

# KNIGHTDALENEXT

2 0 3 5 C O M P R E H E N S I V E P L A N



**ADOPTED  
AUGUST 15, 2018**



# ACKNOWLEDGEMENTS

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Preparation of the KnightdaleNext 2035 Comprehensive Plan was a collaborative process involving numerous stakeholders, including the Town Council, Land Use Review Board, and Town staff. In addition, the Plan could not have been completed without the active involvement of the citizens of Knightdale. All of their efforts are greatly appreciated.

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# THE VISION

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By 2035, Knightdale will still be a place to start something, but it will also be reaping the rewards of a generation of beginnings. Old Town will be the heart of the community, with a thriving mix of business and homes. Neighborhoods throughout the Town will feel a sense of connection: connected by traditions; connected by family; connected by roads, greenways, bicycle routes, and walkways; connected by the shared history that makes Knightdale unique.



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NEXT STEPS



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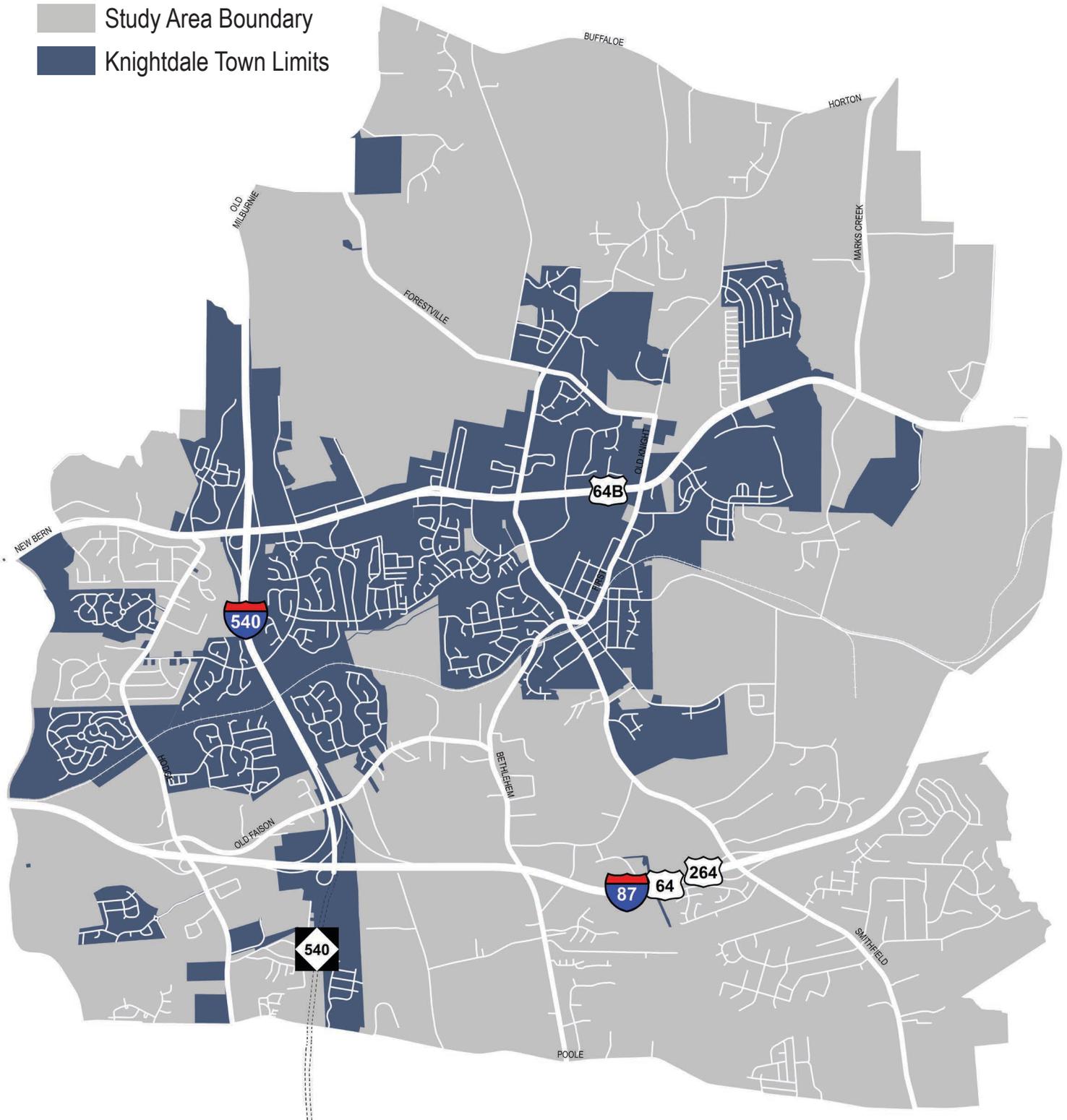
**GENERAL GROWTH FRAMEWORK**

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# KNIGHTDALENEXT

## STUDY AREA

- Study Area Boundary
- Knightdale Town Limits



# THE PLAYBOOK

Because the Town should be able to take advantage of opportunities when they present themselves, KnightdaleNext uses a 'playbook approach' to guiding future growth and development in the community.

Some parts of the document—things like the community vision, guiding principles, and *Growth Framework Map*—should remain constant and keep Knightdale on a focused path for success.

Other parts of the document—things like the general recommendations, focus area study recommendations, the *Growth and Conservation Map*, and other supporting infrastructure maps—may need to evolve over time as conditions change that were not contemplated at the time this document was adopted.

Any changes considered under the playbook mindset for the document should be evaluated against the community vision, guiding principles, and *Growth Framework Map* to determine if they are in the best long-term interests of the Town and its residents, businesses, and property owners.

Patience may be needed for some aspects of the plan to evolve, as it sets a long-term vision to guide growth over an extended period of time. Town officials should avoid 'short-sighted' decisions to modify the Plan as a playbook unless reasons to change it are supported by staff.

# INTRODUCTION

## WHAT IS KNIGHTDALENEXT?

The KnightdaleNext Comprehensive Plan is the official adopted statement for future development and conservation in the Town. It establishes a vision and guiding principles, analyzes existing conditions and emerging trends, describes and illustrates a plan for future development and supporting infrastructure, and outlines steps for implementation. It will serve as the foundation for determining effective public policy and for making land use decisions for the future that will provide an ongoing framework for informed and directed public investment and private development. The long-term horizon for the Plan keeps the document somewhat general. However, the broad range of development issues and Town services addressed makes it a true

playbook for the growth that reflects the priorities and values of Knightdale residents, safeguarding the Town's history and sense of place.

Ultimately, the Plan's relevance will be measured by its use during everyday decision-making. Monitoring the Plan's implementation should be an open and ongoing process that examines performance, measures achievement, and reflects changes generated by the plan. An implementation matrix for the plan can be found beginning on Page 116.

### Why Plan?

Knightdale is one of the fastest growing towns in the fastest growing county in the state—and the growth keeps coming. Residents love

the small-town feel that is at the heart of Knightdale, and there is concern that as growth continues, the Town will begin to look “just like everywhere else.” The Town's 2027 Comprehensive Plan was last revised in 2011, and it is time to re-evaluate a plan for the future that builds upon Knightdale's unique characteristics.

Every town has a finite amount of land. It is critical for citizens to understand how this land is occupied today and what could possibly happen with it in the future. It is important for Knightdale to understand how it wants to grow: What will it look like? What will it feel like? What will make Knightdale unique?



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# A USER'S GUIDE

## Think Big Picture

The 2035 Comprehensive Plan is part of a library of plans developed by the Town to guide future growth and development. It is intended to relate to all other Town plans, policies and ordinances in place or currently underway and provide guidance to other government agencies preparing plans or programming projects that may affect the Town's planning area.

## We Heard You

The Comprehensive Plan is the culmination of an extensive and transparent community planning process. It is possible that not all ideas were included in this document because (A) there was disagreement on the topic and the decision was made to go with the consensus of the community, (B) the idea was tested and deemed to be unrealistic at this time, or (C) there was simply not enough room to include ALL of the good ideas. You don't have to love everything in the plan but remember, there is something in this Plan for everyone to be excited about!

## Be a Part of the Implementation Team

For this Plan to become a reality, a large number of people must care enough to get involved and help execute it. All of the great ideas contained in these pages take time, money, and capacity. Serve on a Town board, participate in the Citizens Planning Academy, or turn out to support new projects that reflect the goals of KnightdaleNext.

## Understand the Element of Time

At first glance, the Comprehensive Plan may seem ambitious, daunting, and even a little frightening. Some big ideas are included that would bring about transformative change. Not everything in this Plan will happen at once, or perhaps at all. Some things will happen right away; other ideas will take years or decades to come to fruition. Ultimately, the success of this Plan will be measured by its implementation. Challenge yourselves and your elected officials to make this community vision a reality.

# INTRODUCTION

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## A BRIEF HISTORY



The Knightdale community has a history dating back to the colonial era. In 1700, John Lawson set out to explore the Carolina Colony and in 1701, he reached the area that is now known as Knightdale. After receiving a report from Lawson, the King of England began apportioning the land to settlers in the area. In the early 1700s, John Hinton was granted land in the area that would become Wake County and settled in an area near the Neuse River, not far from where Hodge and Old Faison roads now intersect. Hinton eventually amassed several thousand acres of land, both by grant and by purchase, and become one of the largest planters in the area. Eventually, Hinton was chosen as a delegate to the Fourth Provincial Congress, which passed a resolution—known as the Halifax Resolves—that was later used by Thomas Jefferson as a model for the Declaration of Independence.

Following the war, local farmers made a living growing tobacco and cotton. During the Civil War, both Confederate and Union armies were present in the area, but no major battles were fought. A number of plantations were damaged, and after the war ended, the residents began to rebuild, and the population started to grow.

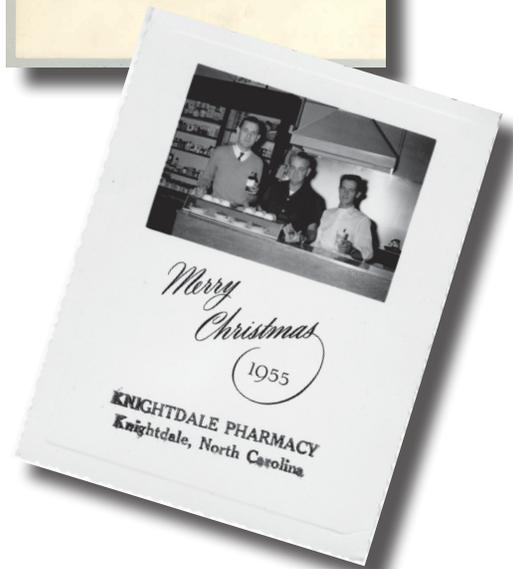
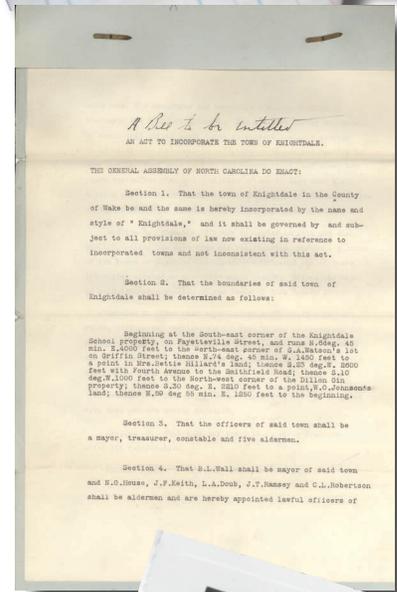
For many years, the area that is now Old Town Knightdale was a crossroads served only by a post office. In the late 19th Century, a number of local citizens, including Henry Haywood Knight and his wife Bettie, deeded right-of-way to the Raleigh & Pamlico Sound Railroad Company for a railroad line to be run through the area. It was hoped that the railroad would provide freight and passenger service and facilitate the incorporation of the community. The construction of the railroad and station in the early 20th Century brought additional growth and

a demand for services, and businesses began to open along First Avenue. This increased activity and growing local identity led to Knightdale receiving its articles of official incorporation from the North Carolina Legislature on March 9, 1927.

Knightdale continued to grow, but on February 7, 1940, a fire broke out in a downtown business. Unfortunately, the Town lacked a municipal water system and, despite a citizen bucket brigade, many businesses and homes were lost before the Raleigh fire department arrived. The first Knightdale Volunteer Fire Department was formed in 1953, after the completion of a municipal water system.

With the rise of the automobile, the form of the Town began to change. New businesses in Knightdale began to locate along US64, the former “Tarboro Road”, and onto land once covered by farms and forests. The widening of US64 to four 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 disappear.

Knightdale continues to experience tremendous change. Six of the top ten fastest growing towns in the State from 2010 to 2016 are in Wake County—which is on track to become the most populous county in the State. During that time, according to Census estimates, Knightdale grew 28.4%. Despite this Tremendous growth, Knightdale retains the sense of community that has made it a great place to live, work, and raise a family.



1700

1701  
John Lawson, adventurer and surveyor, is the first European to travel through the area, meeting with the Tuscarora Native American tribe on the banks of the Neuse River

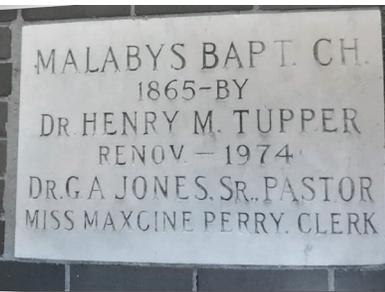
1730  
John Hinton settles in what will one day be called Knightdale, in an area near the Neuse River, not far from where Hodge Road and Old Faison Road now intersect

1739  
John Hinton receives first land grant east of the Neuse River. The grant was is for 22,000 acres

1770  
Smith's Ferry operates across the Neus River at the current Highway 64

1776  
John Hinton and the Wake Militia fight in the battle of Moore's Creek Bridge

1800



1865  
Malaby's Crossroads Missionary Baptist Church founded

1887  
Henry Knight purchases a 59-acre tract for a home on Tarboro Road

1810  
Beaver Dam Plantation House built



1842  
Henry Haywood Knight born in Wake County



1848  
Charles Lewis Hinton has Midway built for his son David as a wedding present

Census Population  
1930 - 243  
1940 - 352  
1950 - 460  
1960 - 622

1904 - 1907  
Henry Knight deeds land to the railroad and tracks are laid, and Norfolk & Southern begins service through town

1926  
Knightdale School moves to Ridge Street, consolidating many small, outlying schools



1927  
Knightdale becomes a Town



January 7, 1940  
Fire destroys the downtown business district



# GUIDING PRINCIPLES

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The community worked together during the KnightdaleNext planning process to identify a set of enduring Guiding Principles critical to Knightdale’s current and future quality-of-life and economic prosperity. The Principles embody the core philosophy and Town vision expressed by the community. Though local context or specific approaches for achieving these Principles may change over time, the Principles themselves should endure for generations.

## UNIQUE ACTIVITY CENTERS



Encourage the development of unique activity centers that include a mix of uses and activities located close together, providing people with new options for places to live, work, shop, and participate in civic life. Centers should vary in scale, use, and intensity, represented by a hierarchy of rural hamlets, neighborhood activity nodes, mixed-use activity centers, transit-focused activity centers, and Old Town. The presence of activity centers should further the economic vitality and sustainability of the Town, while also promoting social interaction and community building.

The look and vibe of activity centers in the Town should communicate a distinct sense of place and identify what is uniquely Knightdale, creating places that are interesting, beautiful, useful, and likely to provide longstanding value.

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## NATURAL ENVIRONMENT



Promote and expand opportunities for people to experience natural settings in Knightdale and surrounding Wake County, increase their proximity to multiple recreational opportunities, and enjoy a safe and healthy lifestyle. Safeguard the Town’s natural resources including lakes, streams, wetlands, woodlands, trails, agricultural lands, tree canopy, and the services they provide. Strive to create interconnected green spaces that conserve these areas, provide recreational linkages, protect water quality and quantity, and celebrate nature as a centerpiece of the Town’s identity and sense of place.



## INFILL DEVELOPMENT AND REDEVELOPMENT

Promote infill development and redevelopment activities for vacant and under-utilized areas of Knightdale. In doing so, prioritize the transformation of older properties throughout Town that might not be economically-viable in the future (such as declining retail shopping centers).



## PARKS AND RECREATION

Promote and expand opportunities where people can be more involved in an active community lifestyle represented, in part, by the presence of high-quality parks, public spaces and recreation facilities located near where people live and work, and the bicycle and pedestrian connections between them.



## TRANSPORTATION

Provide a safe, reliable, and integrated transportation system that balances all modes of transportation, including walking, biking, public transit, and cars. Consider land use and infrastructure investments together, promoting a network of complete streets that emphasizes the quality and character of both the street and its surrounding development pattern (whether rural, suburban or urban in nature). Emphasize a safe and efficient transportation system for both destination- and recreation-focused trips, with special attention given to the mobility needs of children, seniors, runners, bikers and families.

# GUIDING PRINCIPLES

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## COMPACT DEVELOPMENT PATTERNS



Guide future growth into more compact and efficient development patterns that will help manage the timing, location, and magnitude (length and size) of expensive infrastructure investments. Prioritize infill development and redevelopment in identified activity centers over continued green field development patterns, and use public infrastructure investments in the activity centers to encourage and leverage future private investments. Acknowledge that increased densities and intensities, and a mix of residential and nonresidential uses, will be needed in the activity centers to accommodate anticipated Town growth. Activity centers added to the Growth and Conservation Map in the future should reflect orderly and incremental growth patterns away from existing and identified activity centers in the 2035 KnightdaleNext Comprehensive Plan.

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## COMMUNITY DESIGN



Celebrate a distinct brand and sense of place that is uniquely Knightdale, while still tapping into the talent and creativity of the people that shape its residents, business owners, property owners, developers, planning and design professionals, etc. to keep things relevant and authentic. Prioritize Town investments in the spaces around, between, and within buildings (the “public realm”) that create a certain vibe, identity, and reputation for Knightdale as a place for pedestrians and active public spaces. Use investments in the public realm—street improvements, public spaces, lighting, landscaping, artwork, etc.—to leverage greater private investment in terms of building use, scale, placement, materials and interactions with the public realm.

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## ECONOMIC VITALITY



Promote a healthy and sustainable business environment by investing actively in infrastructure, providing favorable incentives, and building a community that is attractive to employers and their workers. Continue to promote Knightdale as a vibrant place, and build a competitive advantage to attract knowledge-based businesses to the area. Investment and recruitment initiatives should realize “triple bottom-line” benefits for Town residents by seeking to improve the tax base, promote economic vitality for local shops and businesses, and increase access to employment opportunities in the Town.

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## COMMUNITY FACILITIES AND SERVICES



Continue to improve quality-of-life for all residents of Knightdale by maintaining and expanding community facilities and services (infrastructure) while ensuring that elected officials are good stewards of Town finances. Plan for, finance, and develop efficient infrastructure capacity to accommodate future growth and stimulate economic development. This includes focusing infrastructure investment in identified growth activity centers and maintaining a strong partnership with Wake County, the Wake County School District, NCDOT, CAMPO, the City of Raleigh Public Utilities Department, Wake Tech and other major universities and institutions of higher learning, and surrounding towns and cities. Do this work while embracing an expanded approach to open governance that includes creative outreach and effectively solicits community involvement, collaborative partnerships, and resource sharing.

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## GREAT NEIGHBORHOODS AND EXPANDED HOME CHOICES



Promote distinct, safe, and vibrant neighborhoods throughout Knightdale that provide greater access to a range of housing choices people need at different stages of their life, including young adults, families, empty-nesters, retirees, seniors, and people of different income levels. Housing opportunities should include single family homes of all sizes, townhomes, apartments, condominiums, senior living units, live-work units, and accessory dwelling units. New neighborhoods should mix two or more housing choices into one community. Strong neighborhoods and a diverse housing strategy will make Knightdale a more livable community—one where residents can live their entire lives.



# KNIGHTDALE AT A GLANCE



- THE FACES OF KNIGHTDALE
- POPULATION & DEMOGRAPHICS
- HOUSING
- ECONOMY

# KNIGHTDALE AT A GLANCE

## THE FACES OF KNIGHTDALE

Knightdale is home to a diverse group of citizens: Established citizens who have been here since the days when you had to travel to Raleigh to buy groceries; young families moving to town for a strong sense of community and an affordable home; entrepreneurs looking for a place to start something; Millennials changing the way that we work and make our way through the world; empty-nesters and retirees who may be looking to downsize and simplify but want to stay active and in the place that they love; and finally, the children who are the future of the community. Each of these groups is shaping the future of Knightdale.

**Established Citizens**



**Children**



**Families**



**Entrepreneurs**



**Empty Nesters/Retirees**



**Millennials**



# KNIGHTDALE IS CONNECTED

“ Highway access here is fantastic. It's better than any other place in the region. ”



Duke University  
40 Miles



UNC Chapel Hill  
41 Miles



Wake Tech  
6 Miles



RDU Airport  
28 Miles



NC State University  
17 Miles



Downtown Raleigh  
9 Miles



Research Triangle Park  
29 Miles



3.5 Hours  
to the Mountains



2 Hours  
to the Beach



# KNIGHTDALE AT A GLANCE

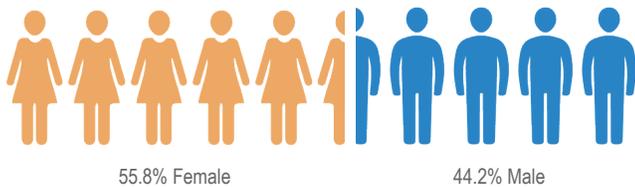
## GENERAL POPULATION

Knightdale enjoys strong population growth, easily outpacing the county, state, and nation. Knightdale's growth ranks 11th among North Carolina's 553 incorporated cities and towns. Over the past five years, the Town has added an average of 545 new residents each year.

Residents are relatively young, with more than 58% under the age of 40. Higher household incomes reflect a highly-educated population. More than 40% of Knightdale's residents age 25 and over have earned a bachelor's or advanced degree.

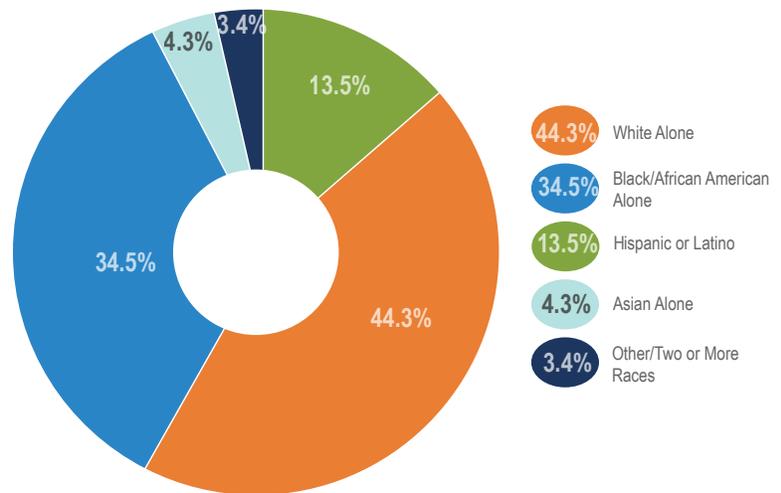
Population  
**15,849**

SOURCE: US CENSUS BUREAU, AMERICAN COMMUNITY SURVEY, 2017 POPULATION ESTIMATES



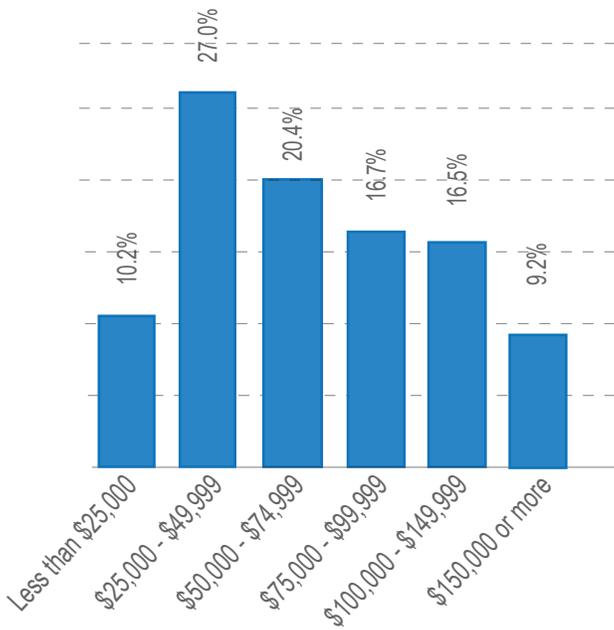
SOURCE: US CENSUS BUREAU, AMERICAN COMMUNITY SURVEY, FIVE YEAR ESTIMATES, 2012-2016, TABLE S0101

**34.2** Median Age in Knightdale  
Median Age in North Carolina **36.7**



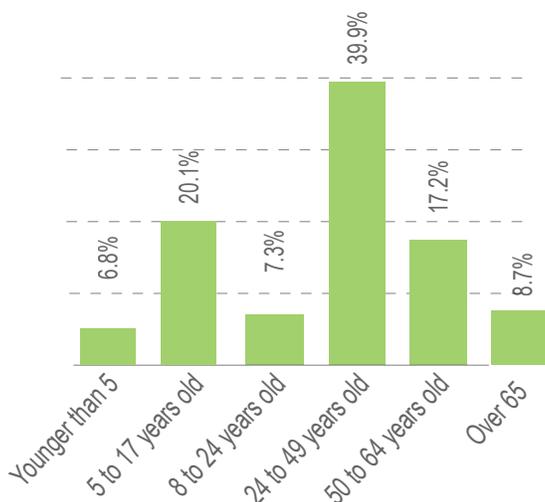
SOURCE: US CENSUS BUREAU, AMERICAN COMMUNITY SURVEY, FIVE YEAR ESTIMATES, 2012-2016, TABLE DP05

**Household Income**  
Median Household Income - \$67,167



SOURCE: US CENSUS BUREAU, AMERICAN COMMUNITY SURVEY, FIVE YEAR ESTIMATES, 2012-2016, TABLE S2503

**Population by Age**

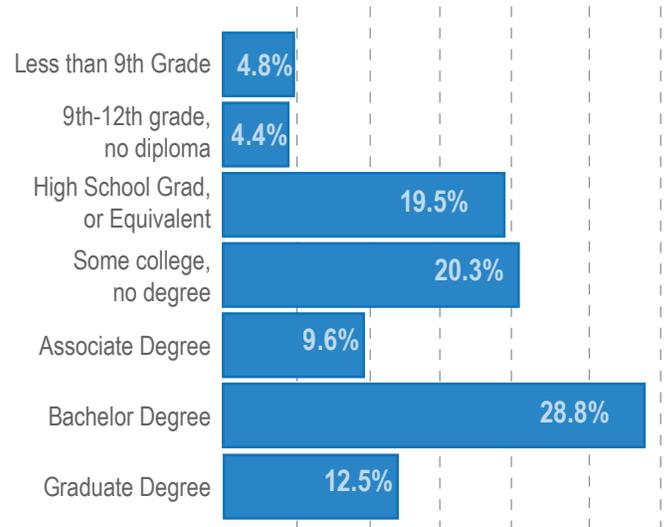


SOURCE: US CENSUS BUREAU, AMERICAN COMMUNITY SURVEY, FIVE YEAR ESTIMATES, 2012-2016, TABLE S0101



SOURCE: US CENSUS BUREAU, AMERICAN COMMUNITY SURVEY, FIVE YEAR ESTIMATES, 2012-2016

**Educational Attainment (Population 25 Years or Older)**



More than 90% of Knightdale residents 25 years and older have at least a high school education or equivalent. 30% of those individuals have achieved an Associate Degree or attended at least some college, while 41% have a Bachelor Degree or higher advanced degree.

SOURCE: US CENSUS BUREAU, AMERICAN COMMUNITY SURVEY, FIVE YEAR ESTIMATES, 2012-2016, TABLE S1501

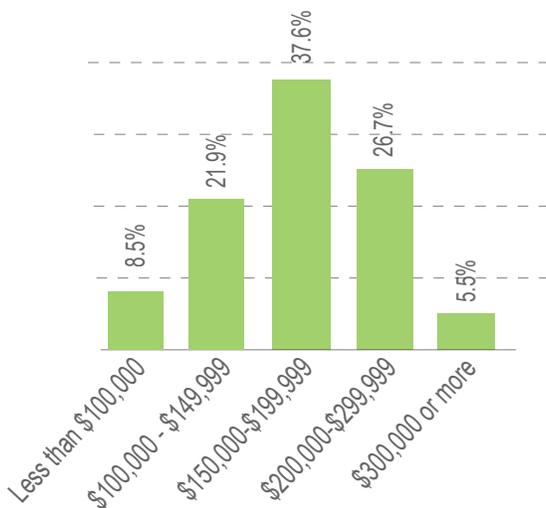
# KNIGHTDALE AT A GLANCE

## HOUSING

Robust housing growth coupled with relatively low prices position Knightdale's housing market as both affordable and attractive for area workers. Since 2010 the number of housing units has grown by 35%. Median home sales prices are 26% below Wake County and 17% below the nation. The percentage of households spending more than 30% of income on housing, a measure of housing unaffordability, is lower in Knightdale than in the county, state, and nation. As of 2016 there were 5,292 housing units in Knightdale, an increase of 1,361 units or 35% since 2010. By contrast, over the same period housing units increased by 13% in Wake County, 5% statewide and 3% nationally. 66% of occupied homes in Knightdale are owner occupied. The percentage of renter occupied housing has increased from 29% of all occupied housing units in 2010 to 34% in 2016. Only 3% of Knightdale's housing stock is vacant.

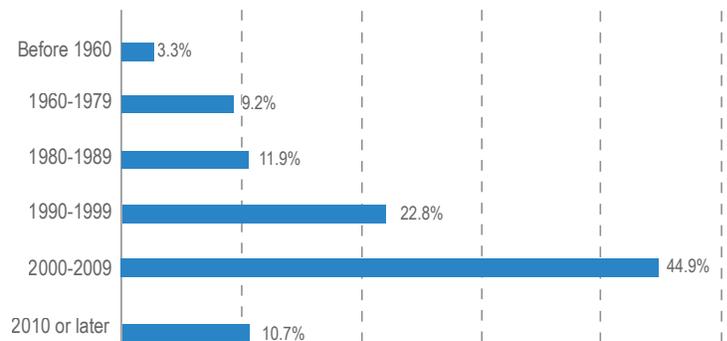
As of 2016, Knightdale's owner-occupied median home value of \$171,300 was nearly 30% below Wake County's overall median of \$241,600. However, over the last five years, the median home sales price in Knightdale has increased by 39%.

Home Value - Owner Occupied Units



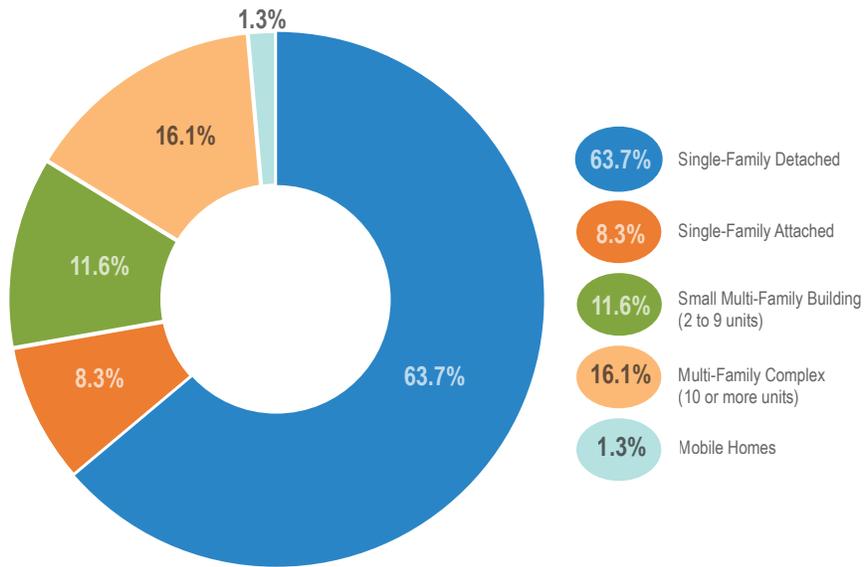
SOURCE: US CENSUS BUREAU, AMERICAN COMMUNITY SURVEY, FIVE YEAR ESTIMATES, 2012-2016, TABLE CP04

Year Structure Built



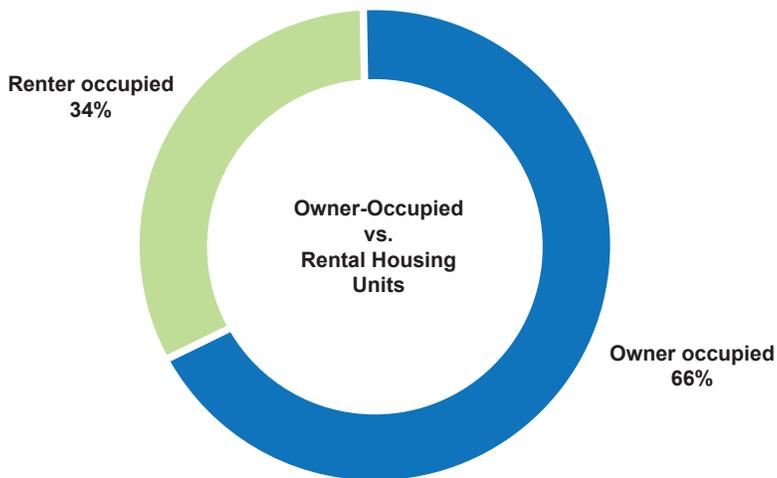
Over half of the Town's housing stock has been built since 2000, with very few structures from prior to 1960.

SOURCE: US CENSUS BUREAU, AMERICAN COMMUNITY SURVEY, FIVE YEAR ESTIMATES, 2012-2016, TABLE CP04



Almost two-thirds of homes in Knightdale are single-family detached, meaning one home on one lot sharing no walls with another home. The second largest category in the region is multifamily complex (typically apartments). Mobiles homes are the least represented in the town.

SOURCE: US CENSUS BUREAU, AMERICAN COMMUNITY SURVEY, FIVE YEAR ESTIMATES, 2012-2016, TABLE CP04



SOURCE: US CENSUS BUREAU, AMERICAN COMMUNITY SURVEY, FIVE YEAR ESTIMATES, 2012-2016, TABLE CP04



**\$171,300**  
Median Home Value  
in Knightdale

“Housing cost burden” is a measure of housing unaffordability. The government standard for a “housing cost-burdened” household is one where 30% or more of household income goes to housing costs. One-quarter of Knightdale’s households spend more than 30% of their income on housing. By contrast, the figure is 28% in Wake County, 32% statewide, and 34% nationwide.

SOURCE: US CENSUS BUREAU, AMERICAN COMMUNITY SURVEY, FIVE YEAR ESTIMATES, 2012-2016

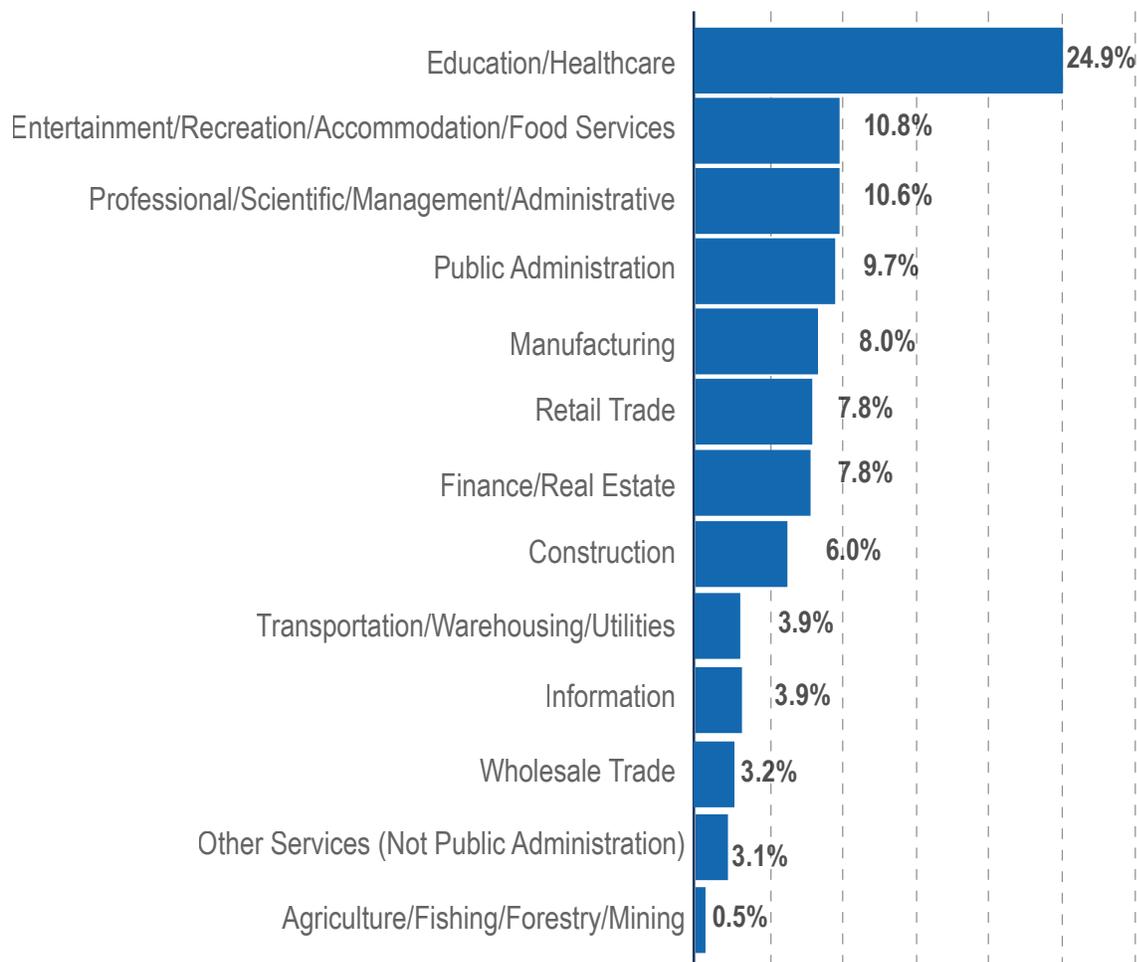
# KNIGHTDALE AT A GLANCE

## ECONOMY

Knightdale has experienced solid but disproportional growth in recent years. Retail trade, restaurants, and accommodations have dominated growth. As a result, workers are making significantly less than workers in the county, the state, and nationally. Most residents commute outside of Knightdale for employment.

Fortunately, the surrounding region is expected to continue to experience strong employment growth among well-paying industry sectors, and Knightdale has a lot to offer potential employers—the Town has a relatively young and well-educated population; labor force participation is high among residents, and unemployment rates are low; growth in housing construction is strong; median home prices are low, while home appreciation is robust. Additionally, Knightdale offers the resource of over 6,000 resident workers who currently commute outside the Town for employment.

### Employment by Industry



SOURCE: US CENSUS BUREAU, AMERICAN COMMUNITY SURVEY, FIVE YEAR ESTIMATES, 2012-2016, TABLE DP03

Industry target recommendations provide guidance of where to focus marketing and development activities. Successful targeting both builds a business rationale for an industry to locate in a community and equally satisfies the community's employment desires.

Below is a select group of potential industry targets that have positive projected growth in the Raleigh-Durham region through 2024, average weekly wages above the state average of \$895 and meet the many of the requirements voiced by residents during the public engagement process.

Industry Code	Industry Title	Projected Growth 2018-2024	Annualized Growth Rate	Average Weekly Wage
334	Computer & Electronic Product Mfg.	253	0.2%	\$2,400
336	Transportation Equipment Mfg.	262	1.1%	\$1,087
423	Merchant Wholesalers, Durable Goods	753	0.6%	\$1,599
424	Merchant Wholesalers, Nondurable Goods	851	1.3%	\$1,585
425	Wholesale Electronic Markets	472	0.9%	\$2,048
454	Nonstore Retailers	292	1.6%	\$903
511	Publishing Industries	1,427	2.2%	\$1,942
518	Data Processing, Hosting & Related Services	116	1.1%	\$1,664
519	Other Information Services	124	1.7%	\$1,750
524	Insurance Carriers & Related Activities	1,296	1.6%	\$1,520
541	Professional, Scientific & Technical Services	12,565	2.6%	\$1,620
611	Educational Services	7,276	1.2%	\$956
621	Ambulatory Health Care Services	7,067	3.3%	\$1,085
622	Hospitals	7,565	2.3%	\$1,168
813	Religious, Civic & Professional Organizations	1,430	1.1%	\$1,002

# KNIGHTDALE AT A GLANCE

## ECONOMY

### Retail Marketplace Performance

ESRI's Retail MarketPlace data provides a comparison between retail sales and consumer spending by industry and measures the gap between supply and demand. Leakage in a market means that demand for retail products exceeds supply. Leakage is an indicator of opportunity for new retailers to enter the trade area or for existing retailers to extend their marketing outreach to capture the excess demand. Surplus in an area occurs when the retail supply exceeds the area's demand. Retailers are attracting shoppers that reside outside of Knightdale to the area.

The total retail picture for the Town shows an overall surplus of goods. That means people are shopping in Knightdale but live outside the town limits. The industry summary for the year 2017 is summarized in below. Retail potential (Demand) estimates the expected amount spent by consumers at retail establishments. Retail Sales (Supply) estimates sales to consumers by retail establishments in Knightdale (sales to businesses are excluded). The Retail Gap is the difference between Retail Supply and Retail Demand. The Surplus/(Leakage) factor represents the snapshot of retail opportunity. It is a measure of the relationship between supply and demand that ranges from +100 (total surplus) to -100 (total leakage).

Industry Summary	Demand (Retail Potential)	Supply (Retail Sales)	Retail Gap	Surplus
Total Retail Food&Drink	\$203,182,304	\$352,707,344	\$149,525,040	26.9
Total Retail Trade	\$182,876,714	\$302,069,350	\$119,192,636	24.6
Total Food&Drink	\$20,305,590	\$50,637,940	\$30,332,404	42.8

ESRI RETAIL MARKETPLACE DATA

A more detailed analysis shows that there is likely at least some market opportunity in the sectors shown below. It should be noted that leakage does not translate to an automatic business opportunity. Further analysis would need to be completed around other draws just outside the area. It is possible that some of these sectors are being filled by shops close to Knightdale.



Special Food Services



Beer/Wine Stores



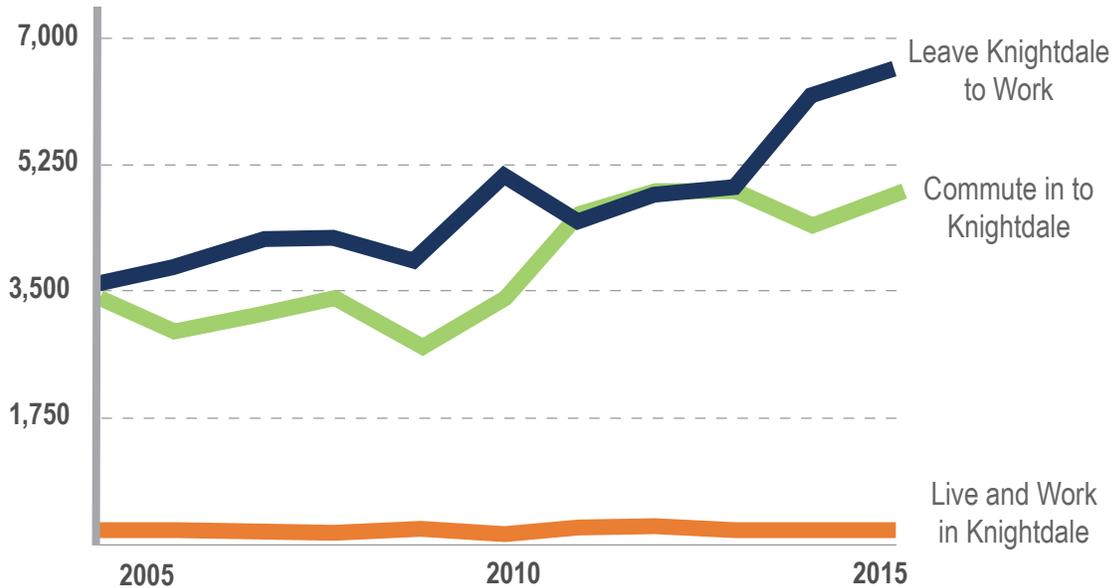
Jewelry, Luggage, and Leather Goods Stores



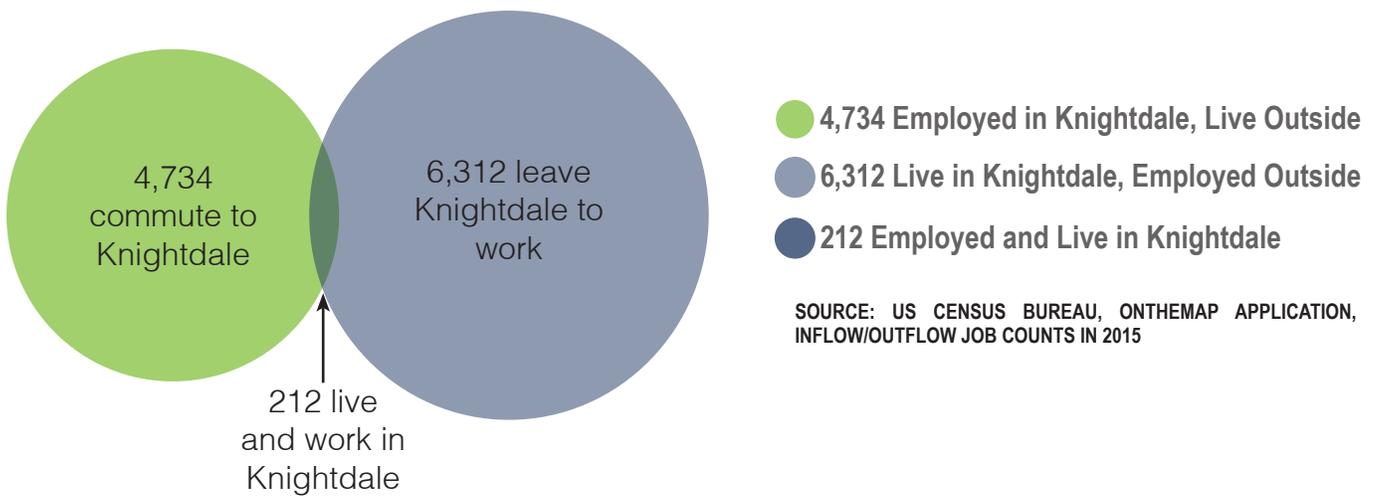
Furniture Shops

# COMMUTING PATTERNS

## Employment Commuting Historical Trends



SOURCE: US CENSUS BUREAU, LEHD, 2005-2015



SOURCE: US CENSUS BUREAU, ONTHEMAP APPLICATION, INFLOW/OUTFLOW JOB COUNTS IN 2015



86.7% of Knightdale residents drive alone to work



8.6% of them carpool

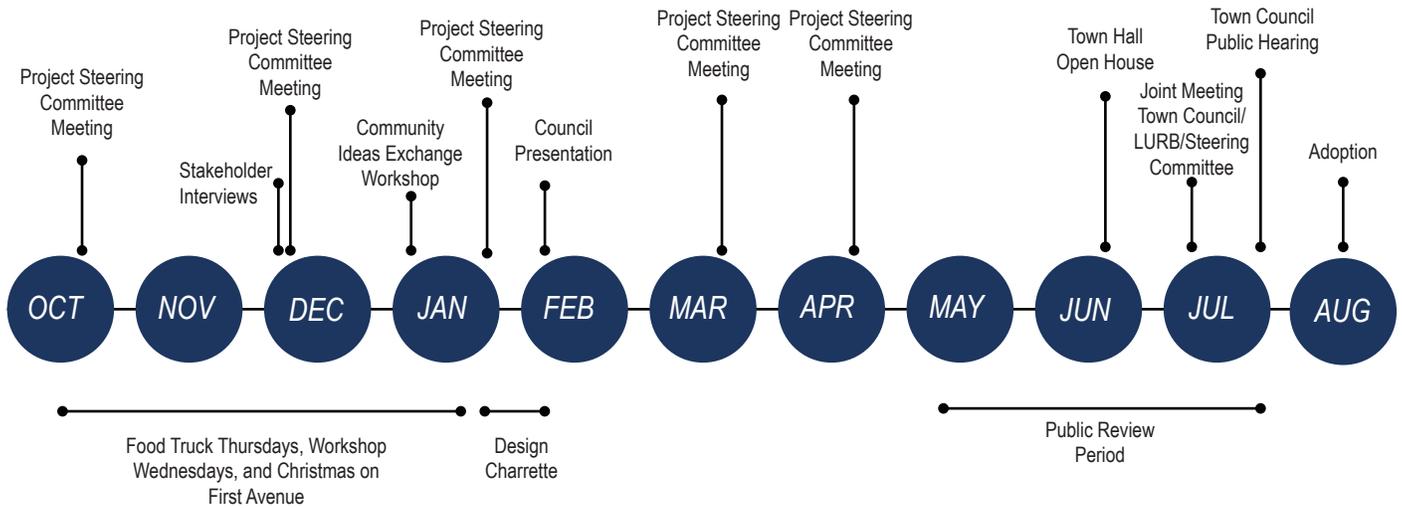


# THE PROCESS



Prior to the kick-off of KnightdaleNext, the Town developed a Strategic Public Engagement Plan to serve as a guide for ensuring that as many citizens as possible would have the opportunity to provide input on the plan. The goal was to be as inclusive and interactive as possible. The following section outlines those efforts.

# THE PROCESS



## Steering Committee

The Comprehensive Plan Project Steering Committee was appointed to represent a variety of viewpoints in the community. Primary duties of the Committee included providing ideas during the planning process, review of draft materials, and coordination with key stakeholders, elected officials, and local residents. Membership on the Committee included business owners, developers, design professionals, attorneys, interested citizens, and representatives of local boards, commissions and organizations.

## Stakeholder Interviews

On December 5 and 6, 2017, the project team met with 26 stakeholders, representing long-time residents, business owners, the school community, the development community, environmental organizations, and current and former elected officials. The interviews allowed the project team to listen, learn, and get to know Knightdale. Thoughts captured during the interviews influenced the recommendations contained in this plan and will help to shape the Town's future growth and development.



## Quick Facts/

At Least

9

Agencies  
Engaged

- CAMPO
- Wake County Parks and Recreation
- Upper Neuse Riverkeeper
- Triangle Land Conservancy
- Knightdale Chamber of Commerce
- Wake County Public School System
- Home Builders Association of Raleigh-Wake County
- Wake County Planning Department
- City of Raleigh Public Utilities Department (CORPUD)

More Than

25

Stakeholder  
Interviews

More than

200

Individuals  
Participated

4

Community  
Events

10

Pop-Up Events

591  
Followers

531



Over  
14,000  
Video  
Views

Social Media  
Presence

# THE PROCESS

## Community Ideas Exchange Workshop

On January 11, 2018, the Town hosted a Community Ideas Exchange Workshop at Knightdale Baptist Church, providing an opportunity for the community to learn about the planning process and to offer insights to the project team. More than 70 residents attended the hands-on event to share their feelings about the future of the Town.

In order to accommodate different schedules, the event was dynamic, with multiple interactive stations. Upon arrival, participants attended a brief introductory presentation before moving on to hands-on activities. Stations around the room focused on green space, land use, transportation, community design, and a final catch-all area to sum up thoughts about the evening. Participants took multiple surveys and played a “block game” allowing them to show preferences on development types, patterns, locations, and densities. Thoughts expressed during the workshop influenced both the design charrette that followed and the recommendations contained in this plan.





“  
We have great access to so many different things - Raleigh, Durham, the airport - but we can also just stay right here. I love the culture that Knightdale is developing.  
”



# THE PROCESS

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## Pop-up Events

Town staff took advantage of the final two food truck events of the season at Knightdale Station Park, as well as the annual Christmas on First Avenue celebration to begin introducing the Comprehensive Plan process. Staff followed with special Wednesday events at a variety of locations around Knightdale to discuss specific issues.

- Langston Ridge Clubhouse Transportation
- Knightdale Recreation Center Parks and Recreation
- Oak City Brewing Company Placemaking
- Town Hall (in conjunction with the Knightdale Chamber of Commerce) Economic Development
- Green Pine Baptist Church Town Hall-style Q&A



## Five-Day Design Charrette

The community design charrette took place from January 29 to February 2, 2018, in the Town Hall Council Chamber. A multidisciplinary team of consultants representing community planning, landscape architecture, transportation, engineering, market analysis and urban design was assembled for the event to work with staff and listen to the public.

The process kicked off on the first night with an opening drop-in session and family event. The following days were filled with “Deep Dive” sessions on land use, community design, transportation, utilities, natural environment, parks and recreation, housing choices, and economic vitality. Each of these sessions was attended by regional and local experts in their fields—and the public was always welcome to join, as well.

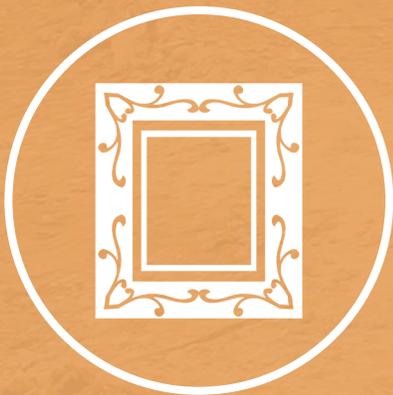
Throughout the week, members of the project team worked on an overall planning framework and illustrative site plans that responded to community input, pulling ideas from the community workshop, citizen drop-ins, and the roundtable meetings.

Residents, business owners, etc. filtered into the studio space at all hours of the day to speak with the project team members during the event. Simultaneously, team members entered production mode, synthesizing ideas, collaborating, discussing design challenges, preparing renderings, compiling images, refining illustrative plans, and drafting different elements of the Comprehensive Plan. A final public drop-in and presentation took place the week following the charrette, at which time all work produced during the week was presented and explained.



**“This is a perfect area. It doesn’t have what the bigger cities have, but it has so much more. It has quality of life. I don’t want to see that go away.”**





# GENERAL GROWTH FRAMEWORK



- GENERAL GROWTH FRAMEWORK MAP
- GROWTH & CONSERVATION MAP
- PLACE TYPE CATEGORIES

# GROWTH FRAMEWORK

Town officials understand that purposeful, pro-active planning for growth and development will result in a stronger local economy, greater fiscal sustainability, and a better quality of life for current and future residents. This section of the KnightdaleNext Plan describes the Town's Growth Framework Map, which should guide growth decisions, infrastructure investments, redevelopment initiatives, open space protection, and Town policy revisions.

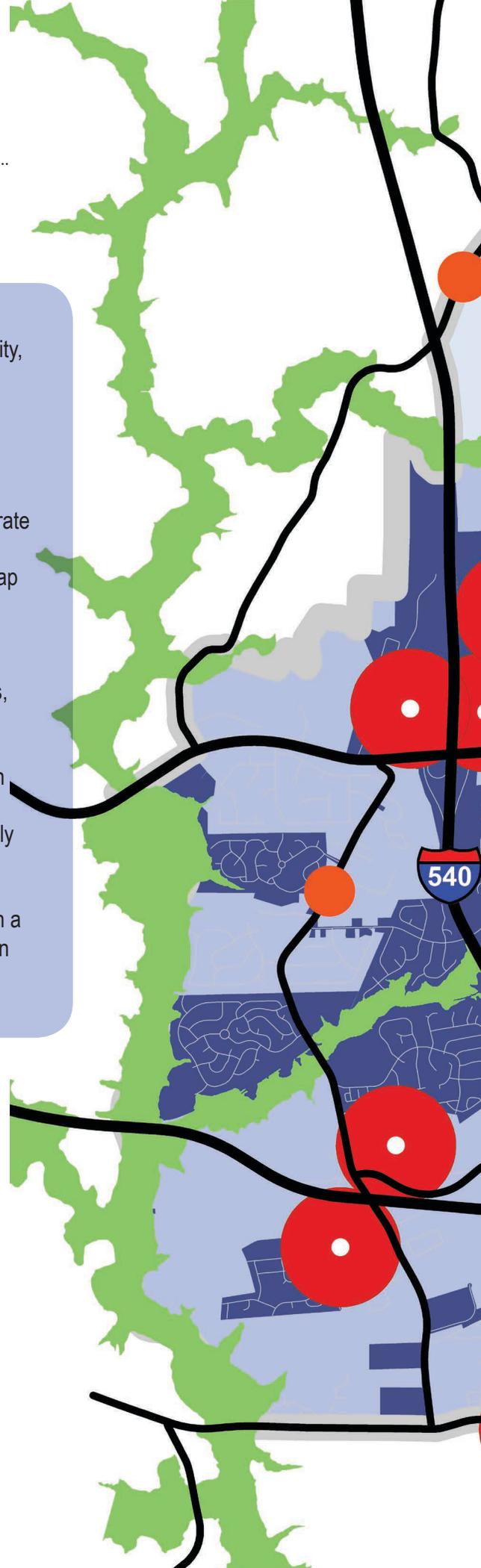
The Growth Framework Map provides a means to quickly organize and illustrate a hierarchy of growth and conservation priorities for Town officials to begin implementing immediately. Commitment to the Town's Growth Framework Map will:

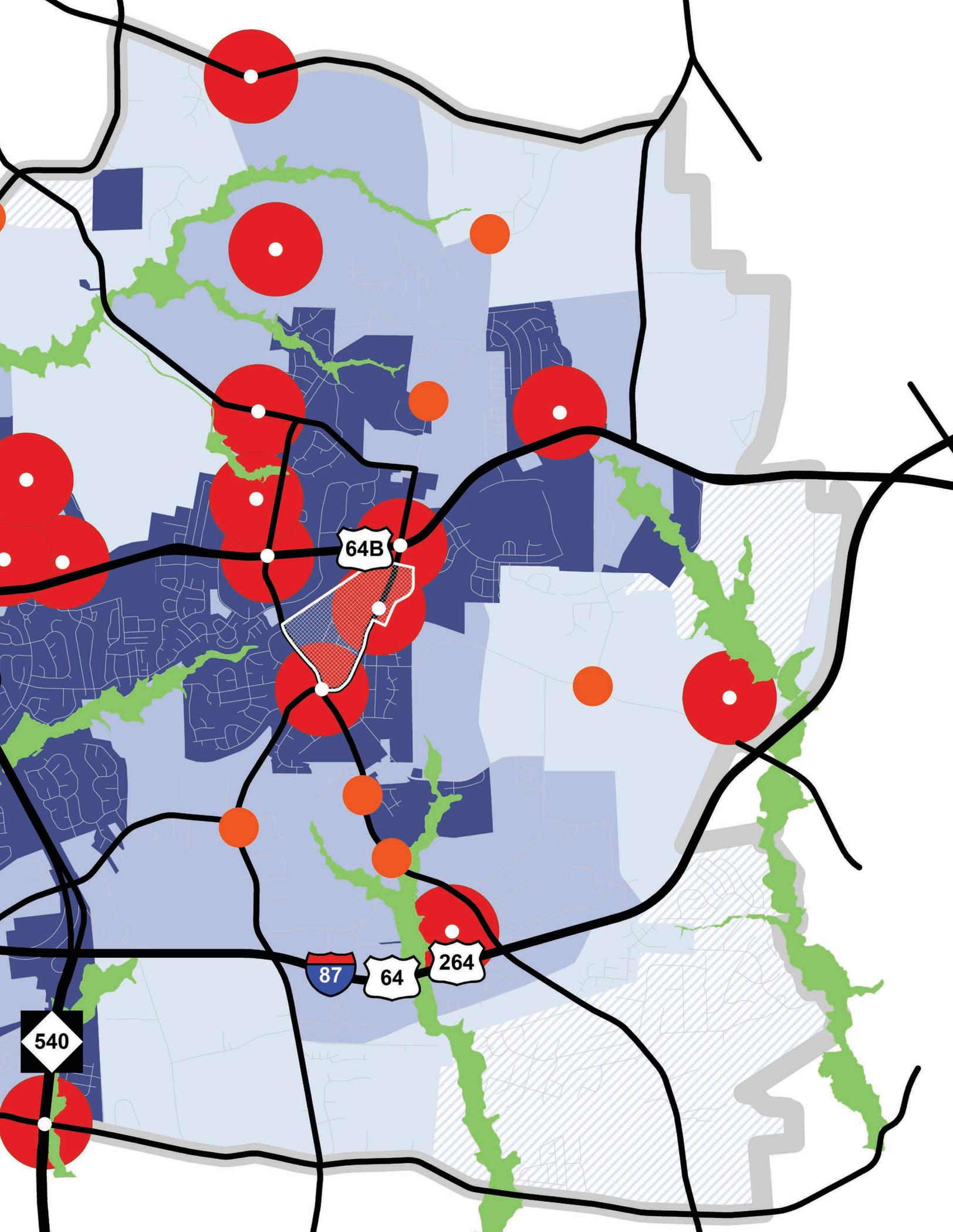
1. bring public and private decision-making processes closer together,
2. leverage Town resources with other public and private investment dollars,
3. manage the amount and timing of new infrastructure required to support future development,
4. implement a regional strategy for identifying and securing protected open space, and
5. increase the Town's influence in future development decisions that directly impact quality of life for everyone living in the area.

The Growth Framework Map should remain constant and keep Knightdale on a focused path for success. Important policy and physical initiatives depicted on the Growth Framework Map are described in the following pages.

## LEGEND

 Corporate Limits	 Street Centerlines
 Target Investment Area	 Knightdale Next Study Area
 Rural Planning Area	 Major Roads
 Extraterritorial Jurisdiction (Expansion Area)	 Growth Activity Center
 Floodprone Areas	 Priority Investment Area Around Activity Centers
 Old Town	 Neighborhood Node





# GENERAL GROWTH FRAMEWORK

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## Extraterritorial Jurisdiction

The State of North Carolina grants cities and towns extraterritorial jurisdiction (ETJ) for areas outside corporate limits that are expected to be within corporate limits in the future. It is intended to allow for a smoother transition from County to Town services and makes areas of the County subject to the Town's development rules and regulations.

All cities and towns in North Carolina may exercise extraterritorial jurisdiction for a distance of one mile from corporate limits. With Wake County approval, the ETJ may be expanded up to two miles if the population is greater than 10,000; or up to three miles if the population is greater than 25,000. The population numbers used to determine eligibility are the most recent state-certified statistics at the time ETJ expansion is requested. Wake County must approve any request for expanded ETJ because it enforces its own zoning and subdivisions ordinances in any potential area of ETJ expansion for Knightdale. In the application for ETJ expansion, the Town must demonstrate it can provide services and commit to comprehensive planning and growth management principles for the areas under consideration.

Knightdale currently has the ability to expand ETJ to two miles and should consider expanding to the southwest in the direction of Wendell Falls. Expanding extraterritorial jurisdiction in Knightdale accomplishes three goals:

1. it limits the use of sewer treatment package plants in unincorporated areas that are often maintained by homeowners' associations;
2. it enriches the location, type, pattern, and intensity of future development in unincorporated areas of the County compared to current districts enforced by Wake County (Residential, R-30 and Highway District); and
3. it provides ETJ residents with opportunities to serve on the Town's Land Use Review Board and Board of Adjustment and have a voice in future growth and development decisions.

## Floodplain Areas

Floodplains represent the area of land near a lake or stream that regularly floods during a significant rain event. Permanently protecting these areas from development



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offers a great opportunity to implement a complete and continuous system of green infrastructure throughout the Town. The new, interconnected system of open space (a 'green links' system) should be accessible to the public via new greenways (paved or natural), which helps support a more active community and less reliability on the automobile for shorter trips between nearby destinations.

Individual development applications before the Town should be reviewed with the intent of providing a continuous, connected system of green infrastructure in Town using floodplains (where present) as a primary area for open space preservation. Connecting floodplain preservation areas should be treated in the same manner Town officials try to build/connect new major streets that traverse several properties; using a 'stub out policy' for preserving future open space connectivity with adjacent undeveloped parcels.

## Target Investment Area

The target investment area includes land within the current Town limits as well as closely surrounding land in the current ETJ that has existing or relatively easy potential access to both sewer and water. Infill development should be concentrated within the current Town limits. One or more new mixed-use centers located inside the infill development area would provide walk-to or bike-to destinations that meet some of the residents' daily needs. Infrastructure investments in the target investment area should encourage active living with a complete and comprehensive network of walkable streets in a general grid pattern.

Future growth should be guided into more compact and efficient development patterns that will help manage the timing, location, and magnitude (length and size) of expensive infrastructure investments. The Town should prioritize infill development and redevelopment in identified activity centers (over continued green field development patterns) and use public infrastructure investments in the activity centers to encourage and leverage future private investments (emphasizing development in the activity center and surrounding one quarter mile area of influence).

Increased densities and intensities—and a mix of residential and nonresidential uses—will be needed in the activity centers to accommodate anticipated Town growth. Activity centers added to the Growth and Conservation Map in the future should reflect orderly and incremental growth patterns away from existing and identified activity centers in the 2035 KnightdaleNext Comprehensive Plan.

## Growth Activity Centers & Surrounding Priority Investment Areas

The Town should encourage the development of unique activity centers that include a mix of uses and activities located close together, providing people with new options for places to live, work, shop, and participate in civic life. The presence of activity centers should further the economic vitality and sustainability of the Town, while also promoting social interaction and community building.

The look and feel of activity centers should communicate a distinct sense of place and identify what is uniquely Knightdale, creating places that are interesting, beautiful, useful, and likely to provide long-standing value. New development should radiate out in an orderly fashion from these growth activity centers, avoiding "leapfrog" growth that skips over undeveloped or under-developed land.

## Neighborhood Nodes

Neighborhood nodes identified on the Growth Framework Map locate retail destinations closer to residential neighborhoods throughout the Town. Each node should be 'neighborhood-serving' and meet several daily needs for nearby residents.

Their proximity to neighborhoods requires that operations be low-intensity, unobtrusive, and at a scale and design compatible with nearby residential development. The design of neighborhood nodes should transition effectively between residential and non-residential uses and include safe

# GENERAL GROWTH FRAMEWORK

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and convenient pedestrian and bicycle access for nearby residents.

Sites should also effectively minimize the impact of cut-through traffic on nearby neighborhood streets by orienting vehicle access, circulation, etc. away from residential neighborhoods. Access between residential neighborhoods and adjacent commercial uses may be limited to pedestrian facilities. Town officials should resist any future land use changes or rezoning requests for residential development within any of the neighborhood nodes identified on the Growth Framework Map, and new neighborhoods should be built in close proximity to existing or planned neighborhood nodes.

## Old Town

Town officials are committed to promoting Old Town as the physical, civic, and iconic center of the community. Plans, programs, and projects identified for the area should encourage mixed-use, walkable development for in-town living, and provide ample public space for the community to come together for major events, evenings out, etc.

## Rural Planning Areas

Rural planning areas are currently unserved or under-served by municipal water and sewer utilities, and it will be expensive to expand in these directions because of topography issues and the investments needed to convey water or wastewater to nearby plant facilities. In order to maintain the rural setting appropriate to these areas, the Town should remove by-right zoning for anything other than extremely low-density residential. Development proposals can be considered in these areas but should be reviewed by Town Council and should include public input.





# GROWTH & CONSERVATION MAP

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The Growth and Conservation Map refines the intent and focus of the Growth Framework Map and organizes the community into different place types. The place types are prioritized for varying degrees of land conservation and growth that supports a series of existing and proposed mixed-use, walkable neighborhoods and centers that vary in scale and character. Existing suburban residential and non-residential areas continue to exist around the planned activity centers.

A number of these concepts are illustrated in detail beginning on Page 88. The illustrations show how development that reflects some of the principles and recommendations included in the Comprehensive Plan might occur.

The assignment of place types in the Growth and Conservation Map provides a framework to more effectively realize the vision and principles for the community and increase both economic potential and quality of life goals. By organizing the Town according to conservation and growth areas, intentional and informed decisions can be made about how to most efficiently spend municipal dollars on infrastructure improvements that will support the Comprehensive Plan. This approach reaffirms the notion that development should grow primarily outward from Old Town and new centers to make the most efficient use of Town services and resources. The Growth and Conservation Map

is not a zoning map. It is intended to show, in a general sense, the desired types, locations, patterns and intensities of future development. The Map should guide near-term revisions to the Town's Unified Development Ordinance (as needed) to ensure rules and regulations are consistent with the vision set forth in the Comprehensive Plan.

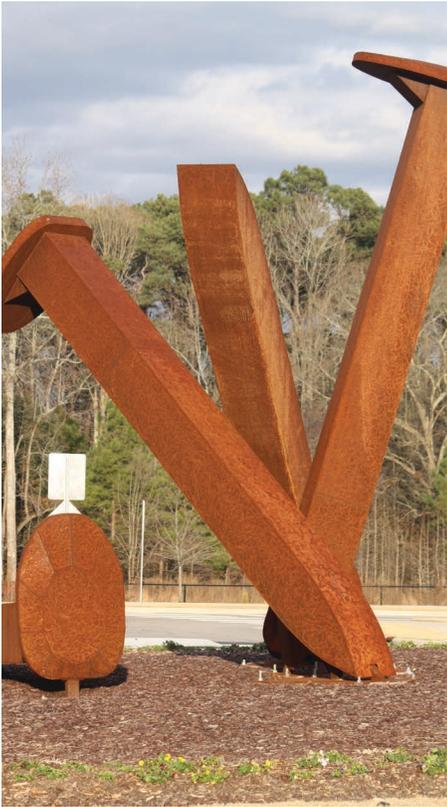
Specific descriptions for each place type category represented on the Growth and Conservation Map follow on subsequent pages.

## Playbook Approach

From time to time, revisions to the Growth & Conservation Map may be needed to reflect new realities (acknowledging the playbook intent of the KnightdaleNext document). Any changes considered to the Map should be evaluated against the community vision, guiding principles, and the Growth Framework Map to determine if they are in the best long-term interests of the Town and its residents, businesses, and property owners.

Town officials should also adopt an 'if-then-else' approach when making changes to the Growth & Conservation Map, meaning the ripple effects of any change should trigger study and revisions (as appropriate) to all other portions of the document impacted. For example, place types assigned on the Growth &

Conservation Map may need revision if the Town decides to extend water or sewer service to a specific area, or if a regional or state transportation agency programs improvements not anticipated at the time this Plan was created. Keeping assigned place types consistent with proximity to infrastructure will keep things more predictable for the Town, the developer, and the community-at-large.

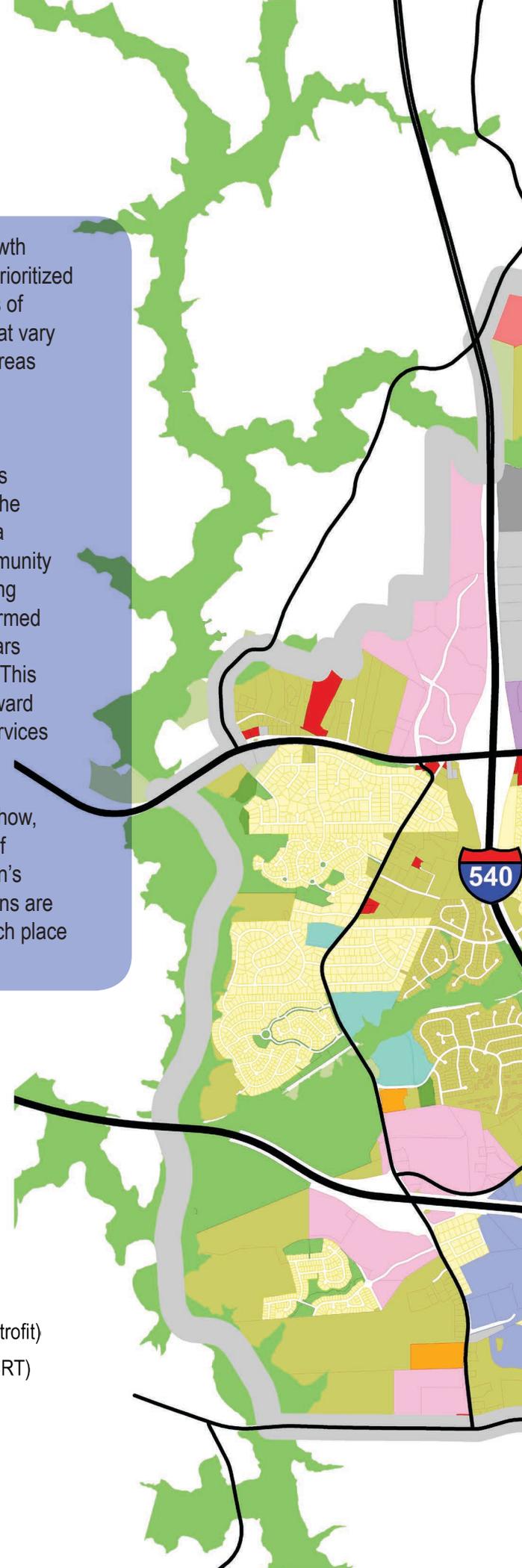


# GROWTH & CONSERVATION

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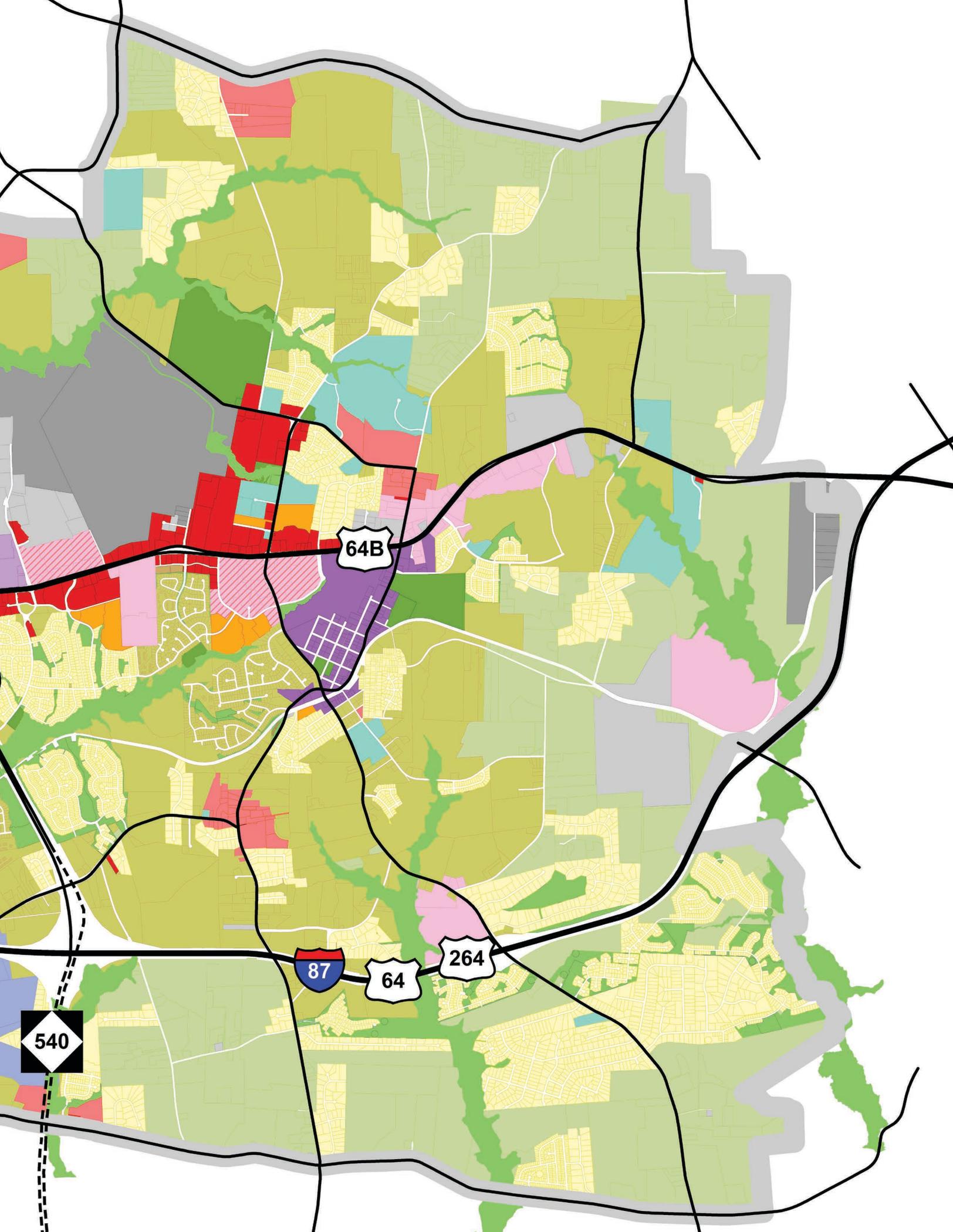
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## PLACETYPE CATEGORIES

 Preserved Open Space	 Business Office
 Rural Living	 Light Industrial
 Recreation Open Space	 Heavy Industrial
 Single Family Neighborhood	 Civic & Institutional
 Mixed-Density Neighborhood	 Old Town
 Multifamily Community	 Mixed-Use Center
 Neighborhood Node	 Mixed-Use Center (Suburban Retrofit)
 Retail	 Transit-Oriented Development (BRT)
	 Regional Mixed-Use Center



# PLACE TYPE CATEGORY TRANSECT



## OPEN SPACE

**PRESERVED OPEN SPACE**

**RURAL LIVING**

**RECREATIONAL OPEN SPACE**

## NEIGHBORHOODS

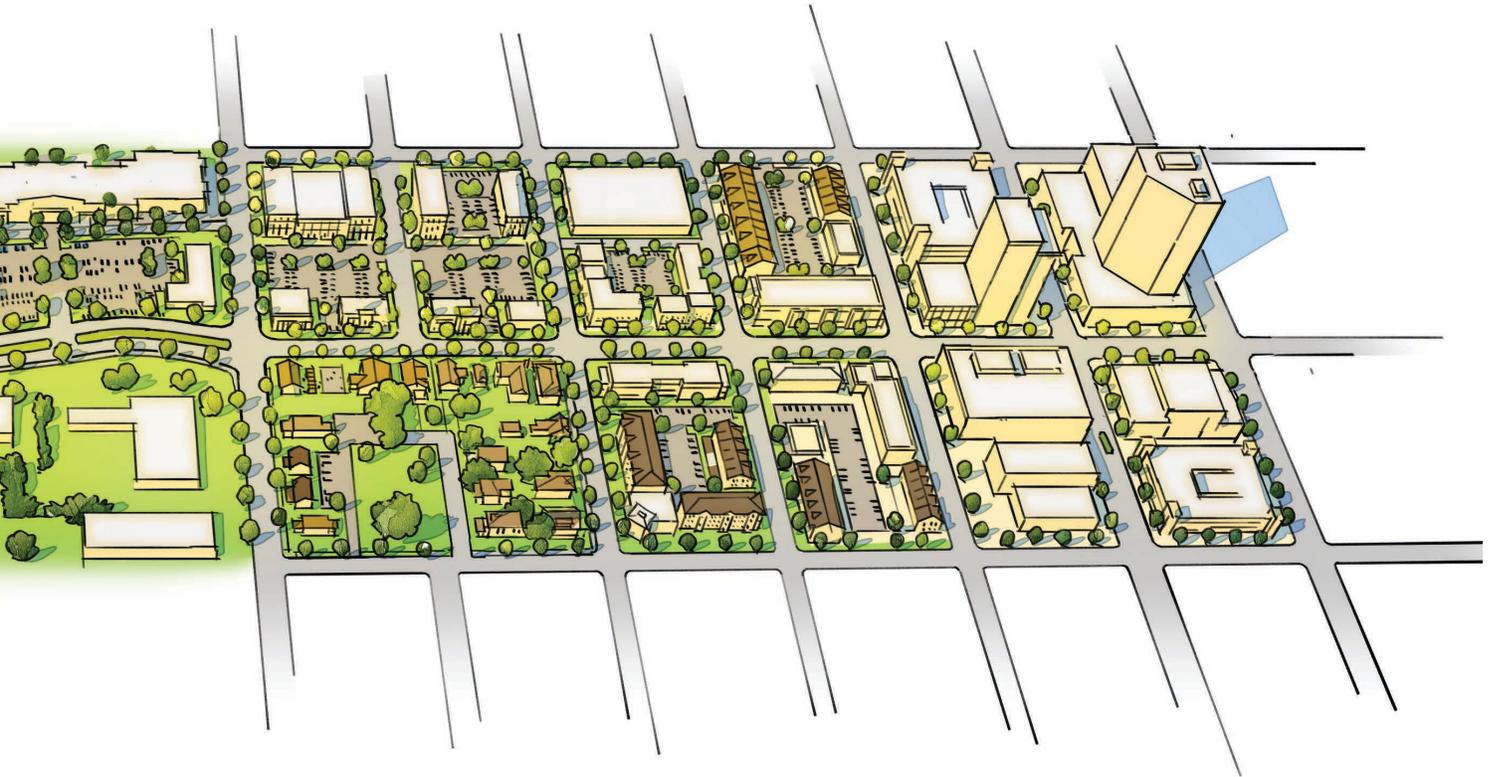
**SINGLE FAMILY NEIGHBORHOOD**

**MULTIFAMILY COMMUNITY**

**MIXED-DENSITY NEIGHBORHOOD**

**NEIGHBORHOOD NODE**

Knightsdale is comprised of areas that have unique and discernible land use, design characteristics, and development intensities. The Town is organized into Place Types, which are the building blocks for identifying complete neighborhoods, activity centers, and business corridors.



## DISTRICTS

- RETAIL
- BUSINESS OFFICE
- LIGHT INDUSTRIAL
- HEAVY INDUSTRIAL
- CIVIC & INSTITUTIONAL

## CENTERS

- OLD TOWN
- MIXED-USE CENTER
- MIXED-USE CENTER (SUBURBAN RETROFIT)
- TRANSIT-ORIENTED DEVELOPMENT (BRT)
- REGIONAL MIXED-USE CENTER

# PLACE TYPE CATEGORIES

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## GENERAL OPEN SPACE CATEGORIES



### Preserved Open Space

Preserved open space includes land dedicated for permanent conservation. These areas may be preserved because of their natural beauty, environmental sensitivity, reoccurring flood potential, or used as a buffer between adjacent developments. These areas are left undisturbed or undeveloped and managed by state, county, or, local organizations; non-profit groups; or home owner associations.

### Rural Living

Rural living areas are characterized by large lots, abundant open space, and a high degree of separation between buildings. Homes are scattered throughout the countryside and often integrated into the rural landscape. The lot size and distance between dwelling units decreases with greater development densities.

Buildings are generally oriented toward the road and have direct access from private driveways. One or more out-buildings on a property may support farm activities.



### Recreation Open Space

Recreation open space includes land dedicated for active and passive recreational uses: regional, community or neighborhood parks; sports complexes; recreation centers; athletic fields; etc.



# GENERAL NEIGHBORHOOD CATEGORIES

## Single-Family Neighborhood

Single-family neighborhoods are formed as subdivisions or communities with a relatively uniform housing type and density throughout. Homes are oriented to the interior of the neighborhood and are buffered from surrounding development by transitional uses or landscaped areas. All new single-family neighborhoods incorporate a comprehensive network of open space throughout to accommodate small parks, gathering places and community gardens; preserve tree stands; and help reduce stormwater runoff.

## Multifamily Community

Multifamily communities are formed as a complex or neighborhood with a relatively uniform housing type and density throughout. They support the highest residential density in a suburban landscape and may contain one of the following housing types: condominiums, apartments or senior housing (either standalone units for independent living, assisted living group quarters, or both on one site). Buildings are oriented to the interior of the site and are generally buffered from surrounding development by transitional uses, preserved open space, or landscaped areas. Surface parking lots and garages are common in more suburban settings, while on street parking is also prevalent in more urban settings.



## Mixed-Density Neighborhood

Mixed-density neighborhoods are formed as subdivisions or communities with a mix of housing types and densities. Homes are oriented to the interior of the site and are typically buffered from surrounding development by transitional uses, preserved open space, or landscaped areas. Lots along the perimeter of a new neighborhood should be sensitive to the density observed along the perimeter of an adjacent neighborhood in terms of size and scale (by providing a transition). Small blocks and a modified grid of streets support a cohesive, well-connected community.

All new mixed-density neighborhoods incorporate a comprehensive network of open space throughout to accommodate small parks, gathering places and community gardens; preserve tree stands; and help reduce stormwater runoff.

## Neighborhood Node

Neighborhood nodes provide goods and services to surrounding neighborhoods. Their proximity to neighborhoods requires that operations be low-intensity, unobtrusive, and at a scale and design compatible with nearby residential development. The design of a neighborhood node transitions effectively between residential and nonresidential uses, and includes safe and convenient pedestrian and bicycle access for nearby residents.

While this is primarily a commercial category, some neighborhood nodes may include upper story residential or office. Sites also effectively minimize the impact of cut-through traffic on nearby neighborhood streets by orienting vehicle access, circulation, etc. away from the neighborhood. Access between residential neighborhoods and adjacent commercial uses may be limited to pedestrian facilities.



## GENERAL DISTRICT CATEGORIES

General District categories are shown on the transect rendering as they currently exist in the Town. The depiction is not intended to be aspirational.

### Retail

Retail districts serve the daily shopping needs of the region, the community, and surrounding residential neighborhoods. They typically locate near high-volume roads and key intersections. Surface parking lots and internal streets are common in retail districts. Retail districts also include a common green and other public spaces throughout the development to encourage community gathering, outdoor dining, people-watching, etc. Cross-access between retail destinations is provided via service roads with provisions for pedestrian

access between buildings that support a park-once mentality (or walk-to, bike-to environment from surrounding residential neighborhoods).

### Business Office

Business office districts provide opportunities to concentrate employment in the Town on normal workdays. They include both large-scale buildings with employees for one business and areas with one or more buildings for multiple businesses that support and serve one another. They are buffered from surrounding development by transitional uses or landscaped areas and are often located in close proximity to major highways or thoroughfares.

### Light Industrial

Light industrial districts provide opportunities to concentrate employment in the Town on normal workdays. Each area supports

manufacturing and production uses, including warehousing, light manufacturing, medical research, and assembly operations. These areas are found in close proximity to major transportation corridors (i.e., highway or rail) and are generally buffered from surrounding development by transitional uses or landscaped areas that shield the view of structures, loading docks, or outdoor storage from adjacent properties.

### Heavy Industrial

Heavy industrial districts support large-scale manufacturing and production uses, including assembly and processing, regional warehousing and distribution, bulk storage, mining, and utilities. These areas are found in close proximity to major transportation corridors (e.g., highways or railroads) and are buffered from surrounding development by transitional uses or landscaped areas that increase in size as development intensity increases. Heavy industrial districts generally require larger sites because activities are not confined entirely to buildings. Conveyer belts, holding tanks, smoke stacks, or outdoor storage all may be present in a heavy industrial district. Cross-access between adjacent heavy industrial destinations is provided via service roads.

### Civic & Institutional

Civic and institutional facilities support a building or complex of buildings that serve public purpose, including a library, school, police station, fire station, public services complex, Town government, etc. Visual qualities of the building(s) and its surrounding grounds make civic and institutional facilities a landmark within the town.

# GENERAL CENTER CATEGORIES

## Old Town

The Old Town center supports mixed-use development, architectural continuity, civic spaces and social interaction at a scale that celebrates community and the beginnings of Knightdale. Uses and buildings are located on small blocks with streets designed to extend the grid network and encourage pedestrian activity. Buildings in the core typically stand one to three stories tall with residential units or office space above some storefronts. The compact, walkable environment and mix of residential and non-residential uses in Old Town support multiple modes of transportation.

## Mixed Use Center

A mixed-use center offers the opportunity to live, shop, work, and play in one community. Uses and buildings are located on small blocks with streets designed to encourage pedestrian movement and active public spaces. Buildings in the core of the center may stand three or more stories tall. Residential units or office space are found above storefronts. Homes surrounding the core offer several choices to live and experience the center. Parking is satisfied using on-street parking, structured parking, and shared rear-lot parking strategies. The compact, walkable environment and mix of residential and non-residential uses in the center supports multiple modes of transportation. A large-scale mixed-use center may be surrounded by one or more neighborhoods that provide additional nearby home choices and encourage active living with a comprehensive and



interconnected network of walkable streets.

## Mixed-Use Center (Suburban Retrofit)

One or more mixed-use centers in Knightdale may start off as suburban retail districts. Transformation of these areas into centers will require deliberate planning and phasing to keep the districts viable during their period of change. Build-out of the centers should follow the same use, height, mix, design, parking, etc. expectations previously described for mixed-use centers; however, infill development and redevelopment activities should be coordinated closely with the Town (on a case-by-case basis) to program improvements, set expectations, establish temporary relief, etc. during the transformation.

## Transit-Oriented Development Center (BRT)

A transit-oriented development center for bus rapid transit (BRT) includes a concentration of mixed-use, dense buildings focused around a premium

bus transit stop. Uses and buildings are located on small blocks with streets designed to encourage bicycle and pedestrian activity. The highest density development is located within ¼-mile of the transit station, with progressively lower densities spreading out into neighborhoods surrounding the center.

## Regional Mixed-Use Center

A regional mixed-use center is a focal point in eastern Wake County. It is the hub of employment, entertainment, civic, and cultural activities, with a mix of housing types and common open space for active living. As a magnet to surrounding towns and neighborhoods, the regional activity center becomes an iconic symbol of the larger region, starting with five to fifteen story tall buildings and a traditional grid street network. Regional centers tend to locate near major transportation corridors and often at the intersection of two major highways or an interstate exit. The compact, walkable environment and mix of residential and non-residential uses in a regional center support multiple modes of transportation.



## NEXT STEPS



During the public input process, a number of themes emerged that were determined to be central to quality of life for citizens of Knightdale. Following through on these themes depends on the ability of property owners, developers, Town staff, elected officials, and the general public to work together for a common purpose. The following pages outline steps that can be taken to make the Plan a reality.

# PLACEMAKING

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Sense of place stems from a community's unique qualities and characteristics. Distinctiveness comes from streetscapes and architecture, cultural events, parks and open space, local festivals, the natural environment—and the way the community interacts with all of these elements. The Town of Knightdale is growing, and as it grows, it has the opportunity to be the defining municipality for Eastern Wake County. It will be essential during this time of growth to seek to retain aspects of the small-town atmosphere that are the foundation of Knightdale's sense of place. It is also important to note that “small town atmosphere” is not dependent on the size of the population, the square mileage in the Town, or the height of the buildings—it is, instead, a reflection of connections to neighbors and a shared investment in the success of the community.

## NEXT STEPS

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The Town should promote distinctive districts within the community. Signage should be developed to help delineate these districts.

Knightdale Station Park has become a gathering place for the community. The Town can take advantage of this success to strengthen the Old Town area with infill development. (See the Old Town Focus Area Study for additional details.)

The Town should continue its tradition of making events appealing to all.

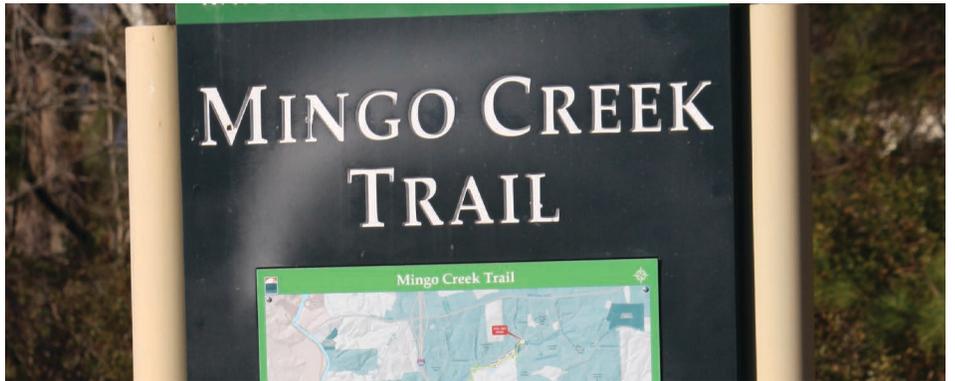
The Town should build upon its growing reputation as an outdoor community. Mingo Creek Trail already connects the community to the greater Capital Area Greenway, and residents take pride in the Town's growing trail system. Knightdale should investigate a River District Park to both protect the Neuse and provide another showcase park for the Town. (See Page 114 for additional information.)

All new development should strengthen the Town's sense of place. (See Focus Area Studies for recommendations.)

The Town should consider creating an “Ambassador” program for area Realtors. This would be similar to the existing Citizen's Planning Academy and would promote the area's strengths.

The Town should use the Municipal Water Allocation Policy to encourage investment in the public realm.





# GATEWAY ENTRANCES

Gateways announce arrival to Knightdale or one of the special places within it, and help establish a distinct brand and identity for the Town that is different from neighboring communities. Town officials should build on the “Knightdale, Start Something” campaign and implement a Town-wide gateway entrance program. Targeted investments should recognize a hierarchy of treatments—region-, community-, and district-focused—and build a program that:

1. announces arrival in Greater Knightdale for regional visitors and reminds them that they are in a creative, energetic area of Wake County;
2. announces arrival in the Knightdale community and includes wayfinding signage to important destinations; and
3. announces arrival in a special area of Knightdale (a district) as a destination unique and distinct from other areas of Town.

The intent, scale, and materials for gateway features in the three target categories should be different, and recognize the speed of travel and time available to visit the gateway in their design.

## LEGEND



Regional-Focused Gateways

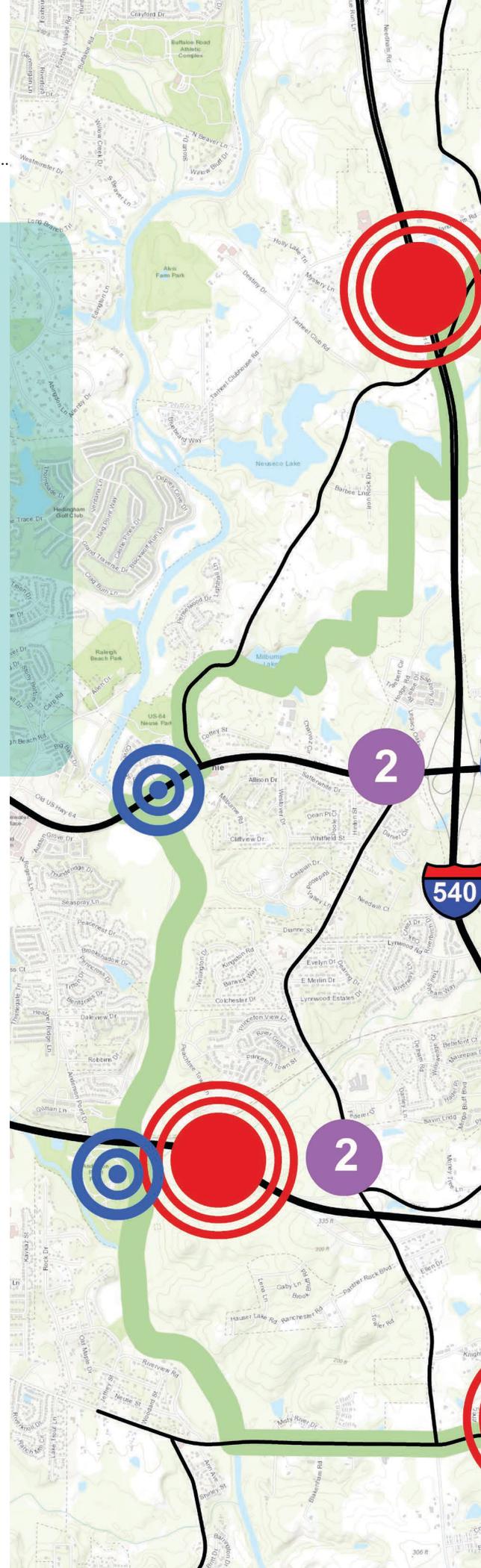


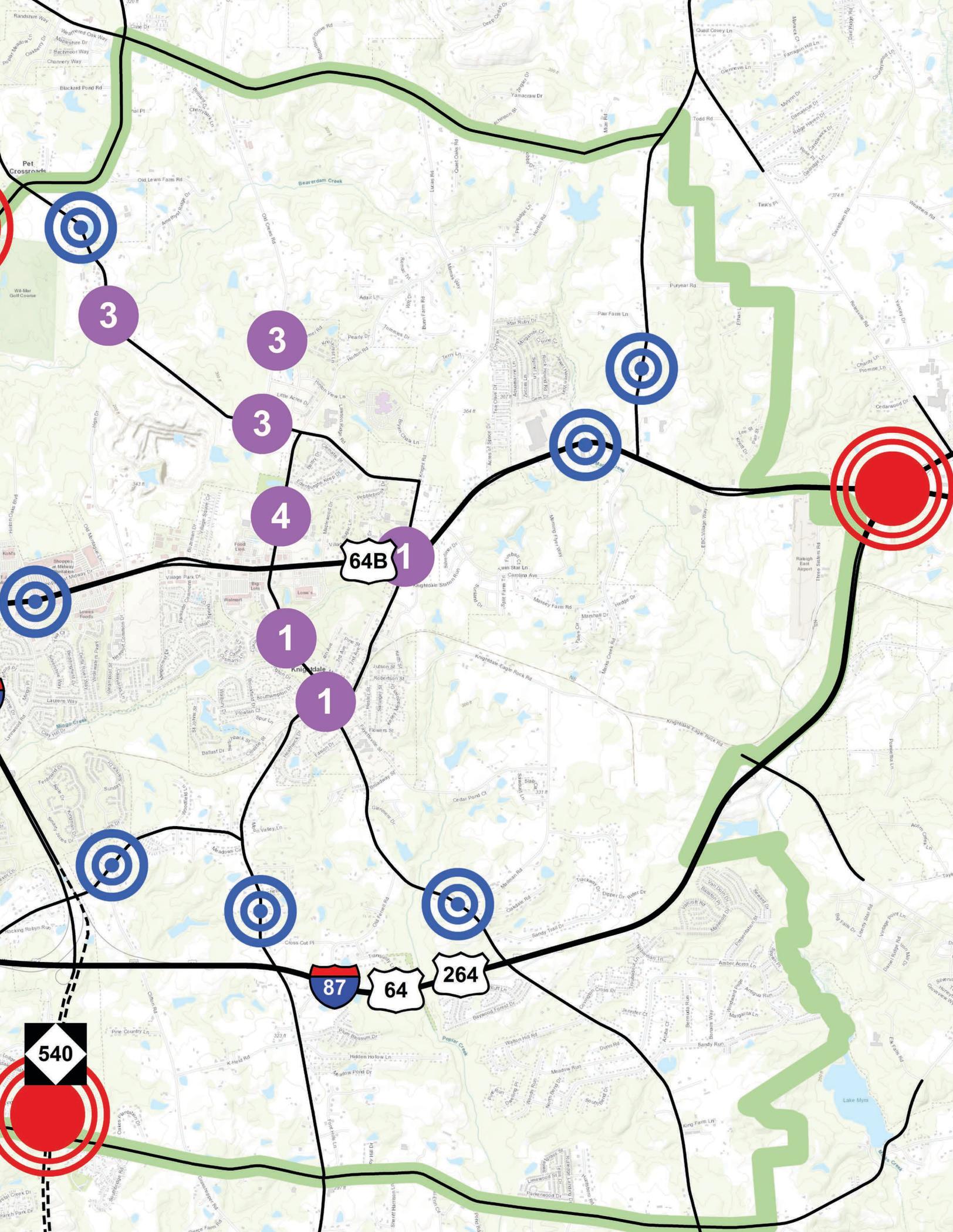
Community-Focused Gateways



District-Focused Gateways

1. Old Town District
2. Neuse River District
3. Sportsplex District
4. Civic Campus District





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# SCHOOLS

The Town recognizes that strong schools are vital to a healthy community. Knightdale is served by Wake County public schools. With an average daily enrollment of 160,429 students for the 2017–2018 school year, Wake County is the largest school system in North Carolina and the 15th largest in the nation. Knightdale is home to six Wake County public schools:

- Forestville Road Elementary School
- Hodge Road Elementary School
- Knightdale Elementary School
- Lockhart Elementary School
- East Wake Middle School
- Knightdale High School



## NEXT STEPS

The Town should continue to look for partnership opportunities that benefit both the schools and the Town.

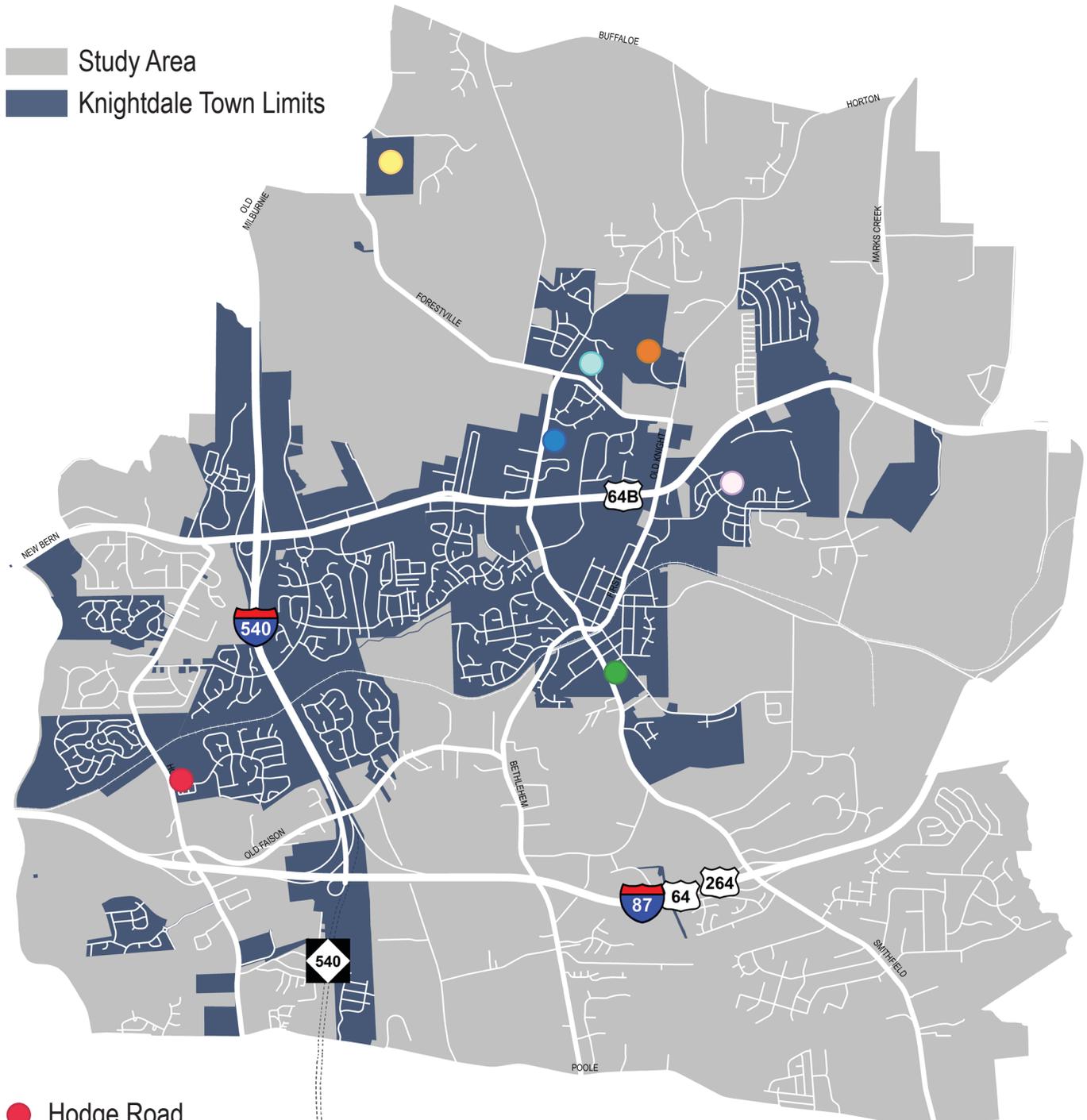
When new schools are sited and built, they should have the appropriate infrastructure so that they encourage multi-modal transportation and are accessible from neighborhoods on all sides.

Schools and institutions should be encouraged as anchors in neighborhoods and in mixed-use centers. As appropriate, as adaptive re-use, they could serve as an anchor for suburban retrofit projects.

When children are able to walk to school, communities become safer places for everyone to walk. The Town should perform a Safe Routes to Schools audit and follow through on recommendations.



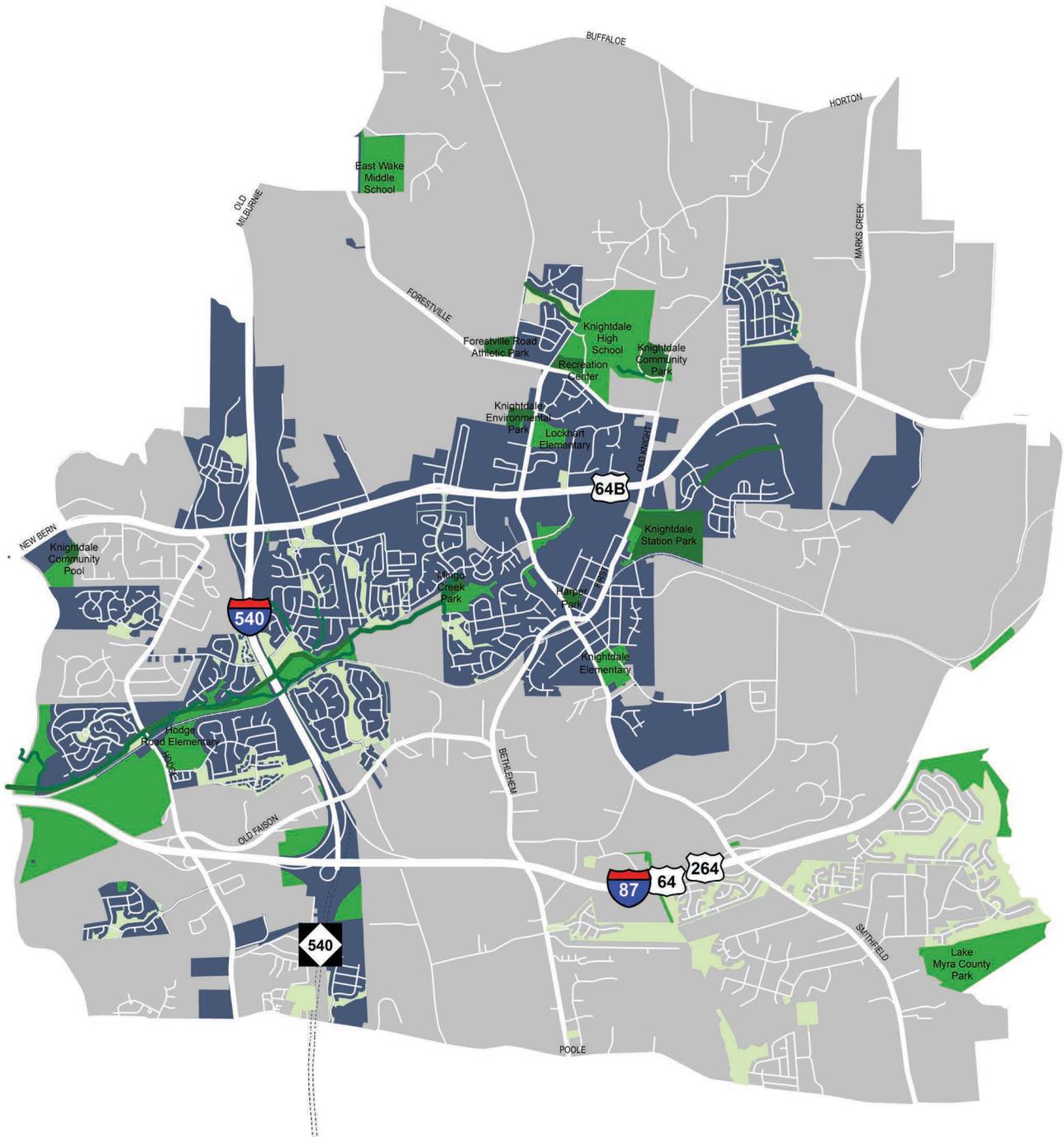
# EXISTING SCHOOLS



- Hodge Road Elementary
- Lockhart Elementary
- Forrestville Road Elementary
- Knightdale Elementary
- East Wake Middle
- Knightdale High School
- Thales Academy (Private)

# PARKS & RECREATION

## EXISTING FACILITIES



- |   |  |  |
|---|--|--|
|  Knightdale Parks  |  Private Open Space (Neighborhood Facilities) |  Study Area Boundary    |
|  Wake County Open Space (including Schools and Mitigation Areas) |  Existing Greenway                            |  Knightdale Town Limits |

There is a strong relationship between community parks and recreation services, economic development, and quality of life. A community's parks and recreation facilities are among the many elements that contribute to Knightdale's sense of place. Knightdale Station Park has become central gathering place for the community, with walking trails, a playground, ballfields, a dog park, and a future sprayground. The Town has additional parks that provide something for everyone. Mingo Creek Trail connects the community to the greater Capital Area Greenway system. The Town hosts numerous events throughout the year, including concerts, festivals, and a farmers market. Harper Park provides a picturesque setting for tennis. The Town has a community pool open in the summer months and various other facilities for youth and adult recreation year-round.

As Knightdale continues to grow, the recreational needs of the community will grow along with it. The Town should provide programs and facilities that recognize changing demographics and ensure equitable access for all citizens.

“Overall, these facilities are a big perk for our town and an investment in the community. Family, fitness, food, fun... they are all found in our parks and help accentuate the values of our community. I look forward to what is in store for the future.”

## NEXT STEPS

The Town should begin a Parks, Recreation, and Greenways Master Plan planning process to ensure that the recreational needs of all community members are met.

The Town should develop a programming and activity guide for facilities.

The Town should follow through on plans developed for a Caboose Museum Park.



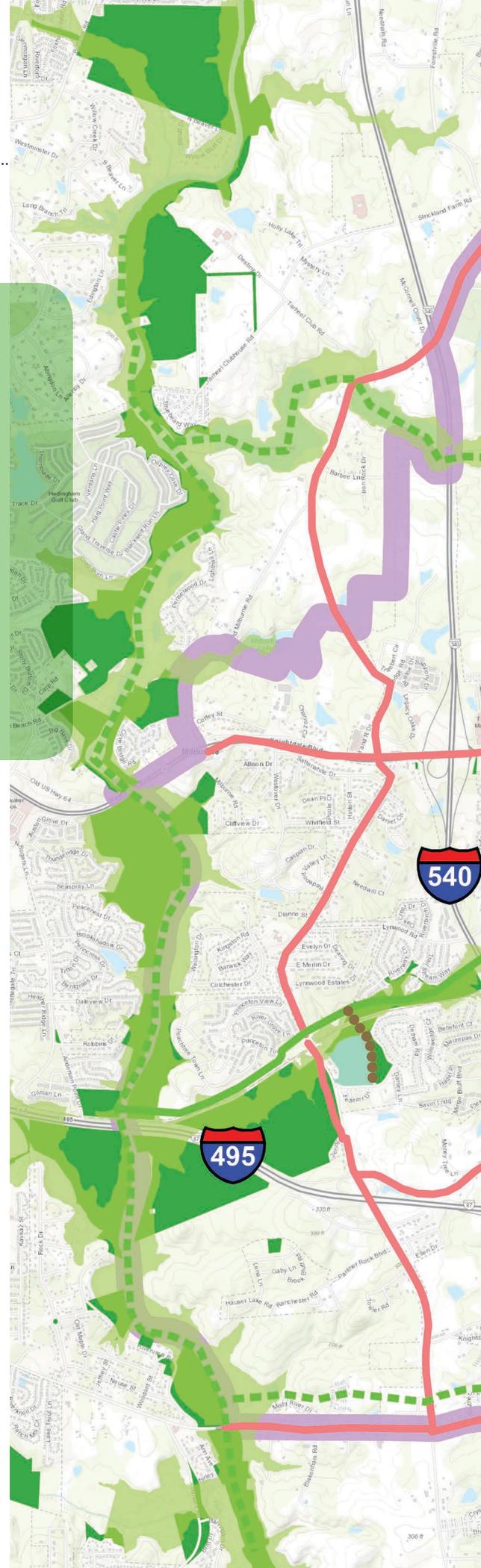
# TRAILS & GREENWAYS

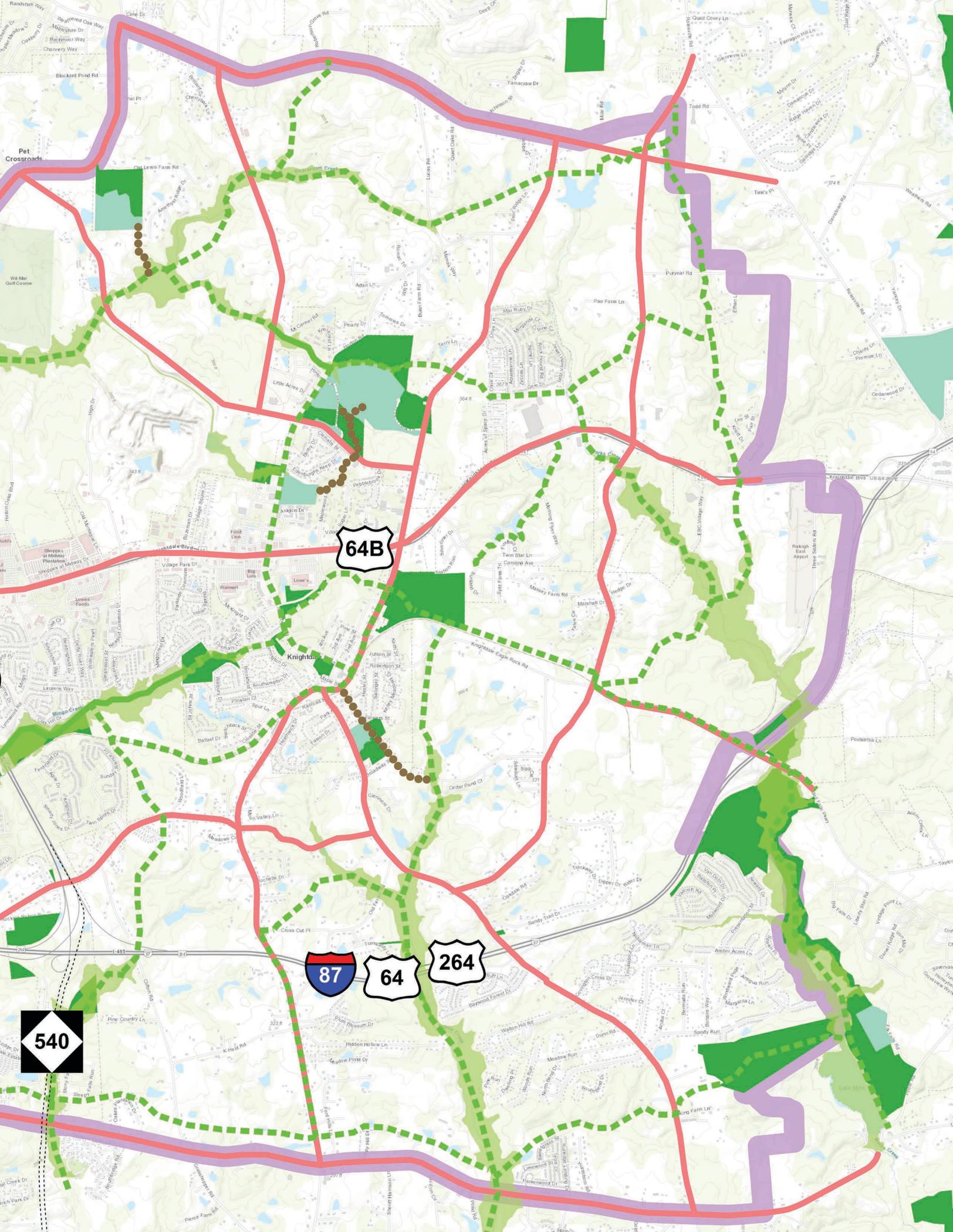
The general alignment of proposed trails, greenways, and paths reflected on the map are for illustrative purposes only and represent general expectations for connectivity and spacing for existing and proposed facilities in the Town of Knightdale. The actual alignment of a specific facility may change during site development activities; however, the number and general location of connections shown on this map should be safeguarded for a more efficient trail and greenway system to support the Growth and Conservation Map.

Recommended design characteristics—final alignment, typical cross section, construction material, right-of-way needs, etc.—should be refined in a Parks, Recreation, and Greenways Master Plan for the Town of Knightdale (recommended for completion soon after adoption of the KnightdaleNext Comprehensive Plan).

## LEGEND

-  Proposed Greenway
-  Proposed Neighborhood Trail
-  Proposed Cross Town Bicycle Routes
-  Parks & Recreation Sites
-  Open Space Property
-  100-Year Flood Areas
-  Study Area Boundary





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Knights

Pet Crossroads

Enterprise Blvd US 64 Bypass

Wal-Mart

Walmart

Low's

Shoppers of Midway

Food Lion

Wal-Mart

# PARKS & OPEN SPACE

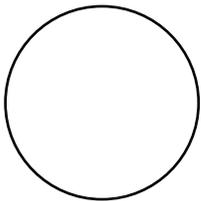
The Growth & Conservation Map reflects renewed interest in protecting large-scale, continuous green space in Knightdale. These places should become natural areas for managing storm water runoff, new parks and recreation centers that support active and passive uses, and gathering places for residents, employees, and visitors. New public space in identified activity centers should be a viable trade-off for accepting higher densities and less private open space in residential or mixed-use living environments.

Important design elements for new parks or plazas in Knightdale should include: group activity areas, Wi-Fi access, athletic courts and fields, trails and exercise areas, and pet-friendly areas. The size, location, and design of parks should vary and support a resource hierarchy—metropolitan parks serving residents of Knightdale and nearby towns, community parks serving large areas of the community, neighborhood parks serving surrounding neighborhoods, and public spaces in activity centers designed as plazas, cafes, and attractive streets for walking. Preserving land in the one hundred year floodplains throughout Knightdale supports more compact development principles, stresses environment stewardship, and makes the urban environment more attractive by providing quick, convenient access to nature. Early recommendations in the comprehensive plan should be refined in a Parks, Recreation, and Greenways Master Plan for the Town of Knightdale, which should follow soon after completion of the comprehensive plan.

## LEGEND

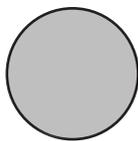
-  Public Open Space (including Parks, Schools, and Mitigation Areas)
-  Private Open Space
-  Target Investment Area for Parks & Open Space (Existing/Proposed Neighborhoods & Mixed-Use Activity Centers)
-  Study Area Boundary

Metropolitan Park or Recreation Center



1-Mile Area of Influence

Community Park



1/4-Mile Area of Influence

Neighborhood Park

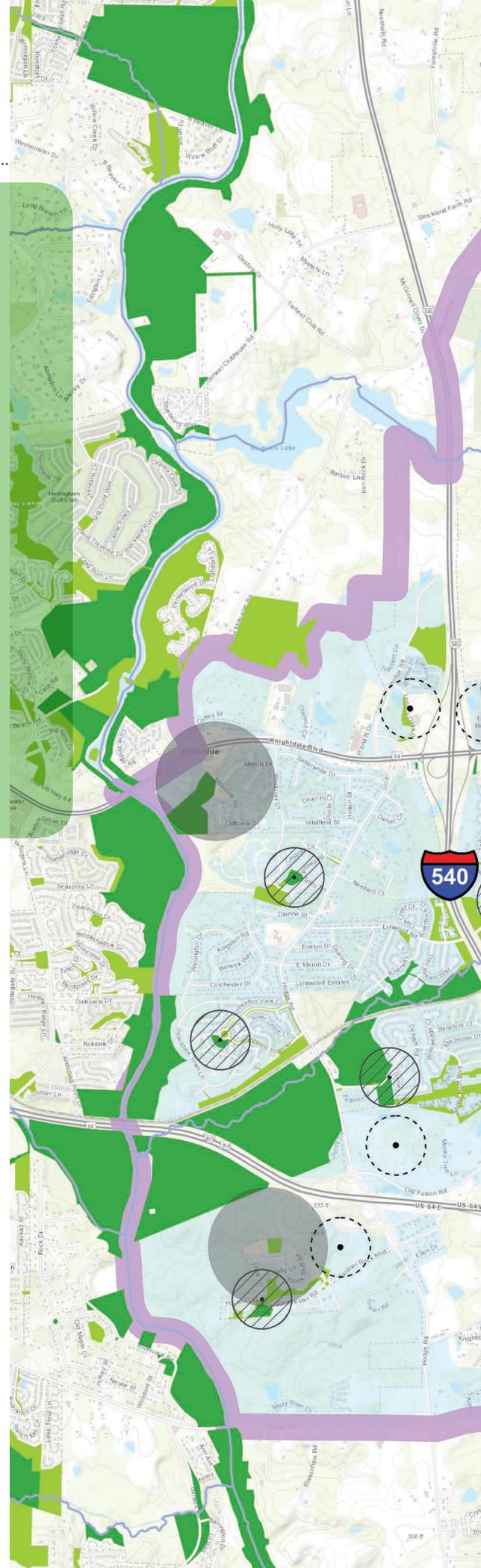


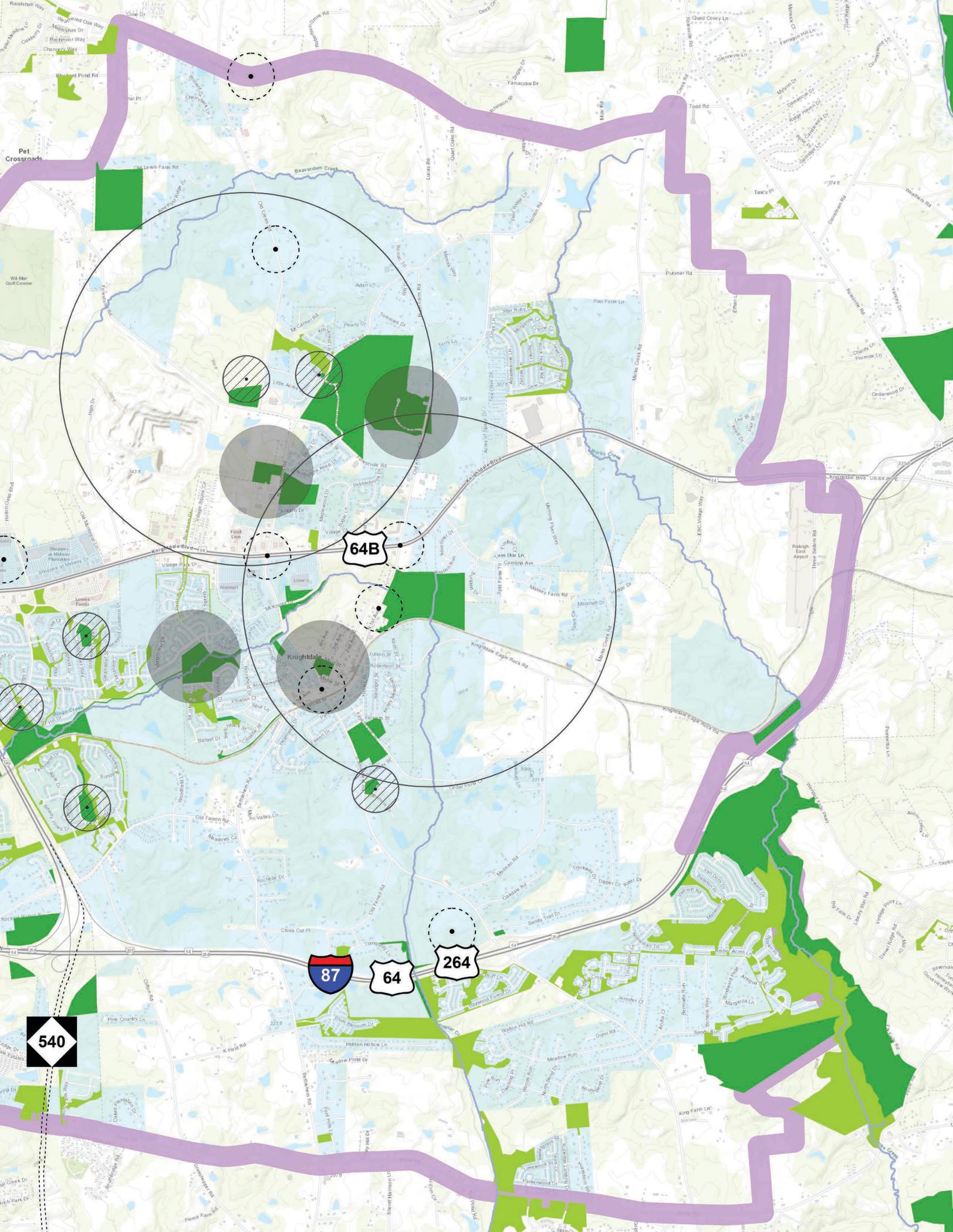
1/8-Mile Area of Influence

Urban Parks & Plazas in Mixed-Use Activity Center



1/8-Mile Area of Influence





# NATURAL ENVIRONMENT

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Knightdale rises from the eastern bank of the Neuse River to the ridgeline separating the Neuse from Buffalo Creek. Its gently rolling hills were once ideal for farming and channeled shallow creeks west and south towards the Neuse. Many of these creeks feature significant wetland and freshwater marsh habitat.

The Neuse feeds Raleigh's primary water supply, Falls Lake Reservoir, which spans more than 12,000 acres and provides the only source of flood control in the basin.

While yellow pine forest is the most common habitat, bottomland and hardwood swamp forests are important due to their location along stream and river corridors. These areas serve as vital habitat as well as migration corridors for numerous species of wildlife.

The Town understands the importance of the natural environment, not just for the protection of habitat and water supply, but for its significance to Knightdale's sense of place.



## NEXT STEPS

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The Town should increase open space requirements near sensitive resources (e.g., Marks Creek watershed).

As technology and data sources allow, the Town should monitor changes in natural resources over time and continue to participate in efforts to protect and conserve meaningful quantities of each habitat that balance, enhance, and support the newly built environment.

The Town should investigate a Green Stormwater Infrastructure plan, similar to one adopted by the City of Raleigh. These regulations make it easier for the development community to include Green Infrastructure and Low Impact Development practices into land development to help reduce environmental impacts to streams and lakes.

The Town should consider opening a community garden. Urban green spaces, including community gardens, can filter rainwater and help to keep lakes, rivers, and groundwater clean.

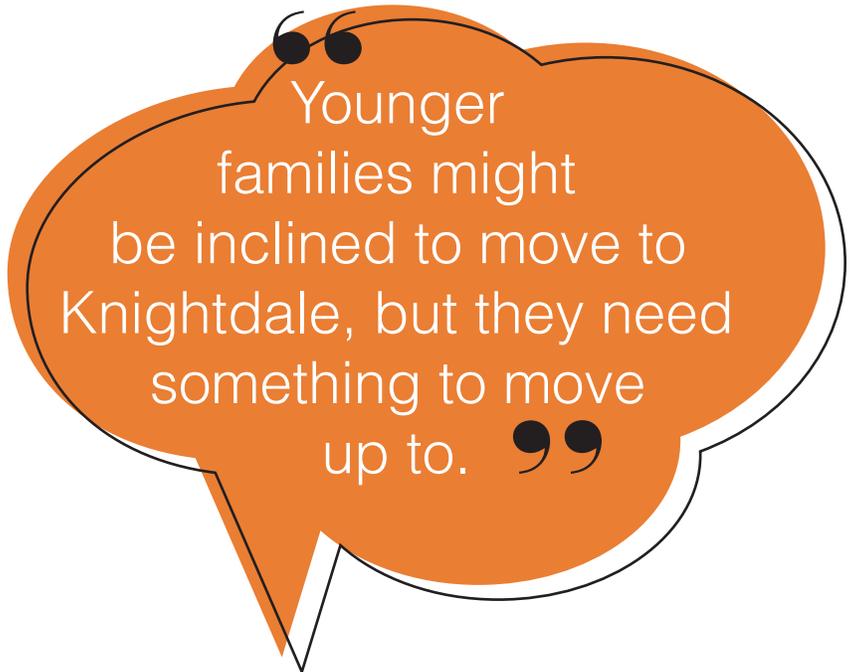
Develop programming for Panther Rock Park.



# GREAT NEIGHBORHOODS

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One indication of a successful community is diversity including age, income, social status, economy, and industry. In order to attract this type of diversity to a community, the physical form must be conducive to the varied lifestyles of different groups. A key element of creating an environment receptive to diversity is the provision of a mix of housing options. There should be many different types, sizes, and price points with a range of living experiences from rural to more dense, so that there is something for everyone. Knightdale seeks to be a home to people across their lifespan—from young professionals and families to older families, retirees, and empty-nesters.



As an added benefit, the mixing of lot sizes and compatible uses within and around town centers and near public transportation hubs can create the higher densities needed to support destinations and services that residents can easily reach by walking or cycling.

## NEXT STEPS

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Knightdale should encourage mixed-density residential development that would provide appropriate options for all stages of life and income levels. Choices should range from higher-end, single-family homes to multi-unit housing types such as duplexes, fourplexes, and townhomes.

Prices are likely to rise as the population and demand for homes grows, which could affect affordability. The Town should study and provide recommendations to ensure that housing is available for ALL of the Faces of Knightdale.



# EXPANDED HOME CHOICES

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# ECONOMIC VITALITY

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A healthy community is often described as having a combination of some of the following characteristics: it is comfortable and safe, with good quality housing and infrastructure, a diverse population, and perhaps most importantly, a good economic base. Knightdale has experienced solid but disproportional growth in recent years. Retail trade, restaurants, and accommodations have dominated growth and now represent the largest industries in the Town. As a result, workers

are making significantly less than workers in the county, state, and nationally. Most residents commute outside of Knightdale for employment.

“The soul of Knightdale needs to prosper. There is a risk of becoming just like every other place. Small business can define a community.”

Fortunately, the surrounding region is expected to continue to experience strong employment growth among well-paying industry sectors, and Knightdale has a lot to offer potential employers – the Town has a relatively young and well-educated population; labor force participation is high among residents, and unemployment rates are low; growth in housing construction is strong; median home prices are low, while home appreciation is robust. Additionally, Knightdale offers the resource of over 6,000 resident workers who currently commute outside the Town for employment. Providing workers with a “hometown option” for employment could deliver an attractive benefit to firms seeking a stable labor force.

Knightdale also understands the importance of small business to the community. Small businesses are job creators, and most of those jobs are local, allowing residents to work closer to home. In addition, small, local businesses contribute to a town’s character and sense of place.



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## NEXT STEPS

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Knightdale should continue to leverage its ideal location along major transportation corridors to attract a variety of industries—particularly clean, low-impact, knowledge-intensive, higher-wage industries.

The Town should identify those well-paying industry sectors that are already expected to grow in the Raleigh-Durham area. By “catching the wave,” Knightdale can focus in on a select group of sectors that have demonstrated compatibility in the regional economy. This can include existing area industries looking to expand to more favorable sites and outside industries looking to relocate to the region. Refer to Pages 27 and 28 of this document for further recommendations on target industries.

The Town should focus attention on tools to help small businesses. This should include support for the Knightdale Chamber of Commerce.

A business incubator is a company that helps new and startup companies to develop by providing services such as management training or office space. The Town should build on its existing branding and truly become a place to “Start Something” by identifying locations for business incubator space.

The Town should conduct a study of the area surrounding the Raleigh East Airport. Existing industrial development, the proximity of infrastructure (air strip, highway, power, etc.), nearby residential development, environmental features, and ample available land present challenges in determining the highest and best use and prioritizing supporting infrastructure needs. To maximize the potential of this area, a separate, detailed study that further examines the attributes of the land, the improvements made over time, parcel ownership, environmental constraints, and viability of current uses is warranted.



# TRANSPORTATION

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Conventional transportation planning strives to maximize traffic speeds and minimize congestion. While this is still an important concern, in recent years, transportation planning has expanded to include more emphasis on non-automobile modes and more consideration of factors such as environmental impacts and mobility for non-drivers.

Traditionally, suburban street design standards have emphasized the function of vehicle movement over the creation of place for a street (*National Association of City Transportation Officials, Urban Street Design Guide, 2012*). Growing trends toward more urban, walkable and mixed-use development patterns necessitate a change in conventional street design standards to:

1. balance the needs of vehicles, buses, bicycles and pedestrians within the right-of-way;
2. reduce travel lane width;
3. match design speed to posted speed limit;
4. control the number, location and spacing of driveways;
5. complement adjacent development; and
6. design intersections for multi-modal turning/route conflicts.

Together, these changes will help move people (vs. only vehicles) and create memorable places that are great for the community, great for business, and great for creating safer environments for everyone.



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## NEXT STEPS

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Streets should be connected to other streets unless there are topographic or ecological constraints prohibiting it. The street network provides a multitude of routing alternatives to and from all destinations in a neighborhood or center, dispersing traffic and limiting congestion. Having a street network with a high degree of connectivity also enables individual streets to become narrower, which slows traffic and increases vehicular and pedestrian safety. High connectivity also allows emergency service vehicles many options to get to the site of an emergency call.

Connectivity should not be limited to streets and automobiles. Encouraging a network of connected sidewalks, side paths, and pedestrian passages makes walking more convenient and enjoyable and increases pedestrian access throughout the community. By increasing the number of routes through the community, pedestrians are provided more interesting walking and jogging alternatives, access to a variety of neighborhoods and destinations, and more opportunity for social interaction. In all cases, the context of surrounding development should be considered.

The Town should continue to follow the recommendations identified in the adopted Comprehensive Pedestrian Plan and adopt a Complete Street policy and procedure that supports incorporating biking, walking, and transit provisions on every non-access controlled street. (See Page 79 for further details.)

Knightdale should prepare for new technologies and trends, such as ride-hailing services like Uber and Lyft. These services have greatly increased in popularity in a relatively short period of time and are beginning to shape travel patterns. Knightdale should seek to understand how emerging trends might impact the future of transportation choices.

Review current ordinances for conformity with the recommendations contained in this plan.



# STREET NETWORK

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The KnightdaleNext Comprehensive Plan advocates for a transportation system that safely and efficiently moves ‘people’ throughout the planning area. Equal emphasis on land use (demand), transportation (supply), and urban design (environment) should improve overall efficiency of the transportation system while promoting livability principles important to existing and new activity centers identified on the Growth Framework Map.

Supply-side solutions for the transportation system include: a complete and integrated grid street network for major roads and local streets, complete street principles, access management standards, minimum street spacing guidelines, special intersection treatments, and different street design emphasis for rural, suburban, and urban development conditions.

Demand-side solutions for improving the transportation system focus on land use, development density, and urban design principles that promote lower vehicle trip generation (internal capture), shorter travel distance, and the use of non-vehicular travel modes. Land use mix; development location, pattern and intensity; and site design elements identified on the Growth & Conservation Map and described for the “center categories” in the Place Type section of this document should help improve overall efficiency of the transportation system by lowering demand for long-distance vehicle trips. Street design standards for urban conditions serving new walkable activity centers will also bind together land use, transportation, and urban design decisions.

Recommended street design characteristics and their application in the planning area should be refined in a Comprehensive Transportation Plan (CTP) for the Town of Knightdale recommended for completion soon after adoption of the KnightdaleNext Comprehensive Plan. Some recommendations presented in the KnightdaleNext Comprehensive Plan or the forthcoming Knightdale CTP will require amendments to the Town’s Street Design Standards and should be studied further to determine engineering feasibility.

The KnightdaleNext Comprehensive Plan recommends typical street sections on pages 82-83 for new or improved complete streets in the network. It is assumed streets built by the North Carolina Department of Transportation and their partners in Knightdale will incorporate recommendations from the NCDOT Complete Streets Planning and Design Guidelines published in July 2012 (or as amended) in terms of street design, travel mode prioritization, and budgets made available for implementation.



Practical Application of Complete Streets Concept

## Knightsdale should implement a Complete Streets policy for building new roads and improving existing roads in the community.

### What are Complete Streets?

Complete Streets are streets for everyone. They are designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists, and transit riders of all ages and abilities. Complete Streets make it easy to cross the street, walk to shops, and bicycle to work. They allow buses to run on time and make it safe for people to walk to and from train stations.

Creating Complete Streets means Town governments and their partner transportation agencies must change their approach to building community roads. By adopting a Complete Streets policy, communities direct their transportation planners and engineers to routinely design and operate the entire right of way to enable safe access for all users, regardless of age, ability, or mode of transportation. This means that every transportation project will make the street network better and safer for drivers, transit users, pedestrians, and bicyclists—making your town a better place to live.

### What does a Complete Street look like?

There is not a singular design solution for Complete Streets; each one is unique and responds to community needs and development context. A complete street may include: sidewalks, bicycle lanes (or wide paved shoulders), special bus lanes, comfortable and accessible public transportation stops, frequent and safe crossing opportunities, median islands, accessible pedestrian signals, curb extensions, narrower travel lanes, roundabouts, and more. A Complete Street in a rural area may look different from a Complete Street in a highly urban area, but both are designed to balance safety and convenience for everyone using the road.

### What are the benefits of Complete Streets?

Complete Streets help create livable communities for various types of users, including children, people with disabilities, and older adults. Complete Streets improve equity, safety, and public health, while reducing transportation costs and traffic congestion. Please see the website [www.smartgrowthamerica.org/program/national-complete-streets-coalition/](http://www.smartgrowthamerica.org/program/national-complete-streets-coalition/) for more information on Complete Streets, their design characteristics, and impact on creating more complete, livable communities.

— Source: Smart Growth America Organization Website, July 17, 2018

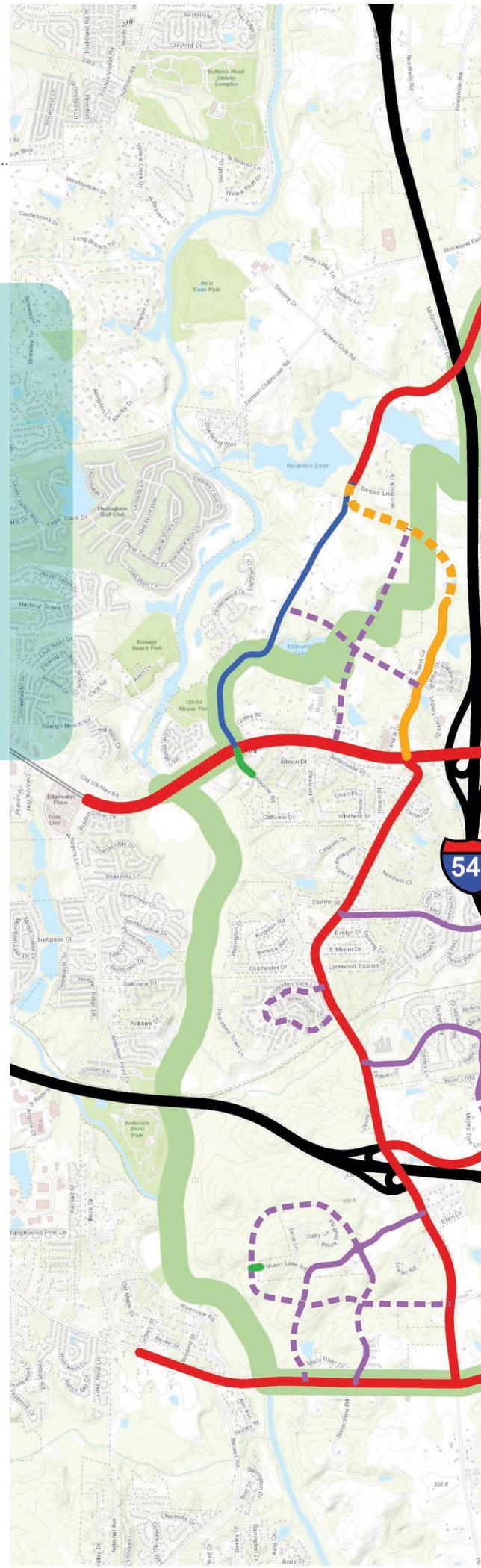
# STREET NETWORK

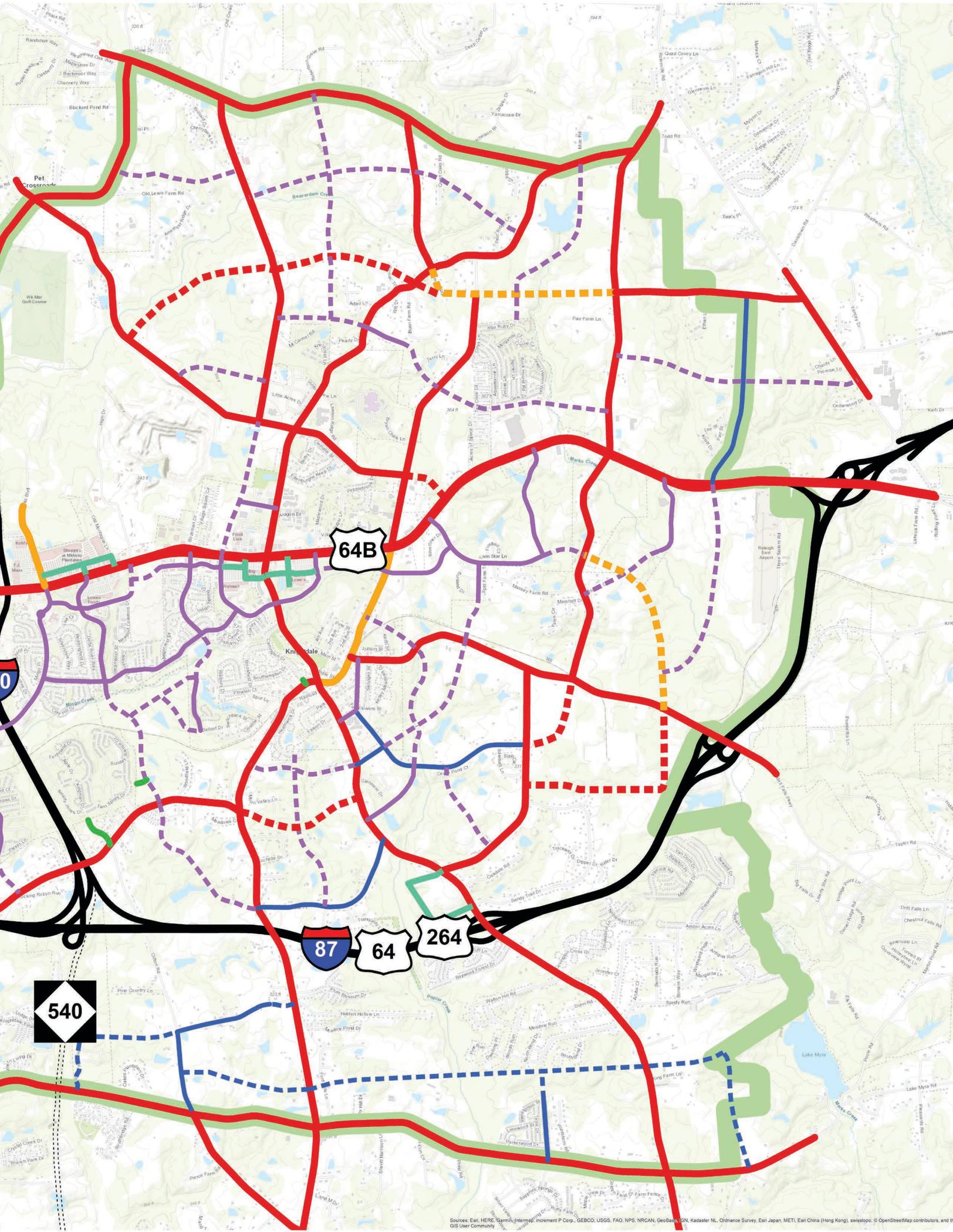
The general alignment of proposed roads reflected on the map are for illustrative purposes only and represent general expectations for street connectivity and street spacing for arterial, collector, and spine streets in the Town of Knightdale. The actual alignment of a specific road may change during site development activities; however, the number and general location of connections when on this map should be safeguarded for a more efficient transportation system to support the Growth and Conservation Map.

Recommended street characteristics—final alignment, number of travel lanes, typical cross section, right-of-way needs, etc.—should be refined in a Comprehensive Transportation Plan for the Town of Knightdale (recommended for completion soon after adoption of the KnightdaleNext Comprehensive Plan.)

## LEGEND

- Knightdale Next Study Area
- Existing Limited Access Facility
- Proposed Limited Access Facility
- Existing State-Maintained Arterial
- Proposed State-Maintained Arterial
- Existing Town-Maintained Arterial (Complete Street Retrofit Concept)
- Proposed Town-Maintained Arterial (Complete Street Concept)
- Existing State-Maintained Collector
- Proposed State-Maintained Collector
- Future Local Street Connection
- Existing Town-Maintained Collector (Complete Street Concept Retrofit)
- Proposed Town-Maintained Collector (Complete Street Concept)
- Proposed Walkable Spine Street, Serving Nearby Mixed-Use Development (Complete Street Concept)





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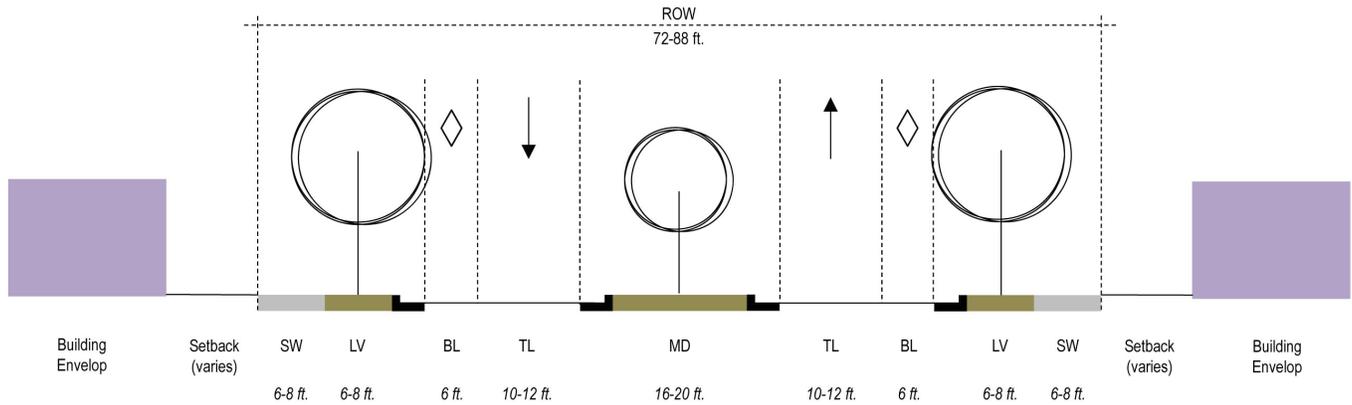
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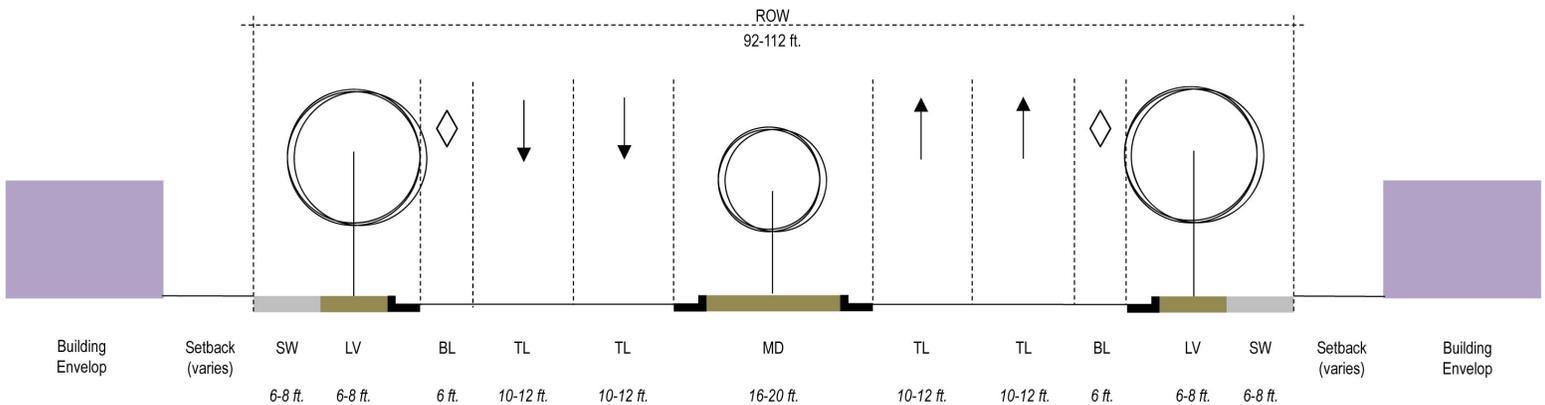
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# TYPICAL STREET CROSS SECTIONS

## TYPICAL SECTION FOR A COLLECTOR COMPLETE STREET

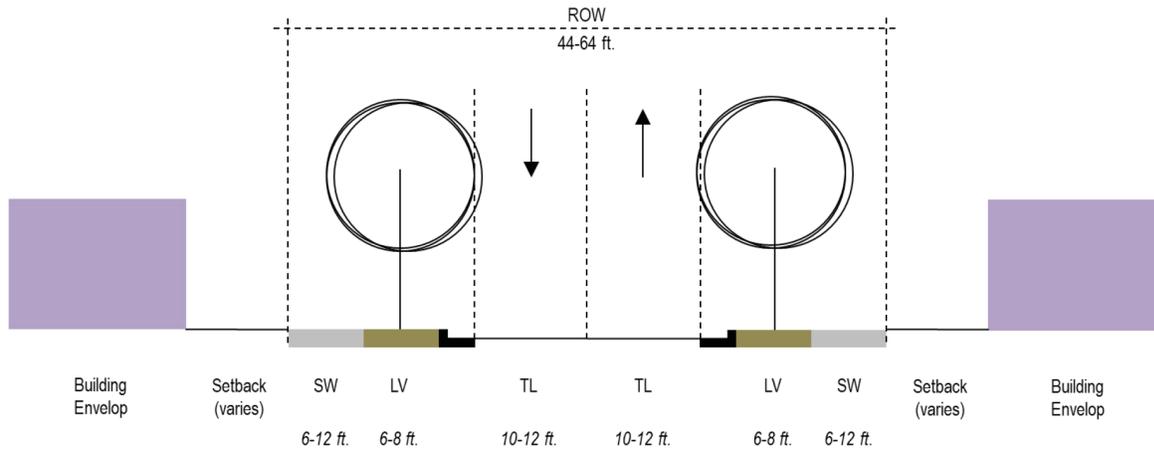


## TYPICAL SECTION FOR AN ARTERIAL COMPLETE STREET



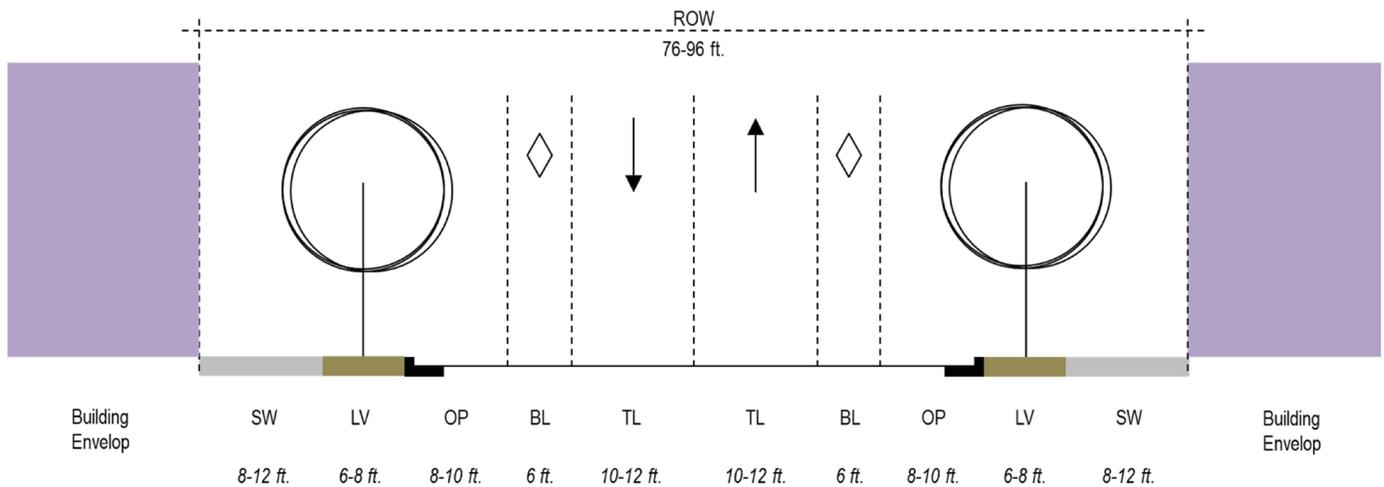
SW - Sidewalk LV - Landscape Verge BL - Bike Lane TL - Travel Lane MD - Median

## TYPICAL SECTION FOR A LOCAL COMPLETE STREET



*Note that additional right-of-way may be needed for the typical section to accommodate a center median, dedicated left or right turn lanes, etc.*

## TYPICAL SECTION FOR A COMPLETE STREET IN A MIXED-USE ACTIVITY CENTER



*Note that additional right-of-way may be needed for the typical section in a specific road corridor to accommodate a center median, dedicated left or right turn lanes, transit infrastructure, etc..*

Recommended typical street sections should be refined in a Comprehensive Transportation Plan for the Town of Knightdale recommended for completion soon after adoption of the KnightdaleNext Comprehensive Plan.

# TRANSIT NETWORK

Increasing the frequency of peak period bus service throughout the Town is important as mixed-use activity centers develop and redevelop at densities and intensities that support frequent transit trips. Bus rapid transit (BRT) is likely to be the intermediate goal for providing premium regional transit service in eastern Wake County. The Town should be an active partner in the region during current discussions being held to refine and implement the Wake County Transit Strategy Plan (at a minimum advocating to extend the proposed BRT route on US 64 Business to the proposed transit center on Knightdale Boulevard east of I-540 in the Growth & Conservation Map—Shoppes at Midway Plantation—and ultimately further east on Knightdale Boulevard to the mixed-use activity center near Schneider Electric).

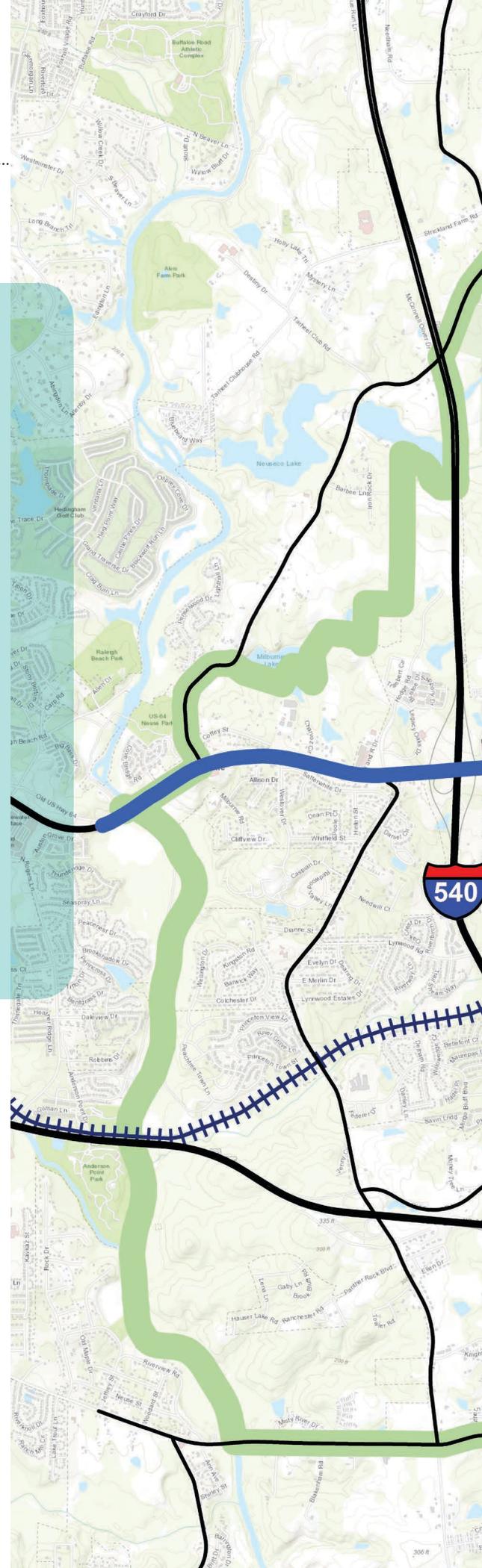
Part of improving transit service in Knightdale should focus on creating attractive and accessible stop locations, building complete and safe pedestrian and bicycle networks surrounding stop locations, and targeting development at densities and intensities to justify transit investments. A local transit circulator study should also be completed in the near-term to identify methods and opportunities that connect existing and proposed activity centers (via rubber tire bus) with the premium BRT transit service.

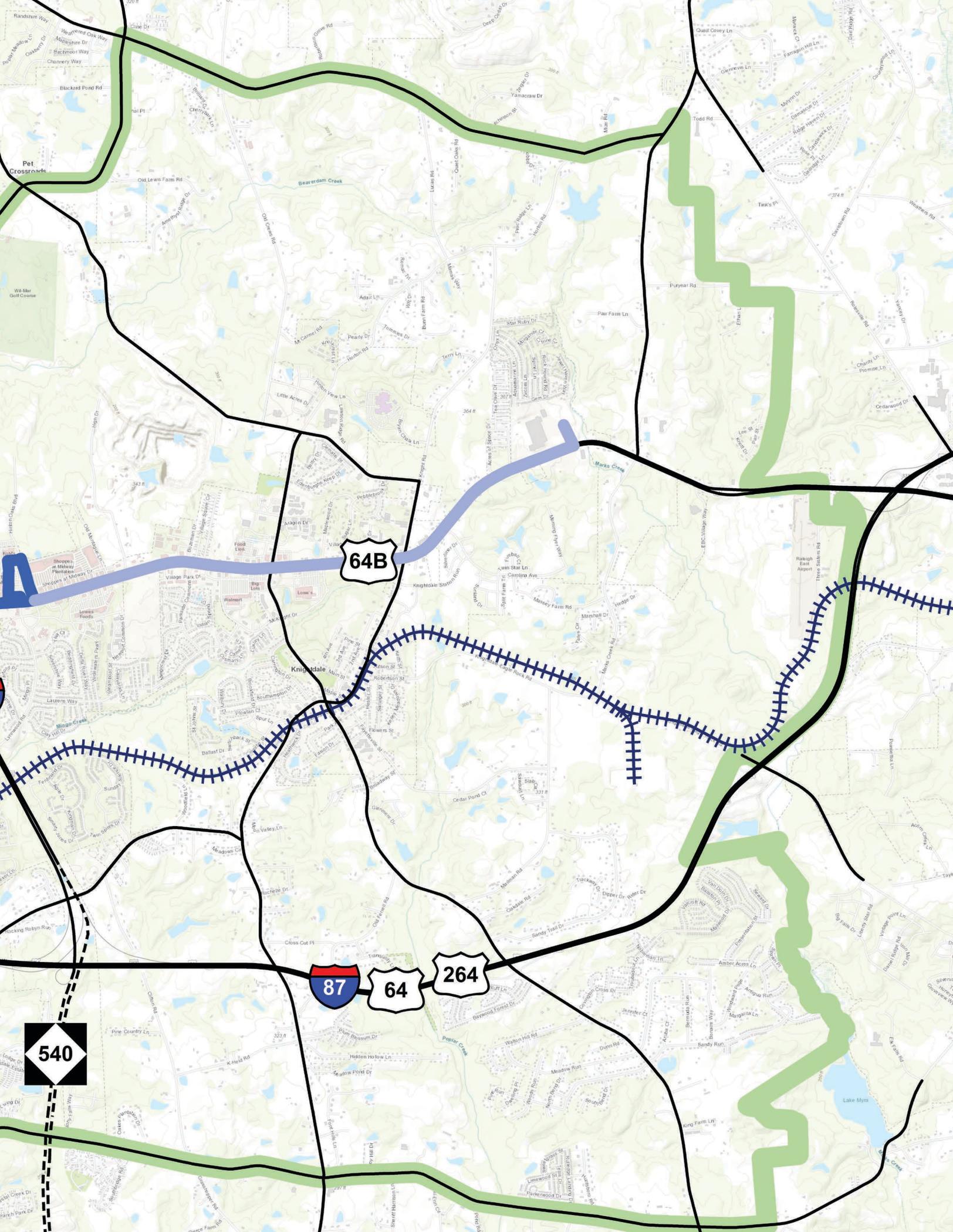
## LEGEND

-  Knightdale Next Study Area
-  Existing Limited Access Facility
-  Proposed Limited Access Facility
-  Proposed Bus Rapid Transit Line Extension - Phase 1\*
-  Proposed Bus Rapid Transit Line Extension - Phase 2\*\*
-  Rail Corridor (to be preserved for potential commuter rail)

\*Extension to Transit-Oriented Development at Shoppes at Midway Plantation

\*\*Extension to Schneider Electric Activity Center





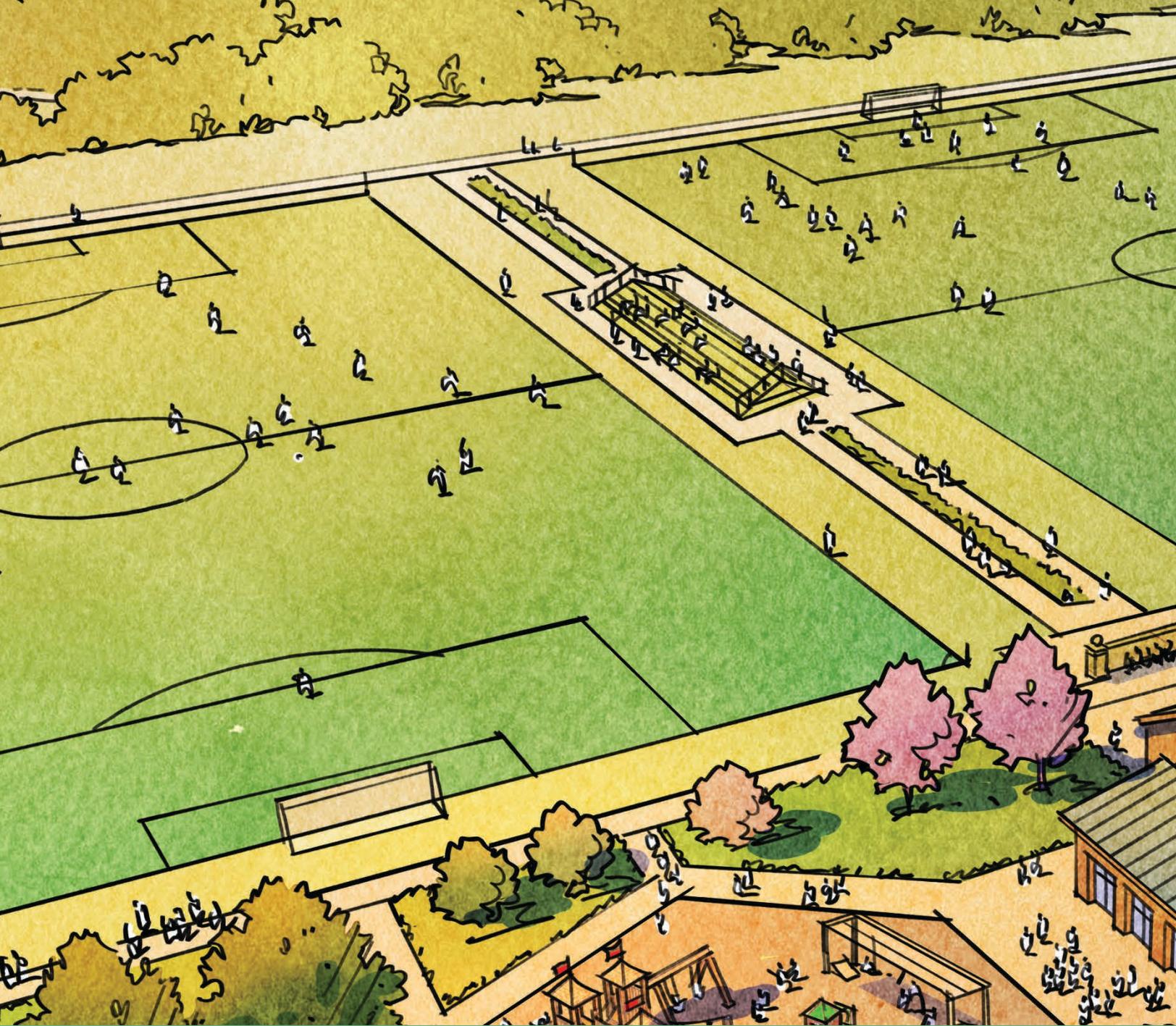
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FOCUS AREA  
STUDIES



- MIXED DENSITY RESIDENTIAL
- SUBURBAN INFILL
- TRANSIT ORIENTED DEVELOPMENT
- OLD TOWN
- NEW FRONT DOOR

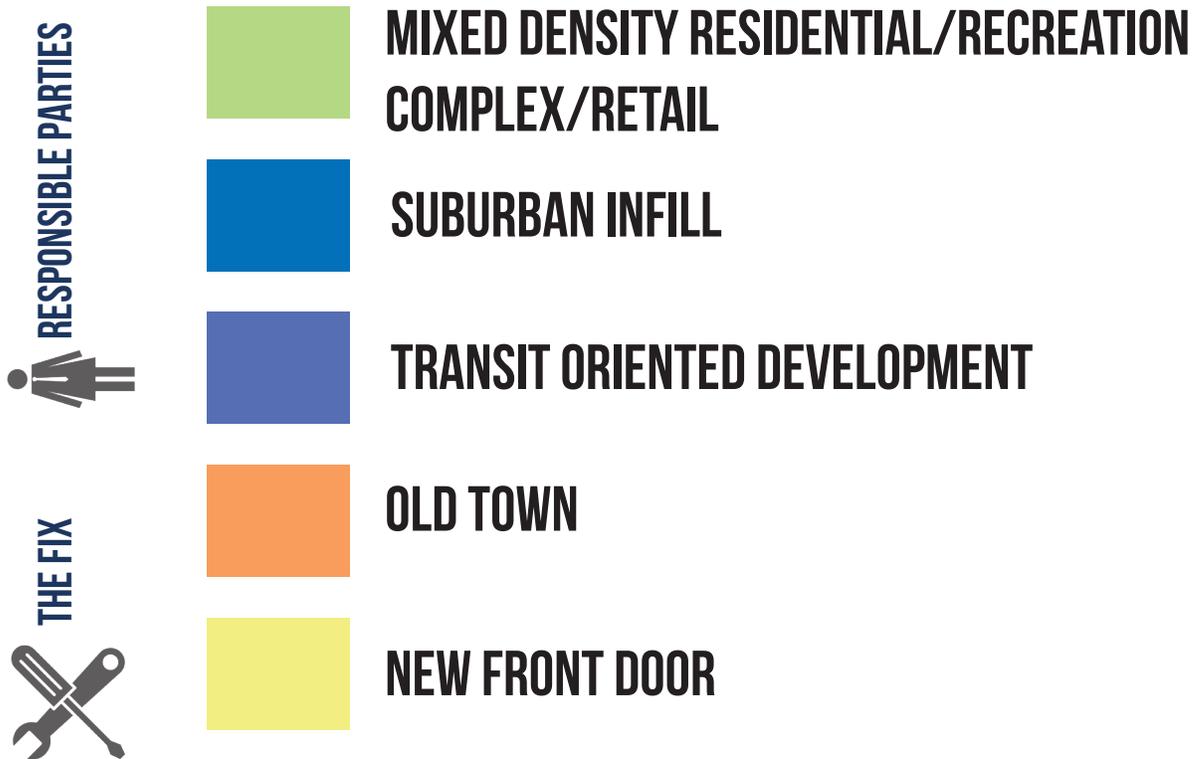


# FOCUS AREA STUDIES

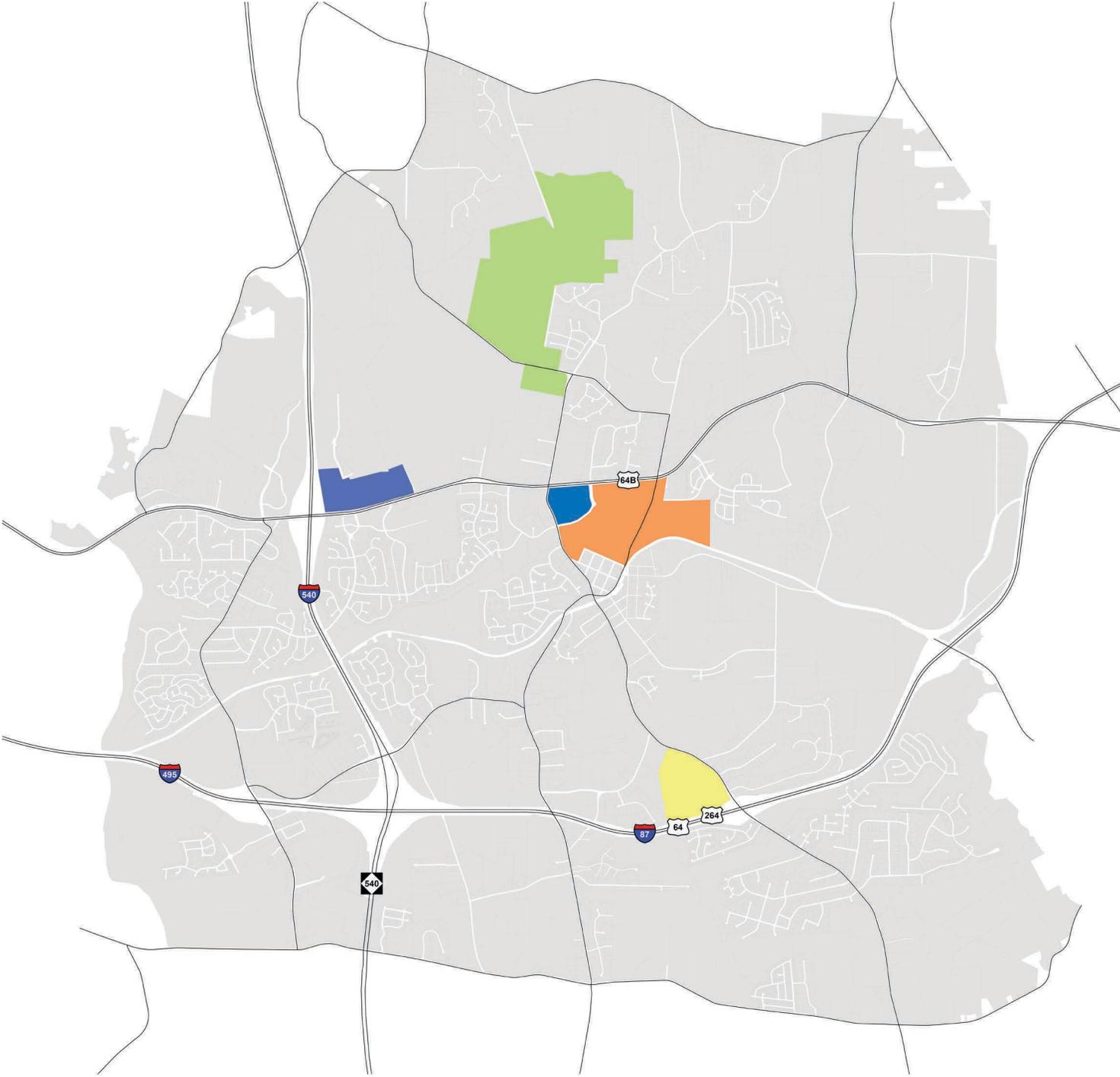
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With the fast-paced growth the Town is facing and the development pressure that goes along with such growth, Knightdale has an opportunity to influence and shape the pattern of development by seeking a greater mix of uses and higher quality design in future development and redevelopment, particularly at gateways and other key areas in the Town.

Subareas of the Town that are likely to develop or redevelop over the next 20 years will do so at varying levels of intensity depending on context, market conditions, availability of infrastructure, and physical characteristics of available land. The range of uses and activities will also differ. Each sub-area can and should have its own distinguishing character while exhibiting the qualities of the Place Types set forth in this Comprehensive Plan. To demonstrate this, conceptual plans were developed for five Focus Areas. These plans are presented in this section along with supporting illustrations and precedent imagery. They are not intended to be prescriptive; each plan offers a depiction of one possible development scenario to convey the intent of the recommendations provided in this section. These concept plans also communicate design intent, which provides an extra level of guidance to the Town and developers as they work to realize the vision for the future of the community.



# FOCUS AREA STUDY KEY MAP



# MIXED-DENSITY RESIDENTIAL/RECREATION COMPLEX/NEARBY RETAIL

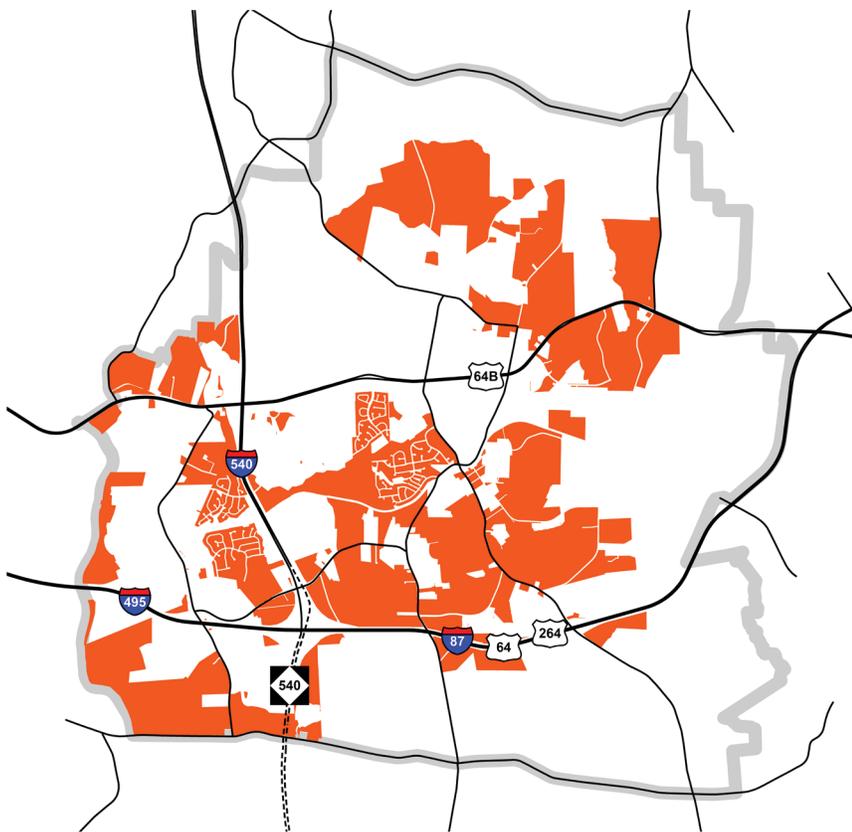
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The Town has received a donation of a large tract of land and is working in partnership with the North Carolina Football Club on a recreation complex that will include several soccer fields and an indoor recreation center. Adding to the assets of the Town, this proposed complex will be suitable for hosting tournaments, which will attract visitors from across the larger region. The complex will be located in an area that is ripe for additional residential development. It should be the centerpiece of such future development and function as an amenity for residents on the north side of Knightdale Boulevard.

Due to the anticipated programming of the complex and the number of visitors it will likely bring to Knightdale, small-scale dining options and convenience retail on sites adjacent to and overlooking the complex could create a more positive visitor experience.

Appealing to different age group and lifestyle preferences, future residential development in this focus area may consist of a variety of products ranging from townhouses to large estate lots. The diversity illustrated for this focus area is intended to demonstrate how such housing types might be integrated into the landscape, complement existing neighborhoods, and be organized around various types of usable green space, including small greens, pocket parks, and greenway trails, which are planned to connect the area to nearby schools and other destinations in town.

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*This type of development is encouraged in the Mixed-Density Neighborhood place type category.*



# MIXED-DENSITY RESIDENTIAL/RECREATION COMPLEX/NEARBY RETAIL

## Guiding Principles Supported by This Type of Development



**Community Facilities and Services**



**Unique Activity Centers**



**Parks & Recreation**



**Great Neighborhoods Expanded Home Choices**



**Economic Vitality**

## LEVERAGE THE INVESTMENTS IN COMMUNITY FACILITIES BY MAKING THEM THE FOCAL POINT OF FUTURE DEVELOPMENT.

Parks, schools, libraries, and similar facilities integrated thoughtfully into the development pattern can enhance existing and new development. As organizing elements and as amenities that are visually and physically accessible, such facilities can add value to surrounding properties and, in some instances, make nearby commercial development more viable.



*Create a Public Realm Master Plan to inform Town and developer decisions about the system of public and private open space that should be implemented within and adjacent to development. The system should include a diverse range of spaces to support a variety of activities (passive and active recreation; community gatherings of differing sizes, purposes, and formality; and environmental conservation and education). The plan should address design guidelines for a variety of public spaces as well as guidelines for creating positive relationships between buildings and the public spaces they adjoin. To ensure open space is not an afterthought, the types of natural features valued by the community and prioritized for conservation should be defined and incorporated into this plan.*



*Town of Knightdale Development Services; Town of Knightdale Parks, Recreation, and Cultural Programs*



## COMPLEMENT NEIGHBORHOODS WITH SMALL-SCALE, NEIGHBORHOOD-SERVING COMMERCIAL DEVELOPMENT.

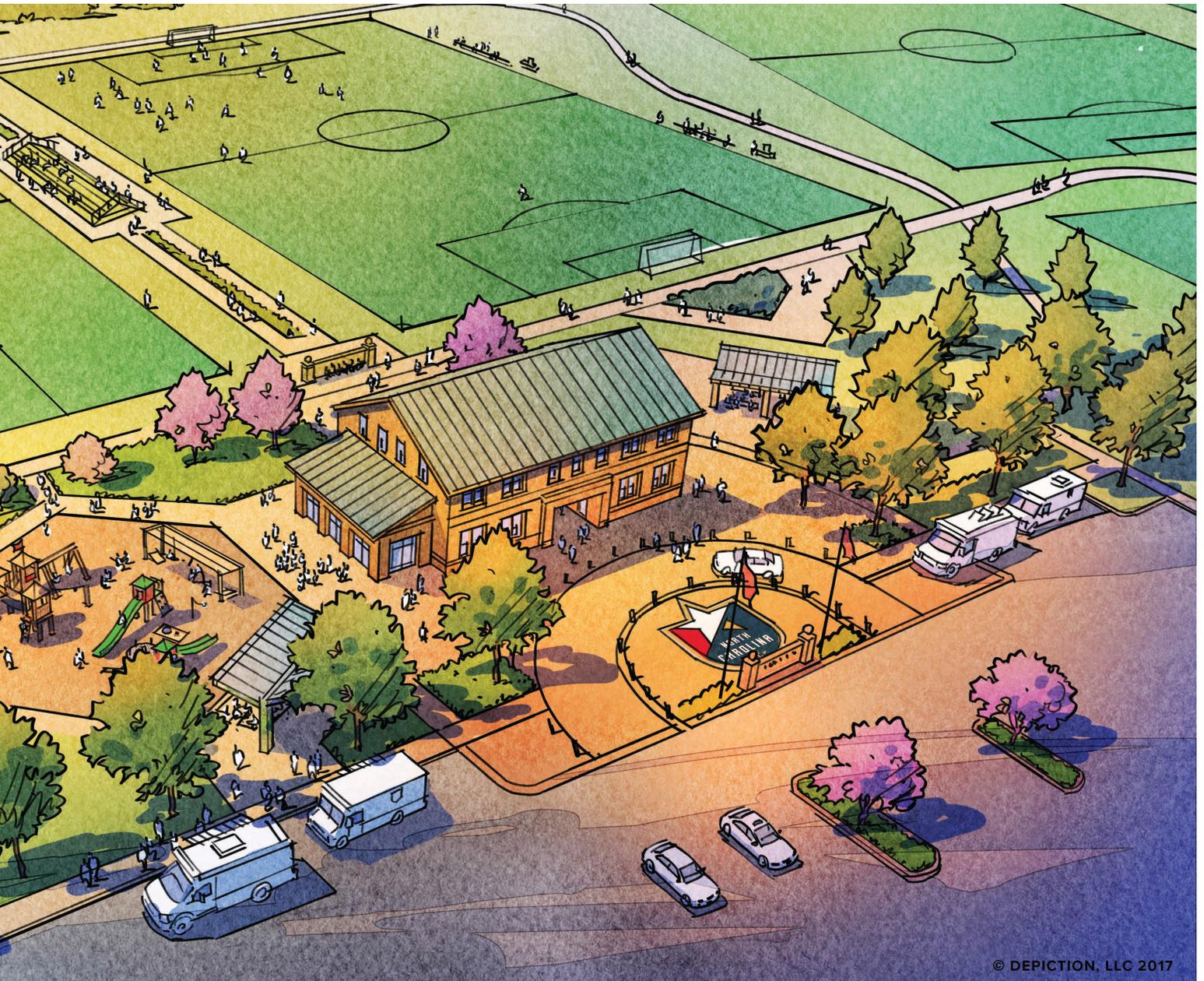
Neighborhood-serving retail and service uses at the periphery of neighborhoods (within 1/2 mile, a reasonable walking distance, of homes) enhances the convenience of such uses to residents, particularly if such commercial uses are connected to the neighborhood by local streets, sidewalks, and trails. This focus area concept plan envisions small-scale dining options within a short walk of the recreation complex that could be supported by both residents and visitors.



*Support rezoning requests that create neighborhood commercial nodes in designated locations, and being sensitive to existing development, encourage compatible transitions (i.e., where a commercial site adjoins a single-family neighborhood).*



*Town of Knightdale Development Services*



## PROMOTE MIXED-DENSITY RESIDENTIAL NEIGHBORHOODS

Be responsive to the preferences of the people who live—and will live—in the Town. Stage of life, lifestyle, and affordability are some factors that influence housing variety. Neighborhoods that mix housing types, particularly single-family detached homes of various sizes (including patio homes) and townhomes, provide more opportunities for residents to age in place. While this can be accomplished with infill development, it will more likely be achieved with new development.



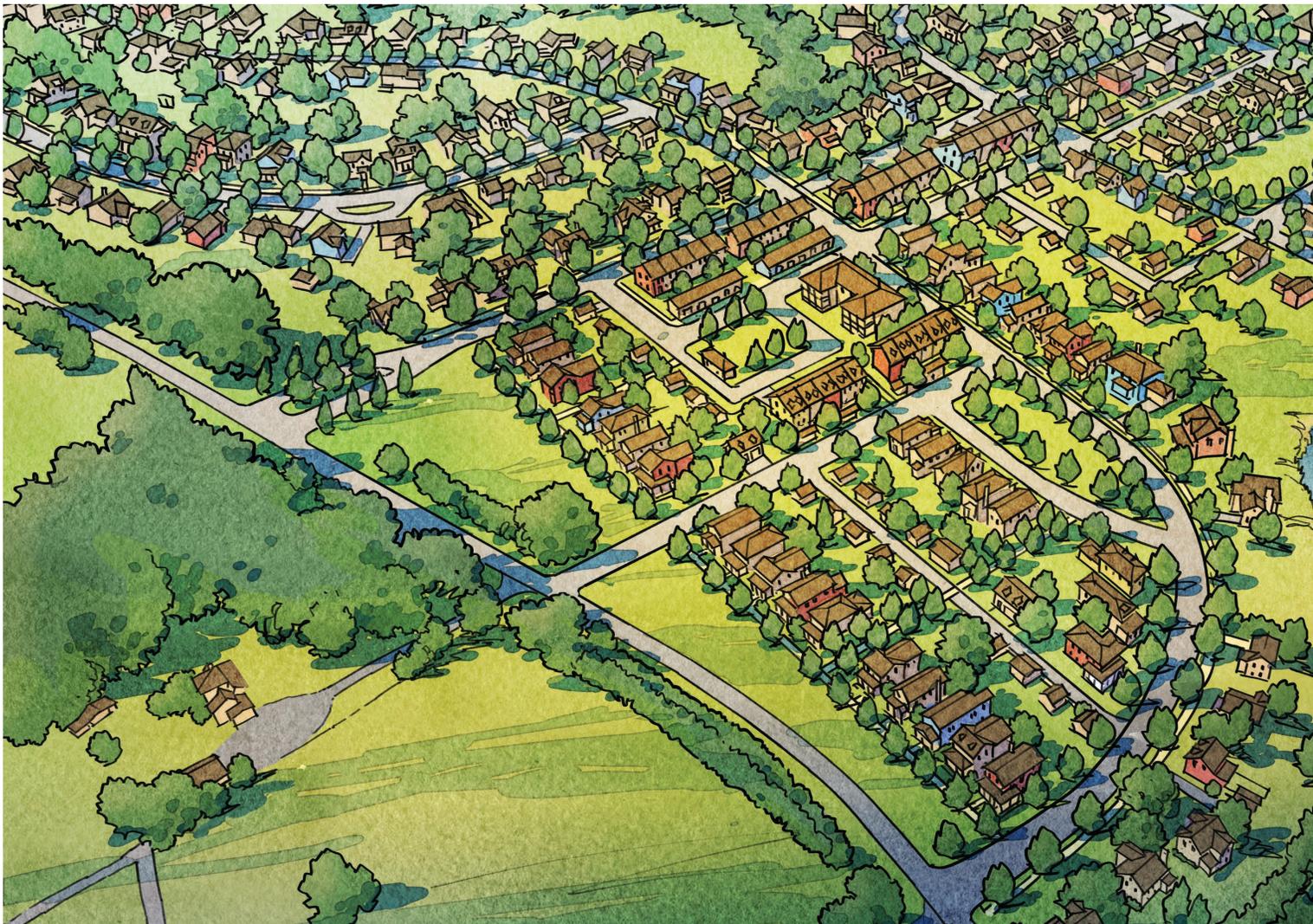
*Modify the UDO to reward a conservation design approach. Allow an increase in density with the provision of open space that satisfies the design intent articulated in the UDO as well as the Public Realm Master Plan, if developed (refer to previous recommendation).*



*Modify the UDO and/or establish design guidelines to encourage a mix of residential types within a single development. Allow developers to offer a range of products to maximize the number of units provided and, with smaller products in the mix, set aside usable open space that can enhance property values. Housing types may vary by block, but the layout of the neighborhood should aim to locate housing so that the same products face each other, and product changes occur at the rear property line. At the edges where new development will immediately abut existing lots, single-family homes that are comparable in size to the existing homes would be appropriate.*



*Town of Knightdale Development Services*



## ENCOURAGE WALKING AND BIKING, PARTICULARLY IN AREAS WITH A HIGHER MIX OF USES

A mix of uses in close proximity, as envisioned for this focus area, makes pedestrian and bike connections more feasible. Having such choices may help strengthen connections between complementary uses and could improve mobility by reducing the potential for congestion during periods of high traffic, such as tournaments at the future recreation complex.



*Provide safe, comfortable pedestrian and bike facilities in conjunction with future infrastructure upgrades and other public investments. This includes providing the associated benches, lighting, bike racks, and other furnishings enhance such facilities, making the alternative travel choices more attractive, and should therefore be considered along routes and at destinations.*

*Modify the UDO to require the incorporation of bike and pedestrian facilities within new development, particularly in designated mixed-use areas. Minimum facility standards applied by the Town should also be required of developers.*



*Town of Knightdale Development Services; Town of Knightdale Parks, Recreation, and Cultural Resources; Public Works*



# SUBURBAN INFILL

## Guiding Principles Supported by This Type of Development



**Transportation**



**Infill Development & Redevelopment**



**Economic Vitality**



**Compact Development Patterns**

Retail sales through online shopping are outpacing sales through brick-and-mortar retail establishments. Retail development flanks both sides of Knightdale Boulevard. The retail centers include “big box” retail, and given retail trends, occupancy of—as well as demand for—such large-scale retail spaces may decrease over time.

Through future redevelopment, today’s automobile-oriented shopping centers could present opportunities for creating more walkable mixed-use centers. Now is the time to consider the future evolution of some sites. What will remain open and what will be redeveloped in the coming years? How can they be reinvented before they decline into vacant, blighted centers? What form will redevelopment take? How can the Town facilitate the transition to ensure that portions of the corridor remain viable business locations?

Changes that occur with each redevelopment opportunity will likely be phased, and will start with infill development that will establish the form of the future developed condition. The transformation would typically be phased. In the short term, infill development can expand the mix of uses and maintain the viability of remaining retail spaces. In the long term, the big boxes might be redeveloped into new buildings characterized by smaller footprints, smaller tenant spaces, and two or more stories.

## MAKE EXTERNAL CONNECTIONS

With the transformation of retail sites, require developers to make provisions for—or improve—connections to surrounding development. The redevelopment of big box stores will open up opportunities for local street, driveway, and sidewalk connections to surrounding development. Encourage safe pedestrian connections in multiple directions, as these will be less challenging to construct than streets and driveways, and more palatable to neighboring development.



*Modify the UDO to include street and streetscape connection requirements and design standards between developments.*



*Town of Knightdale Development Services*

## FACILITATE REDEVELOPMENT OF BIG BOX RETAIL SITES

Allow a phased approach to transitioning these sites. The redevelopment should establish a block pattern with private drives located and designed to mimic a public street condition. New buildings should be located along these streets, creating an edge that helps reinforce scale, frames views of buildings at street termini, and screens parking behind the new buildings. To be implemented, such infill may require smaller lots sizes and access points that do not conform to current regulations. Early phases involve the use of existing parking areas for infill development while the big box retailer remains in operation. Initially, there may be competition for parking spaces, but as redevelopment continues the parking issues can be resolved.



*Define sites that qualify as potential redevelopment sites.*

*Establish site and building design standards for these redevelopment sites.*

*Modify the UDO to allow smaller lots sizes, alternative access, and reduced parking within these redevelopment sites, provided new buildings meet design standards, such as build-to lines and façade articulation.*



*Town of Knightdale Development Services*

## ALLOW REDUCTIONS IN EXCESSIVE PARKING

Driven by tenant requirements, most parking lots have more capacity than needed on typical days. Where the hours of operation of adjacent tenants have little or no overlap, shared parking agreements can help meet parking needs without oversupplying spaces to satisfy peak demand as determined by individual retailers. Reducing parking requirements in key areas may also be considered so that the loss of spaces with the introduction of infill buildings does not conflict with regulatory standards (thereby requiring a variance).

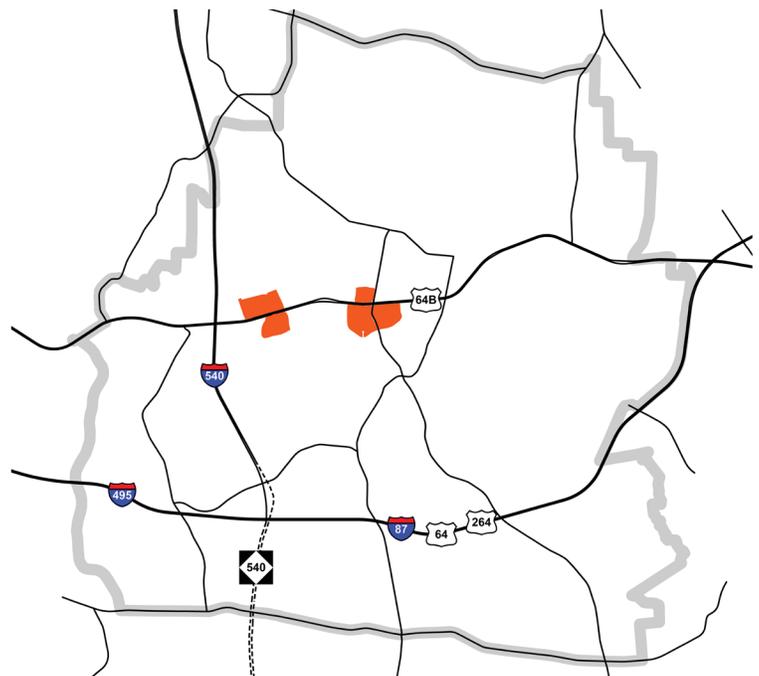


*Modify the UDO to reduced parking requirements within these redevelopment sites, provided new buildings meet design standards, such as build-to lines and façade articulation.*



*Town of Knightdale Development Services*

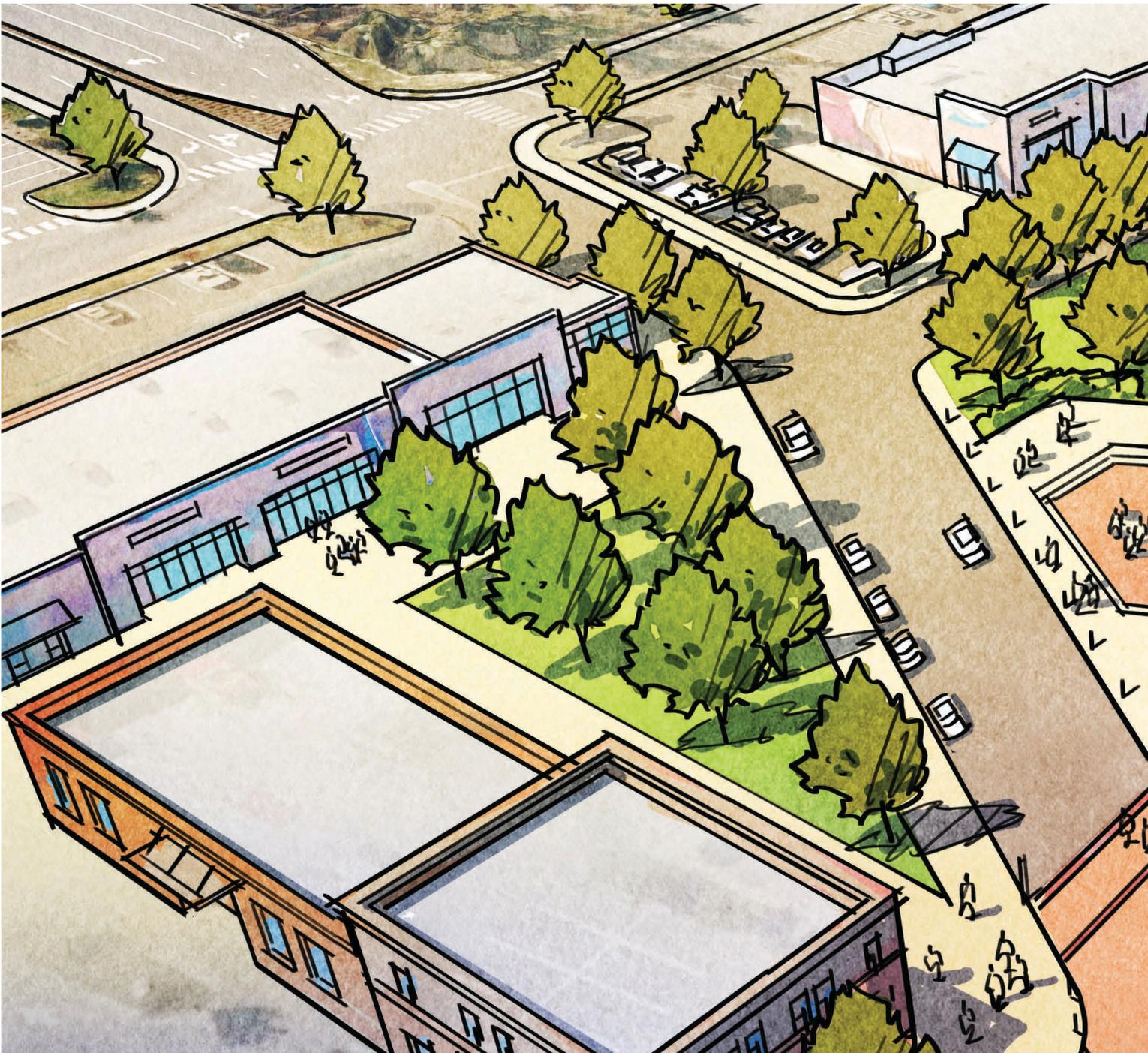
*This type of development is encouraged in the Mixed-Use Center (Suburban Retrofit) place type category.*



# SURBURBAN INFILL

## DE-EMPHASIZE THE CAR

Design or redesign private drives within the development to form a network of complete streets. Enclosed by building facades, these linear connections should prioritize the pedestrian over the vehicle, creating safe “people spaces.” While parallel on-street parking accommodates some cars near the front doors, most of the parking should be located behind the buildings on the interior of blocks. With new buildings lined up along the street edge, the buildings serve to screen the parking from view. The appearance and character of the place is defined by the architecture and streetscape rather than the rear ends of vehicles.

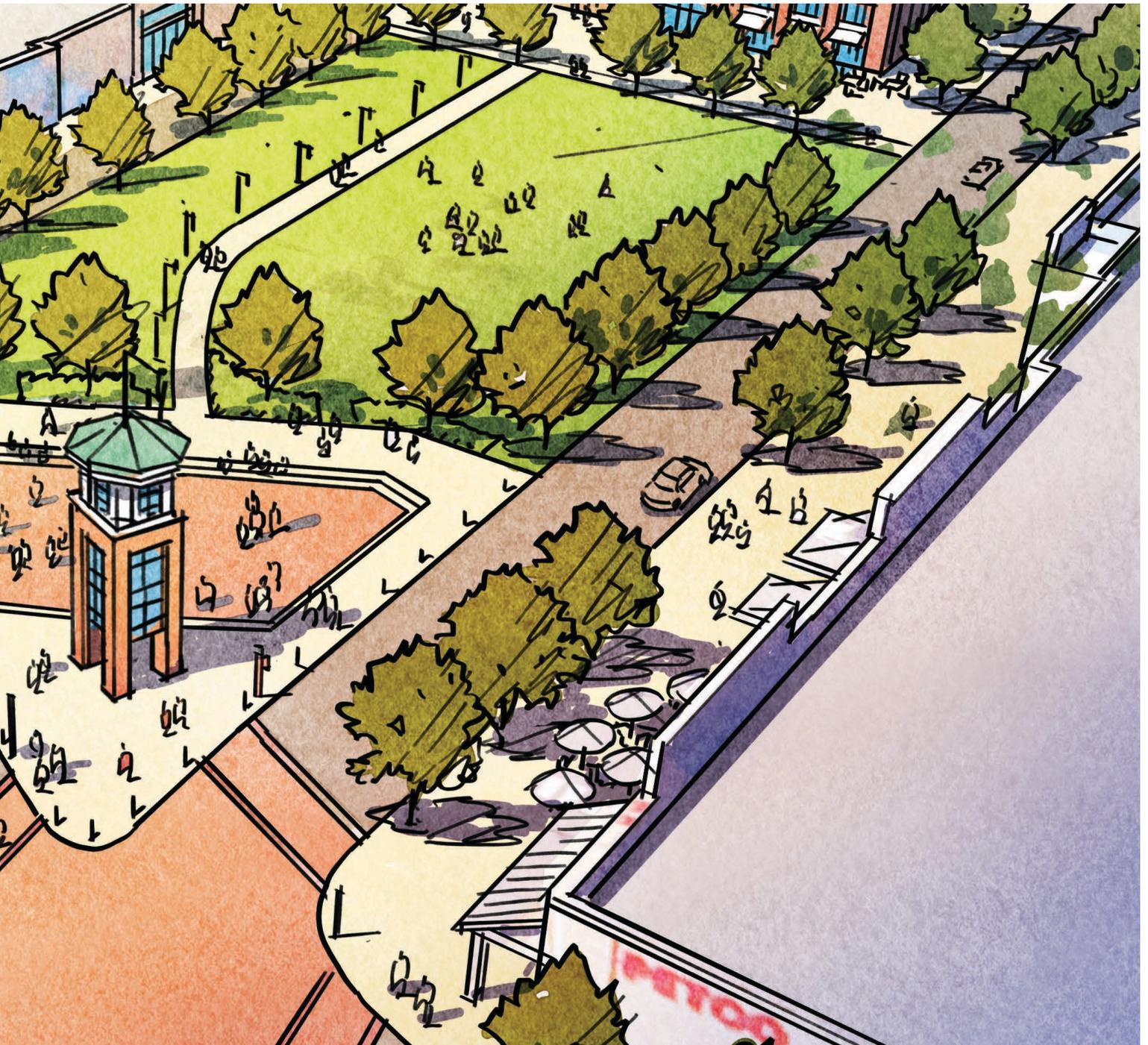




Modify the UDO to include street and streetscape design standards for these redevelopment sites.



Town of Knightdale Development Services



### **Phase 1**

*Typical layout for a conventional big box retail store, located several hundred feet back from the street with a large surface parking lot.*



### **Phase 2**

*Outparcels begin to develop with small retail, including sidewalks and green spaces.*



### **Phase 3**

*Conversion of surface parking lot to small retail begins, with parking provided in the rear. Residential is added to the mix.*





#### **Phase 4**

*Parking conversion continues. New buildings support a mix of uses and intensities; multi-family residential, office, retail, and entertainment.*



#### **Phase 5**

*Big box store is demolished and replaced with additional mixed-use.*



#### **Phase 6**

*Full development potential is realized, with multiple mixed-use blocks, walkable streets, and central plazas.*

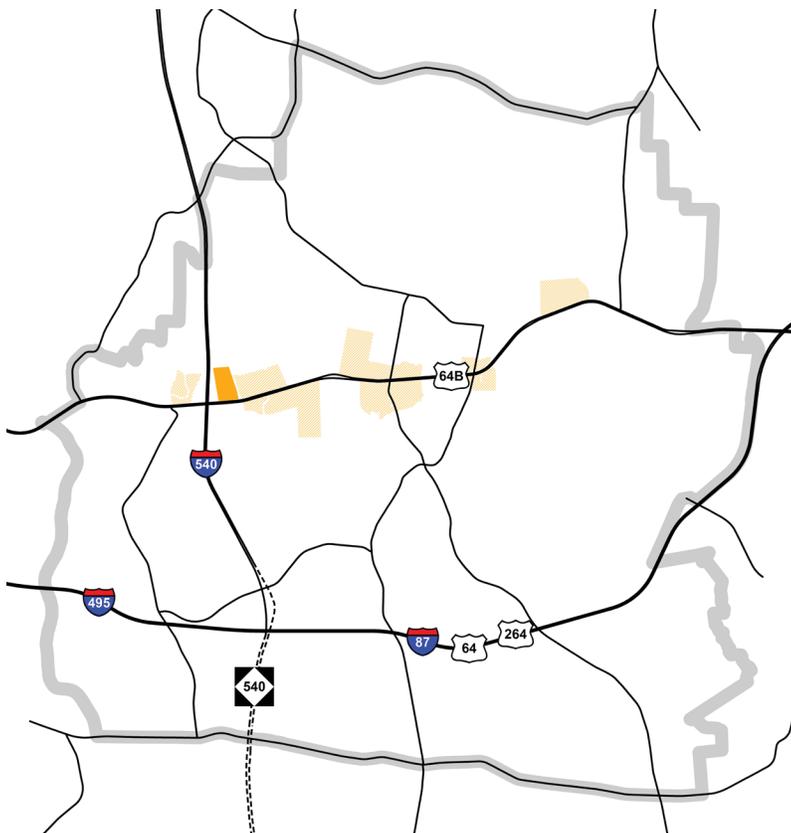
# TRANSIT ORIENTED DEVELOPMENT

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As with the Suburban Infill example, this focus area may be subject to changes that not only help it keep pace with retail trends but accommodate transit service, connecting people in Knightdale with many regional destinations. The conversion of retail space into newer forms of retail as well as other complementary uses, such as office, would help create a daytime population necessary for retail to survive. It may also intensify development to achieve transit ridership targets. The concept plan illustrates how one side of the center can redevelop into a “transit ready” environment and potentially justify an extension of—or a feeder bus connection to—planned BRT service from WakeMed.

For the redeveloped areas as well as the retail that remains intact, promote “place-making.” Enhancements to the site will create places where people want to be and help the collection of commercial spaces remain competitive. Upgraded streetscapes along private drives that replicate elements of successful retail streets in downtowns will help create an enticing storefront condition and may include street trees, wider paved areas in front of restaurants, and street furnishings that add color and increase comfort. Green spaces that reclaim underutilized parking areas is another place-making improvement. Edged by buildings whose interiors spill into the space, such amenity greens should support informal activities. This, coupled with café-style outdoor dining areas along the “streets,” will help activate pockets within the center for a more appealing, inviting destination. The concept plan illustrates the repurposing of parking to create a pocket of activity. Like lots facing green spaces in neighborhoods, the value of properties adjoining these improved areas may increase due to an uptick in demand. Becoming the premium locations in and near the center, these properties may command higher lease rates.

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*This type of development is encouraged in the Transit-Oriented Development (BRT) place type category. One or more other place type categories in key locations along the proposed Bus Rapid Transit Line on Knightdale Boulevard (areas hatched in orange) should be encouraged to accommodate certain land uses, development densities, and site design considerations needed to support successful bus rapid transit service. Or, these locations should be considered for reclassification to the Transit-Oriented Development (BRT) place type category sometime in the future (when BRT service is planned for Knightdale Boulevard) if the ability to support TOD principles cannot be accommodated within the current place type category assignment.*

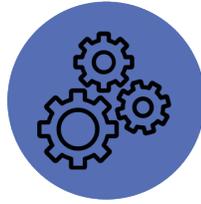


# TRANSIT ORIENTED DEVELOPMENT

Guiding Principles Supported by this Type of Development



*Transportation*



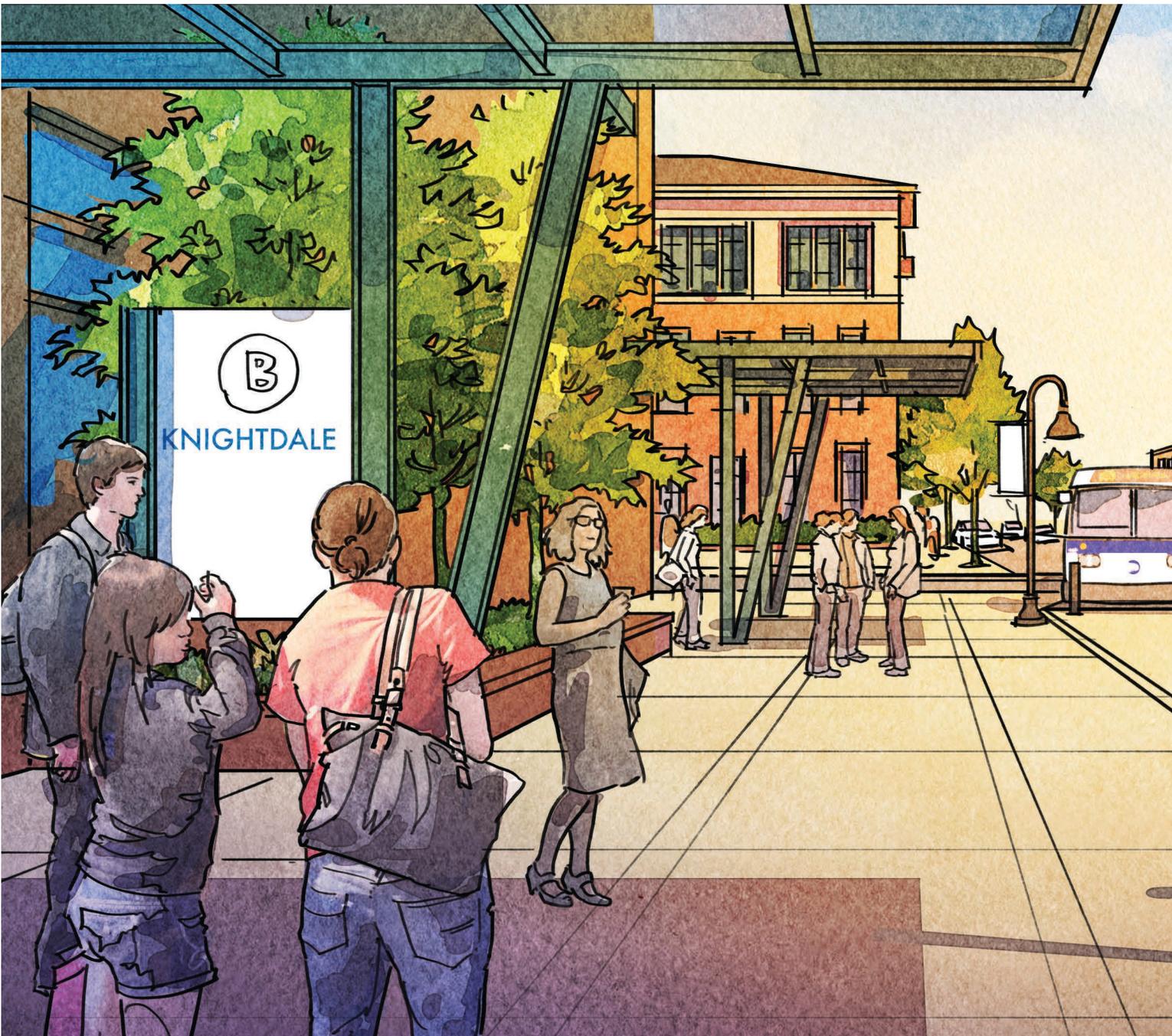
*Infill Development & Redevelopment*



*Community Design*



*Economic Vitality*



## FACILITATE FUTURE TRANSIT

Along and at the terminus of key transit corridors, development can be designed to facilitate adequate transit ridership by concentrating uses at densities that equate to sufficient numbers of residents and workers that could utilize the service. Site redesign should incorporate bus facilities but ensure that redevelopment results in a vibrant destination even in the absence of transit service.

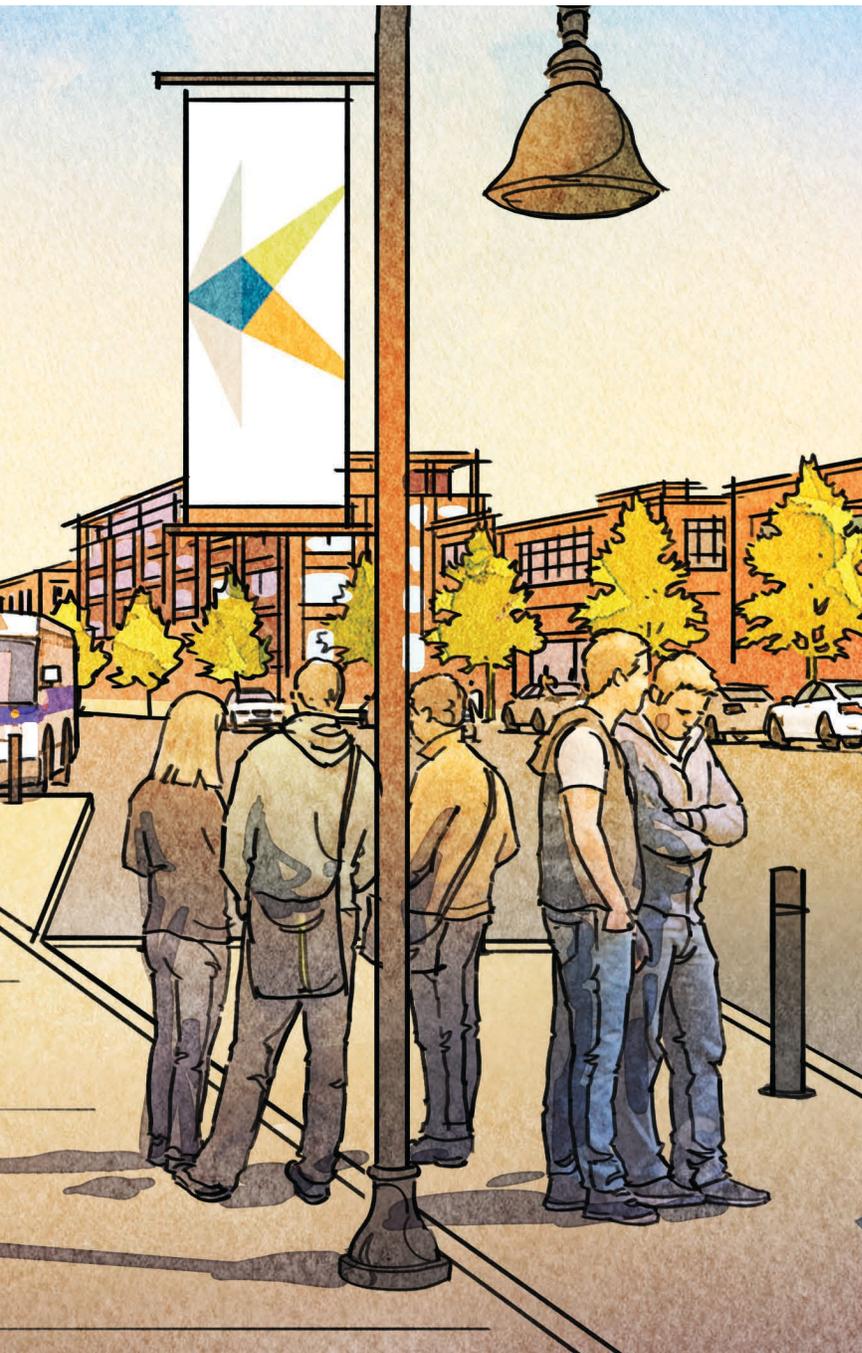


Town of Knightdale  
Development Services



*Establish site and building design standards for these redevelopment sites.*

*Modify the UDO to allow smaller lots sizes, alternative access, and reduced parking within these redevelopment sites, provided new buildings meet design standards, such as build-to lines and façade articulation.*



## REPURPOSE PARKING FOR PLACEMAKING

Retail centers with an overabundance of parking and/or the introduction of structured parking provide the opportunity to introduce a combination of features that give the place character and create destinations within the destination, giving patrons a reason to stay longer. Convert underutilized parking for: (1) green spaces—Like a village green, green spaces should be centrally located and designed to support a variety of informal activities; (2) new buildings—small-footprint buildings should complement existing buildings and located to enclose the green spaces; and (3) wider streetscape areas—Varying widths of paved areas at storefronts can be created using as well as along major drive aisles converted into enhanced streets with on-street parking and streetscape.



*Establish criteria for allowing retrofits, and establish green space and building design standards that apply specifically to the retrofitting of existing retail centers to include such amenities.*



Town of Knightdale  
Development Services

# OLD TOWN

Part of the historic center of town, this area includes some of the town's oldest homes. It is also the location of Knightdale Station Park, a relatively new park and a popular amenity with residents. Oak City Brewing Company is a local establishment here that has enjoyed the business that being next to this centrally located park has generated, and more businesses are popping up. Extending to Knightdale Boulevard, this area has quite a bit of vacant land and presents an opportunity for infill development. Both residential and nonresidential uses may be part of the mix. Comparably scaled single family homes, more dining options, housing for seniors, and offices (particularly along Knightdale Boulevard) are among the uses that comprise the future mix. Key to maintaining the character of this town center while accommodating new development is the sensitive integration of new buildings and the creation of connections to surrounding development. The concept illustrates how development scale, building orientation, and the location and configuration of open space, parking, and road and greenway connections can mitigate the potential impacts of changes, allowing infill to complement and even enhance the existing assets.

## Guiding Principles Supported by this Type of Development



*Unique Activity Centers*



*Community Design*



*Great Neighborhoods Expanded Home Choices*



*Infill Development & Redevelopment*





# OLD TOWN

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## ENSURE NEW DEVELOPMENT IS SENSITIVE TO SURROUNDING HOMES, BUSINESSES, AND PUBLIC SPACES



*Establish a neighborhood conservation district that clearly defines how new development may occur relative to existing development. Set forth parameters for location, orientation, and design.*



*Town of Knightdale Development Services*

## ENHANCE DESTINATION BY BUILDING ON THE EXISTING ASSETS

The existing homes, businesses, park and open spaces define the character of the area. The attributes of each should inform decisions about future infill development here. Improvements that enhance the area and create a greater mix of uses and more connectivity to the Knightdale community should be encouraged.

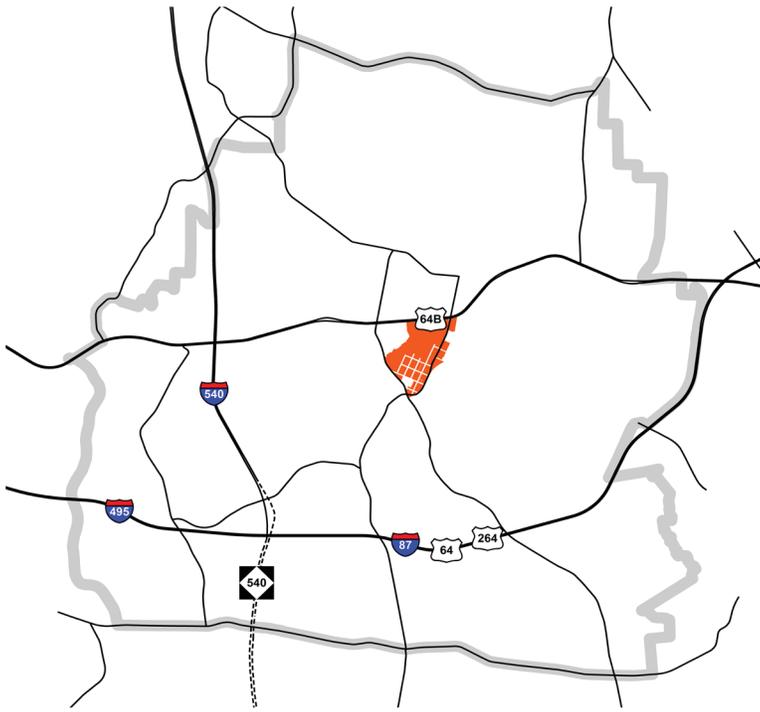


*Create incentives for appropriate infill development, such as public investments in supporting infrastructure. Define the range of potential incentives and the specific circumstances under which incentives would apply.*



*Town of Knightdale Development Services; Town of Knightdale Public Works; Parks, Recreation, and Cultural Programs*

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*This type of development is encouraged in the Old Town place type category.*



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# NEW FRONT DOOR

## Guiding Principles Supported by this Type of Development



**Community Design**



**Unique Activity Centers**

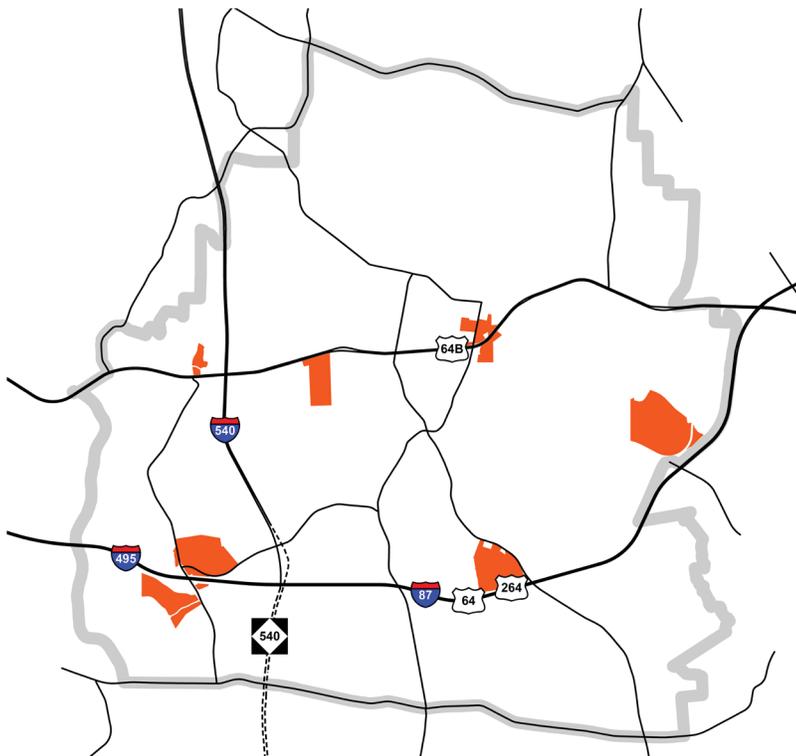


**Great Neighborhoods Expanded Home Choices**



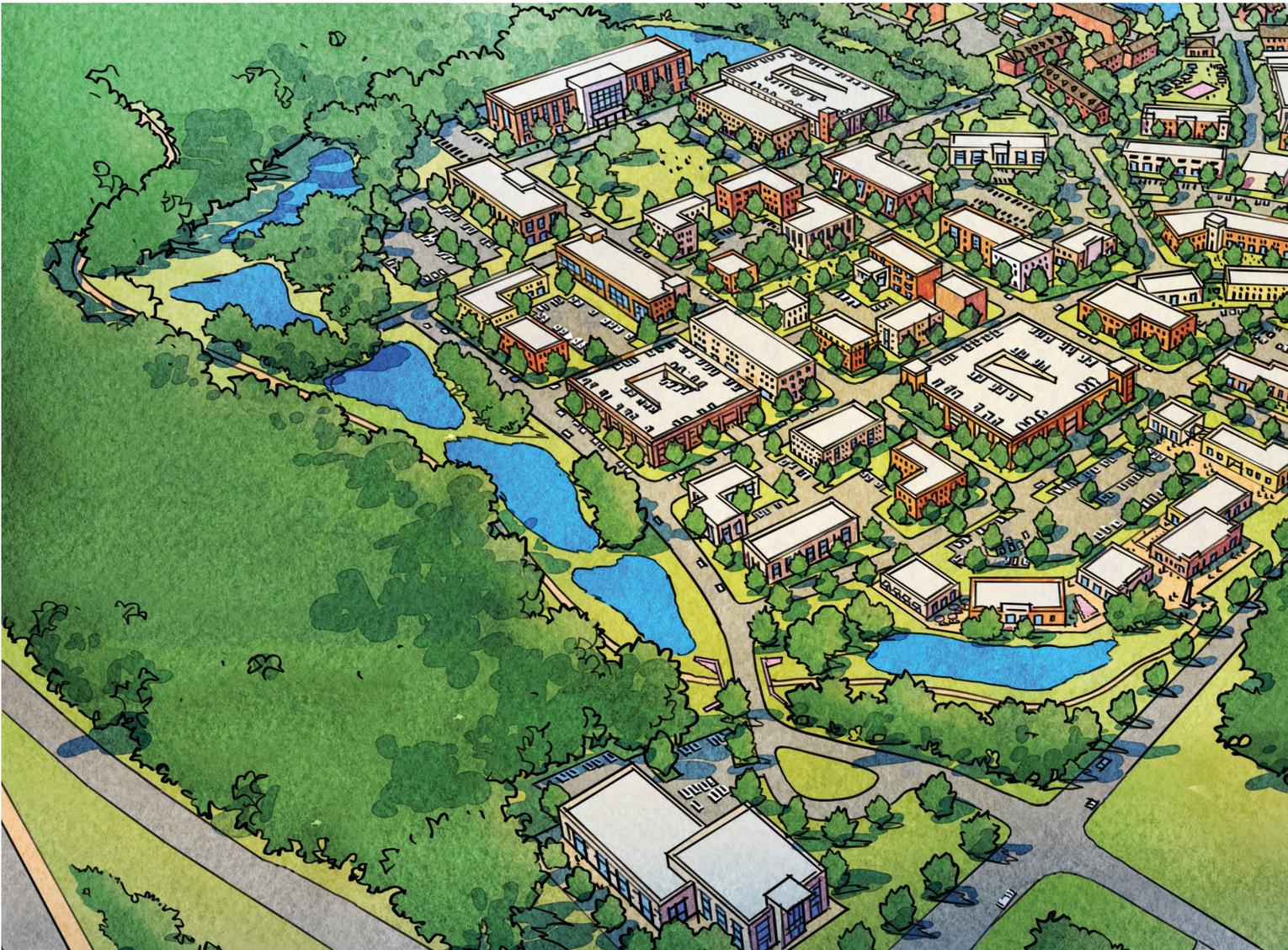
**Economic Vitality**

This interchange area presents an opportunity to create another primary entryway into Knightdale. Increasingly, east-west regional traffic will use I-87, which is the relatively new link between I-440 in Raleigh and I-95 (via US-64 and US 264). Those stopping in Knightdale will be deposited at the interchange of I-87 and Smithfield Road. New development here, if planned and designed thoughtfully, can help create a positive image of the Town. The mix of uses, the quality of architecture and open space, and the integration of public art should reinforce the town's identity. Attention to details, especially scale, will ensure this interchange reads as a welcoming point of entry while creating a destination distinguished from the rest of the town. The concept plan illustrates primarily nonresidential uses complemented by a range of attached and small-lot detached residential units and a variety of indoor and outdoor spaces.



*This type of development is encouraged in the Mixed-Use Center place type category.*





## CREATE A VISION PLAN FOR THE NEW ENTRANCE

Welcome visitors and make a statement about Knightdale with new development carried out in accordance with a community-supported vision. The key to creating a cohesive mixed-use area is to envision the buildout conditions so that, as development occurs through a logical sequence of phases, connections in the form of continued streets and open space networks unify the various parts of the development. Planning ahead allows stakeholders to create a complete vision and program for the area. Adhering to a master plan, the resulting development can achieve the intended results, even if changes occur in phases (and in accordance with the landowners' timetables). Development should reinforce the character of the Town.



*Town of Knightdale Development Services*



*Prepare and help implement an Area Plan that sets the vision and development program for the interchange area. The master plan should be developed through a public process; however, the Town should work with owners of the parcels of land that comprise this interchange area to develop the master plan. Consider scale and design that helps set Knightdale apart from other regional destinations. In addition to a conceptual illustration (similar to the concept illustrated herein), the master plan should articulate the design intent and include specific design principles that guide decisions as the plan implemented. Architectural details, landscaping, lighting, and public art can help accomplish this.*

*Support rezoning of such sites provided proposals are consistent with the design intent and adhere to an accepted set of design principles promoted for large-scale development.*



## MAKE SEAMLESS CONNECTIONS THROUGH DESIGN

While streets, trails, and other linear facilities help make physical connections through and between developments, other elements can contribute to the creation of smooth transitions between different uses and changes in building scale. Open space, for example, can act as the “glue” that brings the component parts together, particularly between residential and nonresidential buildings. Consistency in some streetscape features can also unify an area that is otherwise different.



*As part of the master planning (area planning) process, establish design standards to be incorporated into the UDO.*



*Town of Knightdale Development Services*

## EMPHASIZE GOOD DESIGN

Good design contributes to the creation of a sense of place and economic stability. The rate of growth and resulting development pressure places the Town in a position to expect more out of development. All development should have enduring qualities and should be consistent with the vision for the future of the Town. Promote adherence to the basic principles of good design and evaluate all aspects of future development proposals accordingly.



*Establish a set of community design guidelines that address a broad array of design considerations. As a companion to the UDO, these guidelines, while not enforceable, provide guidance to all involved in the development activities. The Town should lead the way by following these guidelines in public projects.*



*Town of Knightdale Development Services*

## MAKE ATTACHED DWELLING UNITS AN INTEGRAL PART OF THE GATEWAY

Multi-family housing, townhouses, and duplexes should be situated along streets (or private drives designed to look and function as public streets) that are segments of the existing and future street network of this interchange area.



*As part of the master planning (area planning) process, define the specific types of housing to be included and establish design standards to be incorporated into the UDO.*



*Town of Knightdale Development Services*

# RIVER DISTRICT

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The River District—generally between US 64/264 and Knightdale Boulevard—offers one opportunity to create a community destination and establish a sense of place that is unique in Knightdale. A greenway along the east side of the Neuse River extending north from the Mingo Creek Trail (near the Princeton Manor Neighborhood) builds on the Town’s initiatives to be a more active community, and provides a valuable off-street link between the Knightdale Community Pool and Knightdale Station Park (once the currently-funded trail extension between Parkside Commons Drive and the Park is complete). Destinations along the greenway in the River District should emphasize interactions between water and land, including nature viewing areas, kayak launches, and fishing spots. Wide buffers and tree preserve areas along the river’s eastern edge should reinforce a more natural setting in an otherwise urbanizing area of Wake County.

It may be appropriate to identify and brand other districts in Knightdale sometime in the future—each as a unique destination with an identifiable style and sense of place that is not easily replicated elsewhere in the community.





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# IMPLEMENTATION ACTIONS

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A comprehensive plan provides a community with the opportunity to look beyond its day-to-day zoning issues and provide guidance for future land use and development. This plan offers a guidebook for how Knightdale will grow. The value of any comprehensive plan, however, is directly related to the community's willingness to follow it and finding a way to translate recommendations into action. The Unified Development Ordinance (UDO) is Knightdale's most effective means of carrying out this plan. Therefore, the Town should follow the adoption of this plan with a complete review of the current UDO, as well as rezonings throughout the Town that reflect the recommendations of the Growth and Conservation map.

This section provides additional concrete steps to transition the Comprehensive Plan from a document into action. Success depends on building partnerships, having clear objectives and priorities, and consistently monitoring and updating the Plan to reflect progress and new developments. The Implementation Matrix is an essential guideline for outlining time frames and partnerships for each recommendation, policy, and practice proposed in the plan.

The Implementation Matrix includes all of the recommendations, policies, and practices proposed in the Plan. Additional information can be found in the relevant topic chapters.



*Short-term—This task can be handled within 1-5 years*



*Mid-term task—This task can be handled within 5-10 years*



*Long-term task—This task can be handled within 10-20 years*



*Ongoing*

Primary Principles Supported*	Recommendation	Partners	Time-frame
	Promote distinctive districts within the community	Development Services, Public Information Office, Economic Development	
	Promote infill development within the downtown area	Development Services, Economic Development, Private Developers	
	Provide Town events with community-wide appeal	Parks&Recreation Department	
	Create an “Ambassador” program for area Realtors	Development Services, Public Information Office, Economic Development	
	Implement a town-wide gateway entrance program	Development Services, Economic Development	
	Develop a programming and activity guide for Town facilities	Parks&Recreation	
	Pursue plans for Caboose Museum Park	Parks&Recreation, Public Works	
	Preserve land in the 100-year flood zone	Development Services	
	Monitor changes in the natural environment over time	Development Services	
	Preserve and protect meaningful quantities of open space	Development Services	
	Investigate a Green Stormwater Infrastructure plan	Development Services, Engineering	
	Open a community garden	Parks&Recreation, Development Services	

\*See Pages 14-17 for a description of Guiding Principles

# IMPLEMENTATION ACTIONS

Primary Principles Supported*	Recommendation	Partners	Time-frame
	Develop programming for Panther Rock Park	Parks&Recreation, Development Services	
	Ensure that new schools have the appropriate infrastructure for multi-modal access	Wake County Public Schools	
	Ensure that schools are accessible from neighborhoods on all sides	Wake County Public Schools, Engineering	
	Promote schools as anchors in neighborhoods and mixed-use centers	Wake County Public Schools, Wake Tech, Universities, Economic Development	
	Encourage mixed-density development	Development Services, Economic Development	
	Ensure housing for all income levels	Town Council	
	Focus on attracting clean, low-impact, knowledge-intensive, higher-wage industries	Economic Development	
	Focus on suggested target industries	Economic Development	
	Identify locations for business incubator space	Economic Development	
	Conduct a study of the area surrounding the Raleigh East Airport	Economic Development	
	Develop a compete and integrated grid street network	NCDOT, Engineering	
	Adopt a Complete Streets policy and procedure for evaluating street design	Development Services, Engineering, Town Council	

Primary Principles Supported*	Recommendation	Partners	Time-frame
	Strengthen Access Management Requirements	Development Services	
	Adopt different street design standards for suburban and urban conditions	Development Services	
	Encourage a network of connected sidewalks, side paths, and pedestrian and cycling passages	Development Services	
	Follow the recommendations of the adopted Comprehensive Pedestrian Plan	Development Services, Public Works	
	Prepare for new technology and trends, such as ride-hailing services like Uber and Lyft, as well as autonomous and electric vehicles	Development Services	
	Increase frequency of peak period bus service throughout town	GoTriangle, TPAC, GoRaleigh, CAMPO	
	Be an active partner during discussions on the Wake County Transit Strategy Plan	GoTriangle, TPAC, GoRaleigh, CAMPO	
	Create attractive and accessible transit stop locations	GoTriangle, TPAC, GoRaleigh, CAMPO	
	Complete a local transit circulator study	GoTriangle, TPAC, GoRaleigh, CAMPO	
	Create a Public Realm Master Plan	Development Services, Engineering, Public Works	
	Support rezoning requests that create neighborhood commercial nodes	Town Council, Development Services	
	Investigate conservation design for subdivisions	Development Services	

\*See Pages 14-17 for a description of Guiding Principles

Primary Principles Supported*	Recommendation	Partners	Time-frame
	Encourage a mix of residential types within a single development	Development Services	
 	Require the incorporation of bike and pedestrian facilities within new development	Engineering, Development Services	
 	Define sites that qualify for redevelopment	Economic Development	 
 	Establish site, street, streetscape, and building design standards for redevelopment sites	Development Services	 
	Reduce parking requirements within redevelopment sites	Development Services	 
	Promote development along key corridors that will help to facilitate adequate transit ridership	Development Services, Economic Development	
 	Incorporate bus facilities during redesign of existing sites	Development Services	
 	Establish a neighborhood conservation district in Old Town	Development Services	 
 	Create incentives for appropriate infill development in Old Town	Economic Development	 
	Create a vision plan for the interchange of I-87 and Smithfield Road	Development Services	 
 	Establish a set of community design guidelines as a companion to the UDO and follow these guidelines in public projects	Development Services	
	Update Economic Development Incentives	Economic Development	

Primary Principles Supported*	Recommendation	Partners	Time-frame
	<i>Develop an Economic Development Strategy Plan</i>	<i>Economic Development</i>	
	<i>Develop and Adopt a Comprehensive Transportation Plan (CTP)</i>	<i>Engineering</i>	
	<i>Advocate for accelerating the I-540 extension</i>	<i>CAMPO, NCDOT</i>	
	<i>Develop Forestville Road Athletic Park</i>	<i>Parks&amp;Recreation, Economic Development, Development Services</i>	

\*See Pages 14-17 for a description of Guiding Principles



# KNIGHTDALE **Next**

Town of Knightdale  
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