



Town of Knightdale

Staff Report

Title: Faison Reserve Planned Unit Development (ZMA-1-25)

Staff: Gideon Smith, Senior Planner

Date: April 15, 2026

I. REQUEST:

Lock7 Development, LLC, on behalf of G&F Properties, LLC & Marlowe & Moye, LLC, has submitted a petition requesting a Zoning Map Amendment to rezone two tracts of land totaling approximately 57.81 acres (4402 Old Faison Road & 0 Woodfield Lane; Wake County PINs 1743-88-6921 & 1743-89-5866), from Rural Transition (RT) District to Urban Residential (UR12) Planned Unit Development to allow for the construction of 184 residential lots and commercial uses. *Please be aware that the Applicant has updated the Master Plan and PUD Document based upon questions, comments, and recommendations made at the Joint Public Hearing and the LURB meeting. The applicant has provided written responses, which can be found in the [Joint Public Hearing Questions, Comments, & Recommendations Document](#).*

II. PROJECT PROFILE:

PROPERTY LOCATION:	4402 Old Faison Road & 0 Woodfield Lane
WAKE COUNTY PINs:	1743-88-6921 & 1743-89-5866
CURRENT ZONING DISTRICT:	Rural Transition (RT)
PROPOSED ZONING DISTRICT:	Urban Residential (UR12) Planned Unit Development
DENSITY PERMITTED:	12 units/acre
NAME OF PROJECT:	Faison Reserve
APPLICANT:	David Gorman, Lock7 Development
PROPERTY OWNERS:	G&F Properties, LLC & Marlowe & Moye, LLC
DEVELOPER:	Lock7 Development
PROPERTY SIZE:	57.81 acres
CURRENT LAND USE:	Vacant & Undeveloped
PROPOSED LAND USE:	184 Residential Units (106 Single-Family; 78 Townhomes);
PROPOSED DENSITY:	3.18 units/acre

III. BACKGROUND INFORMATION:

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

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



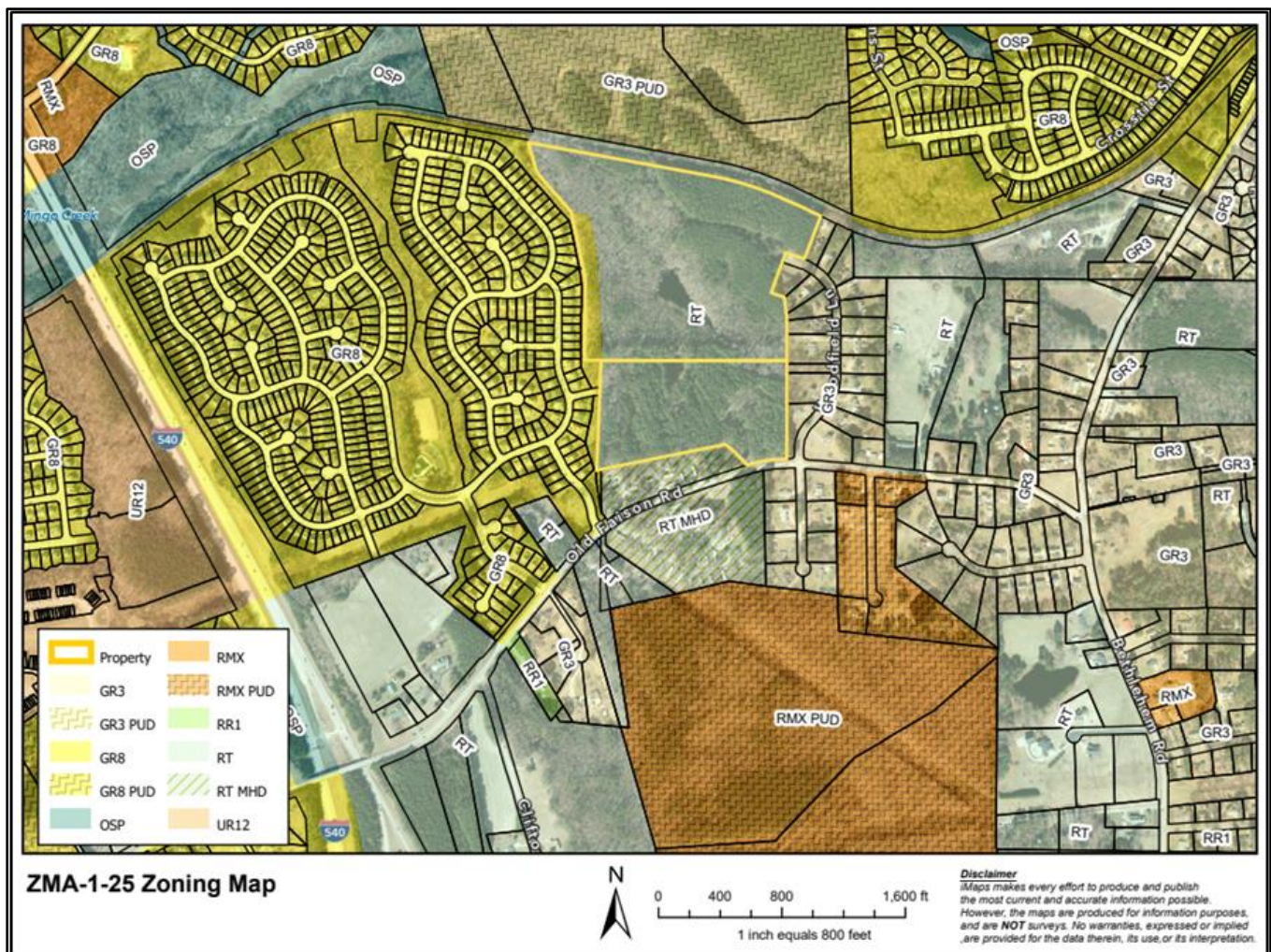
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IV. PROJECT SETTING – SURROUNDING ZONING DISTRICTS AND LAND USES:

The proposed rezoning features two parcels located on the northern side of Old Faison Road, between Pleasant Colony Drive and Woodfield Lane. The subject properties are located within the Town’s Extra Territorial Jurisdiction, and if approved, annexation into the Town’s Corporate Limits would be required.

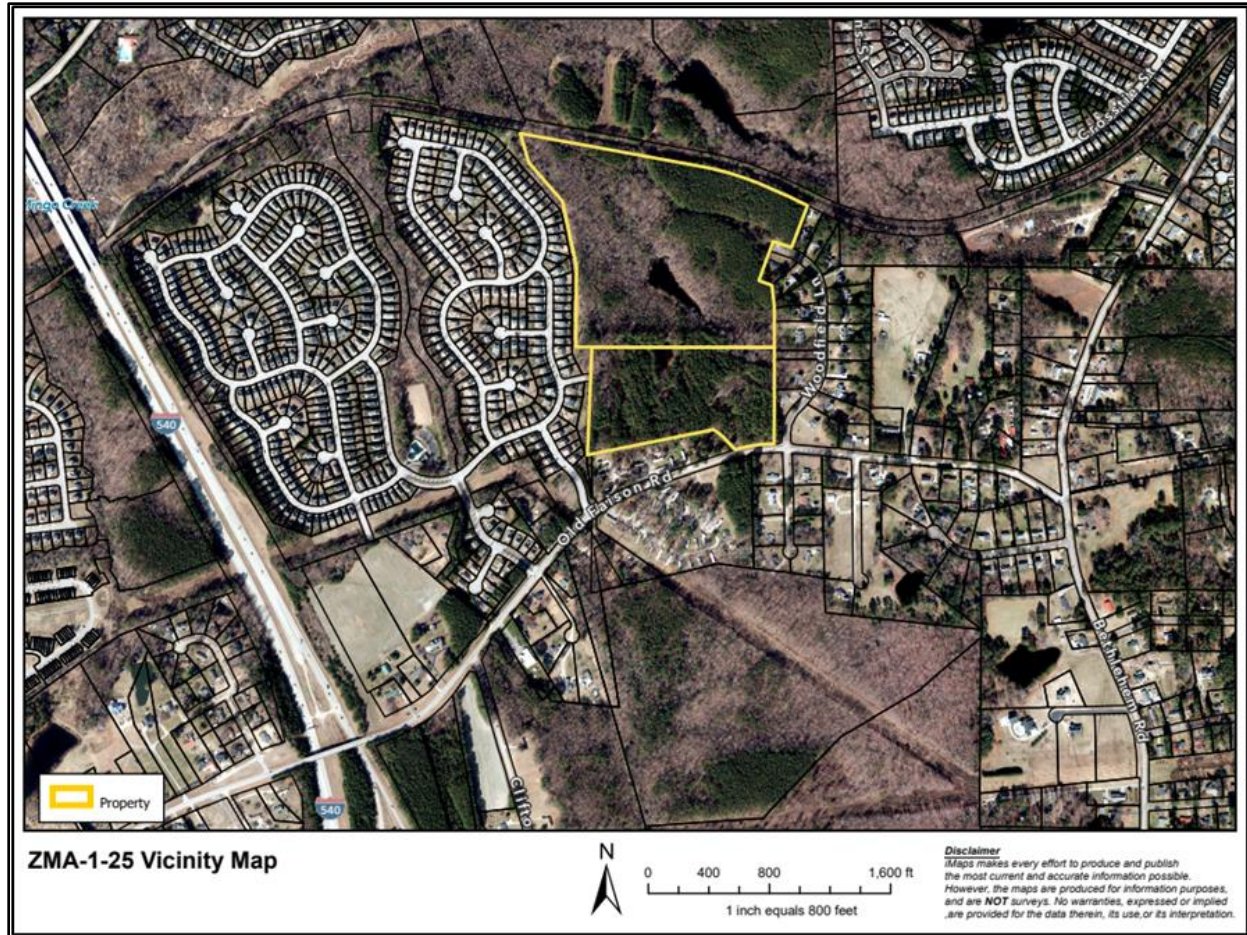
DIRECTION	LAND USE	ZONING
North	Railroad Right-of-Way; Future: Creekview Crossing (Residential – Single-Family & Townhomes)	RT; GR3 PUD
South	Manufactured Housing Community	RT MHD
East	Churchill Subdivision (Residential – Single-Family Dwellings)	GR8
West	Woodfield at the Meadows (Residential – Single-Family Dwellings)	GR3





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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 184 lots, as described below, with a variety of recreational open space and commercial opportunities. The 106 detached single-family lots and 78 townhomes will have the following characteristics:

- 53 front-loaded units (Single-Family Homes)
 - 60-foot-wide lot minimum; 60-foot through 75-foot-wide lots proposed
 - Two-story products proposed; three-story maximum (42-foot)
 - Make up ~29% of development
- 53 rear-loaded units (Single-Family Row Homes)
 - 26-foot-wide lot minimum; 26-, 32-, and 40-foot-wide lots proposed
 - Two-story products proposed; three-story maximum (42-foot)
 - Make up ~28% of development
- 78 rear-loaded units (Townhomes)
 - 20-foot-wide lot minimum; 20-, 22-, & 24-foot-wide lots proposed
 - Two-story products proposed; four-story maximum (42-foot)
 - ~42% of development



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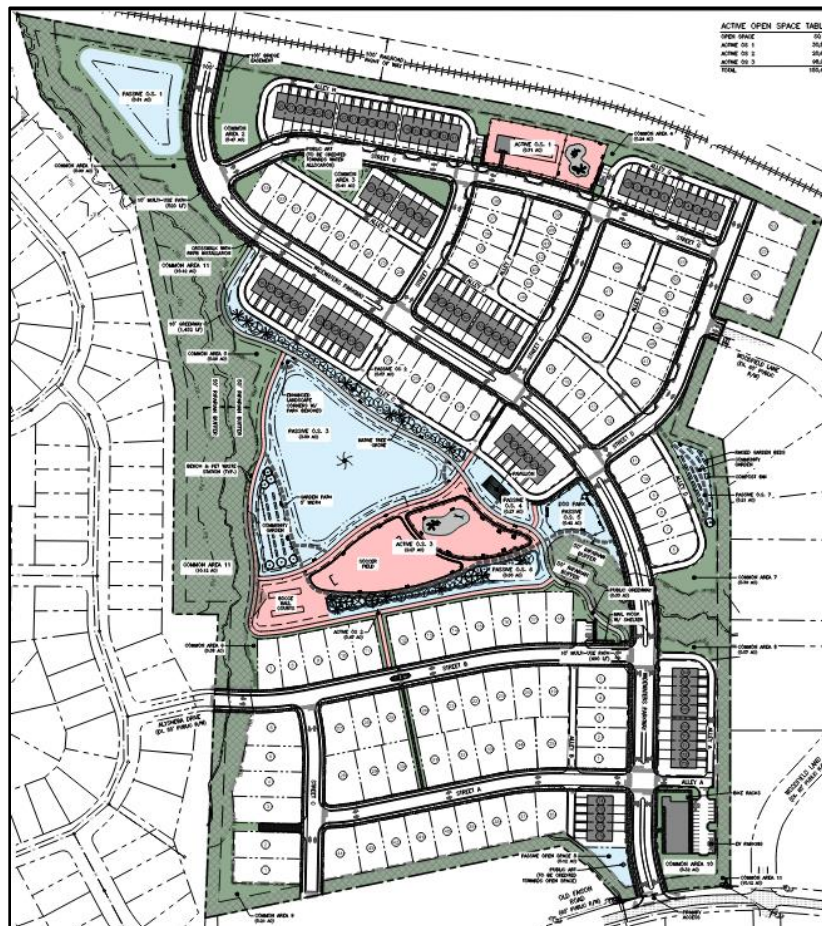
STAFF SITE PLAN ANALYSIS:

Staff have reviewed the plan for UDO consistency and found the Master Plan is generally compliant with the required provisions. The following items are being highlighted for Council review and further consideration. Other minor adjustments to comply with applicable development requirements have occurred since the Joint Public Hearing.

Landscaping & Tree Preservation

The Applicant proposes a 30-foot Type C Buffer, made up of existing vegetation and supplemented with new plantings where necessary, to remain around the perimeter of the site. This exceeds the Town's buffer requirements. This Buffer will also serve as screening for certain 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 *Master Plan* [Page 10/Sheet MP 2.3](#) and *PUD Document* [Page 26 & Page 48](#) for more detail.

The Applicant proposes to preserve at least ten acres of existing tree canopy (~18% of site). These areas are generally found towards the center subject properties, as well as around the perimeter of the site. Please refer to *Master Plan* [Page 23/Sheet MP 5.1](#) & [Page 24/Sheet MP 5.2](#) to see these areas of preservation.



Environmental Features



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A riparian stream runs along the western property boundaries. Another riparian stream is present, about midway on the eastern side of the subject properties. Limited impacts through construction are anticipated. The Applicant's Environmental Survey highlighting these features is found on *Master Plan* [Page 2/Sheet MP 1.0](#).

A Wetland Sketch Map has been provided on *PUD Document* [Page 24 & 25](#). This shows the presence of the above mentioned riparian streams, as well as other wetlands and existing ponds on site. According to the PUD Document, the existing ponds towards the center of the site will be drained and will be replaced with engineered stormwater facilities. This area will be programmed with recreational open space amenities. Please refer to *PUD Document* [Page 24](#) for additional information and anticipated benefits. The subject development will be responsible for complying with all federal, state, and local regulations as they pertain to streams and wetlands.

The Applicant proposes to utilize green stormwater infrastructure devices, such as bioretention cell and constructed wetlands, in addition to a traditional wet detention pond (with a fountain).

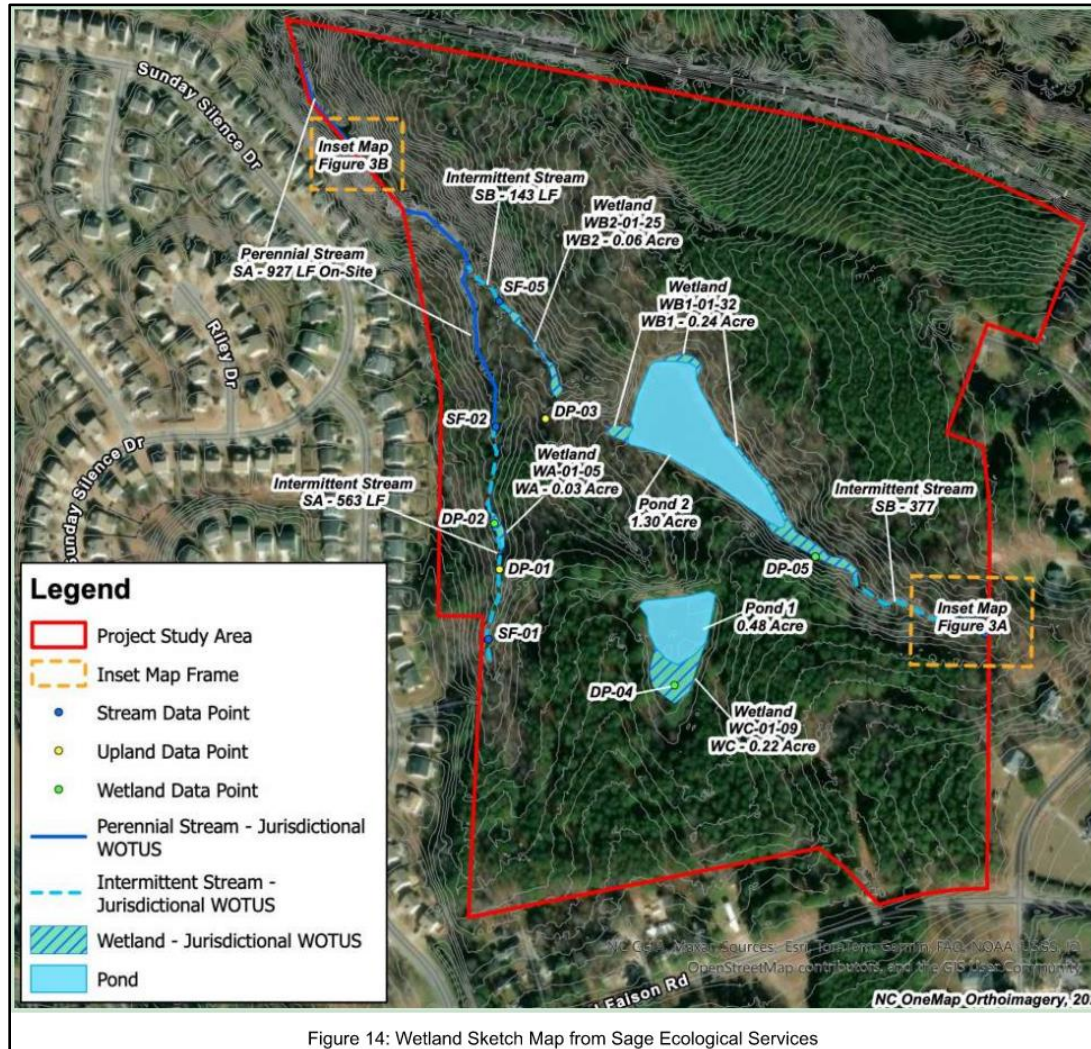


Figure 14: Wetland Sketch Map from Sage Ecological Services

Open Spaces

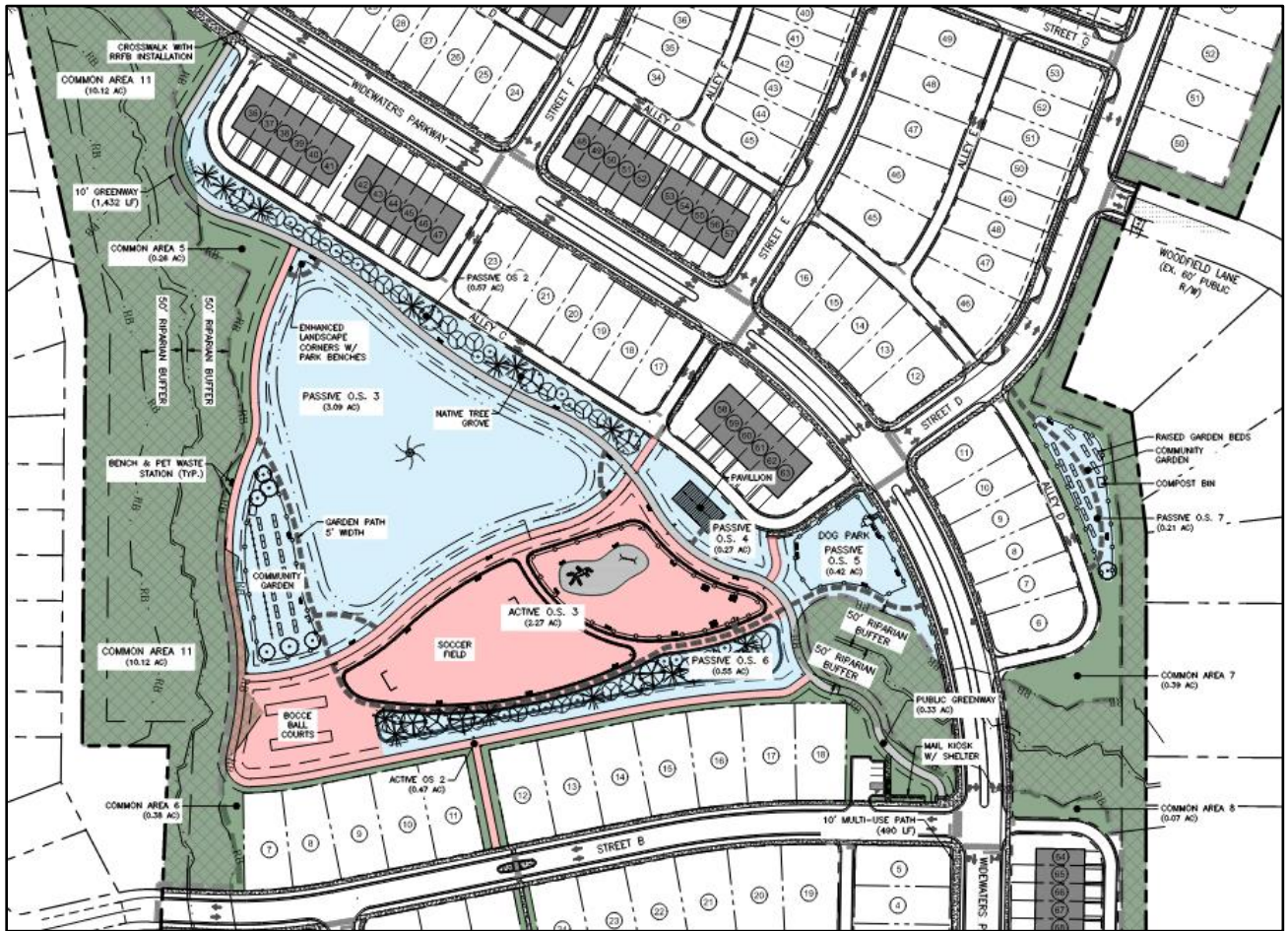


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A total of 6.8 acres of active and passive open spaces is required for the development based on the proposed Master Plan (50% active; 50% passive). The Applicant proposes a total of approximately 9.9 acres of recreational open space, which exceeds the total amount required. (Active: 3.8-acres; 6.6% of site; 38.4% of open space | Passive: 6.1-acres; 10.6% of site; 62.6% of open space). In addition to these required recreational open spaces, the Applicant proposes setting aside approximately 14-acres of common open spaces (24.2% of site) that will not be programmed in accordance with Section 11.2.C.7 of the UDO. These areas are generally the vegetative perimeter buffer and areas surrounding environmental features found on site.

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 lap pool, a playground, Bocce Ball courts, a soccer field, and public greenway trails. Passive open spaces include gateway landscaping, native tree groves, a berry patch, pollinator gardens, a community garden, garden paths, public art, gazebos/pavilions, benches and seating areas, and a dog park. Please refer to *Master Plan* [Page 10/Sheet MP 2.3](#), [Page 11/Sheet MP 2.4](#), & [Page 12/Sheet MP 2.5](#), and *PUD Document* [Pages 38-43](#) for additional information.



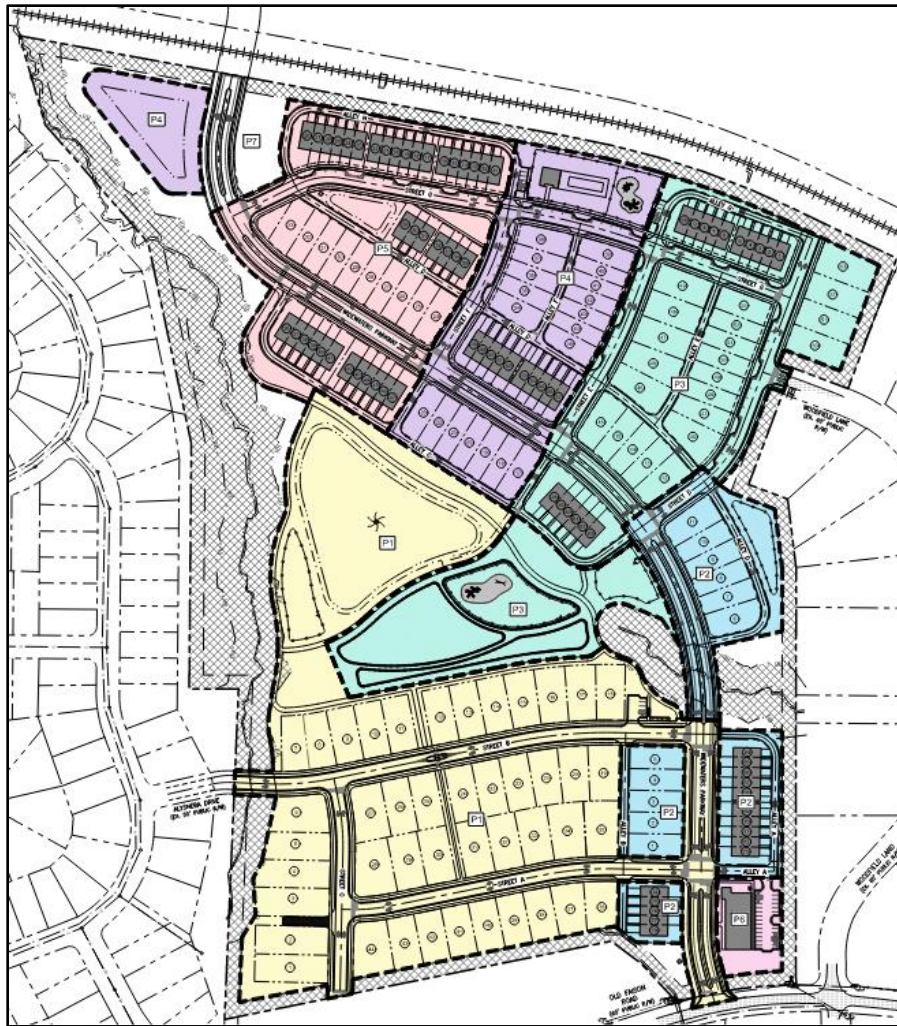
Phasing Plan



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The proposed development is anticipated to be constructed in seven phases, with the non-residential portion of the development proposed in the phase six. Neighborhood build-out is anticipated by 2029. According to the Master Plan, the initial point of access is along Old Faison Road (Widewaters Parkway), will be constructed during Phase 1, and will be used throughout construction, thereby reducing construction impacts to the Churchill and Woodfield neighborhoods. Please refer to *Master Plan* [Page 15/Sheet MP 2.8](#) for additional information.



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 right-of-way) for all rear-loaded single-family and townhome units. Private garages will be provided for all units. Refer to *Master Plan* [Page 6/Sheet MP 2.0](#) for specific locations of on-street parking.

Typical details showing these dimensions for each of the proposed housing types can be found on *Master Plan* [Page 7/Sheet MP 2.0A](#).

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



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a total of 48 on-street parking spaces will be available for residents and guests. Additional on-street parking could benefit the proposal. Please refer to **Master Plan Page 5/Sheet MP 2.0** for additional information.

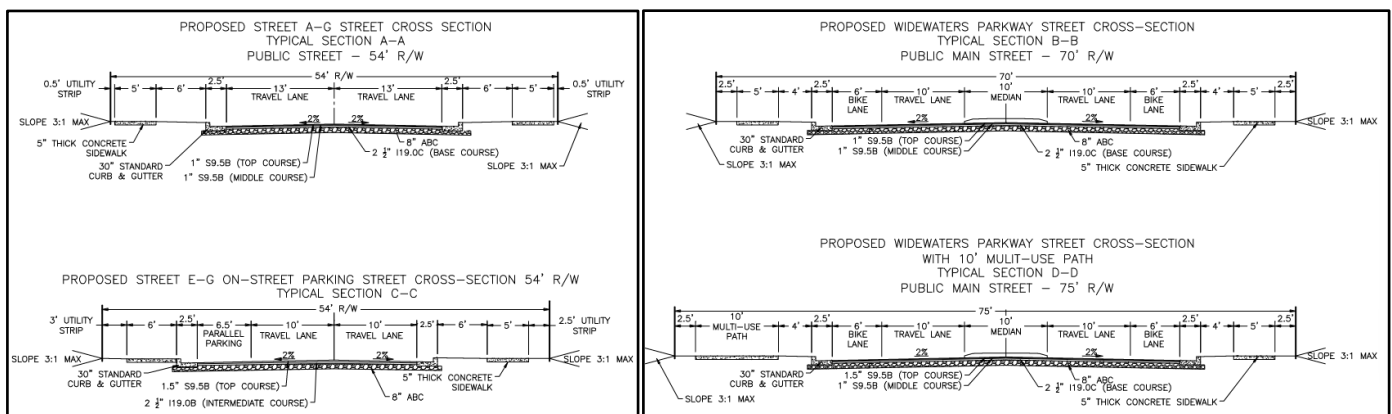
Pedestrian Connectivity

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- and 6-foot-wide sidewalks along all public roads, except for Widewaters Parkway, which will be built to a Main Street standard, with a ten-foot-wide multi-use path along western side of certain portions. This multi-use path is part of a trunk-line greenway that is identified by [Appendix B, Sidepaths & Greenways Plan, of the UDO](#). The multi-use path does not run along the entirety of Widewaters Parkway; instead, the trail will route users through the proposed development's central open space, before returning to the roadway and continuing either north or south along this corridor. 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.

If approved, approximately 2,500 feet of this collector street (Main Street cross-section) would be constructed, that will ultimately connect Knightdale Boulevard to Bethlehem Road, just north of I-87. An illustration of the entire Widewaters Parkway Extension Corridor is available [here](#).

Specific details related to these roadways and features can be found on **Master Plan Page 6/Sheet MP 2.0** and **Master Plan Page 7/Sheet MP 2.0A** and **PUD Document Page 36**.



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



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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, Architectural Design Standards are proposed, with specifics outlined in Chapter 8 on *PUD Document* [Pages 54-56](#) of that document. Example elevations from the Applicant are also provided on *PUD Document* [Pages 50-52](#). If building permits are submitted in the future that are not consistent with these standards and elevations, permits may not be issued.

Since a non-residential building is proposed along Old Faison Road, the Applicant also submitted information that helps set the parameters and framework for any future commercial development in the area identified on the Master Plan. No tenant has been identified; however, this information shows how the commercial portion of the development will interact with the rest of the proposed development. Please refer to *Master Plan* [Page 6/Sheet MP 2.0](#) for the conceptual layout and *PUD Document* [Page 53](#) for additional details.

PROPOSED ARCHITECTURAL DESIGN STANDARDS – FRONT-LOADED SINGLE-FAMILY HOMES

- Written Standards – *PUD Document* [Page 54](#)
- Example Renderings – *PUD Document* [Page 50](#)

PROPOSED ARCHITECTURAL DESIGN STANDARDS – REAR-LOADED SINGLE-FAMILY HOMES

- Written Standards – *PUD Document* [Page 55](#)
- Example Renderings – *PUD Document* [Page 51](#)

PROPOSED ARCHITECTURAL DESIGN STANDARDS – TOWNHOMES

- Written Standards – *PUD Document* [Page 56](#)
- Example Renderings – *PUD Document* [Page 52](#)



VI. LEGISLATIVE CASE PROCEDURES:



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Staff met with the development team early in 2025 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: January 22, 2025
- Neighborhood Meeting: October 13 & 20, 2025

A neighborhood meeting was held virtually at 6:00 PM on October 13, 2025. A second neighborhood meeting was held virtually at 6:00 PM on October 20, 2025, in which approximately 33 members of the public attended. Topics of discussion included existing vegetation and buffering on and around the subject property, environmental impacts, limiting clearing, roadway improvements, site access, and general connectivity, impacts to adjacent developments, construction traffic routing, potential noise and visual impacts, construction timeline, access to public utilities, among others. A copy of the mailed notice has not been included as part of the agenda packet but are available for review upon request. The mailing list, attendance sheet, and specific questions that the neighbors asked during the October 20, 2025 meeting can be found on *PUD Document* [Pages 63-67](#).

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 11, 2025 to discuss the technical comments and details associated with the proposed Master Plan. Staff discussed with the Applicant concerns involving lot width and variety, general roadway and alley design, traffic calming measures, connectivity, and roadway improvements, phasing, general stormwater design and conveyance. 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 4, 2026
- Sign Posted on Property: February 6, 2026
- Legal Ad Published in the Wake Weekly: February 6 & 13, 2026

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 Urban Residential (UR12) Zoning District and other applicable UDO sections. The Applicant's requested alternative standards are listed in the section below.

Public Utilities/Water Allocation Policy



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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	
Stormwater – Wetland (Passive Open Space 1)	5
Stormwater – Bioretention (Common Area 3)	5
Implement Recommendations of the Affordable Knightdale Plan	10
Exclusive Use of Native Landscape Species	5
Outdoor Display of Public Art	4
Installation of Wayfinding/Town Signage	3
Private Greenway (> 2,000 LF of 10-foot-wide paved path)	2
Lap Pool (four lane minimum)	3
Clubhouse (No meeting space; bathrooms & changing rooms only)	3
IPEMA Certified Playground Equipment	4
<i>Total Proposed Bonus Points</i>	<i>44</i>
Total Water Allocation Policy Points (50 Points Required)	59 pts.

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. The Applicant has accepted the Staff Recommended conditions that were included in the Joint Public Hearing and LURB Agenda Packets (see *PUD Document* [Page 62](#)). Staff have also provided other recommended conditions for consideration.

Staff Recommended Conditions:

1. Developer shall continue working with Staff on the feasibility and constructability of the Old Faison Road frontage roadway improvements, specifically related to a roundabout at Old Faison Road and Widewaters Parkway. If right-of-way and other constraints prohibit the construction of a roundabout, at a minimum, the Developer shall install the recommended improvements set forth in the Project’s Transportation Impact Analysis. No part of the subject Development shall prevent the future construction of necessary roundabout infrastructure on the north side of Old Faison Road on land area that is under the Developer’s control.
2. Developer shall develop, at a minimum, conceptual plans for the Widewaters Bridge over the Norfolk Southern railroad right-of-way adjacent the subject property. The conceptual plans shall be of sufficient design and detail for review and approval by any railroad owner and/or operator having jurisdiction. Developer shall continue working with Staff to select and engage an Engineering Firm capable of preparing Construction Drawing level



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plans for said Bridge. Developer and Staff shall coordinate with the appropriate railroad entities through any associated review process to ensure that a Bridge design is approvable and constructable.

Applicant Offered & Agreed Upon Conditions:

1. Prior to approval of final plat of each phase of development, a payment shall be made to the Town's Affordable Housing Trust Fund in the amount of \$250 per front-loaded residential lot and \$100 per rear-loaded residential lot in the phase being platted.
2. Any townhome may include two dwelling units per structure, subject to compliance with applicable building codes and dimensional standards of the PUD.
3. Site amenities shall include a pollinator garden with educational signage highlighting their environmental benefits. The stormwater wetland and bioretention cell shall both be planted with pollinator-friendly species to serve as additional pollinator gardens.
4. Faison Reserve shall include architectural standards for single-family detached homes and townhomes, as outlined in Chapter 8, Architectural Design Standards of the Applicant's PUD Document.
5. Developer shall stub potable water, sanitary sewer, and storm drainage to commercial outparcel prior to recordation of any Phase 2 plat.
6. Developer shall construct curb, gutter, and sidewalk improvements along commercial outparcel prior to recordation of any Phase 2 plat.
7. Construction traffic shall not utilize Alysheba Drive or Woodfield Lane as a means of access to Faison Reserve.

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 (UR12), which are included below. The Applicant has outlined the requested Site Development Allowances and provided narrative as to why they find these requests are fair and reasonable, and why their proposed alternate means of compliance meet the spirit and intent of the UDO. Please refer to *PUD Document* [Pages 58-61](#).

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 the following:
 - Front-loaded single-family lots: 60-foot minimum
 - Rear-loaded single-family lots: 26-foot minimum
 - Townhomes lots: 20-foot minimum
 - Refer to *PUD Document* [Pages 58-59](#); *Master Plan* [Page 6/Sheet MP 2.0](#) & [Page 7/Sheet MP 2.0A](#).
2. **Dimensional Standards** (Section 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



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- Townhomes lots: 20-foot minimum
 - Refer to *PUD Document* [Pages 58-59](#); *Master Plan* [Page 6/Sheet MP 2.0](#) & [Page 7/Sheet MP 2.0A](#).
3. **Dimensional Standards** (Section 3.4):
- **Required:** In accordance with UDO Section 3.4, all setbacks in the UR12 District are as detailed per building type in Chapter 6 of the UDO.
 - **Requested:** The Applicant proposes a deviation from the typical House rear setback for rear-loaded products only from twenty-five feet to twenty-feet (Sec. 6.5) and a deviation from the typical Townhouse side setback (Sec. 6.6) by reducing the minimum from ten feet to three feet. All other setbacks shall remain consistent with those set forth in the UDO.
 - Refer to *PUD Document* [Pages 58-59](#); *Master Plan* [Page 6/Sheet MP 2.0](#) & [Page 7/Sheet MP 2.0A](#).
 - **Requested:** The Applicant proposes a deviation to the typical Commercial Building maximum front setback (Sec. 6.9) by removing the thirty-foot maximum front setback. This is applicable to the clubhouse. All other setbacks shall remain consistent with those set forth in the UDO.
 - Refer to *PUD Document* [Page 60](#); *Master Plan* [Page 6/Sheet MP 2.0](#).
4. **Dimensional Standards** (Section 3.4):
- **Required:** In accordance with UDO Section 3.4, the maximum building height is 42 feet or three stories.
 - **Requested:** The Applicant proposes a deviation to allow all townhomes to have a maximum of four stories.
 - Refer to *PUD Document* [Page 56 & 59](#)
5. **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. According to the Applicant, this request would allow for mass grading of residential lots and infrastructure improvements in a single phase. In addition, they have indicated that mass grading is necessary to provide more efficient utility infrastructure and ensure effective stormwater design, and that the request is in furtherance of the UDO's purpose to create a convenient, attractive, and harmonious community, and ensuring the availability of well-engineered, well-built, and high-quality housing.
 - Refer to *PUD Document* [Page 60](#)
6. **Required Distribution of Uses** (Section 11.1.B):
- **Required:** In accordance with UDO 11.1.B, new subdivisions are required to provide a variety of uses as detailed in Table 11.1.B. This is calculated as the net development area which excludes street rights-of-way and dedicated open space as detailed in Section 11.2 of the UDO. This standard was adopted in the new UDO to encourage more mixed-density and mixed-use neighborhoods in accordance with the recommendations found in the Comprehensive Plan.



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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, as well as [Appendix A](#) & [Appendix B](#) of the UDO; however, the Applicant is requesting that a roundabout is not required at the intersection of Widewaters Parkway and Old Faison Road.

In accordance with UDO Section 11.3, a [Transportation Impact Analysis \(TIA\)](#) was performed by DRMP, as the number of peak hour trips generated by this site exceeds the required 150 trips prescribed by the UDO. Staff met multiple times with the developer to refine the scope of the analysis and ensure the proper uses were being included. Please note that the number of units and non-residential space exceeds those proposed in the Master Plan, indicating that the TIA is conservative in its estimates and recommended improvements.

Faison Reserve TIA (Page V) – Site Trip Generation Estimates

Land Use (ITE Code)	Intensity	Daily Traffic (vpd)	Weekday AM Peak Hour Trips (vph)			Weekday PM Peak Hour Trips (vph)		
			Enter	Exit	Total	Enter	Exit	Total
Single-Family Detached (210)	59 DU	622	12	34	46	38	23	61
Townhomes (215)	133 DU	964	16	47	63	45	31	76
Strip Retail (822)	15 KSF	818	21	14	35	49	50	99
Total Trips		2,404	49	95	144	132	104	236
<i>Internal Capture</i> <i>AM: (4% entering, 2% exiting)</i> <i>PM: (1% entering, 2% exiting)</i>			-2	-2	-4	0	-2	-2
Primary Trips			47	93	140	132	102	234

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 5 \(PDF Page 19\) of the TIA](#).

1. Bethlehem Road & Old Faison Road
2. Hodge Road & Old Faison Road/I-87 WB Ramps
3. Hodge Road & I-87 EB Ramps
4. BUS US-64 (Knightdale Boulevard) & Widewaters Parkway (Shopping Center Access)

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

1. Creekview Crossing ([ZMA-5-21](#))
2. Lyndon Oaks ([ZMA-2-23](#))
3. Riverview Commons ([AKA Elevate Riverview; ZMA-10-21](#))
4. Silverstone ([S-8-16](#))
5. Stoneriver ([S-6-16; ZMA-1-16](#))



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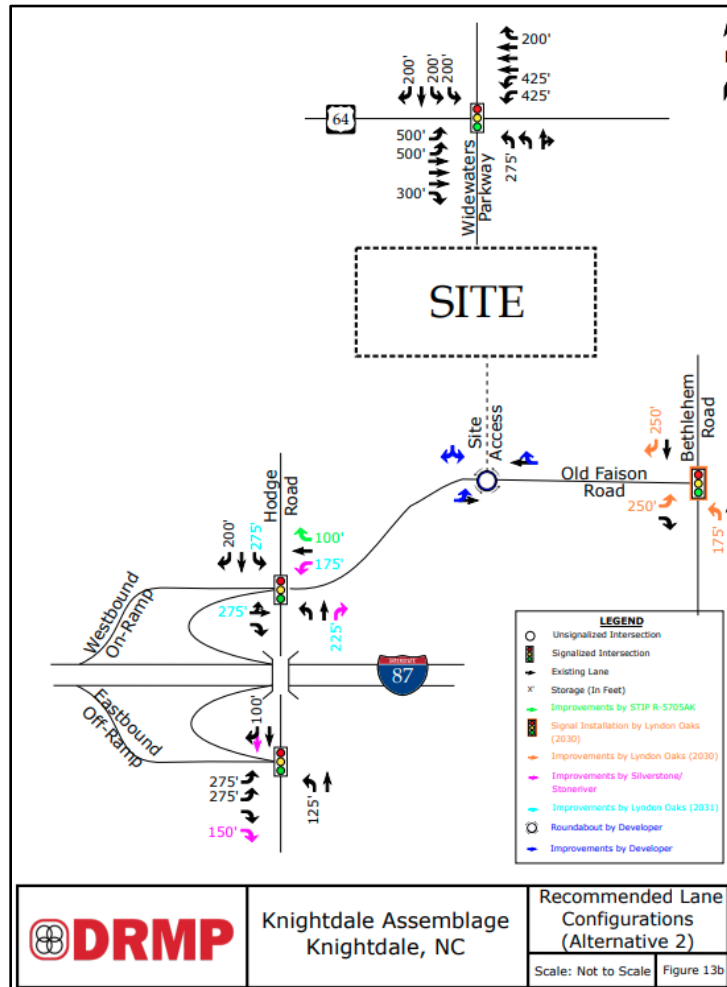
Recommended Improvements by Developer:

Old Faison Road and Site Access (Widewaters Parkway) (Alternative 1)

- Construct Site Access with one ingress lane and two egress lanes striped as an exclusive left turn lane and an exclusive right turn lane.
- Provide 100' full width storage egress right turn plus appropriate deceleration and taper.
- Construct an ingress right turn lane with 75' of full-width storage plus appropriate deceleration and taper.
- Construct an ingress left turn lane with 125' of full-width storage plus appropriate deceleration and taper.
- Provide stop control for Site Access.
- These improvements are shown as [Figure 13a](#), Recommended Lane Configuration Map (Alternative 1), on Page 45 of the TIA.

Old Faison Road and Site Access (Widewaters Parkway) (Alternative 2)

- Construct a single-lane roundabout.
- These improvements are also shown as [Figure 13b](#), Recommended Lane Configuration Map (Alternative 2), on Page 46 of the TIA.
- Staff recommended alternative.





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Improvements by Others:

Improvements by NCDOT STIP R-5705AK:

Hodge Road and Old Faison Road

- STIP R-5705AK is expected to construct a westbound right turn lane with 100 feet of storage at the intersection of Hodge Road and Old Faison Road.

Improvements by Lyndon Oaks (2030):

Bethlehem Road and Old Faison Road

- Construct an exclusive southbound right turn lane with 250' of full width storage plus appropriate deceleration and taper.
- Construct an exclusive northbound left turn lane with 175' of full width storage plus appropriate deceleration and taper.
- Construct an exclusive eastbound left turn lane with 250' of full width storage plus appropriate deceleration and taper.
- Install a traffic signal.

Improvements by Silverstone/Stoneriver:

Hodge Road and I-87 Eastbound

- Construct a second exclusive eastbound right turn lane with 150' of full-width storage plus appropriate deceleration and taper.
- Widen southbound Hodge Road south of I-87 Eastbound Ramps.
- Restripe southbound right turn lane to be shared through-right turn lane.

Hodge Road and I-87 Westbound

- Construct westbound left turn lane to provide 125' of full width storage plus appropriate deceleration and taper.
- Construct an exclusive northbound right turn lane with 200' of full-width storage plus appropriate deceleration and taper.

Improvements by Lyndon Oaks (2032): Hodge Road and Old Faison Road/I-87 Westbound Ramps

- Extend the westbound left turn lane to provide 175' of full width storage plus appropriate deceleration and taper.
- Extend the eastbound shared left-through lane to provide 275' of full width storage plus appropriate deceleration and taper.
- Extend the southbound left turn lane to provide 275' of full width storage plus appropriate deceleration and taper.
- Maximize the storage of the northbound right turn lane with appropriate deceleration and taper.



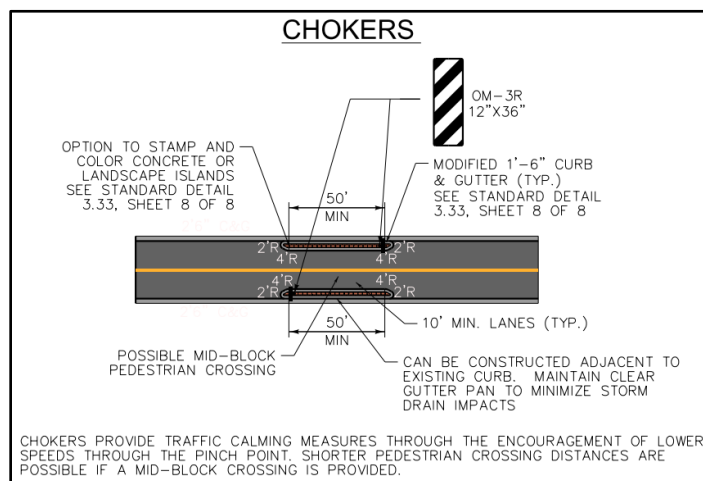
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Roadway Connectivity and Improvements

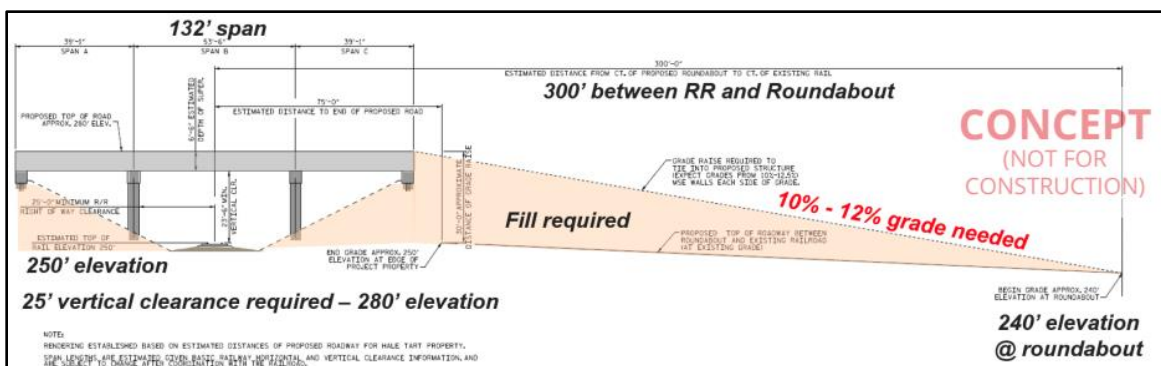
The proposed roadway network associated with this development has been reviewed by Town Staff for consistency with the [Comprehensive Transportation Plan \(CTP\)](#). The Applicant is proposing a roadway design and hierarchy that is generally consistent with the CTP and Roadway Network Map ([Appendix A of the UDO](#)).

Two local streets are proposed to connect both Churchill, to the west, and Woodfield at the Meadows, to the east. Traffic calming devices (chokers) are proposed at both of these connection points to reduce travel speeds at transition points between neighborhoods. Other traffic calming devices or design modifications to areas in the vicinity of these connection points may be necessary to ensure safe and efficient travel for all modes of transportation.



The proposed development would construct a portion of a Widewaters Parkway, a collector street identified by Comprehensive Transportation Plan (CTP), that runs north/south through the subject site. This section of Widewaters Parkway is shown on [Master Plan Page 6/Sheet MP 2.0](#). The specific detail related to this roadway cross-section can be found on [Master Plan Page 7/Sheet MP 2.0A](#). If approved, approximately 2,500 feet of this collector street (Main Street cross-section) would be constructed, which will ultimately connect Knightdale Boulevard to Bethlehem Road, just north of I-87. An illustration of the entire Widewaters Parkway Extension Corridor is available [here](#).

In addition to the roadway itself, the proposed development, and the Town, will work together on an above-grade railroad crossing (bridge) to connect Faison Reserve to Creekview Crossing and the Widewaters Subdivision to the north. The Town's [Adopted FY 26 Budget](#) allocates funding for a Widewaters Extension Railroad Bridge as a new project in the Town's Five-Year Capital Improvement Plan (FY 26-30). Refer to [Adopted Budget Pages 102 & 103](#).





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The Applicant is currently working with the Town and other design professionals to develop a conceptual design of the Widewater Parkway Extension Railroad Bridge over the Norfolk Southern Railroad right-of-way adjacent the northern extent of the subject properties. Throughout this process, the Applicant will also coordinate with Norfolk Southern, the owner of this railroad right-of-way, and Coastal Carolina, the operator of this particular rail line.

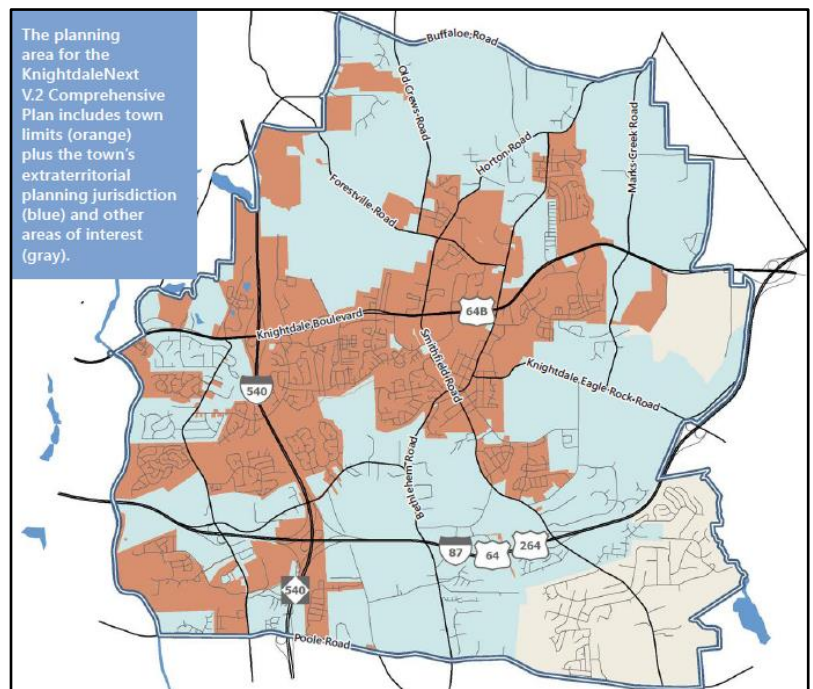
Because this project will include the construction of a multi-million-dollar bridge and require coordination between the Developer, the Town, and potentially other Transportation Partners, Staff has been working with the Applicant to develop a framework to ensure a bridge remains a viable option for this connection to be made through the construction of this project. Specifics around this bridge are subject to change and will likely be modified as additional Town Council, LURB, and public input is received.

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. All other proposed roads and associated improvements generally align with the [Comprehensive Transportation Plan \(CTP\)](#), as well as [Appendix A](#), [Appendix B](#), and the [Infrastructure Improvements Standards](#) of the UDO.

IX. COMPREHENSIVE PLAN:

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

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



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



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A. Intentional Growth Area Map

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

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

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



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



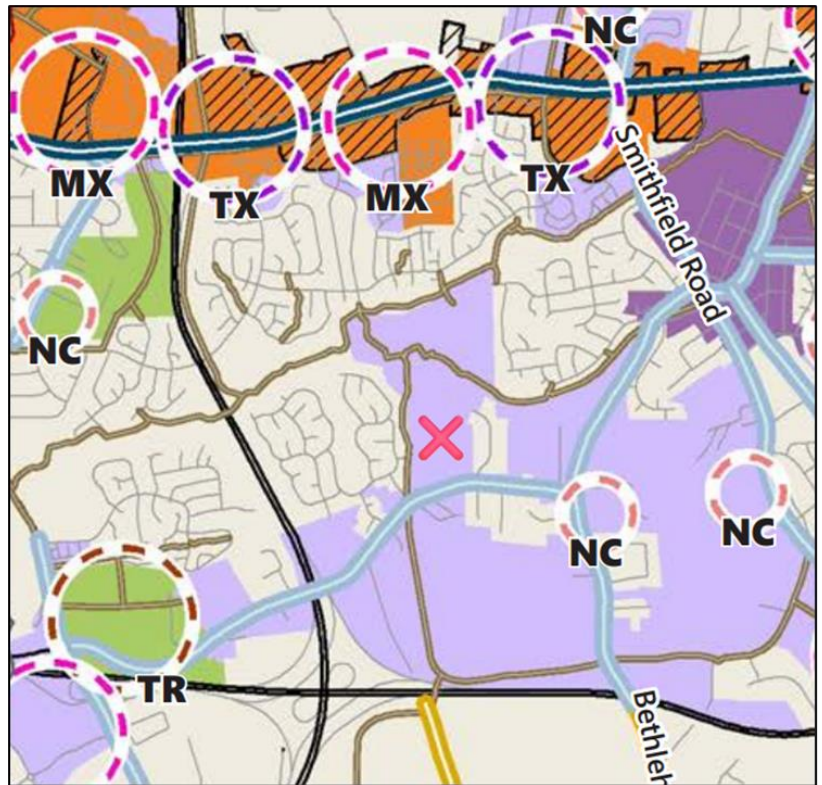
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B. Urban Small Town Framework Map

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 properties, identified by the red “X” above, are located within a **Mixed-Use Development Target Area** and along a **Trail-Oriented Development Corridor**. Trail-oriented development principles focused in an activity center may extend outward along one or more greenway corridors. A trail-oriented development corridor leading to a trail-oriented development activity center, or linking two or more trail-oriented development activity centers together should be considered a desirable conditions in the community.

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

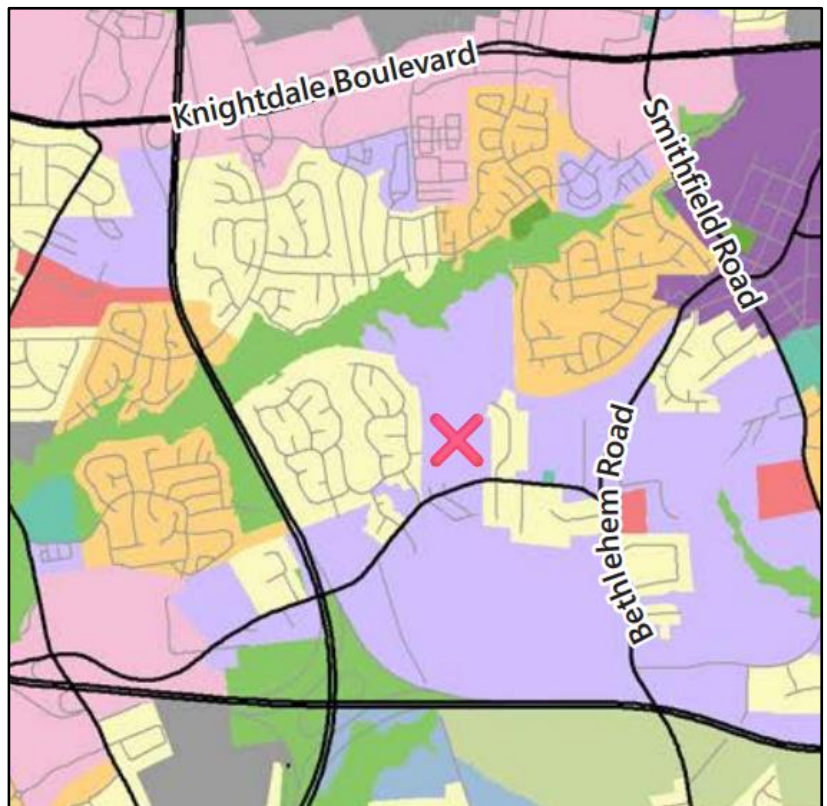


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C. Future Place Type Map

The final map in this series 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 properties, identified by the red “X” above, are located within the **Mixed-Use Neighborhood** Future Place Type, which is defined below.

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

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

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



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

Other important elements that work together to instill a sense of place or experience for residents, visitors, or employees in this [Neighborhood Mixed-Use Place Type](#) are further detailed below. Developments should use these characteristics to prioritize site design, public space, building form and massing, and sustainability efforts and sensitivity to the natural resources.

Mixed-Use Neighborhood

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

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

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



Open Spaces & Natural Resources

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



Transportation

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

Street & Block Pattern

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

Building Types & Massing

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



Sustainability

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

Infill Development or Redevelopment

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

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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 **Mixed-Use Neighborhood** Place Type falls into the Neighborhoods category.



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D. Street Network Map

Development activities should assist with the construction of a comprehensive transportation network. The proposed development would construct a portion of a Widewaters Parkway, a collector street identified by Comprehensive Transportation Plan (CTP), that runs north/south through the subject site. If approved, approximately 2,500 feet of this collector street (Main Street cross-section) would be constructed, that will ultimately connect Knightdale Boulevard to Bethlehem Road, just north of I-87.

All other proposed roads and associated improvements generally align with the [Comprehensive Transportation Plan \(CTP\)](#) and [Appendix A, Roadway Network Plan, of the UDO](#).

E. Trails and Greenways Map

The Trails & Greenway Map provides the general alignment of greenways in Knightdale. These trails should connect to the existing Town infrastructure or provide new recreational opportunities for residents. The proposal development will also construct over 2,500 feet of a trunk-line greenway through the site, required by the [Comprehensive Transportation Plan \(CTP\)](#) and [Appendix B, Sidepaths & Greenway Plan, of the UDO](#).

CONSISTENCY WITH THE 2023 STRATEGIC PLAN:

[The Knightdale 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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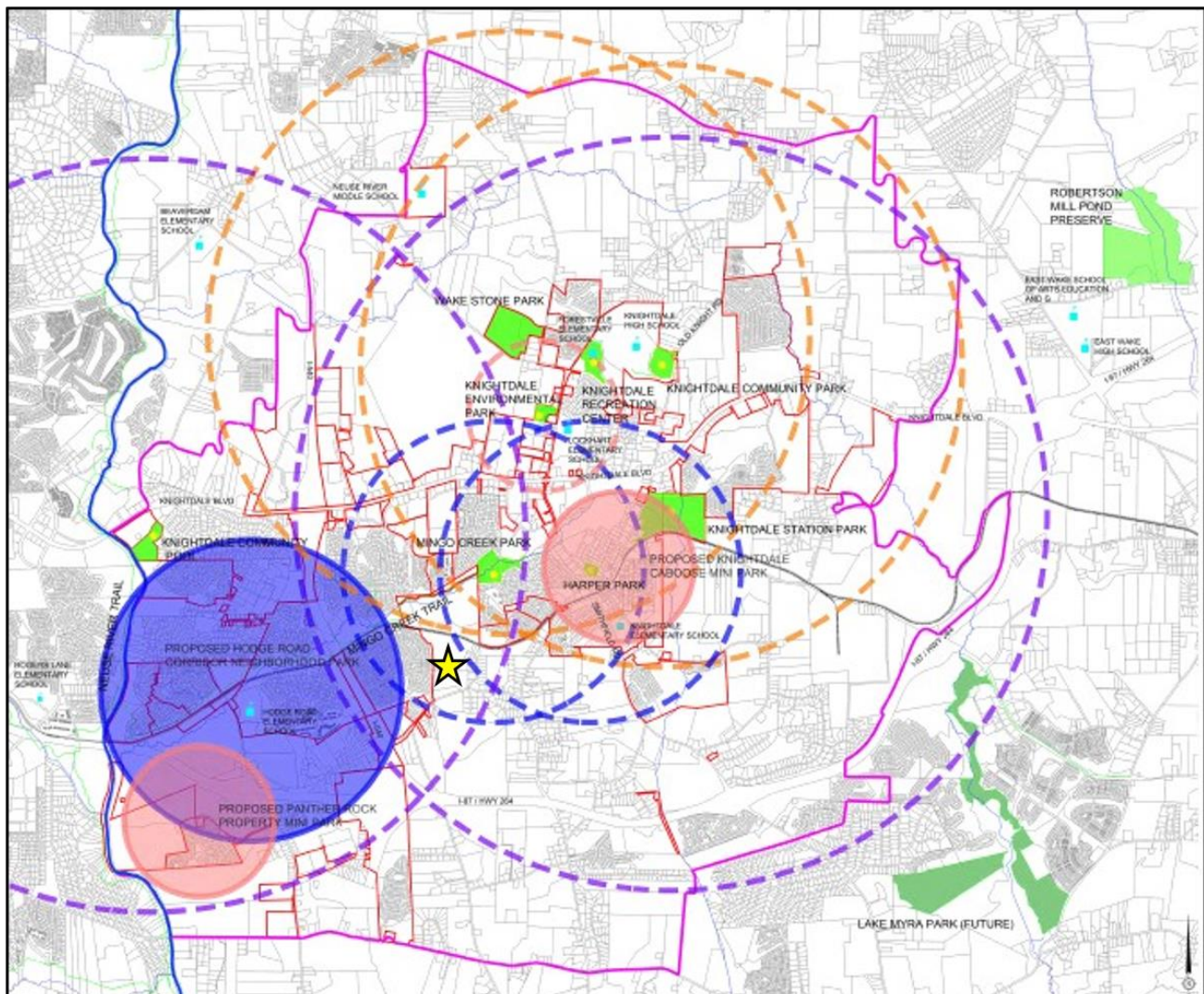
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CONSISTENCY WITH THE COMPREHENSIVE PARKS AND RECREATION MASTER PLAN:

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

This proposal (yellow star below) is within the two-and-a-half miles service area of Knightdale Station Park and Knightdale Community Pool, is within the one-mile service area of Mingo Creek Park, with a small portion of the subject properties within the one-mile service area of Harper Park.

The proposal development will also construct over 2,500 feet of a trunk-line greenway through the site, increasing pedestrian connectivity towards these existing public parks.





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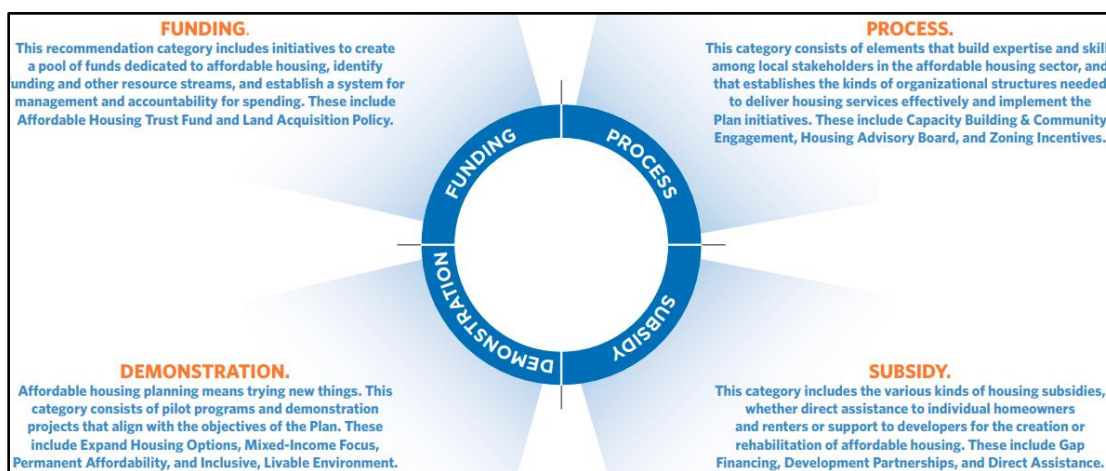
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CONSISTENCY WITH AFFORDABLE KNIGHTDALE PLAN:

Town elected officials and leaders recognized the growing concern for the shortage of housing options available to serve a range of incomes in town and the need to ensure a variety of housing choices and opportunities for the present and future workforce. As a result, [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.



Of these recommendations, this proposal could embrace the elements within the [Expand Housing Options](#), [Mixed-Income Focus](#), and [Inclusive, Livable Environment](#).

According to the Applicant, the proposed development (*PUD Document Page 16*):

1. Supports the goals and recommendations of Affordable Knightdale by advancing a development approach that expands housing options, promotes inclusivity, and aligns with long-term community planning objectives.
2. Increases housing supply in a manner consistent with surrounding neighborhood character and adopted planning policies.
3. Provides a mix of townhomes and single-family homes on varied lot sizes, encouraging a naturally mixed-income community.
4. The walkable design, greenways, trails, and access to neighborhood-serving commercial uses promote an inclusive and livable environment.
5. Aligns with the Town's market-based strategies for expanding attainable housing and complements future subsidy programs through its contribution to the Affordable Housing Trust Fund.
 - a. As noted previously, the Applicant proposes a zoning condition to make a financial contribution to the Town's Affordable Housing Trust Fund, that would result in a contribution of approximately \$26,350.



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CONSISTENCY WITH THE COMPREHENSIVE PLAN:

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

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

Of the eight guiding principles detailed in the Comprehensive Plan, a development of this density and intensity should promote the following. Additional information, details, and Master Plan revisions are recommended to better align the proposal with the Comprehensive Plan, including, but not limited to the Guiding Principles.



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.



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.



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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.



Multi-Modal Transportation System

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

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



Community Facilities and Services

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

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

X. JOINT PUBLIC HEARING SUMMARY:

A joint public hearing with the Land Use Review Board and Town Council was held at the February 19, 2026 Town Council meeting. About twenty members of the public attended this meeting; six of which spoke, along with written comments submitted prior to and following the Joint Public Hearing. Cited concerns pertained to the following:

1. Traffic volumes & congestion, roadway capacity, interconnectivity & traffic calming, and overall safety;
2. Compatibility with the existing neighborhoods and overall impacts to community character and way of life;
3. Inadequate buffers & screening and associated visual and acoustic impacts;
4. Tree removal, land clearing, stormwater runoff, habitat destruction & wildlife displacement, and other environmental impacts.

Specific questions and concerns and the Developer's responses can be found in the [*Joint Public Hearing Questions, Comments, & Recommendations Document*](#).



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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. Those questions, comments, and recommendations raised during the Joint Public Hearing are outlined below, and further detailed, along with the Developer's responses, in the [Joint Public Hearing Questions, Comments, & Recommendations Document](#) attached to this Staff Report.

1. Widewaters Parkway:
 - a. Alignment, design, and construction sequencing;
 - b. Impacts to the adjacent area & neighborhood;
 - c. Intersection improvements at Old Faison Road
 - i. Roundabout feasibility & footprint;
2. Other impacts to adjacent neighborhoods:
 - a. Traffic calming and off-site measures along Woodfield Lane
 - b. Placemaking signage to differentiate neighborhoods
3. Site access, construction traffic, and phasing
4. Site design & layout
 - a. Sensitivity to environmental impacts and design around existing features
5. Affordable Knightdale
 - a. Affordable unit designations with set duration
 - i. Mailman Post referenced
 - b. Accessory Dwelling Unit considerations
6. Public Art & Placemaking
 - a. Unique signage and pedestrian scale lighting

The Applicant has revised their application materials based on this feedback received at the Joint Public Hearing and at the LURB meeting.

XI. LAND USE REVIEW BOARD SUMMARY:

The proposal was presented to the Land Use Review Board at their March 9, 2026 meeting. An overview of the revised proposal was shared, a recap of the Joint Public Hearing was provided, and the proposal's consistency with the Comprehensive Plan was discussed, along with some discussion regarding traffic impacts and roadway connectivity requirements, lot size, the phasing plan, existing environmental features and the future of those features, and stormwater control measures. A motion was made to recommend approval, with conditions, of the proposed development, and to forward the following recommended advisory statement to Town Council. The motion was seconded and approved by a vote of 3-2.

LURB Recommended Advisory Statement:

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 providing a variety of housing options with access to inclusive public and private spaces that are connected by multi-modal options for residents and visitors, and the greater community, while concentrating development in certain areas to limit impacts to the existing environment and its sensitive features. Furthermore, the proposal embraces elements of the Mixed-Use Neighborhood Future Place Type through commitment to integrating differing housing types while incorporating "Missing Middle" home choices that are interconnected with adjacent roadways, neighborhoods, and commercial opportunities. The request is reasonable and in the public interest as it expands publicly accessible routing options for vehicles,



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bicycles, and pedestrians in the vicinity and across the Town of Knightdale, which aids in developing a vibrant, sustainable, and safe community in which people not only desire to visit, but to also live, work, and play.

Subject to the following conditions:

- 1. Prior to approval of final plat of each phase of development, a payment shall be made to the Town's Affordable Housing Trust Fund in the amount of \$250 per front-loaded residential lot and \$100 per rear-loaded residential lot in the phase being platted.*
- 2. Any townhome may include two dwelling units per structure, subject to compliance with applicable building codes and dimensional standards of the PUD.*
- 3. Site amenities shall include a pollinator garden with educational signage highlighting their environmental benefits. The stormwater wetland and bioretention cell shall both be planted with pollinator-friendly species to serve as additional pollinator gardens.*
- 4. Faison Reserve shall include architectural standards for single-family detached homes and townhomes, as outlined in Chapter 8, Architectural Design Standards of the Applicant's PUD Document.*
- 5. Developer shall stub potable water, sanitary sewer, and storm drainage to commercial outparcel prior to recordation of any Phase 2 plat.*
- 6. Developer shall construct curb, gutter, and sidewalk improvements along commercial outparcel prior to recordation of any Phase 2 plat.*
- 7. Construction traffic shall not utilize Alysheba Drive or Woodfield Lane as a means of access to Faison Reserve.*

XII. STAFF RECOMMENDATION:

Staff recommend that Town Council approve the request (ZMA-1-25), with the Applicant Offered Conditions and the Staff Recommended Conditions, to rezone two tracts of land totaling approximately 57.81 acres (4402 Old Faison Road & 0 Woodfield Lane; Wake County PINs 1743-88-6921 & 1743-89-5866), from Rural Transition (RT) District to Urban Residential (UR12) Planned Unit Development, adopt the recommended advisory statement regarding Comprehensive Plan consistency, adopt the conditions, and adopt Ordinance #26-04-15-002.

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 providing a variety of housing options with access to inclusive public and private spaces that are connected by multi-modal options for residents and visitors, and the greater community, while concentrating development in certain areas to limit impacts to the existing environment and its sensitive features. Furthermore, the proposal embraces elements of the Mixed-Use Neighborhood Future Place Type through commitment to integrating differing housing types while incorporating "Missing Middle" home choices that are interconnected with adjacent roadways, neighborhoods, and commercial opportunities. The request is reasonable and in the public interest as it expands publicly accessible routing options for vehicles, bicycles, and pedestrians in the vicinity and across the Town of Knightdale, which aids in developing a vibrant, sustainable, and safe community in which people not only desire to visit, but to also live, work, and play.

Subject to the following conditions (Applicant Offered Conditions):

- 1. Prior to approval of final plat of each phase of development, a payment shall be made to the Town's Affordable Housing Trust Fund in the amount of \$250 per front-loaded residential lot and \$100 per rear-loaded residential lot in the phase being platted.*



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2. Any townhome may include two dwelling units per structure, subject to compliance with applicable building codes and dimensional standards of the PUD.
3. Site amenities shall include a pollinator garden with educational signage highlighting their environmental benefits. The stormwater wetland and bioretention cell shall both be planted with pollinator-friendly species to serve as additional pollinator gardens.
4. Faison Reserve shall include architectural standards for single-family detached homes and townhomes, as outlined in Chapter 8, Architectural Design Standards of the Applicant's PUD Document.
5. Developer shall stub potable water, sanitary sewer, and storm drainage to commercial outparcel prior to recordation of any Phase 2 plat.
6. Developer shall construct curb, gutter, and sidewalk improvements along commercial outparcel prior to recordation of any Phase 2 plat.
7. Construction traffic shall not utilize Alysheba Drive or Woodfield Lane as a means of access to Faison Reserve.

Staff Recommended Conditions:

1. Developer shall continue working with Staff on the feasibility and constructability of the Old Faison Road frontage roadway improvements, specifically related to a roundabout at Old Faison Road and Widewaters Parkway. If right-of-way and other constraints prohibit the construction of a roundabout, at a minimum, the Developer shall install the recommended improvements set forth in the Project's Transportation Impact Analysis. No part of the subject Development shall prevent the future construction of necessary roundabout infrastructure on the north side of Old Faison Road on land area that is under the Developer's control.
2. Developer shall develop, at a minimum, conceptual plans for the Widewaters Bridge over the Norfolk Southern railroad right-of-way adjacent the subject property. The conceptual plans shall be of sufficient design and detail for review and approval by any railroad owner and/or operator having jurisdiction. Developer shall continue working with Staff to select and engage an Engineering Firm capable of preparing Construction Drawing level plans for said Bridge. Developer and Staff shall coordinate with the appropriate railroad entities through any associated review process to ensure that a Bridge design is approvable and constructable.

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 Secondary Growth Area and the Plan's Future Place Type Map designation as a Mixed-Use 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.