



Town of Knightdale

Staff Report

Title: Hopkins Farm Planned Unit Development (ZMA-7-24)

Staff: Gideon Smith, Senior Planner

Date: August 11, 2025

I. REQUEST:

McAdams, on behalf of Lennar Corporation, has submitted a petition requesting a Zoning Map Amendment to rezone one tract of land totaling approximately 50.75 acres, located at 8501 Poole Road (Wake County PIN 1752-49-6412), from Rural Transition (RT) District to General Residential Medium-Density Planned Unit Development (GR8 PUD) to allow for the construction of 171 residential lots. *Please be aware that minor revisions to the proposal have been made since the July 17, 2025 Joint Public Hearing. The proposal remains substantially the same; however, additional information and detail are included. Related agenda packet materials have been included as an attachment for comparison purposes.*

II. PROJECT PROFILE:

PROPERTY LOCATION:	8501 Poole Road
WAKE COUNTY PINs:	1752-49-6412
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:	Hopkins Farm
APPLICANT:	David Bergmark, McAdams
PROPERTY OWNERS:	Melodie H. Smith & Jennifer H. Berry
DEVELOPER:	Lennar
PROPERTY SIZE:	50.75 acres
CURRENT LAND USE:	Residential & Agricultural
PROPOSED LAND USE:	171 Residential Units (102 Single-Family; 69 Townhomes);
PROPOSED DENSITY:	3.37 units/acre

III. BACKGROUND INFORMATION:

The Planned Unit Development District (PUD) is a rezoning process which is designed to encourage master planning of development and to coordinate such development to manage the impacts of the development on the provision of Town Services and infrastructure. The PUD encourages creativity and innovation in the design of developments, but in return for this flexibility the expectation is for communities to provide exceptional design, character, and quality; provide high quality community amenities; incorporate creative design in the layout of buildings; ensure compatibility with surrounding land uses and neighborhood character; encourage the creation of mixed density neighborhoods, neighborhood nodes, and mixed use centers; further the goals of the KnightdaleNext 2035 V.2 2035 Comprehensive Plan, including the Urban Small Town Framework and Future Place Type Maps; and provide greater efficiency in the layout and provision of roads, utilities, and other infrastructure.

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



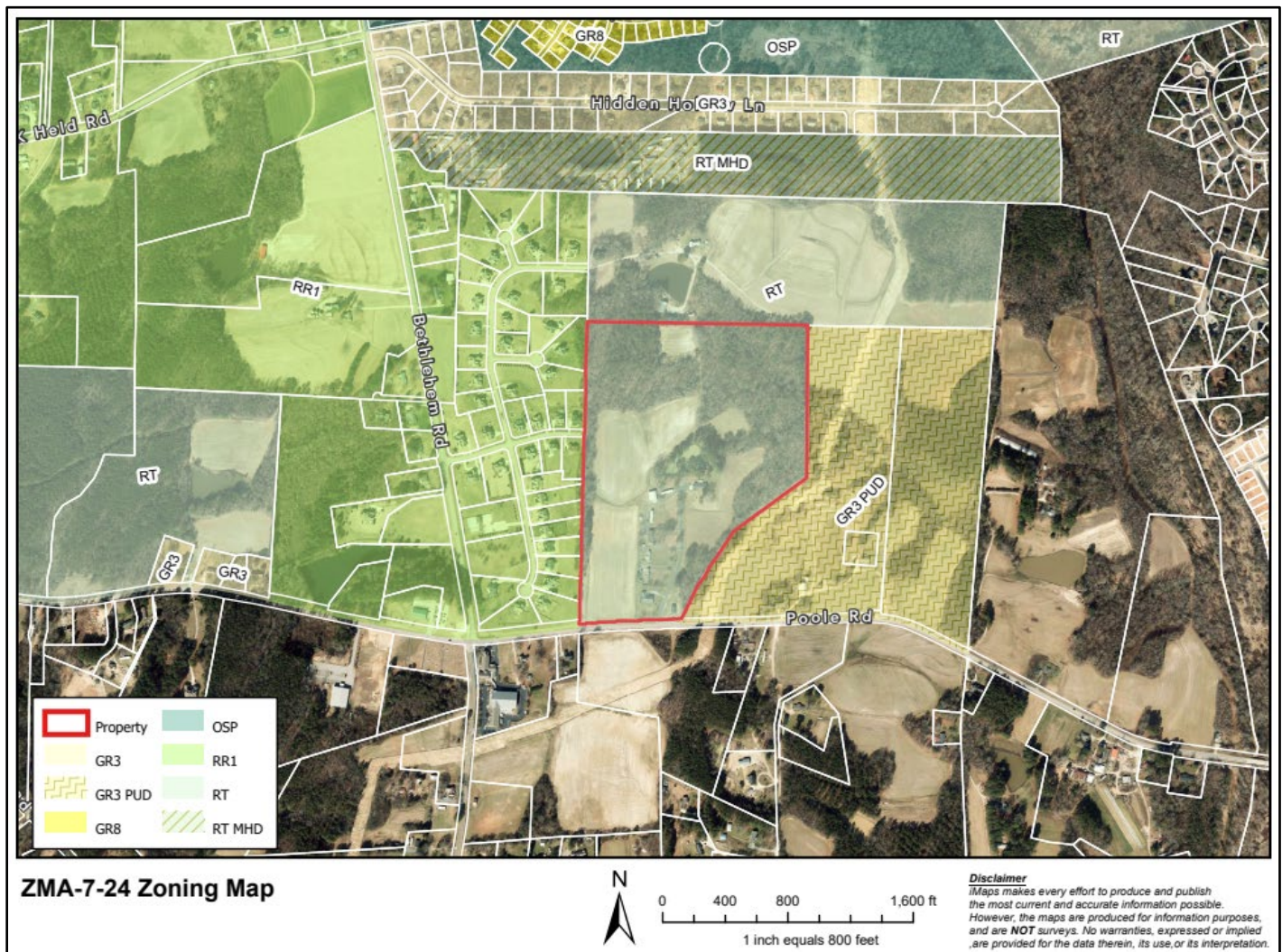
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IV. PROJECT SETTING – SURROUNDING ZONING DISTRICTS AND LAND USES:

The proposed rezoning features one parcel located on the northern side of Poole Road, east of Bethlehem Road, which is located within the Town's Extra Territorial Jurisdiction. If approved, annexation into Corporate Limits would be required.

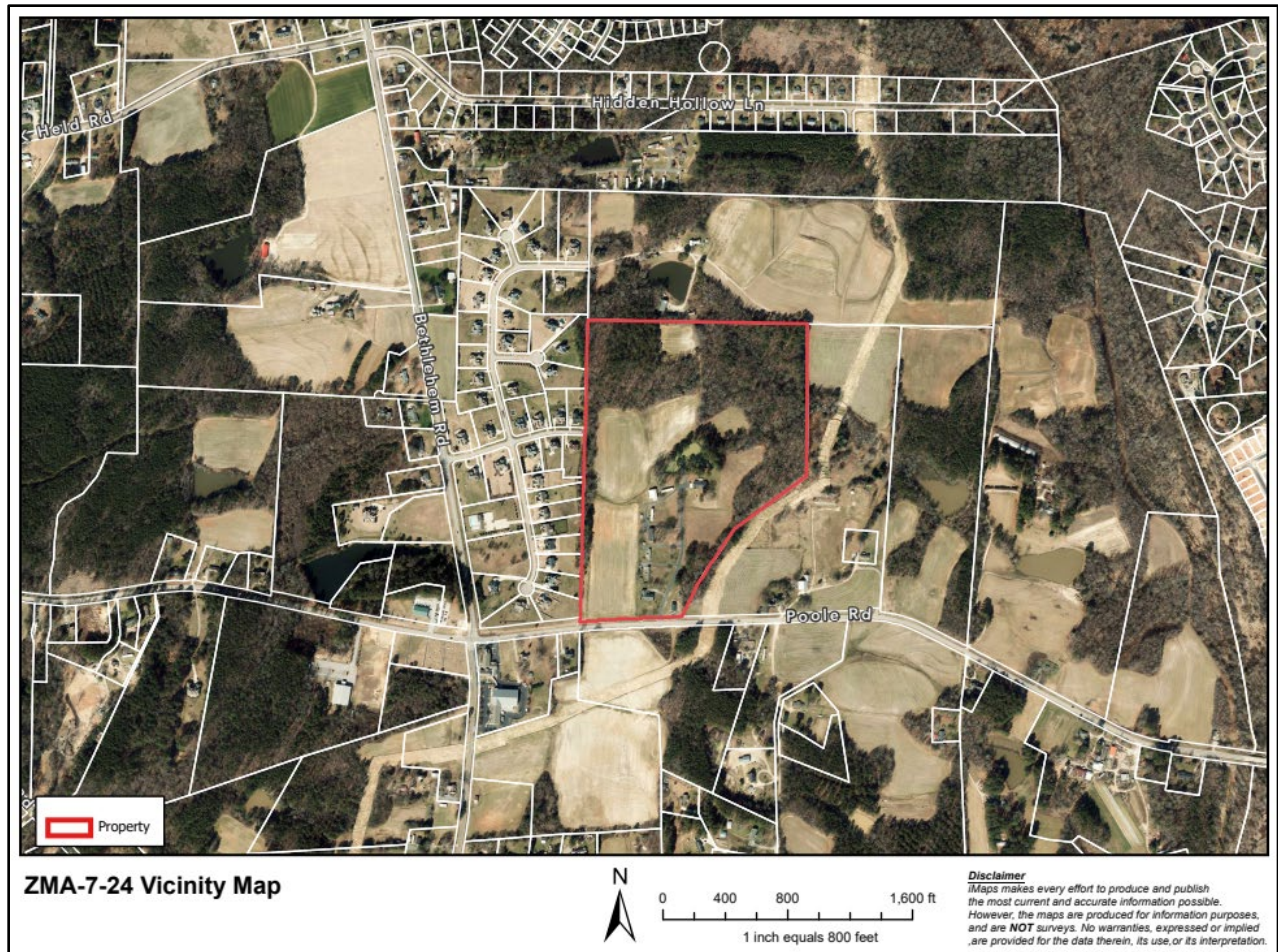
DIRECTION	LAND USE	ZONING
North	Single-Family Dwellings & Agriculture	RT
South	Agriculture (Wake County)	R-30
East	Current: Residential (Single-Family Dwellings) Future: Haven at Griffith Meadows (Residential – Single-Family & Townhomes)	GR3 PUD
West	Residential (Single-Family Dwellings)	RR1





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V. PROPOSED MASTER PLAN:

The Applicant has submitted a full Master Plan in accordance with Section 12.3.F of the UDO. The Applicant is proposing a residential development consisting of 171 lots, as described below, with a variety of recreational open space opportunities. The 102 detached single-family lots and 69 townhomes will have the following characteristics:

- 32 front-loaded units (~18.71% of development)
 - 60-foot-wide lots (minimum)
 - Three-story maximum
- 70 rear-loaded units (~40.93% of development)
 - 34-foot-wide lots (minimum)
 - Three-story maximum
- 69 rear-loaded townhomes (~40.35% of development)
 - 20-foot-wide lots (minimum)
 - 53 units fronting public roads
 - 16 units fronting public open spaces
 - Three-story maximum

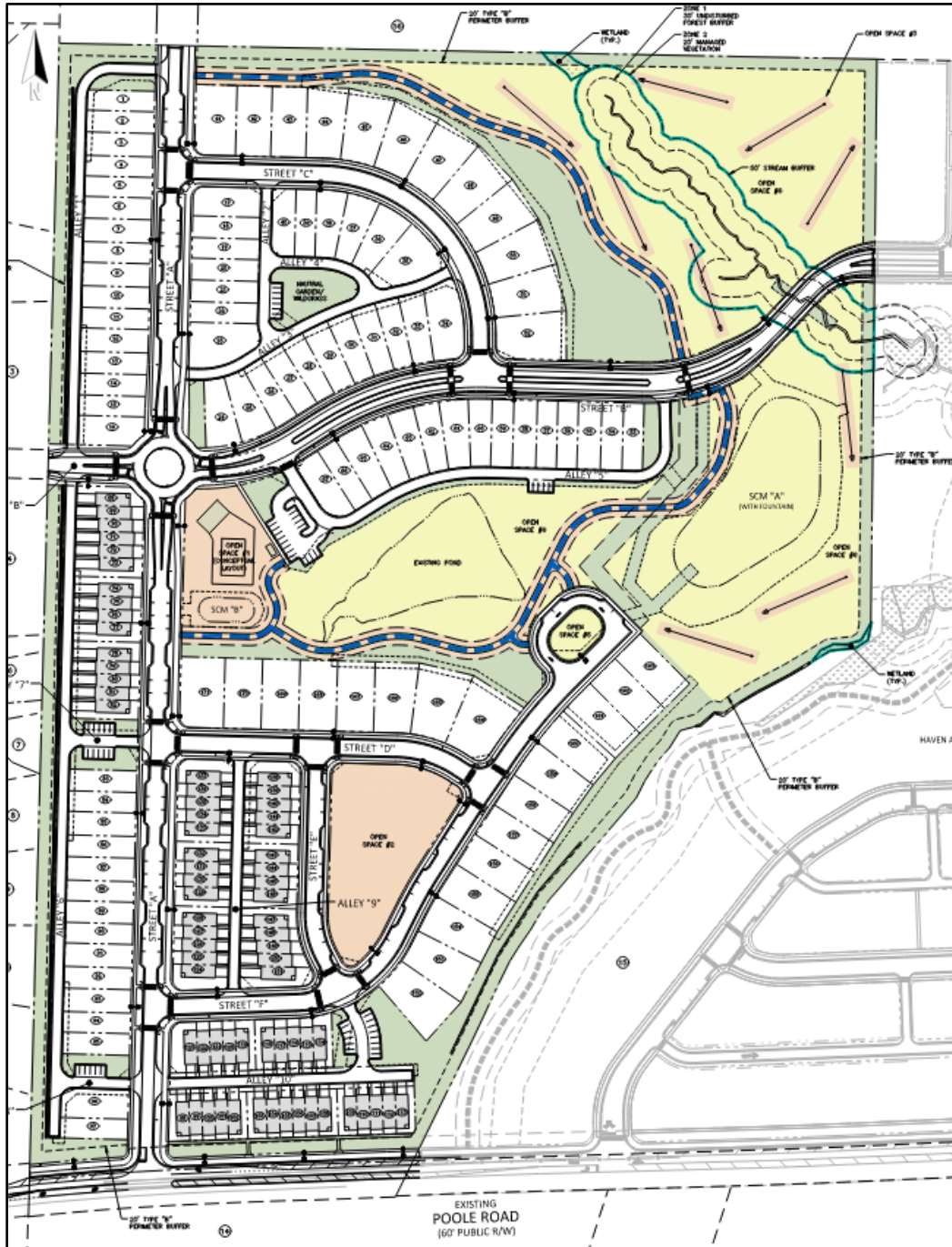


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Additional information regarding the permitted uses, dimensional standards, design standards, zoning conditions, etc. is detailed in **Section VII** of this Staff Report. The developer and staff met multiple times early in and throughout the process as the plan evolved. Further analysis of the Master Plan is detailed below. **Links (right click for viewing options) to important documents as they relate to the request have been provided throughout this Staff Report for reference and consideration.**

Hopkins Farm Proposed Master Plan ([Sheet C2.00](#) & [Sheet C2.01](#))





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STAFF SITE PLAN ANALYSIS:

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

Landscaping & Tree Preservation

There were discussions at the Neighborhood Meeting regarding the existing vegetation along the perimeter of the site and a desire for the trees to remain to provide privacy. While landscape buffers are not required between the subject property and the adjacent properties, the Applicant proposes a zoning condition that requires a 20-foot Type B Buffer, made up of existing vegetation and supplemented with new plantings where necessary, to 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 property. According to the Applicant, the proposed development layout was designed to maximize the impact on already disturbed and cleared areas, which minimizes the development impact on areas containing existing tree canopy. Refer to [Page 18/Sheet L5.00 of the Master Plan](#) and [Page 29 of the PUD Document](#) for more detail.

Based on preliminary calculations, approximately 1.96 acres of tree cover area is required to be preserved on the site. The Applicant proposes to preserve at least six acres of existing tree canopy (~12% of site). These areas are generally found towards the center, northeastern, and eastern portions of the subject property, as well as around the perimeter of the site. Please refer to [Page 5/Sheet C2.02 of the Master Plan](#) to see these areas of preservation.

Environmental Features

A riparian stream is present towards the northeast corner of the subject property, where limited impacts through construction are anticipated. According to preliminary information provided by the Applicant, less than 4% of the site's net area is in environmentally protected areas that largely cannot be developed. The Applicant's Environmental Survey highlighting these features is found on [Page 14 of the PUD Document](#). In addition, approximately 43% of the development's land area will be dedicated to open spaces and preserved tree canopy.

According to the PUD Document, the existing pond towards the center of the site will be drained and allowed to be re-established as a natural wetland. Please refer to [Pages 30 & 31 of the PUD Document](#) for additional information and anticipated benefits, **as well as the responses provided by the Applicant in the [Joint Public Hearing Questions & Comments Document](#)**. The subject development will be responsible for complying with all federal, state, and local regulations as they pertain to streams and wetlands.

Open Spaces

A total of 6.32 acres of active and passive open spaces are required for the development based on the proposed Master Plan (50% active; 50% passive). The Applicant proposes a total of approximately 14.50 acres of recreational open space (Active: 4.29-acres; 8.45% of site; 19.65% of open space | Passive: 10.21-acres; 20.12 % of site; 46.77% of open space), which exceeds the total amount required. In addition to these required recreational open spaces, the Applicant proposes to set aside approximately 7.33-acres of common open spaces (13.72% of site; 31.93% of open space) that will not be programmed in accordance with Section 11.2.C.7 of the UDO.



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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. A variety of recreational open space amenities are provided throughout the development, including active open spaces such as an amenity center with a pool, a playground, yard games, a nine-hole disc golf course, and public greenway trails. Passive open spaces include pollinator gardens, and seating areas found throughout preserved natural areas and SCM “A”. Please refer to [Page 4/Sheet C2.01 of the Master Plan](#) and [Pages 42-47 of the PUD Document](#) for additional information.

Conservation Neighborhood Place Type

KnightdaleNext V.2 Comprehensive Plan introduces a new place type category, the [Conservation Neighborhood](#), which “preserves and protects environmental features, tree stands, meadows, steep topography, water bodies, or outstanding viewsheds by closely clustering development together of varying lot sizes and densities. Conservation Neighborhood design should respond to specific features on the site; however, goals to reallocate gross allowable densities into compact development areas that minimize infrastructure investments and maximize large, meaningful and continuous areas for permanent open space are encouraged.”

In addition to dedicating approximately 43% of the development’s land area to open spaces and preserved tree canopy, the proposal contains a number of features promoting this place type, including, green stormwater infrastructure devices, pollinator gardens, pollinator-supportive landscaping, multi-modal transportation options, physical fitness supportive design, and potentially communal rain gardens. The Applicant is evaluating whether the proposed SCM could be relocated to the current location of the existing pond in an effort to preserve more existing tree canopy. **See the responses provided by the Applicant in the [Joint Public Hearing Questions & Comments Document](#).**

Phasing Plan

According to the Master Plan, the proposed development would be constructed in two phases, with Phase 1 encompassing the residential units, open spaces, and infrastructure between Poole Road and proposed Street “B”. Phase 2 would encompass the residential units, open spaces, and infrastructure north of Street B”. Please refer to [Page 3/Sheet C2.00 of the Master Plan](#) for additional information. According to the Transportation Impact Analysis (TIA) for the proposed development, the anticipated build-out year is 2029.

Parking

The Applicant proposes to satisfy parking requirements by providing 25-foot-long driveways (minimum; measured from right-of-way) for front-loaded single-family lots and 20-foot-long driveways (minimum; measured from edge of alley pavement) for all rear-loaded single-family and townhome units. Private garages will be provided for all units. According to the Master Plan, a total of 684 parking spaces will be available for residents on/in their private lot/unit (342 driveway spaces; 342 garage spaces). Typical details showing these dimensions for each of the proposed housing types can be found on [Page 3/Sheet C2.00 of the Master Plan](#).

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 a total of 149 additional parking spaces distributed across the majority of the public streets, adjacent private alleys,



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and at amenity areas throughout the development. Please refer to [Page 3/Sheet C2.00 of the Master Plan](#) for additional information.

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-foot-wide sidewalks along all public roads, except for Street “A”, which will be built to a modified Urban Main Street, and Street “B”, which will be built to a modified Main Street collector street standard. Street “A” is proposed with a five-foot-wide sidewalk on the west side of the street and a ten-foot-wide sidewalk on the east side. Street “B” is proposed with five-foot-wide sidewalks on both sides of the street. The overall width of Street “B” towards the eastern side of the site where the riparian buffer is present will be reduced; however, six-foot-wide sidewalks will be constructed to ensure pedestrian trips remain a viable option. A ten-foot-wide sidepath is required and proposed along Poole Road. In addition, the Applicant proposes a 10-foot-wide public trail, built to the Town’s public greenway standards, that meanders through the central and northern portions of the subject site.

Specific details related to these roadways and features can be found on [Page 3/Sheet C2.00](#) and [Page 17/Sheet C8.00](#) of the Master Plan and [Page 49 of the PUD Document](#).

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. Instead, “Design Guidelines” have been offered as a zoning condition. The specifics are outlined in the “Design Guidelines” section of the PUD Document, which are found on [Pages 32-37](#) of that document. Example elevations from the Applicant are also provided on those same pages. If building permits are submitted in the future that are not consistent with these standards and elevations, permits may not be issued.

PROPOSED DESIGN GUIDELINES – SINGLE-FAMILY DETACHED

- [PUD Document, Pages 22 through 23](#)
- [PUD Document, Pages 32 through 35](#)

PROPOSED ARCHITECTURAL STANDARDS – TOWNHOMES

- [PUD Document, Pages 24 through 25](#)
- [PUD Document, Pages 36 through 37](#)



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VI. LEGISLATIVE CASE PROCEDURES:

Staff met with the development team during the summer of 2024 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: July 30, 2024
- Neighborhood Meeting: March 27, 2025

The required neighborhood meeting was held virtually at 6:00 PM on March 27, 2025. Approximately fifteen members of the public attended this meeting. Topics of discussion included existing vegetation and buffering on and around the subject property, potential noise and visual impacts, potential improvements to Greythorne Place (within Estates at Smith Crossing), the routing of construction traffic, construction timeline, access to public utilities, among others. A copy of the mailed notice, the list of recipients, the meeting presentation, and a summary of the meeting are attached as part of the application packet. The specific questions that the neighbors asked during the meeting can be found on [Pages 50-54 of the PUD Document](#).

Following the formal submittal and review of the proposed Master Plan and PUD document, the Applicant met with the Development Review Committee (DRC) on May 15, 2025 to discuss the technical comments and details associated with the proposed plan. Staff discussed with the Applicant concerns involving general roadway design, on- and off-street parking locations, the intended design and use of the existing pond, general stormwater design and conveyance, green stormwater infrastructure, recreational open spaces, the benefits of obtaining a tree survey early on in the planning process, and Poole Road landscaping and hardscaping. 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: July 2, 2025
- Sign Posted on Property: July 2, 2025
- Legal Ad Published in the Wake Weekly: July 4 & 11, 2025

VII. PROPOSED PLANNED UNIT DEVELOPMENT:

In support of their Master Plan, the Applicant submitted a PUD Document that includes a vision for their proposed development, statements of plan consistency, design guidelines and dimensional standards, transportation impact information, open space information, Water Allocation Policy compliance, etc.

Staff have reviewed the submittal in accordance with UDO Sections 12.2.G.3.g and 12.3.F and found that all submittal requirements have been met. 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.



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Public Utilities/Water Allocation Policy

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

In accordance with Section 12.3.F.16 of the UDO, the Applicant is proposing to exceed the required 50 points with the features included in the table below.

	Point Total
Major Subdivision Base Points	15
Bonus Point Item	
Construct a Fountain or other stormwater amenity within the SCM	4
Pool (Any other pool)	1
Installation of Wayfinding/Town Signage	3
Enhanced Roadside Landscaping & Hardscaping	2
Disc Golf Course (9-Hole Course)	4
Clubhouse (No meeting space; bathrooms & changing rooms only)	3
IPEMA Certified Playground Equipment	4
Conservation of Natural Habitat (Improved w/ rec. open spaces)	6
Outdoor Display of Public Art	4
Stormwater – Bioretention (at Open Space #1)	5
Total Water Allocation Policy Points	51 pts.

Town Staff and the Applicant are collaborating on the details surrounding the installation of wayfinding/town signage at or near the subject site. Additional information will be provided when available.

Applicant Offered Zoning Conditions

The rezoning process provides the Applicant the opportunity to propose specific conditions to further define the scope of the development. The below list are voluntary conditions that have been offered by the Applicant as part of the proposal.

1. Construction traffic shall not utilize the existing Greythorne Place as a means of access to Hopkins Farm.
2. The site shall provide at least one bioretention cell as a method of green stormwater infrastructure. Said bioretention cell shall be provided south of the pool and will include flowering pollinator plants, as shown on the current iteration of the Master Plan.
3. Site amenities shall include a pollinator garden with educational signage highlighting their environmental benefits. The bioretention cell shall be planted with pollinator-friendly species to serve as a second pollinator garden.
4. Enhanced roadside landscaping and hardscaping shall be installed along Poole Road, which shall be comparable to the enhanced landscaping applied to the adjacent Haven at Griffith Meadows' PUD to the



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east (ZMA-12-22). Monument signage at the neighborhood entrance on Poole Road may be located within the enhanced roadside landscaping and hardscaping area.

5. A minimum of a Type B Buffer shall be applied along the project's perimeter. Existing vegetation shall be credited towards the plantings required with a Type B Buffer. Where existing vegetation is used to satisfy the proposed 20-foot Type B Buffers, the developer will be responsible for supplementing any portions of the buffers with new plantings where existing vegetation does not meet performance standards. The Land Use Administrator reserves the right to require additional vegetation to be planted prior to Certificate of Occupancy issuance to meet the performance standards of the required buffers.
6. Hopkins Farm will provide a minimum of 100 guest parking spaces, including on- and off-street parking spaces.
7. Hopkins Farm shall include architectural standards for single-family detached homes and townhomes, as outlined in the "Design Guidelines" section of the PUD Document.
8. Along Alley #6, as shown on the current iteration of the Master Plan, the elevation of the alley on average will be three feet below the elevation of the adjacent Type B Buffer.
9. All homes will be pre-wired for EV charging.

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), which are included below. These requests should be fair and reasonable, and the proposed alternate means of compliance should meet the spirit and intent of the UDO.

1. Dimensional Standards (Sec. 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 the following:
 - Front-loaded single-family lots: 60-foot minimum
 - Rear-loaded single-family lots: 34-foot minimum
 - Townhomes lots (Fronting Public Streets & Open Spaces): 20-foot minimum
 - Refer to [Page 1/Cover Sheet](#) & [Page 3/Sheet C2.00](#) of the Master Plan

2. Dimensional Standards (Sec. 3.4):

- **Required:** In accordance with UDO Section 3.4, all driveways shall be at least 35-feet in length.
- **Requested:** The Applicant proposes the following:
 - Front-loaded single-family lots: 25-foot minimum
 - Rear-loaded single-family lots: 20-foot minimum
 - Townhomes lots (Fronting Public Streets & Open Spaces): 20-foot minimum
 - Refer to [Page 1/Cover Sheet](#) & [Page 3/Sheet C2.00](#) of the Master Plan

3. Dimensional Standards (Sec.3.4):

- **Required:** In accordance with UDO Section 3.4, all setbacks in the GR8 District are as detailed per building type in Chapter 6 of the UDO.
- **Requested:** The Applicant proposes a variety of setbacks that are detailed on the following Master Plan Sheets and PUD Document Pages:



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- [Page 1/Cover Sheet of the Master Plan](#)
 - [Page 3/Sheet C2.00 of the Master Plan](#)
 - [PUD Document, Pages 22 through 23](#)
 - [PUD Document, Pages 24 through 25](#)
4. **Lot and Yard Requirements & General Building Design Requirements** (Sec. 3.2.A & 6.4.B):
- **Required:** In accordance with UDO Sections 3.2.A and 6.4.B, all lots shall front upon a public street, and all buildings shall share a frontage line with a street or square, respectively.
 - **Requested:** The rear-loaded townhomes adjacent Poole Road shall be permitted to front an open space along Poole Road.
 - Refer to [Page 3/Sheet C2.00](#) & [Page 4/Sheet C2.01](#) of the Master Plan
5. **Residential Landscaping** (Sec. 7.4.K.4):
- **Required:** In accordance with UDO Section 7.4.K.4, foundation plantings consisting of evergreen shrubs shall be installed along the entire foundation wall of the building. Plant installation shall be a minimum of two feet in height planted at four foot intervals.
 - **Requested:** Single-family dwelling foundation plantings (evergreen shrubs) shall be installed along the entire front elevation, as well as any elevation directly facing public rights-of-way or improved open space, and the first twelve feet of the side elevations closest to the front elevation.
 - Refer to [Page 25/Sheet L5.07](#) of the Master Plan
6. **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 60-feet-wide or greater. No residential lot within 100-feet of any riparian stream buffer shall be mass graded. According to the Applicant, a more concentrated development pattern utilizing mass grading is what allows a developer to preserve larger areas of conserved land. In addition, limiting mass grading necessitates larger lots, which in turn reduces conservation by apportioning a greater percentage of the site to developed areas to achieve a comparable yield. **Additional information for consideration has been provided by the Applicant in the [Joint Public Hearing Questions & Comments Document](#), which is also attached to this Staff Report.**
7. **Street Classification and Design** (Sec. 10.4.A, 10.4.A.2, & STD No. 3.03):
- **Required:** In accordance with UDO Section 10.4.A, new development with frontages on existing and new publicly maintained streets shall be required to upgrade all their frontages to meet the standards of this Chapter [10]. The [Comprehensive Transportation Plan \(CTP\)](#) and [Appendix A of the UDO](#) identify an east-west Main Street collector road traversing the subject property.
 - **Requested:** As shown on [Page 3/Sheet C2.00 of the Master Plan](#), Street “B” shall be constructed to the Main Street cross-section per Section 10.4.A.2.a of the UDO, except for where this road bisects the riparian buffer towards the northeastern side of the subject property. At that location,



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the Main Street cross-section shall be modified, as detailed on [Page 17/Sheet C8.00 of the Master Plan](#), to reduce the impacts to that riparian buffer.

8. **Street Classification and Design** (Sec. 10.5.A & STD No. 3.08):

- **Required:** In accordance with UDO Section 10.5.A, the minimum centerline radius for Local Streets is 150-feet.
- **Requested:** In lieu of a traditional cul-de-sac, an enhanced, custom turnaround shall be constructed at the northern terminus of Street F, which shall not be bound by the Local Street minimum centerline radius.
 - Refer to [Page 3/Sheet C2.00 of the Master Plan](#)

9. **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.

Table 11.1(B) Required Distribution of Uses		
Use Type	Minimum Distribution	Maximum Distribution
Dwelling-Duplex/Townhouse	10%	40%
Dwelling-Multifamily	5%	40%
Dwelling-Single Family	15%	60%
Mixed Use*	10%	100%
Lodging/Office/Service/Retail/Restaurant/Entertainment/Recreation*	5%	20%
Civic/Institutional*	As determined by the Town Council	
*Minimum and maximum distribution requirements shall apply only to nonresidential subdivisions or subdivisions with both residential and non residential uses.		

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

Proposed Distribution of Uses			
Use Type	Minimum Distribution	Maximum Distribution	Acreage/ Percent of Development
Single-Family Dwelling	15%	85%	~8.5 acres/~16%
Townhome Dwelling	10%	40%	~21 acres/~40%
Multi-Family Dwelling	N/A		

10. **Intersection Design, Collector Streets** (Section 11.3.B.4):

- **Required:** In accordance with UDO Section 11.3.B.4, the intersection of...a collector street and an arterial street shall be designed as a roundabout when under the jurisdiction of the Town of Knightdale. When under the jurisdiction of the NCDOT, roundabout shall be the Town's local preference.
- **Requested:** The Applicant proposes to design the intersection of Street "A" and Poole Road as a stop-controlled intersection, as recommended by the Transportation Impact Analysis (TIA).



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VIII. TRANSPORTATION ANALYSIS:

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

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

Hopkins Farm TIA – Site Trip Generation Estimates

Land Use (ITE Code)	Density	Calculation Methodology	Daily Trips	AM Peak Hour			PM Peak Hour		
				Enter	Exit	Total	Enter	Exit	Total
Single Family Detached (210)	108 units	Adjacent / Equation	1,083	20	60	80	67	40	107
Single Family Attached (215)	73 units	Adjacent / Equation	506	8	24	32	24	16	40
TOTAL			1,589	28	84	112	91	56	147

The following intersections were identified during the scoping phase of this project as being impacted by this development. The engineering team conducted traffic counts at these intersections during peak hours. A Site Location Map can be found on [Page 16 of the TIA](#).

1. Poole Road & Hodge Road
2. Poole Road & Bethlehem Road
3. Poole Road & Smithfield Road
4. Poole Road & Future NC 540 SB Ramps
5. Poole Road & Future NC 540 NB Ramps
6. Poole Road & Site Access #1 (Street “A”)
7. Bethlehem Road & Grasshopper Road
8. Bethlehem Road and Greythorne Place
9. Bethlehem Road & Cross Cut Place

The TIA included recently approved or under construction projects including Haven at Griffith Meadows, Hodge Road Planned Development/Banks 20 (City of Raleigh development), and Lyndon Oaks background data to assign future trips. Additionally, the TIA assumed a 3% trip growth rate during the period of construction for this project.

The following improvements are recommended by the TIA to be completed by the developer and are supported by Town Staff and NCDOT. These improvements are shown on Figure ES-1 on [Page 12 of the TIA](#).

Poole Road and Site Access #1 (Street “A”)

- Construct Site Access #1 as the southbound approach with one ingress lane and one egress lane.
- Provide stop control on the southbound approach of the proposed site driveway.
- Construct an exclusive eastbound left-turn lane on Poole Road with a minimum of 100 feet of full width storage and appropriate deceleration and taper.
- Construct an exclusive westbound right-turn lane on Poole Road with a minimum of 50 feet of full width storage and appropriate deceleration and taper.

Poole Road and Bethlehem Road

- Construct an exclusive southbound right-turn lane on Bethlehem Road with a minimum of 100 feet of full width storage and appropriate deceleration and taper.



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Roadway Connectivity and Improvements

The proposed development would construct a portion of a [Comprehensive Transportation Plan \(CTP\)](#) designated collector street that runs east/west through the subject site. If approved, a collector street (Main Street cross-section) would extend the current terminus of Greythorne Place within the Estates at Smith Crossing, through the subject property, and connect to the same collector road that has been approved as part of [the Haven at Griffith Meadows' Planned Unit Development \(ZMA-12-22\)](#). This future collector street, designated as Street “B” on the Hopkins Farm Master Plan, and its adjacent connections are shown on [Page 3/Sheet C2.00 of the Master Plan](#). The specific detail related to this roadway cross-section can be found on [Page 17/Sheet C8.00 of the Master Plan](#).

In addition to the abovementioned collector street (proposed Street “B”), the Applicant has committed to constructing Street “A” to a collector street standard, based on the development potential of the adjacent property to the north and northeast. The routing of this proposed corridor is shown on [Page 3/Sheet C2.00 of the Master Plan](#). The specific detail related to this roadway cross-section can be found on [Page 17/Sheet C8.00 of the Master Plan](#).

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

In terms of pedestrian connectivity, The Applicant proposes a residential neighborhood with 5-foot-wide sidewalks along all public roads, except for Street “A”, which will be built to a modified Urban Main Street, and Street “B”, which will be built to a modified Main Street collector street standard. Street “A” is proposed with a five-foot-wide sidewalk on the west side of the street and a ten-foot-wide sidewalk on the east side. Street “B” is proposed with five-foot-wide sidewalks on both sides of the street. The overall width of Street “B” towards the eastern side of the site where the riparian buffer is present will be reduced; however, six-foot-wide sidewalks will be constructed to ensure pedestrian trips remain a viable option. A ten-foot-wide sidepath is required and proposed along Poole Road. In addition, the Applicant proposes a 10-foot-wide public trail, built to the Town’s public greenway standards, that meanders through the central and northern portions of the subject site. Specific details related to these roadways and features can be found on [Page 3/Sheet C2.00](#) and [Page 17/Sheet C8.00](#) of the Master Plan and [Page 47 of the PUD Document](#).

IX. KNIGHTDALENEXT V.2 2035 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.

The [KnightdaleNext V.2 2035 Comprehensive Plan](#) 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.



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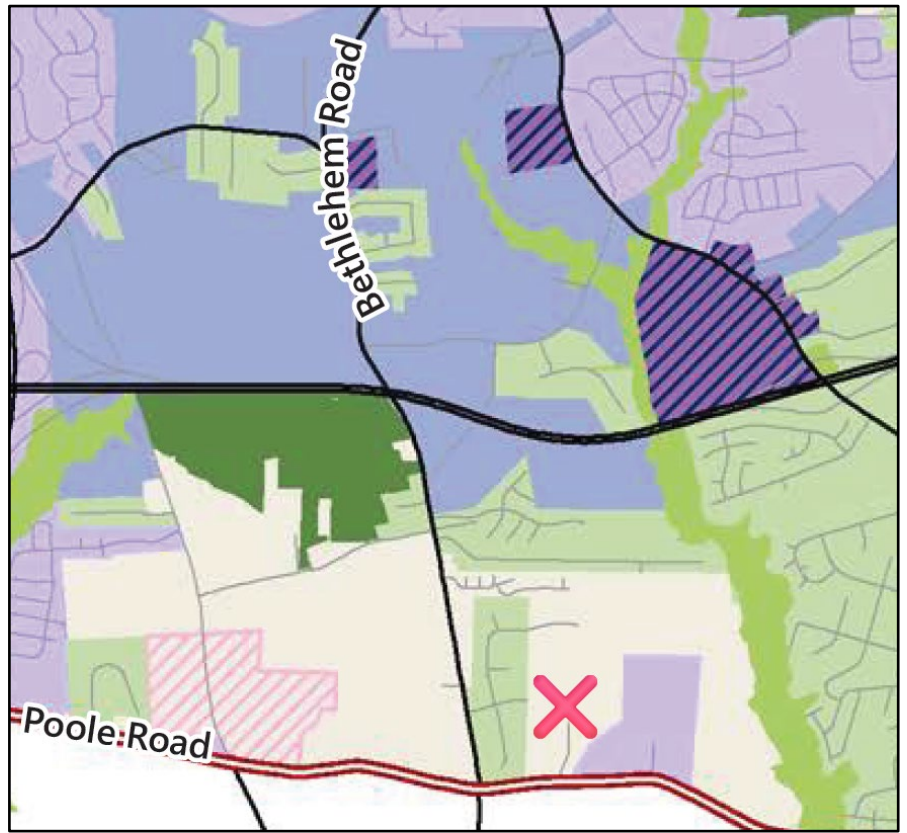
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The General Framework, presented in Chapter 3, includes three maps that should guide future decisions about conservation and development in the community. All three maps should be used in a series when contemplating the future of a parcel or area.

A. Intentional Growth Areas Map

The first map in the series, the [Intentional Growth Areas Map](#), offers a means to efficiently organize and illustrate a hierarchy of growth and conservation priorities for town leaders.

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



The subject property, identified by red “X” above, is located within a Growth Reserve Area. These 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.



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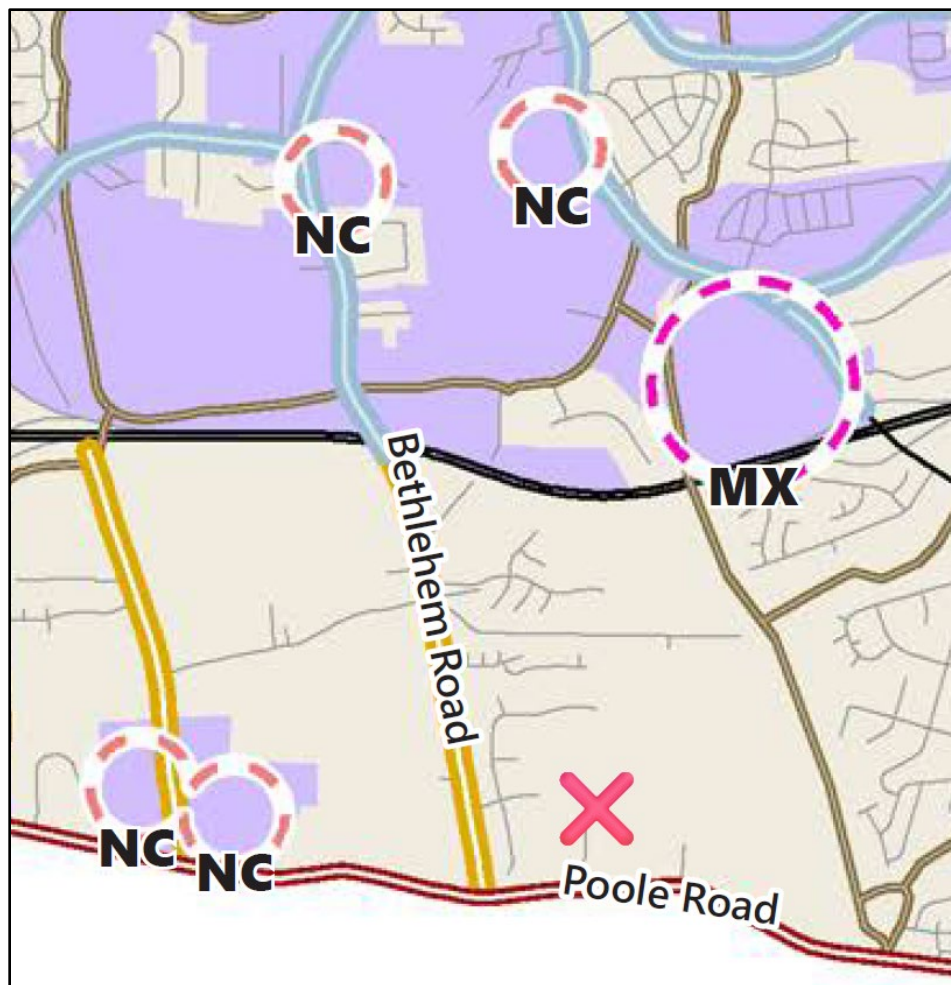
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B. Urban Small Town Framework Map

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

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

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





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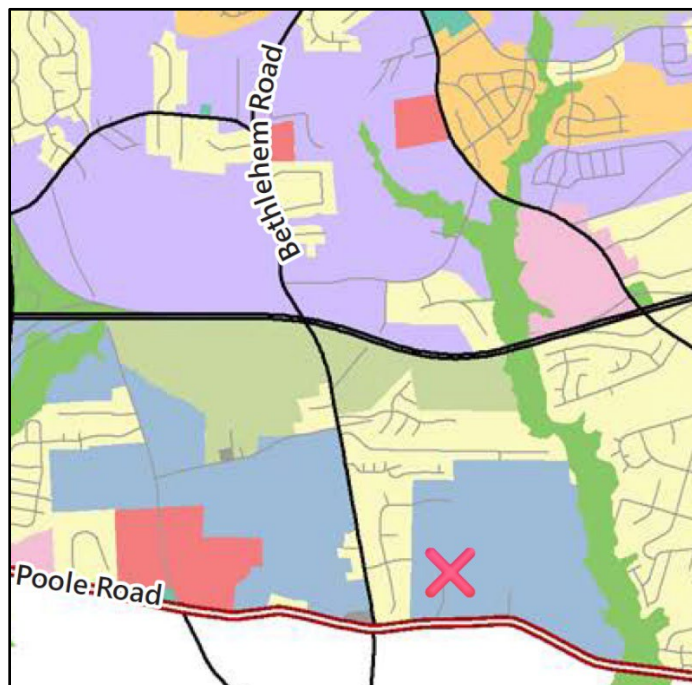
C. Future Place Type Map

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

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

The subject property, identified by the red "X" below, is located within the Conservation Neighborhood Future Place Type, which is defined as:

"A Conservation Neighborhood preserves and protects environmental features, tree stands, meadows, steep topography, water bodies, or outstanding viewsheds by closely clustering development together of varying lot sizes and densities. Conservation Neighborhood design should respond to specific features on the site; however, goals to reallocate gross allowable densities into compact development areas that minimize infrastructure investments and maximize large, meaningful and continuous areas for permanent open space are encouraged. Conservation Neighborhoods are primarily residential, but may include limited civic, farm, or other non-residential (commercial) uses."





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Conservation Neighborhood

A Conservation Neighborhood preserves and protects environmental features, tree stands, meadows, steep topography, water bodies, or outstanding viewsheds by closely clustering development together of varying lot sizes and densities. Conservation Neighborhood design should respond to specific features on the site; however, goals to reallocate gross allowable densities into compact development areas that minimize infrastructure investments and maximize large, meaningful and continuous areas for permanent open space are encouraged. Conservation Neighborhoods are primarily residential, but may include limited civic, farm, or other non-residential (commercial) uses.

Street & Block Pattern

- Curvilinear roads are generally used leading into a neighborhood to avoid identified open space or environmentally-sensitive areas.
- A grid street network is used near the identified center of the neighborhood. Blocks may vary in size, increasing in area or dimension radiating out from the center of activity.
- Off-street parking should be accommodated at the side or rear of the lot to minimize the presence of parked automobiles on driveways along residential streets (with parking access to lots for townhomes from rear alleys).
- Cul-de-sacs on a site should be limited to areas with environmental concerns or steep slopes.

Building Types & Massing

- Building types include residential, civic, farm, and non-residential. Density and mixed-uses should be clustered in areas that are currently cleared to promote additional conservation.

Transportation

- Roads internal to neighborhoods should be designed to include green infrastructure elements, including meandering sidewalks and greenways.
- Streets are designed with curb and gutter drainage.
- Residential areas in the neighborhood should be walkable with sidewalks, bicycle facilities, paths and trails, connecting to open space regularly.



Sustainability

- Low-impact landscape design techniques and sustainable stormwater practices should be incorporated.
- Individual lot sizes and shapes may provide opportunities for rain gardens or other on-site stormwater control measures.
- Public electric vehicle charging stations should be considered in the activity center of a larger neighborhood.
- Solar panels on rooftops in public areas or private lots should be considered to promote renewable energy.
- Developed areas should take advantage of orientation, massing, tree cover, and other elements to reduce heat islands, promote natural cooling, and reduce heating and cooling demands.

Open Spaces & Natural Resources

- Permanent open space should be substantial in size, interconnected, functional in nature, and accessible to residents and visitors.
- Natural resource areas and ecologically sensitive areas on a site should remain more informal and accessible via greenways.
- A significant portion of a development, typically 30-60%, should be preserved as open space, with amounts varying depending on features present on the site.
- In an activity center or residential area, open spaces may be more formal and include parks, greenways, squares, or neighborhood gardens.
- Development in the neighborhood should be sensitive to existing natural conditions and avoid mass-grading or tree-clearing for larger lots (i.e., greater than 60 feet in width).

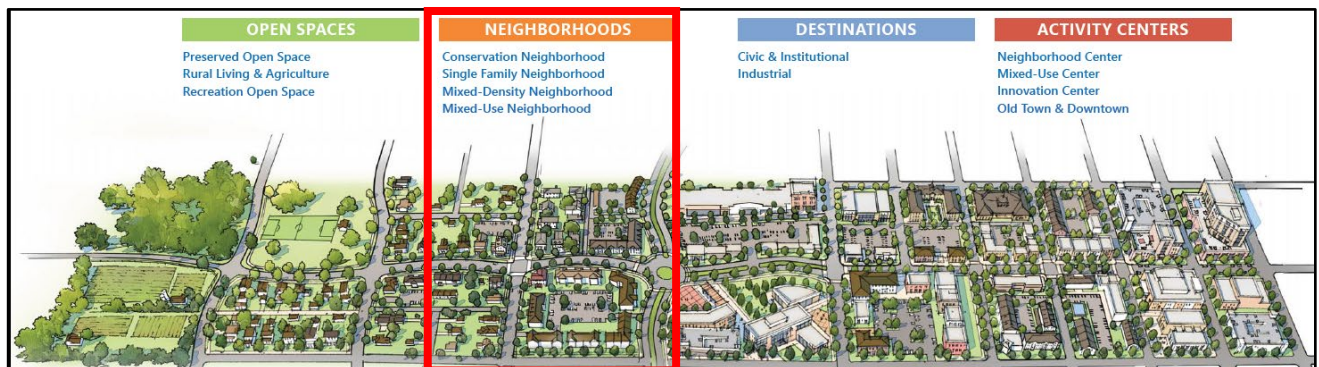


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Comprehensive Plan | General Plan Framework

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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 Conservation Neighborhood Place Type falls into the Neighborhoods category.



D. Roadway Network Plan

Development activities should assist with the construction of a comprehensive transportation network. The proposed development would construct a portion of a [Comprehensive Transportation Plan \(CTP\)](#) designated collector street that runs east/west through the subject site. If approved, a collector street (Main Street cross-section) would extend the current terminus of Greythorne Place within the Estates at Smith Crossing, through the subject property (red "X" below), and connect to the same collector road that has been approved as part of the [Haven at Griffith Meadows' Planned Unit Development \(ZMA-12-22\)](#).

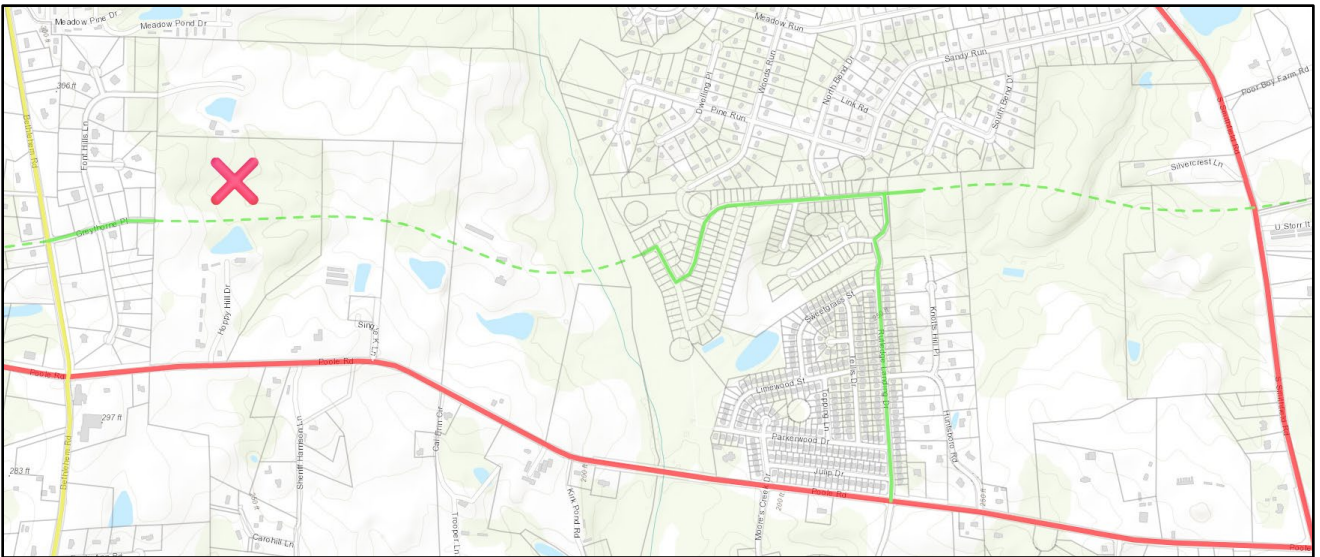


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This future collector street, designated as Street “B” on the Hopkins Farm Master Plan, and its adjacent connections are shown on [Page 3/Sheet C2.00 of the Master Plan](#). The specific detail related to this roadway cross-section can be found on [Page 17/Sheet C8.00 of the Master Plan](#).

In addition to the abovementioned collector street (proposed Street “B”), the Applicant has committed to constructing Street “A” to a collector street standard, based on the development potential of the adjacent property to the north and northeast. The routing of this proposed corridor is shown on [Page 3/Sheet C2.00 of the Master Plan](#). The specific detail related to this roadway cross-section can be found on [Page 17/Sheet C8.00 of the Master Plan](#).



In addition to these collector roads, the proposed development would construct other public Local Streets and private alleys that provide access to all homes within the proposed neighborhood, as well as provide an efficient circulation pattern for residents and visitors. All other proposed roads and associated improvements generally align with the [Comprehensive Transportation Plan](#) and [Appendix A, Roadway Network Plan, of the UDO](#).

E. Sidepaths & Greenways Plan

The Trails & Greenway Map provides the general alignment of greenways in Knightdale. These trails should connect to the existing Town infrastructure or provide new recreational opportunities for residents. The Applicant is proposing to construct the required 10-foot-wide sidepath along the north side of Poole Road, as required by the [Comprehensive Transportation Plan \(CTP\)](#) and [Appendix B, Sidepaths & Greenway Plan, of the UDO](#).

F. Focus Area Studies

The KnightdaleNext V.2 Comprehensive Plan developed conceptual drawings and images for illustrative purposes only. They do not constitute intended outcomes or provisional approvals for the properties represented in the Plan. Actual development of the areas may vary significantly from the drawings included in the document based on property owner interests, market realities, lending conditions, available infrastructure, environmental features, or other factors. Though they conceptually illustrate development potential in defined geographies, they



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also demonstrate the application of character-driven design principles and development-related policies that could be applied in other areas of Knightdale with similar conditions.

Illustrations provided in the [Focus Area Studies sections](#) are intended to convey the intent of the policies when the Intentional Growth Areas Map, the Urban Small Town Framework Map, and the Future Place Type Map and descriptions are brought together. Their primary purpose is to help the community visualize possibilities and create a platform for dialogue about the details reflected in the images and how best to implement similar ideas in the Town's Unified Development Ordinance or other implementing documents.

The proposed development is located within the [Conservation Neighborhood Focus Area](#). In these areas, the environmental features are preserved as a variety of homes are constructed in a compact, walkable form on the uplands to meet the demand for new housing. At the edges, development intensity is reduced to allow for a sensitive transition to the existing neighborhoods with comparably sized lots, particularly where road connections link new development to the existing development pattern. Some of the concepts for this Focus Area include:

- The preservation of the character of the road corridor involves maintaining the natural vegetation, particularly the tree canopy, which can be augmented with additional landscape materials, decorative signs, and hardscape materials. understated signs and minimal hardscape materials can be integrated while emphasizing the natural landscape.
- Increased density is concentrated in areas already cleared (i.e., pastures) and not otherwise conserved for natural resource protection. Such concentrations of dense development is offset by the conservation of open space, particularly along the creeks.
- Transitions to surrounding neighborhoods, particularly residential areas at the western edge, should be compatible.
- Major drainage areas are conserved to maintain a natural asset while providing a community amenity complete with trails and passive parks.
- Trail network connects all areas of the center, expanding opportunities for recreation and time in nature while facilitating bike and pedestrian mobility and reducing dependence on automobiles.
- Public spaces bring the natural environment into the foreground of the developed area, serving as both amenities and organizing elements.

CONSISTENCY WITH THE KNIGHTDALE 2023 STRATEGIC PLAN:

[The Knightdale 2023 Strategic Plan](#) is the Town Council's overall guiding framework for activities and operations moving forward. North Carolina state law charges the Council with the responsibility to adopt policies that set the general direction of the Town. Strategic planning provides clarity, direction, and focus with a forward-looking emphasis. These beneficial areas are crucial to high-growth environments.

The plan's purpose is to communicate clearly the message of *"who we are and what we want our Town to be in the future."* It is built around five essential priority areas (or Focus Areas) that are vital to ensuring Knightdale's future. Safe, Active & Healthy, Connected & Inclusive, Sustainable, and Organizational Excellence serve as the foundations for service delivery decisions, capital investments, and other initiatives for the Town.

Of these Focus Areas, this proposal could embrace the elements within the [Connected and Inclusive](#), [Sustainable](#), and [Active and Healthy](#) Focus Areas.



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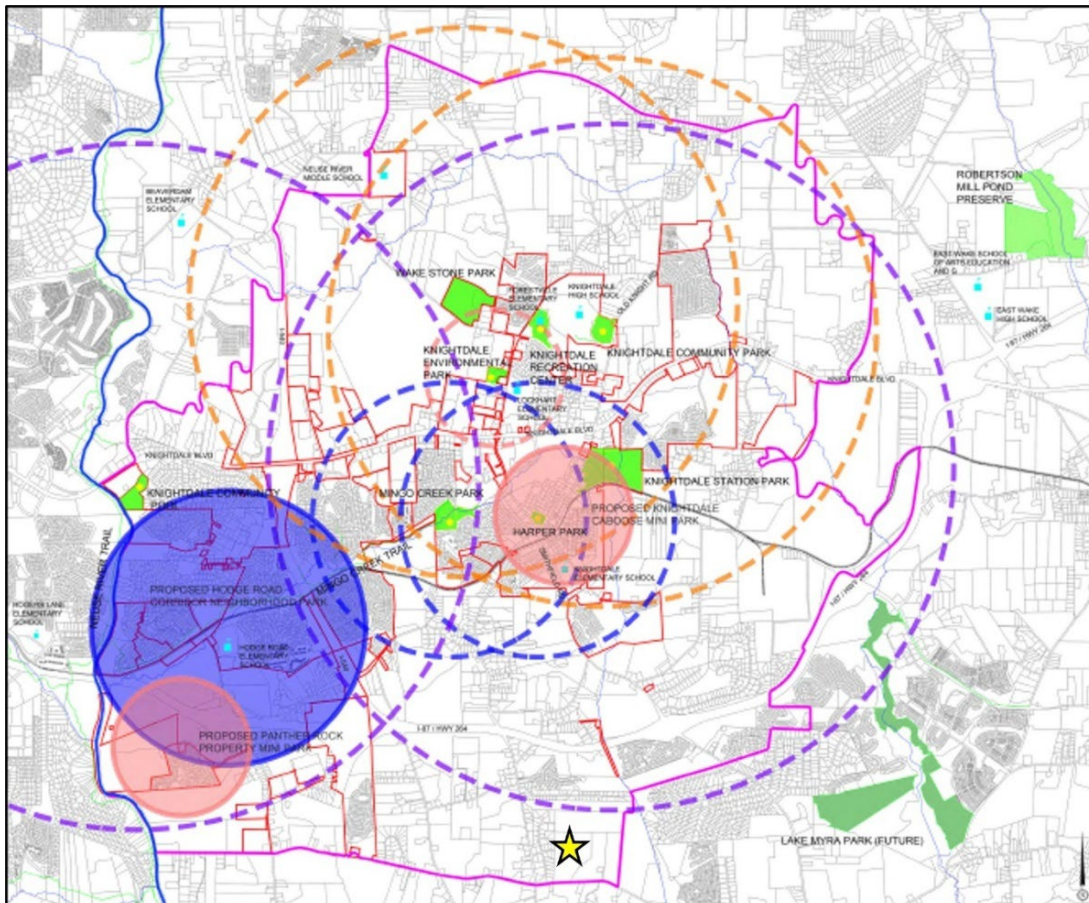
According to the Applicant, this proposal would:

1. Remain committed to “Diverse Neighborhoods are Made of Diverse House” to ensure access to all
2. Embrace opportunities for physical connectivity through the transportation network
3. Ensure multi-modal transportation choices to connect to the region
4. Endeavor to preserve and protect our environmental resources
5. Offer a variety of health, fitness, and cultural opportunities to meet the needs of a diverse population
6. Encourage non-vehicular transportation
7. Recognize cultural, social, and economic value of public art

CONSISTENCY WITH THE COMPREHENSIVE PARKS AND RECREATION MASTER PLAN:

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

This proposal (yellow star below) is outside of all service areas of all the existing parks throughout Knightdale.





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CONSISTENCY WITH AFFORDABLE KNIGHTDALE:

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, [Affordable Knightdale](#), 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.

Staff recommend the Applicant update the PUD Document to include additional information as to how this proposal furthers the goals of Affordable Knightdale and be prepared to speak to those points at the Joint Public Hearing.

CONSISTENCY WITH THE KNIGHTDALENEXT V.2 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.

Playbook Approach: The Town of Knightdale should be able to take advantage of opportunities when they present themselves, so the comprehensive plan uses a playbook approach for guiding future conservation and development initiatives in the community. Some parts of the document — the community vision statement, guiding principles, and Intentional Growth Areas Map — should remain consistent between full comprehensive plan updates to keep Knightdale on a focused path for success. Other parts of the document — general policies and recommendations, Urban Small Town Framework Map, Future Place Type Map, focus area study recommendations, or other supporting maps — may need to evolve over time as conditions change that were not contemplated at the time the document was adopted.

Changes considered to the KnightdaleNext V.2 Comprehensive Plan — whether initiated by the town, a property owner, a developer, or a member of the community — under the playbook approach should be evaluated against the community vision statement, guiding principles, and Intentional Growth Areas Map to determine if they are in the best long-term interests of the town and its residents, businesses, and property owners.

Patience may be needed for some aspects of the plan to become reality as it sets a long-term vision for conservation and development over an extended period of time. Town officials should avoid “short-sighted” decisions to modify the comprehensive plan unless the reasons to change are supported by town staff.

The [KnightdaleNext V.2 2035 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



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economic prosperity across town. The principles embody the core philosophy and Town vision expressed by the community.

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

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

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



Townwide Place-Making

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

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



Inclusive, Livable Town

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



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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.



Environmental Stewardship and Sustainability

Create a comprehensive, continuous, and coordinated open space network for the town that promotes new parks and recreation centers, provides greater access to both active or passive uses, and provides interesting gathering places for residents, employees, and visitors in different parts of the community. The size, location, and design of open space in the community should support a resource hierarchy — town-wide parks, community parks, neighborhood parks, and public spaces in different activity centers designed as plazas, cafes, or attractive streets for walking. In the built environment, orient buildings to minimize energy use and maximize solar gain; consider land use mix, development intensity, and street connectivity principles to reduce the number and length of automobile trips; and reduce household water consumption using, in part, reclaimed water strategies.

Safeguard the town’s natural resources as critical elements of the open space network; including lakes, streams, wetlands, woodlands, trails, agricultural lands, and tree canopy. Protect natural open space as a means to manage stormwater runoff, provide trail linkages, protect water quality, reduce heat islands, and celebrate nature as a centerpiece of the town’s unique identity and sense of place.

A livable town should also embrace the tenants of sustainable development, including increased interests in environmental stewardship, financial responsibility, and renewable resources, and actions aimed at climate change, energy independence, natural infrastructure, and greenhouse gas emissions.



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Multi-Modal Transportation System

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

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

X. JOINT PUBLIC HEARING SUMMARY:

A joint public hearing with the Land Use Review Board and Town Council was held at the July 17, 2025 Town Council meeting. Several members of the public attended this meeting; one of which spoke, citing concerns with the proposed neighborhood not providing adequate buffering, landscaping, screening, and separation from the adjacent Estates at Smith Crossing, as well as increased traffic volumes and associated congestion on adjacent roadways. In addition, Town Council and LURB members had specific questions regarding the proposed development, and how the Applicant plans to address the Town's and nearby residents' concerns. The questions that were raised during the Joint Public Hearing, and the Applicant's responses to those questions, are included as an [attachment to this Staff Report](#). The Applicant has revised their application materials, as highlighted throughout this Staff Report.

XI. STAFF RECOMMENDATION:

Review the request, forward an advisory statement to Town Council recommending approval or denial of ZMA-7-24. The following options represent general advisory statements for recommendation of approval or denial. The LURB may use either of the following options, or craft their own advisory statement and recommendation.

Example Advisory Statement for Recommendation of Approval:

The proposed Zoning Map Amendment is consistent with the KnightdaleNext V.2 2035 Comprehensive Plan as it addresses several of the guiding principles such as emphasizing community character and high-quality design ideas that create a distinct sense of place with inclusive public spaces, a variety of housing options, and multi-modal options for residents and visitors, while creating a sustainable and environmentally sensitive neighborhood. When implementing the Playbook Approach, the proposal's committed vehicular, pedestrian, and utility infrastructure improvements will enrich the mix of land uses in close proximity, make efficient use of existing infrastructure, and provide new capacity in existing services areas to keep pace with growth, all of which allow for the reclassification to a Secondary Growth Area on the Intentional Growth Areas Map. Furthermore, the proposal embraces elements of the Conservation Neighborhood Future Place Type through commitment to sustainability efforts, natural resource preservation, and providing opportunities for active living. The request is reasonable and in the public interest as it makes efficient use of the existing landscape that prioritizes eco-friendly designs and conservation efforts to reduce its impact on the environment, while developing a vibrant, sustainable, and safe community in which people not only desire to visit, but to also live, work, and play.

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



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Example Advisory Statement for Recommendation of Denial:

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