3: Trip Generation Summary

Land Use (ITE Code)	Intensity	Daily Traffic (vpd)	Weel AM Pea Trips	k Hour (vph)	Weel PM Pea Trips	k Hour (vph)
Single Family Lots	470 DU		Enter	Exit	Enter	Exit
(210)	170 DU	1,644	30	91	103	61
Townhomes (215)	75 DU	522	8	25	24	17
Total Trips		2,166	38	116	127	78

It is estimated that the proposed development will generate approximately 2,166 total site trips on the roadway network during a typical 24-hour weekday period. Of the daily traffic volume, it is anticipated that 154 trips (38 entering and 116 exiting) will occur during the weekday AM peak hour and 205 trips (127 entering and 78 exiting) will occur during the weekday PM peak hour.

4.2. Site Trip Distribution and Assignment

Trip distribution percentages used in assigning site traffic for this development were estimated based on a combination of existing traffic patterns, population centers adjacent to the study area, and engineering judgment.

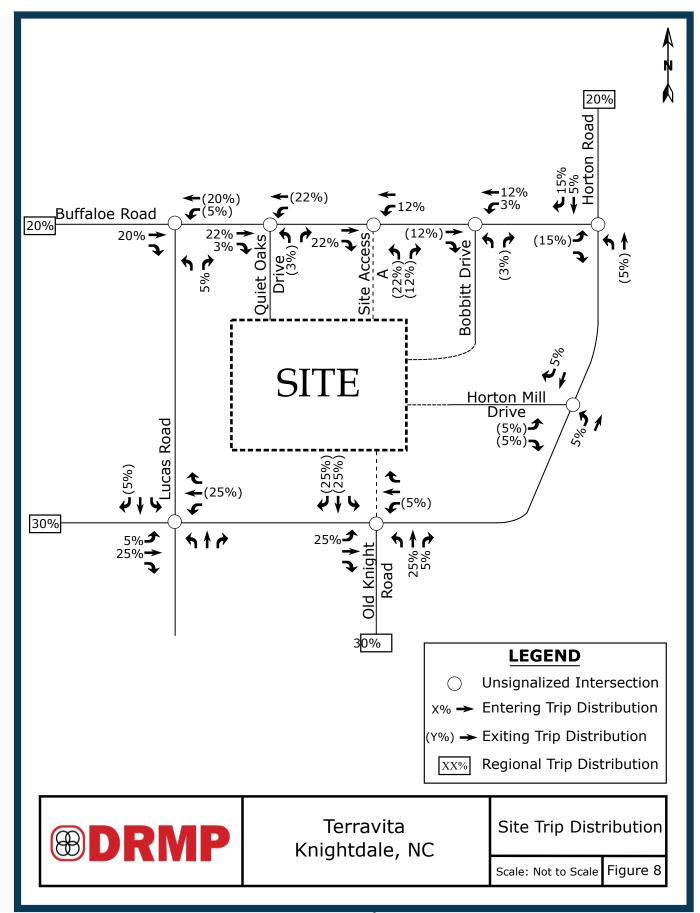
It is estimated that the site trips will be regionally distributed as follows:

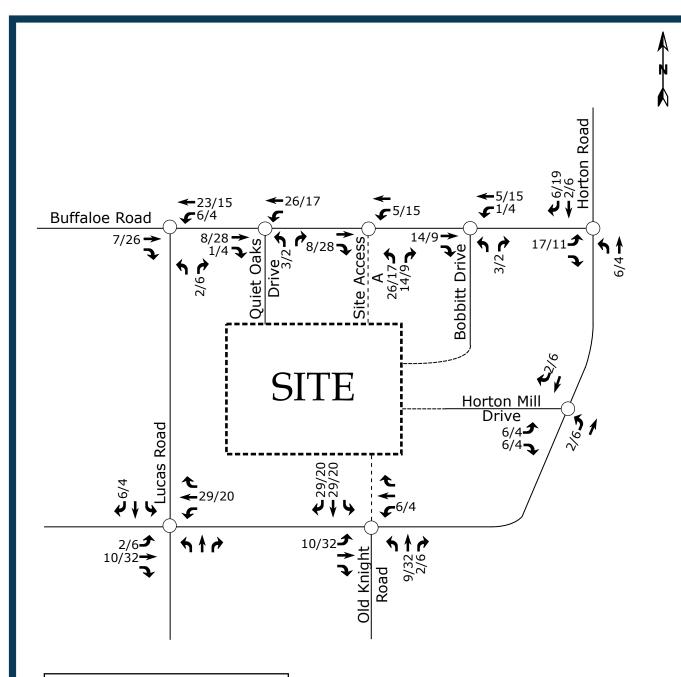
- 30% to/from the south via Old Knight Road
- 30% to/from the west via Horton Road
- 20% to/from the west via Buffaloe Road
- 20% to/from the north via Horton Road



The site trip distribution is shown in Figure 8 and the site trip assignment is shown in Figure 9. Due to connectivity to an adjacent development, some trips are expected to be diverted to use the proposed Site Access. These diverted site trips are shown in Figure 10. The total site trips were determined by adding the site trip assignment and diverted trip assignment together. The total peak hour site trips are shown in Figure 11. It should be noted that the site trip distribution was approved by the Town during scoping.







LEGEND

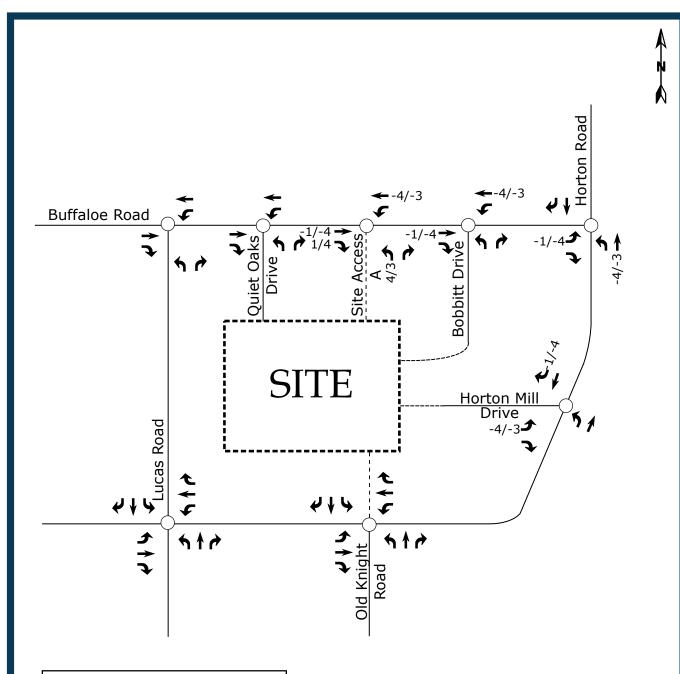
Unsignalized Intersection
 ✓ Y → Weekday AM / PM Peak
 Hour Site Trips



Terravita Knightdale, NC Site Trip Assignment

Scale: Not to Scale

Figure 9



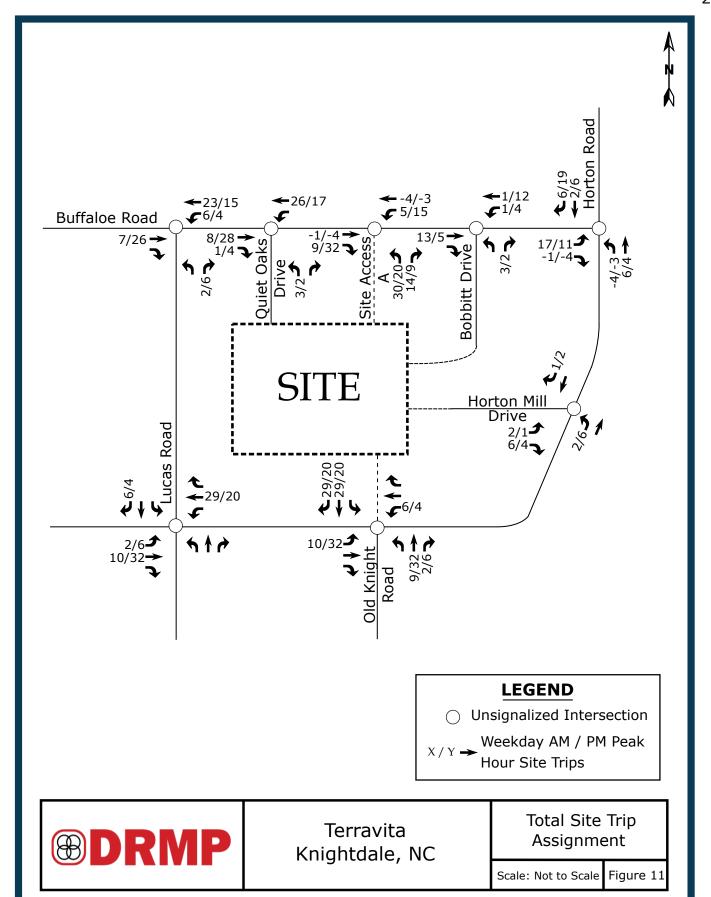
LEGEND

Unsignalized Intersection Weekday AM / PM Peak Hour Site Trips



Terravita Knightdale, NC Diverted Site Trip **Assignment**

Scale: Not to Scale Figure 10



5. BUILD AND FUTURE TRAFFIC CONDITIONS

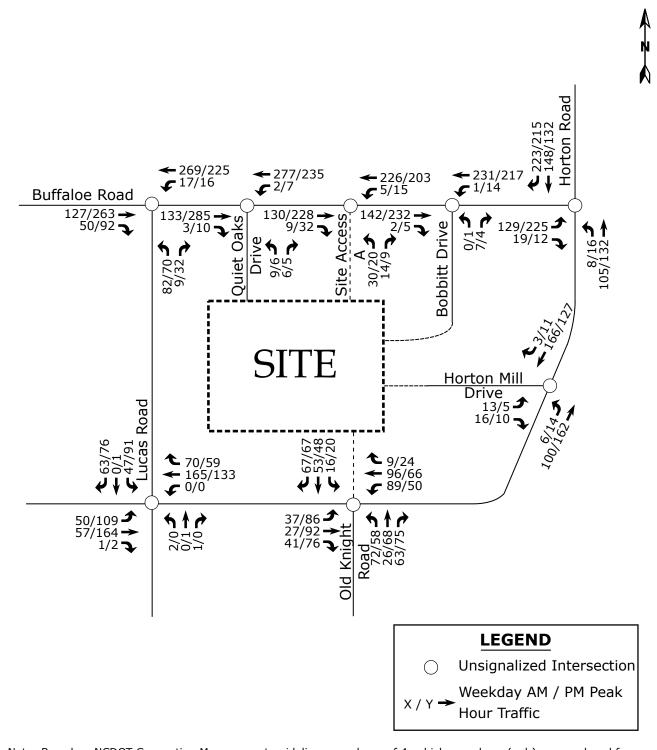
5.1. Build and Future Peak Hour Traffic Volumes

To estimate traffic conditions with the site fully built-out, the total site trips were added to the 2030 and 2039 no-build traffic volumes to determine the 2030 build and 2039 future traffic volumes. Refer to Figures 12a and 12b for an illustration of the 2030 build and 2039 future peak hour traffic volumes with the proposed site fully developed.

5.2. Analysis of Build and Future Peak Hour Traffic Conditions

Study intersections were analyzed with the 2030 build and 2039 future traffic volumes using the same methodology previously discussed for existing and no-build traffic conditions. Intersections were analyzed with improvements to accommodate future traffic volumes, if necessary. The results of the capacity analysis for each intersection are presented in Section 7 of this report.





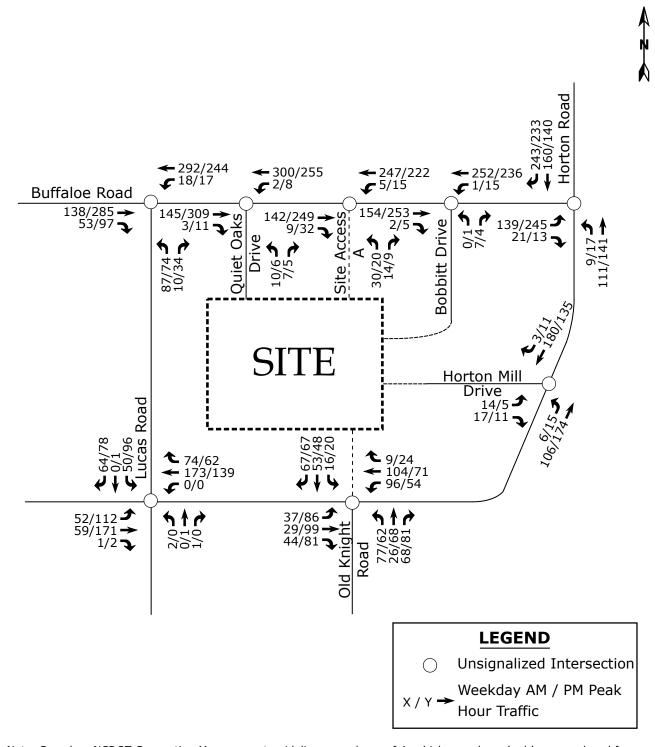
Note: Based on NCDOT Congestion Management guidelines, a volume of 4 vehicles per hour (vph) was analyzed for any movement with less than 4 vph.



Terravita Knightdale, NC 2030 Build Peak Hour Traffic

Scale: Not to Scale

Figure 12a



Note: Based on NCDOT Congestion Management guidelines, a volume of 4 vehicles per hour (vph) was analyzed for any movement with less than 4 vph.



Terravita Knightdale, NC 2039 Build Peak Hour Traffic

Scale: Not to Scale

Figure 12b

6. TRAFFIC ANALYSIS PROCEDURE

Study intersections were analyzed using the methodology outlined in the *Highway Capacity Manual* (HCM), 6th Edition published by the Transportation Research Board. Capacity and level of service are the design criteria for this traffic study. A computer software package, Synchro (Version 11.1), was used to complete the analyses for the study area intersections. Please note that the unsignalized capacity analysis does not provide an overall level of service for an intersection; only delay for an approach with a conflicting movement.

The HCM defines capacity as "the maximum hourly rate at which persons or vehicles can reasonably be expected to traverse a point or uniform section of a lane or roadway during a given time period under prevailing roadway, traffic, and control conditions." Level of service (LOS) is a term used to represent different driving conditions and is defined as a "qualitative measure describing operational conditions within a traffic stream, and their perception by motorists and/or passengers." Level of service varies from Level "A" representing free flow, to Level "F" where breakdown conditions are evident. Refer to Table 4 for HCM levels of service and related average control delay per vehicle for both signalized and unsignalized intersections. Control delay as defined by the HCM includes "initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay". An average control delay of 50 seconds at a signalized intersection results in LOS "D" operation at the intersection.

Table 4: Highway Capacity Manual – Levels-of-Service and Delay

UNSIGNA	ALIZED INTERSECTION	SIGNALIZED INTERSECTION			
LEVEL OF SERVICE	AVERAGE CONTROL DELAY PER VEHICLE (SECONDS)	LEVEL OF SERVICE	AVERAGE CONTROL DELAY PER VEHICLE (SECONDS)		
Α	0-10	Α	0-10		
В	10-15	В	10-20		
С	15-25	С	20-35		
D	25-35	D	35-55		
Е	35-50	E	55-80		
F	>50	F	>80		

6.1. Adjustments to Analysis Guidelines

Capacity analysis at all study intersections was completed according to the NCDOT Congestion Management Guidelines.



7. CAPACITY ANALYSIS

The following study intersections were analyzed under 2024 existing, 2030 no-build, 2030 build, and 2039 future traffic conditions:

- · Buffaloe Road and Lucas Road
- Buffaloe Road and Quiet Oaks Drive
- · Buffaloe Road and Bobbitt Drive
- Buffaloe Road and Horton Road
- Horton Road and Horton Mill Drive
- Horton Road and Old Knight Road
- · Horton Road and Lucas Road

The proposed site access was analyzed under 2030 build and 2039 future traffic conditions. Refer to Tables 5-12 for a summary of capacity analysis results. Refer to Appendices D-L for the Synchro capacity analysis reports and SimTraffic queueing reports.



7.1. Buffaloe Road and Lucas Road

Refer to the table below for a summary of the capacity analysis of the subject intersection during the analysis scenarios.

Table 5: Analysis Summary of Buffaloe Road and Lucas Road

ANALYSIS	A P P R	LANE	PEAK	DAY AM HOUR SERVICE	PEAK	DAY PM HOUR SERVICE
SCENARIO	OACH	CONFIGURATIONS	Approach	Overall (seconds)	Approach	Overall (seconds)
2024 Existing	EB WB NB	1 TH-RT 1 LT-TH 1 LT-RT	 A (8) ¹ B (11) ²	N/A	 A (8) ¹ B (11) ²	N/A
2030 No- Build	EB WB NB	1 TH-RT 1 LT-TH 1 LT-RT	 A (8) ¹ B (13) ²	N/A	 A (8) ¹ B (14) ²	N/A
2030 Build	EB WB NB	1 TH-RT 1 LT-TH 1 LT-RT	 A (8) ¹ B (13) ²	N/A	 A (8) ¹ B (14) ²	N/A
2039 Future	EB WB NB	1 TH-RT 1 LT-TH 1 LT-RT	A (8) ¹ B (14) ²	N/A	 A (8) ¹ C (15) ²	N/A

^{1.} Level of service for major-street left-turn movement.

Capacity analysis of all traffic conditions indicates the major street left-turn movement is expected to operate at LOS A during the AM and PM peak hours. Additionally, the minor street approach is expected to operate at LOS C or better during the AM and PM peak hours. No significant queuing is expected at the intersection.



^{2.} Level of service for minor-street approach.

7.2. Buffaloe Road and Quiet Oaks Drive

Refer to the table below for a summary of the capacity analysis of the subject intersection during the analysis scenarios.

Table 6: Analysis Summary of Buffaloe Road and Quiet Oaks Drive

ANALYSIS	A P P P LLYSIS R LANE		PEAK	DAY AM HOUR SERVICE	PEAK	DAY PM HOUR SERVICE
SCENARIO	OACH	CONFIGURATIONS	Approach	Overall (seconds)	Approach	Overall (seconds)
2024 Existing	EB WB NB	1 TH-RT 1 LT-TH 1 LT-RT	 A (8) ¹ A (10) ²	N/A	 A (8) ¹ B (11) ²	N/A
2030 No- Build	EB WB NB	1 TH-RT 1 LT-TH 1 LT-RT	 A (8) ¹ B (10) ²	N/A	 A (8) ¹ B (11) ²	N/A
2030 Build	EB WB NB	1 TH-RT 1 LT-TH 1 LT-RT	 A (8) ¹ B (11) ²	N/A	 A (8) ¹ B (12) ²	N/A
2039 Future	EB WB NB	1 TH-RT 1 LT-TH 1 LT-RT	 A (8) ¹ B (11) ²	N/A	 A (8) ¹ B (12) ²	N/A

^{1.} Level of service for major-street left-turn movement.

Capacity analysis of all traffic conditions indicates the major street left-turn movement is expected to operate at LOS A during the weekday AM and PM peak hours. Additionally, the minor street approach is expected to operate at an overall LOS B or better during the AM and PM peak hours. No significant queuing is expected at the intersection.



^{2.} Level of service for minor-street approach.

7.3. Buffaloe Road and Bobbitt Drive

Refer to the table below for a summary of the capacity analysis of the subject intersection during the analysis scenarios.

Table 7: Analysis Summary of Buffaloe Road and Bobbitt Drive

ANALYSIS	A P P R	LANE	PEAK	DAY AM HOUR SERVICE	PEAK	DAY PM HOUR F SERVICE
SCENARIO	OAUH	CONFIGURATIONS	Approach	Overall (seconds)	Approach	Overall (seconds)
2024 Existing	EB WB NB	1 TH-RT 1 LT-TH 1 LT-RT	 A (8) ¹ A (10) ²	N/A	 A (8) ¹ B (10) ²	N/A
2030 No-Build	EB WB NB	1 TH-RT 1 LT-TH 1 LT-RT	 A (8) ¹ B (10) ²	N/A	 A (8) ¹ B (11) ²	N/A
2030 Build	EB WB NB	1 TH-RT 1 LT-TH 1 LT-RT	 A (8) ¹ A (10) ²	N/A	 A (8) ¹ B (11) ²	N/A
2039 Future	EB WB NB	1 TH-RT 1 LT-TH 1 LT-RT	 A (8) ¹ B (10) ²	N/A	 A (8) ¹ B (11) ²	N/A

^{1.} Level of service for major-street left-turn movement.

Capacity analysis of all traffic conditions indicates the major street left-turn movement is expected to operate at LOS A during the weekday AM and PM peak hours. Additionally, the minor street approach is expected to operate at an overall LOS B or better during the AM and PM peak hours. No significant queuing is expected at the intersection.



^{2.} Level of service for minor-street approach.

7.4. Buffaloe Road and Horton Road

Refer to the table below for a summary of the capacity analysis of the subject intersection during the analysis scenarios.

Table 8: Analysis Summary of Buffaloe Road and Horton Road

ANALYSIS	A P P R	LANE	PEAK	DAY AM HOUR SERVICE	WEEKD PEAK LEVEL OF	HOUR
SCENARIO	OAUH	CONFIGURATIONS	Approach	Overall (seconds)	Approach	Overall (seconds)
2024 Existing	EB NB SB	1 LT-RT 1 LT-TH 1 TH-RT	B (11) ² A (8) ¹ 	N/A	B (12) ² A (8) ¹	N/A
2030 No- Build	EB NB SB	1 LT-RT 1 LT-TH 1 TH-RT	B (13) ² A (8) ¹	N/A	C (16) ² A (8) ¹	N/A
2030 Build	EB NB SB	1 LT-RT 1 LT-TH 1 TH-RT	B (13) ² A (8) ¹	N/A	C (17) ² A (8) ¹	N/A
2039 Future	EB NB SB	1 LT-RT 1 LT-TH 1 TH-RT	B (14) ² A (8) ¹	N/A	C (19) ² A (8) ¹	N/A

^{1.} Level of service for major-street left-turn movement.

Capacity analysis of all traffic conditions indicates the major street left-turn movement is expected to operate at LOS A during the weekday AM and PM peak hours. Additionally, the minor street approach is expected to operate at an overall LOS C or better during the AM and PM peak hours. No significant queuing is expected at the intersection.



^{2.} Level of service for minor-street approach.

7.5. Horton Road and Horton Mill Drive

Refer to the table below for a summary of the capacity analysis of the subject intersection during the analysis scenarios.

Table 9: Analysis Summary of Horton Road and Horton Mill Drive

ANALYSIS	A P P R	LANE	PEAK	DAY AM HOUR SERVICE	WEEKD PEAK LEVEL OF	HOUR
SCENARIO	OAUH	CONFIGURATIONS	Approach	Overall (seconds)	Approach	Overall (seconds)
2024 Existing	EB NB SB	1 LT-RT 1 LT-TH 1 TH-RT	A (9) ² A (8) ¹ 	N/A	A (9) ² A (7) ¹	N/A
2030 No- Build	EB NB SB	1 LT-RT 1 LT-TH 1 TH-RT	A (10) ² A (8) ¹	N/A	A (10) ² A (8) ¹	N/A
2030 Build	EB NB SB	1 LT-RT 1 LT-TH 1 TH-RT	A (10) ² A (8) ¹	N/A	A (10) ² A (8) ¹	N/A
2039 Future	EB NB SB	1 LT-RT 1 LT-TH 1 TH-RT	B (10) ² A (8) ¹	N/A	A (10) ² A (8) ¹	N/A

^{1.} Level of service for major-street left-turn movement.

Capacity analysis of all traffic conditions indicates the major street left-turn movement is expected to operate at LOS A during the weekday AM and PM peak hours. Additionally, the minor street approach is expected to operate at an overall LOS B or better during the AM and PM peak hours. No significant queuing is expected at the intersection.



^{2.} Level of service for minor-street approach.

7.6. Horton Road and Old Knight Road

Refer to the table below for a summary of the capacity analysis of the subject intersection during the analysis scenarios.

Table 10: Analysis Summary of Horton Road and Old Knight Road

ANALYSIS	A P P R	LANE	PEAK	DAY AM HOUR SERVICE	PEAK	DAY PM HOUR SERVICE
SCENARIO	OAUH	CONFIGURATIONS	Approach	Overall (seconds)	Approach	Overall (seconds)
2024 Existing	EB WB NB	1 TH-RT 1 LT-TH 1 LT, 1 RT	 A (7) ¹ A (10) ²	N/A	 A (8) ¹ A (9) ²	N/A
2030 No-Build	EB WB NB SB	<u>1 LT</u> , 1 TH-RT 1 LT-TH- <u>RT</u> 1 LT- <u>TH</u> , 1 RT <u>1 LT-TH-RT</u>	A (8) ¹ A (8) ¹ B (13) ² B (12) ²	N/A	A (8) ¹ A (8) ¹ B (13) ² B (13) ²	N/A
2030 Build	EB WB NB SB	<u>1 LT</u> , 1 TH-RT 1 LT-TH- <u>RT</u> 1 LT- <u>TH</u> , 1 RT <u>1 LT-TH-RT</u>	A (8) ¹ A (8) ¹ B (15) ² B (13) ²	N/A	A (8) ¹ A (8) ¹ C (17) ² B (15) ²	N/A
2039 Future	EB WB NB SB	<u>1 LT</u> , 1 TH-RT 1 LT-TH- <u>RT</u> 1 LT- <u>TH</u> , 1 RT <u>1 LT-TH-RT</u>	A (8) ¹ A (8) ¹ C (15) ² B (14) ²	N/A	A (8) ¹ A (8) ¹ C (18) ² C (16) ²	N/A

Improvements to lane configurations by adjacent development are shown underlined.

Capacity analysis of all traffic conditions indicates the major street left-turn movements are expected to operate at LOS A during the weekday AM and PM peak hours. Additionally, the minor street approaches are expected to operate at an overall LOS C or better during the AM and PM peak hours. No significant queuing is expected at the intersection.

Under no-build conditions, the Weldon Village adjacent development is expected to construct the southbound approach at the intersection and construct an eastbound left turn lane with 100 feet of storage plus appropriate deceleration and taper. The Weldon Village connection with provide indirect connectivity to the proposed development. No additional improvements are recommended by the developer.



^{1.} Level of service for major-street left-turn movement.

^{2.} Level of service for minor-street approach.

7.7. Horton Road and Lucas Road

Refer to the table below for a summary of the capacity analysis of the subject intersection during the analysis scenarios.

Table 11: Analysis Summary of Horton Road and Lucas Road

ANALYSIS	A P P R	LANE	PEAK	DAY AM HOUR SERVICE	PEAK	DAY PM HOUR F SERVICE
SCENARIO	OACH	CONFIGURATIONS	Approach	Overall (seconds)	Approach	Overall (seconds)
2024 Existing	EB WB NB SB	1 LT-TH-RT 1 LT-TH-RT 1 LT-TH-RT 1 LT-TH-RT	A (8) ¹ A (7) ¹ A (10) ² A (10) ²	N/A	A (8) ¹ A (7) ¹ A (10) ² B (10) ²	N/A
2030 No-Build	EB WB NB SB	1 LT-TH-RT 1 LT-TH-RT 1 LT-TH-RT 1 LT-TH-RT	A (8) ¹ A (7) ¹ B (11) ² B (11) ²	N/A	A (8) ¹ A (8) ¹ B (13) ² C (15) ²	N/A
2030 Build	EB WB NB SB	1 LT-TH-RT 1 LT-TH-RT 1 LT-TH-RT 1 LT-TH-RT	A (8) ¹ A (7) ¹ B (12) ² B (12) ²	N/A	A (8) ¹ A (8) ¹ B (14) ² C (17) ²	N/A
2039 Future	EB WB NB SB	1 LT-TH-RT 1 LT-TH-RT 1 LT-TH-RT 1 LT-TH-RT	A (8) ¹ A (7) ¹ B (12) ² B (12) ²	N/A	A (8) ¹ A (8) ¹ B (14) ² C (18) ²	N/A

^{1.} Level of service for major-street left-turn movement.

Capacity analysis of all traffic conditions indicates the major street left-turn movements are expected to operate at LOS A during the weekday AM and PM peak hours. Additionally, the minor street approaches are expected to operate at an overall LOS C or better during the AM and PM peak hours. No significant queuing is expected at the intersection.



^{2.} Level of service for minor-street approach.

7.8. Buffaloe Road and Site Access

Refer to the table below for a summary of the capacity analysis of the subject intersection during the analysis scenarios.

Table 12: Analysis Summary of Buffaloe Road and Site Access

ANALYSIS	A P P R	LANE	PEAK	DAY AM HOUR SERVICE	WEEKD PEAK LEVEL OF	HOUR
SCENARIO	O A C H	CONFIGURATIONS	Approach	Overall (seconds)	Approach	Overall (seconds)
2030 Build	EB WB NB	1 TH- RT 1 LT -TH 1 LT-RT	 A (8) ¹ B (11) ²	N/A	 A (8) ¹ B (12) ²	N/A
2039 Future	EB WB NB	1 TH-RT 1 LT-TH 1 LT-RT	 A (8) ¹ B (11) ²	N/A	 A (8) ¹ B (12) ²	N/A

Modifications to lane configurations by developer are shown in bold.

- 1. Level of service for major-street left-turn movement.
- 2. Level of service for minor-street approach.

Capacity analysis of all the 2030 build and 2039 traffic conditions indicates the major street left-turn movement is expected to operate at LOS A during the weekday AM and PM peak hours. Additionally, the minor street approach is expected to operate at an overall LOS B or better during the AM and PM peak hours. No significant queuing is expected at the intersection.

Turn lanes along Buffaloe Road at the proposed Site Access were considered based on the NCDOT *Policy on Street and Driveway Access to North Carolina Highways*, but are not warranted based on peak hour volumes. Sight distance appears to be sufficient along Buffaloe Road at the proposed access location. As typical, actual sight distances will be measured and verified in the field as part of the driveway permitting process. No improvements are recommended by the developer.



8. CONCLUSIONS

This Traffic Impact Analysis was conducted to determine the potential traffic impacts of the Terravita development to be located south of Buffaloe Road between Quiet Oaks Drive and Bobbitt Drive in Knightdale, North Carolina. The proposed development, anticipated to be completed in 2029, is assumed to consist of 170 single-family homes and 75 townhomes. Site access is proposed via one (1) new full movement driveway along Buffaloe Road and internal connections to Quiet Oaks Road, Bobbitt Drive, Proc Ridge Lane, and the Old Knight Road extension (a part of the Weldon Village adjacent development).

The study analyzes traffic conditions during the weekday AM and PM peak hours for the following scenarios:

- 2024 Existing Traffic Conditions
- 2030 No-Build (build year+1) Traffic Conditions
- 2030 Build (build year+1) Traffic Conditions
- 2039 Future (build year+10) Traffic Conditions

Trip Generation

It is anticipated that proposed development will generate 154 total trips (38 entering and 116 exiting) during the weekday AM peak hour and 205 total trips (127 entering and 78 exiting) during the weekday PM peak hour.

Adjustments to Analysis Guidelines

Capacity analysis at all study intersections was completed according to NCDOT Congestion Management Guidelines.



9. RECOMMENDATIONS

Based on the findings of this study, no specific geometric improvements have been identified to accommodate future traffic conditions. See a more detailed description of the recommended modifications below. Refer to Figure 13 for an illustration of the recommended lane configuration for the proposed development.

Improvements by Weldon Village

Horton Road and Old Knight Road

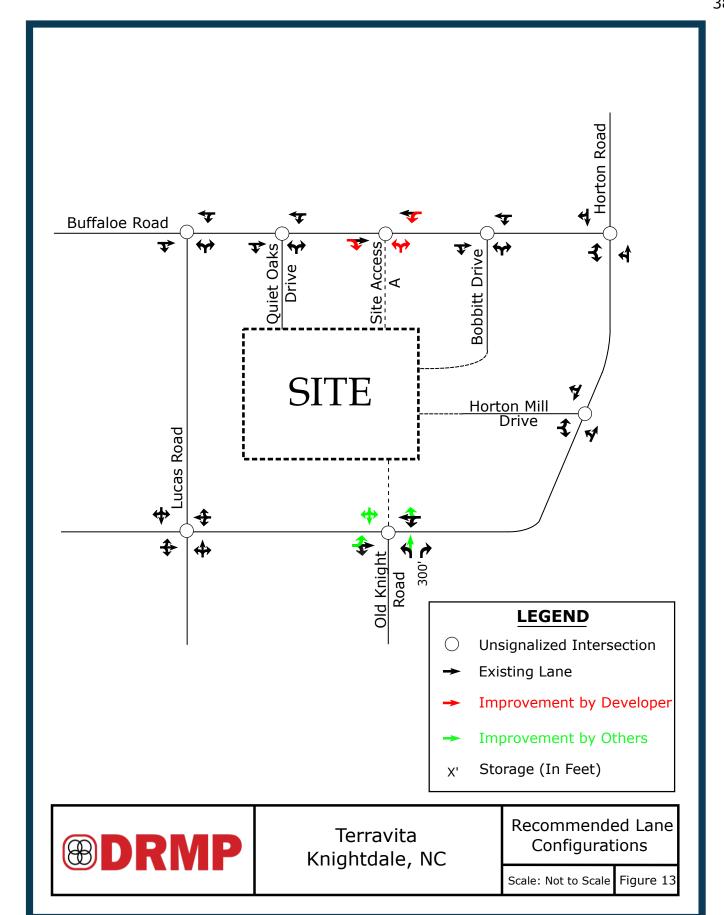
- Construct southbound approach (of Old Knight Road) with one ingress lane and one egress lane.
- Provide stop control for southbound approach.
- Construct eastbound left turn lane (on Horton Road) with 100' of storage plus appropriate deceleration and taper.

Recommended Modifications by Developer

Buffaloe Road and Site Access

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







STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

JOSH STEIN GOVERNOR J.R. "JOEY" HOPKINS

SECRETARY

January 13, 2025

Terravita

Traffic Impact Analysis Review Report Congestion Management Section

TIA Project: SC-2024-238

Division: 5

County: Wake



Clarence B. Bunting, P.E. Regional Engineer Trevor S. Darnell, Project Design Engineer

	Terravita	
SC-2024-238	Knightdale	Wake County

Per your request, the Congestion Management Section (CMS) of the Transportation Mobility and Safety Division has completed a review of the subject site. The comments and recommendations contained in this review are based on data for background conditions presented in the Traffic Impact Analysis (TIA) and are subject to the approval of the local District Engineer's Office and appropriate local authorities.

Date Initially Received by CMS	11/26/24	Date of Site Plan	05/17/24
Date of Complete Information	11/26/24	Date of Sealed TIA	11/13/24

Proposed Development

The TIA assumes the development is completed by 2029 and consists of the following:

Land Use	Land Use Code	Size
Single-Family Detached Housing	210	170 d.u.
Single-Family Attached Housing	215	75 d.u.

Trip Generation - Unadjusted Volumes During a Typical Weekday			
	IN	OUT	TOTAL
AM Peak Hour	38	116	154
PM Peak Hour	127	78	205
Daily Trips			2,166

General Reference

For reference to various documents applicable to this review please reference the following link: https://connect.ncdot.gov/resources/safety/Pages/Congestion-Management.aspx

Once the driveway permit has been approved and issued, a copy of the final driveway permit requirements should be forwarded to this office. If we can provide further assistance, please contact the Congestion Management Section.

Buffaloe Road

Various driveways and roadways are located in close proximity on Buffaloe Road. If operational issues develop, access may need to be restricted.

Improvements By Others

The analysis includes background improvements by others. If these improvements are not in place at the time of construction, the site developer should provide these improvements or analysis demonstrating mitigation is not necessary.

