



COMPREHENSIVE PLAN

I. INTRODUCTION

In April of 1999, the Town of Knightdale began an update of the Town's Comprehensive Plan. The original Comprehensive Plan, adopted in 1993, was already considered by many to be outdated; and furthermore, the 1993-adopted Comprehensive Plan itself called for an update every five (5) years. For all who were involved in realizing the completion of this initial task, it became much more than just an update. The creation of the new 2027 Comprehensive Plan was a public, citizen-driven process, and the Town was diligent in its efforts to include the broadest spectrum of stakeholders in the process. The resulting product was a direct response to the growth concerns and issues facing the Town of Knightdale in the early 2000's, and offered building blocks for Knightdale's future.

Although the 2027 Comprehensive Plan is a multi-faceted document encompassing elements such as parks, transportation, utilities and public safety, it is a continuing opportunity to review in a comprehensive way how these elements work together. When these elements are understood holistically, they lead to the kind of future that will benefit the greatest number of people and in turn leave a rich legacy for future generations. The original participants who were the architects of this plan envisioned more housing choices, a broader economic base, improved accessibility and mobility for all citizens, enhancement of the town's rural edges and improved fiscal efficiency.

The process began as an evaluation of the place from which the Town came to develop an understanding of its resources and potential, then organized these lessons and finally set a course for the future. While much of what was known about Knightdale was pleasing to those involved, the process underscored the realization that the Town had much to lose without a vision for the future, and even more to gain if it approached the future in a proactive manner.

At the core of this process was the concern that the future was quickly getting ahead of the Town. This was born in fact by a 216% increase in population of the Town between 1990 and 2000. Such rapid growth could have compromised the community's ability to respond to the needs of residents and businesses. In reaction to rapid growth, the public expressed two (2) primary concerns:

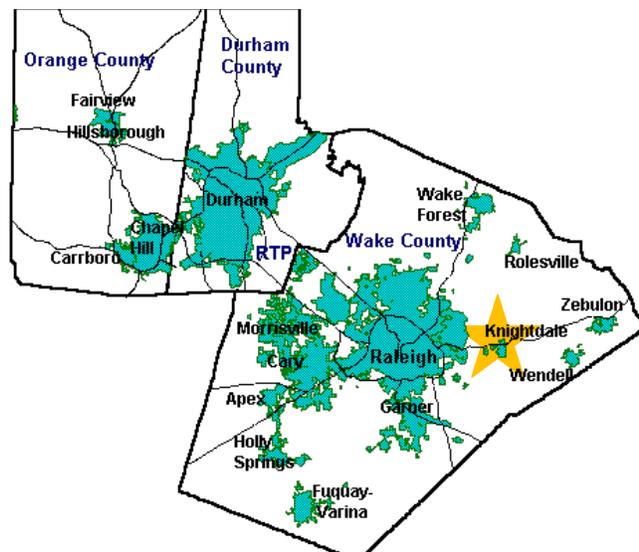
- overcrowded roads; and
- the disappearance of community character and open space.

This document addresses these concerns and other growth issues by examining the way in which a town is built, why it grows and how it develops. By understanding, appreciating and accepting the fundamentals of town building, a community may face growth concerns more effectively and be able to harness its own potential and resources.

Town building, and specifically, urban design, is not a trend. The essence of town building is its timelessness. The Roman Coliseum is more than just a stadium, and the Empire State Building is more than just a commercial office building in the form of a skyscraper. Similarly, it is the hope of town leaders that when the future of Knightdale is envisioned, the town is more than a collection of random buildings and left over bits of “open space”. Rather, it is a town of rich architectural diversity, vibrant public spaces and charming neighborhoods.

Throughout the sordid course of human history, great cities have grown, prospered, decayed and been reborn. Certain features survive because they reflect the community’s spirit, values, culture and aspirations. What sets great towns apart from the mass of mediocre places is that the urban form and arrangement of buildings, along with the residual public and private spaces, encapsulate the spirit, values, culture and aspirations of the community. The creation of great towns is often the work of a few who possess a unique vision and who through their leadership have garnered the trust of the people in order to make that vision a reality.

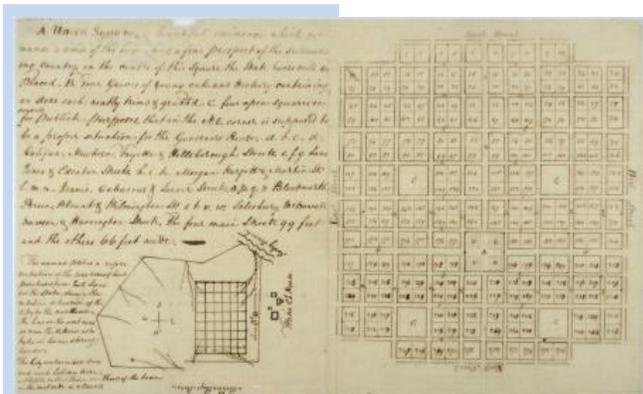
In Knightdale, location is the town’s greatest asset and the key to its growth, which can be directly attributed to its proximity to the economic engines of Raleigh, Research Triangle Park and other Triangle assets like North Carolina State University, Duke University and the University of North Carolina at Chapel Hill. The participants involved in the Comprehensive





Plan process have expressed that the town's location in the region is important to achieving its vision.

The most memorable and impressionable places in the world have grown from a framework that responded to the needs and reflected the aspirations of its citizens. These places were not developed in a vacuum; they did not ignore the historic context or attempt to mimic a past period of human history. Visionary leaders recognize that certain truths about town building exist and apply those lessons to their recommendations and policies. They merge these truths with technological improvements and create timeless places that evolve, avoid decay and are loved by residents and visitors alike. It is the aspiration of Knightdale's leaders that Knightdale be one of these places that exhibits quality growth and continues to be admired by people near and far.



William Christmas' plan for Raleigh, 1792

II. ORGANIZATION AND ADOPTION OF THE 2027 COMPREHENSIVE PLAN

The 2027 Comprehensive Plan is divided into eight (8) chapters covering statistics and history; community services; transportation; parks, recreation and open space; utilities and design districts. The plan also includes an appendix for focus area plans which to date include: *Old Town Knightdale Small Area Plan*, and *US 64 Bypass Highway Interchange Study*.

The first four (4) chapters establish the framework upon which the comprehensive plan is built:

- Chapter 1 includes the Organization of the Comprehensive Plan, reflections on the purpose and process of creating comprehensive plans, a timeline of the activities and milestones associated with the development of this document, and a brief description of Knightdale which acquaints the reader with the Town's history.
- Chapter 2, Vision 2027, articulates and illustrates the Town's future aspirations.
- Chapter 3, Town Resource Analysis, provides an inventory and analysis of Knightdale's existing population, demographics and zoning assessment.
- Chapter 4, Community Services, provides information regarding health care, public safety and education; and includes a series of objectives and tasks to be undertaken to attain those objectives.

The next four (4) chapters are the building blocks Knightdale uses to realize its future, and are referred to as the Town's "Master Plans":

- Chapter 5, Design District Master Plan, provides a new land use plan and a series of design guidelines for various areas of the planning jurisdiction.
- Chapter 6, Parks, Recreation and Open Space Master Plan; provides for the development of an exceptional town system that has long relied on others for programs and facilities.
- Chapter 7, Transportation Master Plan, provides for a safe and efficient transportation network that increases mobility while preserving the town's local character and enhancing community design.
- Chapter 8, Public Utilities Master Plan, provides a brief synopsis of the merger into the City of Raleigh Public Utilities Department and how these services continue to be coordinated with the town's growth.



Throughout each of the previous chapters, a section is devoted to action items, which will help to identify the mechanisms the Town can use to implement the overall scope of the plan.

The original 2027 Comprehensive Plan became effective upon adoption by the Knightdale Town Council on July 7, 2003. In carrying out the Plan, land use regulations have been amended, including the adoption of an entirely new Unified Development Ordinance (UDO) on November 16, 2005. Similarly, this 2010 update to the 2027 Plan will become effective following the completion of the public involvement process, review by advisory boards, and ultimate adoption by the Knightdale Town Council.

*"We shape our cities,
thereafter they shape us."*

- Anonymous

III. PURPOSE OF THE COMPREHENSIVE PLAN

Various forms of comprehensive planning have been around for centuries. Often these visions were the dictates of leaders who imaged grandiose capital cities like Paris, St. Petersburg, Berlin and ancient Rome. In the United States, early settlements adopted comprehensive plans to guide development decisions including those concerning the placement of civic buildings, utilities and transportation facilities. Among these plans were General Oglethorpe's 1733 "Plan of Savannah (Georgia)", Pierre Charles L'Enfant's 1791 "Plan for the City of Washington" and William Christmas' 1792 "Plan of the City of Raleigh".

The general goals of any comprehensive plan are to:

1. Coordinate public and private investment;
2. Minimize conflict between land uses;
3. Influence and manage the development of the community;
4. Increase both the benefits and cost effectiveness of public investment;
5. Predict infrastructure and service needs in advance of demand; and
6. Ensure that community facilities are located to best serve the community.

The Knightdale Comprehensive Plan provides the basis for rational decision making, **but does not** replace the decision making process. The enactment of the *Knightdale Comprehensive Master Plan* does not constitute a substantive change in existing ordinances of the Town of Knightdale, nor does it supersede or replace the *Unified Development Ordinance* or any other regulatory ordinances.

In applying such ordinances, consideration should be given to the "Objectives" and "Action Items" of the Plan in an attempt to harmonize the two provisions. The Plan is intended to provide guidance in the evaluation of future decisions on land use, infrastructure improvements, transportation and other plans.

Comprehensive planning is a continuous and dynamic process that helps the community achieve goals that are important to its citizens and to the community at large. As a result, these goals tend to change over time. When they do, the community must again review where they have been, examine how they arrived at that point, identify what has changed since their last planning effort, and determine where they want to go next.



IV. COMPREHENSIVE PLAN DEVELOPMENT PROCESS

The Town of Knightdale has grown tremendously over the past 20 years. This growth is expected to continue for a number of reasons both within and outside of the Town's control. Foremost among these reasons, Knightdale has been and continues to be an appealing place to live and work. The community possesses rich human resources, including a responsive town staff, and an astute and visionary political culture. It is geographically well positioned and is closely associated with state government headquarters in adjacent Raleigh, and with businesses in the Research Triangle Park, which is less than 30 miles away. Major medical facilities and universities in Raleigh, Durham and Chapel Hill are also integral parts of Knightdale's world; and a countryside dotted with family farms, pastures and forests is never far away. For now, much of Knightdale's natural systems remain intact. All of these qualities remain within Knightdale's ability to enhance, manage and sustain.

There are other forces outside of the community's control which may seem detrimental to some, but actually bode well for the Town. For example, more stringent air and stormwater quality regulations have affected funding for infrastructure. Diminishing state and federal funding resources for an automobile-only transportation network have impacted the Town's ability to approve development that affords no other way for people to access a site except by automobile. Economic changes affected by globalization, new technology and other forces, including heightened competition for jobs and skilled residents, could include the rejuvenation of at least some of the local agricultural economy. If these are viewed as opportunities rather than impediments, Knightdale can be a leader among area towns.

In order to retain appealing qualities and enhance the success of the community, the Town must plan for the future while being forever mindful of its past. The Town must make decisions today about what kind of community it wants to be tomorrow. The alternative is grim and there are growth forces at work that can irreparably damage the community's physical qualities, constrain personal choice, contribute to fiscal inefficiency, and negate a generation's ability to leave behind a community with strengths what are not only bigger, but better.

Knightdale's Comprehensive Plan is a statement of the Town's goals, objectives and policies regarding future physical growth; it is an official public document adopted by the Town Council. The Plan reflects what the community is feeling about how and where the Town should grow while keeping the context of eastern Wake County and the Triangle Region in mind.



Agriculture has been an integral part of Knightdale's history.

At a minimum, the Comprehensive Plan communicates the Town's intentions regarding land use, urban form, policy formulations, and capital improvement programming; thus enabling coordination of public and private development activities. Yet, the primary purpose is to guide the Council's decisions concerning the future and serve as a consistent reminder to learn from the best and worst of the Town's past.

A. History of Knightdale's Comprehensive Plan

The Town of Knightdale adopted its first Comprehensive Plan on November 1, 1993; and at that time, the document fulfilled the Town's immediate need to coordinate growth. However, Knightdale has seen dramatic changes since the adoption of the 1993 Plan. The construction of the Knightdale Bypass (US Highway 64/264) and the Eastern Wake Expressway (Interstate 540) have proved to be the most significant projects impacting the physical development of Knightdale in the Town's history. While it became evident that a major update to the comprehensive plan was necessary prior to the construction of these road projects in 2003, it was equally evident that the plan needed fine tuning once the real impacts became known.

Discussion of the update to the 1993 Plan began in 1999. On April 3, 2000 a joint meeting of the Town Council, Planning Board, Appearance and Architectural Review Board, Board of Adjustment and Parks and Recreation Advisory Board was held to discuss the update process. It was also at that meeting that the Town Council formally appointed an Ad Hoc Comprehensive Plan Update Committee ("CPUC1"). The Committee was made up of two (2) members of the Town Council; a representative each from the Planning Board, Appearance and Architectural Review Board, Parks and Recreation Advisory Board, Board of Adjustment and the Knightdale Chamber of Commerce; and five (5) at-large members from the community. This group represented the many and varied interests in the Town and acted as a filter and sounding board for Knightdale's planning staff and consultants as data was collected and analyzed. During the development of the Plan, the Committee was engaged in learning about the intricacies of planning and urban design and the relationship of these to the function of the Town. The Committee was introduced to professionals from other communities and attended a tour of several peer communities in the vicinity of Charlotte. This first update process undertook various forms and lasted longer than anticipated, primarily due to turnover of planning staff managers. The process also suffered due to the ever increasing responsibilities of the Planning Department, which made it difficult to update the plan in-house. In February of 2002, the Town ended up hiring consultants to complete the update, and the plan was adopted in 2003.



The opening of the US 64 Bypass through southern Knightdale ushered in a new era for the development of the town.



With a full complement of planning staff employed in 2009, the Town Council decided to proceed with an in-house “mini-update” of the 2027 Comprehensive Plan. Again, an Ad Hoc Committee (“CPUC2”) was appointed by the Council, this time consisting of two (2) Land Use Review Board members, (2) Old Town Oversight Committee members, one (1) Town Council representative and five (5) citizen appointees. One (1) staff member was appointed to act as the consultant while other staff participated in debates and discussions. The focus this time would be to refine the concept of design districts, add detail to the parks and recreation master plan, analyze the transportation plan and update the goals, objectives and action items found throughout the plan.

B. The Public Participation Process, Meetings and Timeline

Knightdale has a tradition of participatory government. When larger issues arise, the response of the Town has been in many cases to appoint citizens to a committee charged with studying the issues and recommending solutions. Often, the decision making process is more effective and stronger when the Town’s residents, business people and development community participate. The appointment of CPUC1 to update the Town’s existing Comprehensive Plan in April 2000 was an extension of this philosophy which has continued through to the appointment of CPUC2 nine (9) years later in April 2009.

The public participation process for CPUC 1 involved a series of meetings, public hearings and citizen surveys. In the initial stages, the Town sought to perform a simple update; however, as CPUC1 continued to meet, a series of recommendations emerged which required dramatic changes in the concepts of the plan, which essentially transformed the update into a new plan. This required complex involvement from the consultants, CPUC1, Town staff and the public. CPUC2, meanwhile, established goals that were more closely aligned with a true update of CPUC1’s new plan and worked with in-house staff to address important issues that had arisen in the intervening six (6) years. The following provides highlights and general timeline of the update processes:

CPUC1

| | |
|----------------|--|
| 1999 | Discussion of a Comprehensive Plan update |
| April 3, 2000 | Joint meeting of Town Boards and appointment of the Ad Hoc Comprehensive Plan Update Committee |
| April 27, 2000 | Public Hearing to initiate update process |



CPUC2 engaged in monthly meetings and workshops.

| | |
|-------------------|---|
| May 25, 2000 | Comprehensive Plan Update Committee meetings began to review elements (These meetings continued on a semi-regular basis until Plan completion.) |
| April 4, 2002 | Farm owners meeting (Sponsored by Wake County) |
| April 23, 2002 | Stakeholders meeting (citizens and business, civic, religious and other community leaders) |
| June 12, 2002 | Landowners meeting (landowners of parcels >10 acres) |
| August 7, 2002 | First public workshop on Design Districts |
| September 4, 2002 | Second public workshop on Design Districts |
| October 15, 2002 | Third public workshop on Design Districts |
| October 23, 2002 | Fourth public workshop on Design Districts |
| December 4, 2002 | First comprehensive plan open house forum |
| December 18, 2002 | Second comprehensive plan open house forum |
| January 6, 2003 | Town Council initial Public Hearing on final draft |
| January 15, 2003 | Third comprehensive plan open house forum |
| January 27, 2003 | Planning Board review and approval of draft document |
| April 3, 2003 | Public Meeting to review draft plan |
| July 2003 | Approval of final document |
| CPUC2 | |
| April 6, 2009 | Town Council adopts Resolution #09-04-06-002 establishing CPUC2 |
| June 4, 2009 | CPUC2 holds first of a year-long series of monthly meetings |
| August 18, 2009 | First general open house for the public |
| February 8, 2010 | Second general open house for the public |
| May 6, 2010 | Town staff holds open house for representatives of neighboring jurisdictions |
| May 19, 2010 | Town Council progress report |
| July 21, 2010 | Town Council progress report |



| | |
|-------------------|---|
| August 9, 2010 | Land Use Review Board progress report |
| August 18, 2010 | Town Council update |
| October 7, 2010 | CPUC2 makes final recommendations and endorses updated plan |
| December 6, 2010 | Town Council Public Hearing on final draft |
| December 13, 2010 | Land Use Review Board Board review and approval of draft document |
| January 19, 2011 | Town Council approval of final document |

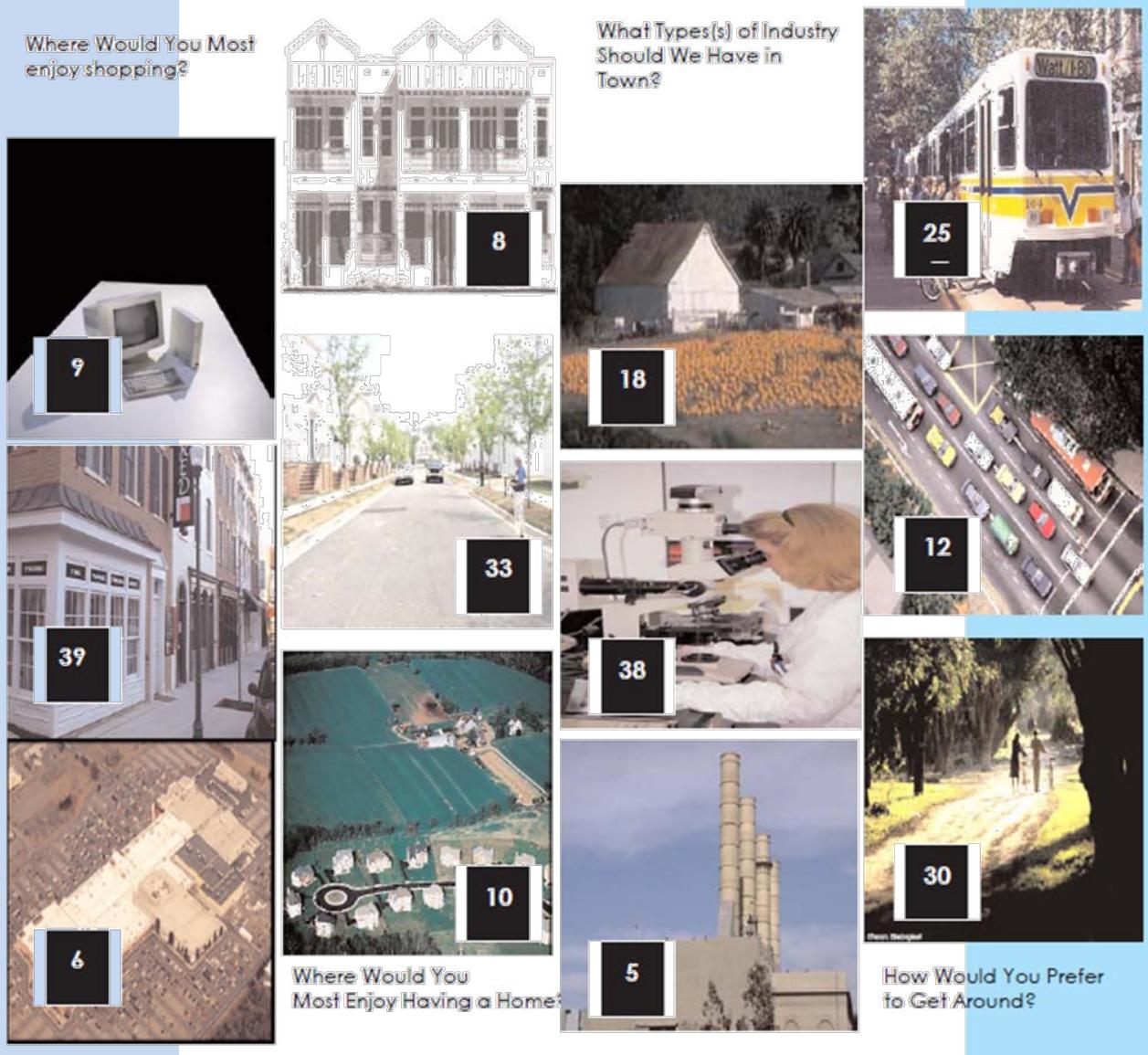
C. Visual Preference Survey

In early 2002, a visual preference survey was distributed to citizens via public meetings, inclusion in Town and Chamber of Commerce mailings and through the Planning Department. The survey was used to generate discussion and interest in the Comprehensive Plan and to have citizens think about the future of Knightdale.

The Town received a number of responses. The responses varied, but overall the public was in favor of a mixture of housing types and densities; alternate transportation options such as mass transit, sidewalks and greenways, instead of just automobile usage; a mixture of shopping opportunities that included quaint small scale shopping areas; and a variety of industry types, including biotechnology and farming industries. The preference survey along with the many comments received from the public revealed that citizens had a strong interest in preserving Knightdale's small town charm, open space and farmland.

The four (4) columns on the 2002 survey (Figure 1.1) asked questions of the public to understand their viewpoint on what choices they would make regarding 1) shopping, 2) housing, 3) working and 4) mobility. The numbers in the black box reflect the number of responses received for the top three (3) answers to each of the four (4) questions. The discussion raised from the survey continued to indicate that Knightdale's citizens wanted to maintain small town character and have varied housing, shopping and transportation choices.

FIGURE 1.1: 2002 VISUAL PREFERENCE SURVEY AND RESULTS





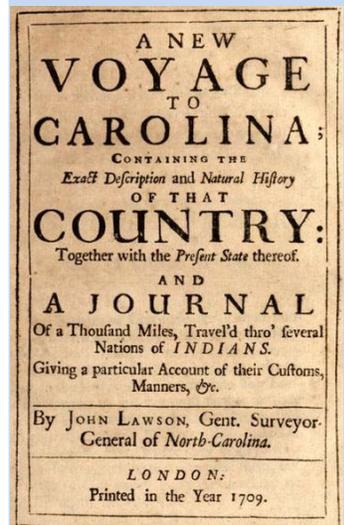
V. KNIGHTDALE LOCATION AND HISTORY

The story of Knightdale begins with exploration and discovery. As an incorporated town, Knightdale is a relative newcomer to Wake County and North Carolina history. The Knightdale community, which is an area that extends beyond the present day extraterritorial jurisdiction or ETJ, has a recorded heritage that dates back to the colonial era in American history. In the year 1700, the Lords Proprietor of the Colony, wishing to know what lay in the interior of the land that was called Carolina, hired a young man named John Lawson to explore this vast unknown land. Starting in an area near present day Charleston, South Carolina, Lawson began a trek that covered roughly 1,000 miles through the heart of the Carolina Colony. According to his diary, which was published in England in 1709, Lawson passed through this area sometime in February of 1701. His diary records a meeting with fierce Tuscarora Indians on the banks of the Neuse River. However, with the help of an Indian interpreter, Lawson was able to make peace with the Tuscarora. Whether or not this event occurred, Lawson is thought to be the first European to explore this part of North Carolina.

During the eighteenth century, people began to be interested in acquiring land along this new frontier. After receiving the report from Lawson, the King of England decided that the time had come to apportion these lands to willing settlers. Around 1730, John Hinton left his family home in present-day Gates County, North Carolina and headed west, finally settling in what would one day be called Knightdale. This hardy woodsman erected the first dwelling built by a settler of European descent in the Knightdale area. Although the land that was granted to Hinton extended to what is now Clayton, North Carolina, and beyond; Hinton settled in an area near the Neuse River, not far from where Hodge and Old Faison roads now intersect.

In time, more settlers became attracted to the area. As more people moved here, the need for some sort of local government arose. The colonial government appointed Hinton to be the Justice of the Peace for Craven County, a county that at the time stretched from New Bern to present day Research Triangle Park. After forming Johnston County out of Craven County in 1746, the colonial government looked to Hinton to organize a local militia. Given the rank of colonel, Hinton formed a small band of militiamen to serve at the wishes of the royal governor who resided in New Bern. Aside from service as the local police, the Johnston County militia would see no action until after the County had been divided again in 1771 to form Wake County.

At the beginning of the American Revolution, Hinton abandoned his allegiance to the Crown and was called once again to serve as a military leader. Hinton played a key role



Cover of John Lawson's 1709 book on his pioneering adventures in "Carolina".



The old Knightdale Depot was removed and is now in private use.



The Midway house on its re-located site.

in the first battle of the American Revolution fought on North Carolina soil - the February 1776 Battle of Moore's Creek Bridge. Not long after the battle, Hinton was chosen as a delegate to the Fourth Provincial Congress, which passed a resolution known as the Halifax Resolves, later used by Thomas Jefferson as a model for the Declaration of Independence. In this way, the area that we plan for today played a role in the formation of our nation. Three (3) of the seven (7) Hinton plantation homes in the Knightdale area are still intact: "The Oaks", "Midway" (although it has been moved from its original location), and "Beaver Dam".

Following Independence, the people of this area went about making a living from the land. Local farmers successfully grew tobacco and cotton. Although not as prominent in this area as the Deep South, slavery nonetheless was a component of the community's economy. Although many slaves were buried in long-lost unmarked gravesites throughout the Knightdale area, documentation of some gravesites is helping the Town identify and protect these as an important part of our cultural and historic heritage.

It was not until after the Civil War, that Raleigh and Wake County saw a tremendous population boom, resulting in the need to divide the County into smaller administrative units, "townships", that could respond more effectively to the needs of residents. The area that became Knightdale was located in St. Matthew's Township. For deed purposes, the township name may still be referenced; however, it no longer functions as an independent administrative unit.

For many years the area that is now Old Town Knightdale was a crossroads served only by a post office. Most of the people in the area were farmers growing a variety of crops, although tobacco was the main cash crop. Near the end of the nineteenth century, many local citizens saw the need to establish a town. Four (4) of those citizens—Mr. Henry Haywood Knight, his wife, Bettie; and Mr. Needham P. Jones, and his wife, E. Meto—deeded right-of-way to the Raleigh & Pamlico Sound Railroad Company on February 25, 1904 and February 9, 1904, respectively; for a railroad line to be run through the area. It was hoped that the railroad would provide freight and passenger service, and facilitate the incorporation of the community. Unfortunately, Mr. Knight died later that year and did not live to see the railroad come to Knightdale – the community that would bear his name.

The construction of the railroad and station caused the life and commerce of the area to move at a faster pace. The railroad moved timber and farm products to the market and moved people to Raleigh. In November 1906, the Norfolk and Southern Railroad consolidated with the Raleigh & Pamlico Sound Railroad Company to form the Norfolk





and Southern Railway Company. As the need for more railroad workers increased, Norfolk and Southern moved many families into the community to take care of the railroad. Many of the older homes in Knightdale were built specifically for the use of railroad workers and their families. Along the tracks, just south of the Robertson Street crossing, stands the original railroad stationmaster's house.

The railroad generating commerce and traffic grew the demand for services. To fill this need, a bank, shops, and other businesses were established along First Avenue. The increased economic activity and growing local identity that stemmed from the railroad led to Knightdale receiving its articles of official incorporation from the North Carolina Legislature on March 9, 1927. After incorporation, many more businesses moved into town, including a farmer's cooperative, a barbershop and several small grills.

Despite the growth and prosperity, Knightdale's future was uncertain due to the absence of municipal services, particularly a municipal water system. Relying only on well water to serve its needs, the Town was subject to the unpredictable nature of the weather and the threat of fire. This shortfall came to a head in 1940 when, in the early morning hours of February 7, a fire began in the storehouse of Robertson's Hardware Store and rapidly threatened to engulf the entire business district and adjacent homes. In a virtuous act of community spirit, town residents turned out to fight the flames. Desperate to bring the fire under control, neighbors joined together to draw water from the wells, forming bucket brigades to try and halt the fire. The heroic effort was futile. The fire was not brought under control until trained firefighters arrived from Raleigh with an adequate water supply, but by then, most of the original commercial and residential core had burned to the ground.

After the fire, the people of Knightdale went about rebuilding their once proud downtown business district. Helped along by the baby boom following World War II, the population of Knightdale grew at a steady pace, but Knightdale retained its small town atmosphere. The corner drugstore, the bank and the barbershop on First Avenue not only served as places of business, but places for social gatherings. Movies were often shown on the wall of the old bank building, which is located at the intersection of First Avenue and Main Street. It was not until 1952 that a municipal water system was finally completed, and that led to the subsequent formation of the Knightdale Volunteer Fire Department in 1953.

As competition from the automobile increased, the railroad's role as a determining factor in the urban form of the town disappeared. In the 1960's, with acres of land needed to accommodate the automobile, new businesses in Knightdale began to locate along



The Knightdale stationmaster's house.



*Downtown Knightdale today
– First Avenue.*

US64, the former “Tarboro Road”, and onto land once covered by farms and forests. The widening of US64 to four (4) lanes in the 1970’s, coupled with the construction of the Mingo Creek sewer outfall in the 1980’s and the broader growth of the Research Triangle region of central North Carolina, accelerated Knightdale’s population growth, while farms and forests continued to evaporate.

During the past 10 years, Knightdale has continued to experience tremendous change. According to the official 2009 estimates from the US Census Bureau, Knightdale has been the 15th fastest growing municipality in North Carolina since 2000. The Town’s growth rate has only accelerated with the completion, in 2005, of the US 64 Bypass and, in 2007, the completion of I-540. Through this updated Comprehensive Plan, the Town is seeking to attract quality growth and promote economic development opportunities.

Despite this growth, Knightdale leaders have assisted in maintaining the small-town charm and cozy atmosphere that has made it a great place to live, work and raise a family. The downtown business district, once fought for so valiantly, is a quiet shadow of its former glory. However, Knightdale residents are now able to enjoy the cultural, athletic, recreational and shopping benefits of a large metropolitan area, while at the same time maintaining the sense of community that can only be experienced in a small town.