



# Town of Knightdale

## *Staff Report Cover Sheet*

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Title: ZMA-6-24 – Parkside at Westlake Planned Unit Development

Staff: Kevin Lewis, Senior Planner – Current

Date: April 16, 2025

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### **PURPOSE**

- The purpose of this staff report is to provide an overview of a Zoning Map Amendment for the proposed Parkside at Westlake Planned Unit Development.

### **STRATEGIC PLAN PRIORITY AREA(S)**

- Connected & Inclusive

### **GENERAL STATUTE REFERENCE(S), if applicable**

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

### **TYPE OF PUBLIC HEARING, if applicable**

- Legislative

### **FUNDING SOURCE(S), if applicable**

- N/A

### **ATTACHMENT(S)**

- Staff Report
- Master Plan
- PUD Document
- Transportation Impact Analysis

### **STAFF RECOMMENDATION**

- Approve ZMA-6-24 and adopt the Staff recommended advisory statement describing plan consistency and reasonableness of action
- Adopt Ordinance #25-04-16-003

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*Knightdale Strategic Priorities*



Safe



Connected & Inclusive



Sustainable



Active & Healthy



Organizational Excellence



# Town of Knightdale

## Staff Report

Title: Parkside at Westlake (ZMA-6-24)

Staff: Kevin Lewis, Senior Planner

Date: April 16, 2025

Director Signature: JB

Asst. Town Manager Signature:

Town Manager Signature:

### **I. REQUEST:**

McAdams Co., on behalf of Gander Development, has submitted an application requesting a Zoning Map Amendment to rezone approximately ±280.22 acres at 4001 S Smithfield Road, identified by Wake County PINs 1762-48-3243, 1763-00-7038, 1763-20-9410, 1762-58-6718, and 1762-19-9668 from Wake County's Residential-40, Residential-30, & Residential-10 zoning districts to Knightdale's Neighborhood Mixed-Use Planned Unit Development to allow for the construction of a mixed-use development.

### **II. PROJECT PROFILE:**

PROPERTY LOCATION:	4001 S Smithfield Road
WAKE COUNTY PIN:	1762-48-3243, 1763-00-7038, 1763-20-9410, 1762-58-6718, & 1762-19-9668
CURRENT ZONING DISTRICT:	Wake County's R-40, R-30, & R-10
MINIMUM LOT SIZE ALLOWED:	10,000-40,000 square feet
PROPOSED ZONING DISTRICT:	Neighborhood Mixed-Use Planned Unit Development (NMX-PUD)
DENSITY PERMITTED:	No Maximum Density
NAME OF PROJECT:	Parkside at Westlake
APPLICANT:	McAdams Co
PROPERTY OWNER:	Smithfield - Poole Holdings LLC, Kenny Oakley
DEVELOPER:	Gander Development
PROPERTY SIZE:	280.22 acres
CURRENT LAND USE:	Agricultural, Residential, Undeveloped
PROPOSED LAND USE:	1,270 residential units, up to 257,300 square feet of retail & office space
PROPOSED DENSITY:	4.59 units per acre
PROPOSED OPEN SPACE:	39.8 acres

### **III. BACKGROUND INFORMATION:**

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

There are several provisions which are required to be addressed by the applicant in the PUD, including, but not limited to design guidelines, proposed alternative means of compliance, dimensional standards, public facilities, recreational open



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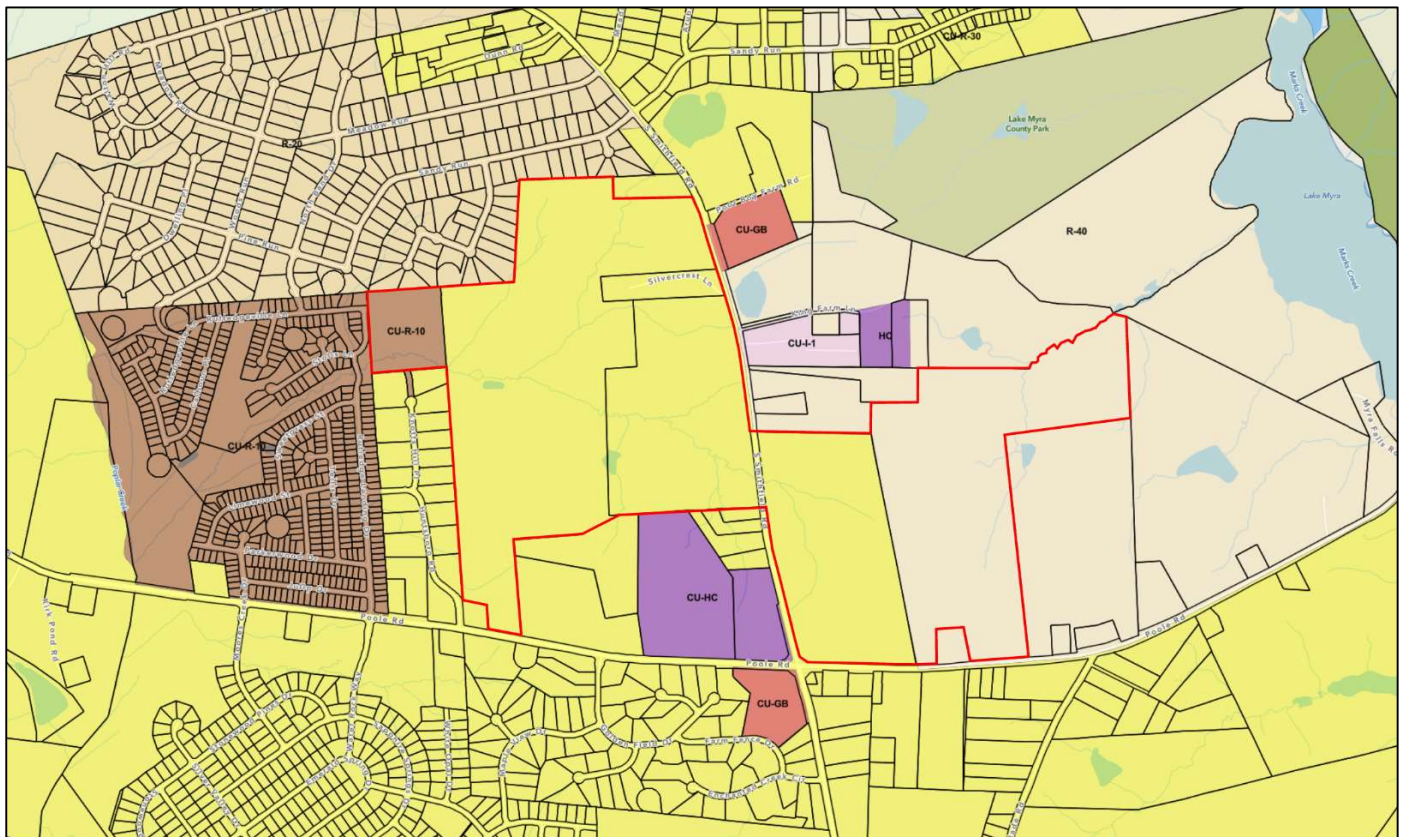
space, and Comprehensive Plan consistency. The applicant's specific exceptions are detailed in **Section VI** of this staff report.

Previous Master Plans and Zoning Map Amendments were submitted for this site along with the 73-acre parcel on the eastern side of the site, with a public hearing being held in early 2023. Following the public hearing, the applicants withdrew the proposals as the Town was beginning to develop an update to the KnightdaleNext 2035 Comprehensive Plan. The applicant is required to restart the legislative review process, and what began as two separate submittals has merged into a single new proposal.

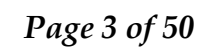
#### **IV. PROJECT SETTING – SURROUNDING ZONING DISTRICTS AND LAND USES:**

The proposed rezoning features five parcels located at the intersection of S Smithfield Road and Poole Road. These parcels are located within Wake County's Planning and Zoning Jurisdiction, however included in Knightdale's Long Range Urban Service Area as defined by annexation agreements with Wake County, the City of Raleigh, and the Town of Wendell. While this area is not currently subject to Knightdale's regulations, it is intended to fall within the Town's jurisdiction as Knightdale continues to grow. Prior to approval of any Zoning Map Amendment for areas outside of Knightdale's ETJ, an annexation petition must be submitted and approved.

DIRECTION	LAND USE	ZONING
North	Commercial, Residential	Wake County
South	Commercial, Residential	Wake County
East	Residential	Wake County
West	Residential	Wake County







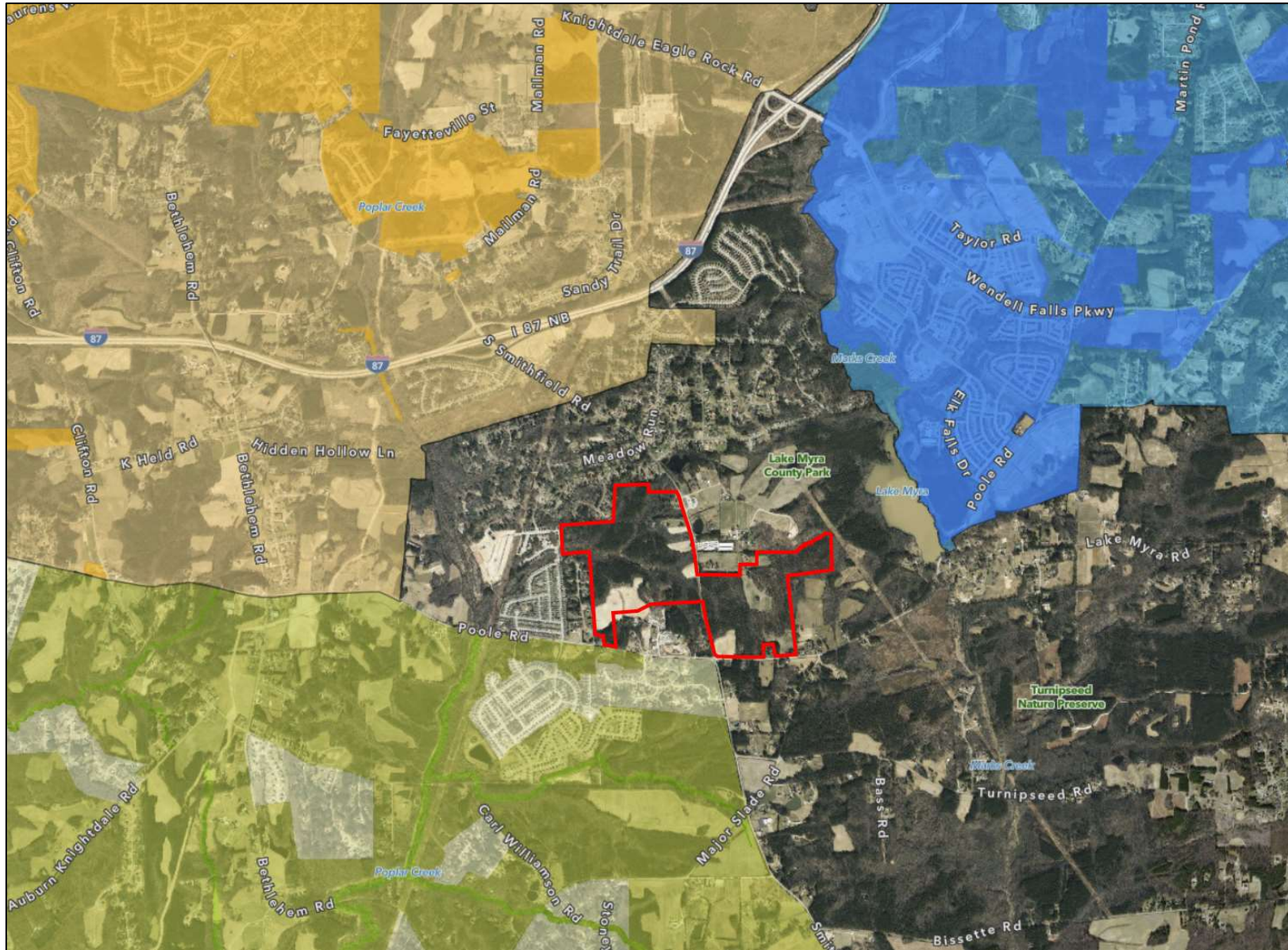




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### **V. PROPOSED MASTER PLAN:**

The applicant has submitted a full Master Plan in accordance with Section 12.3.F of the UDO. The applicant is proposing a mixed-use development featuring a number of different residential and non-residential uses highlighted below.

- 125 front-loaded single-family lots at least 60-feet wide
- 321 rear-loaded single-family lots at least 32-feet wide
- 470 townhome units at least 19-feet wide
- 354 multi-family units
- Up to 257,300 square feet of commercial and office space

The developer and Staff met multiple times early in the process as the plan evolved. Further analysis of the site plan is detailed below.







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# Town of Knightdale

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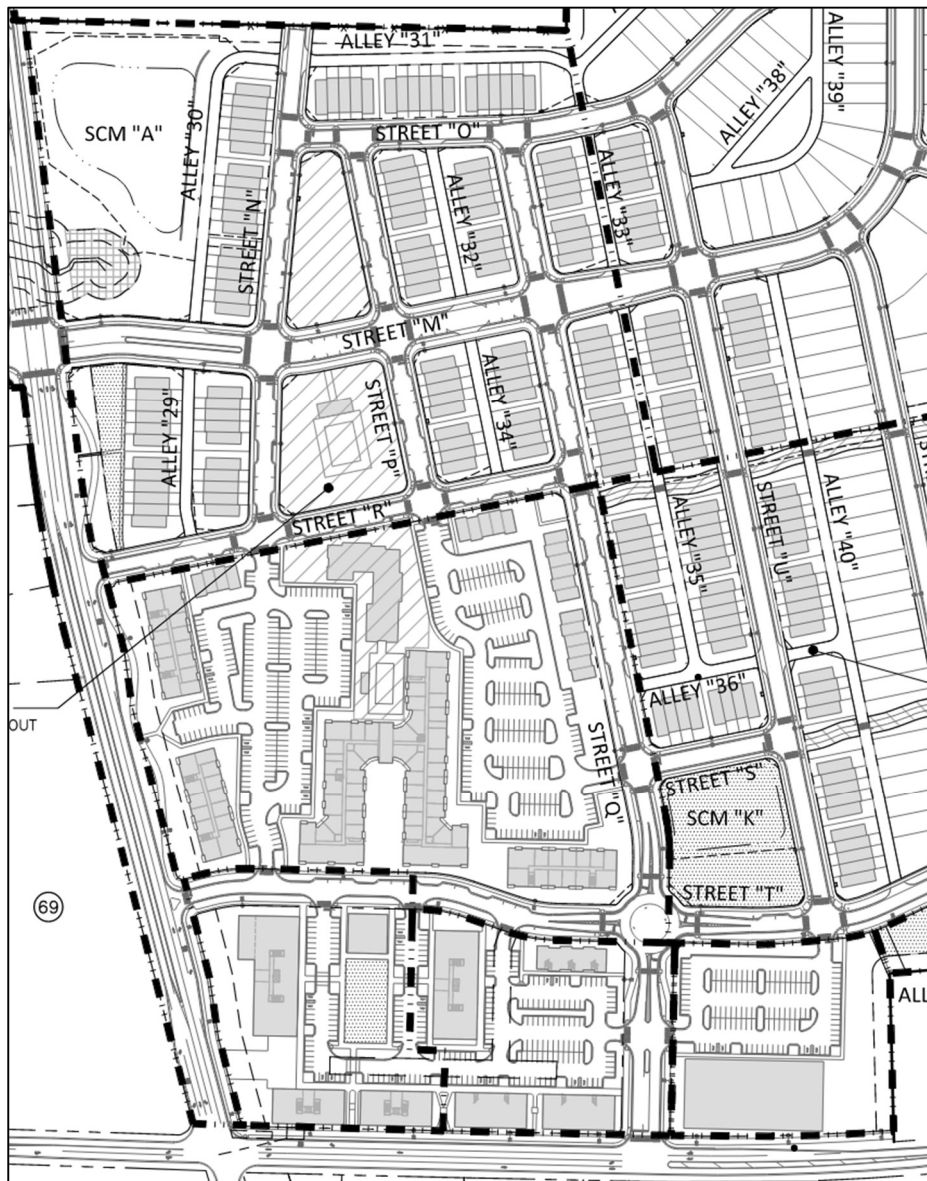
### **STAFF SITE PLAN ANALYSIS:**

Staff has reviewed the plan for UDO consistency and found the site plan to generally be in compliance with the required provisions. The following items are being highlighted for Council review and further consideration.

#### **Mixed-Use & Multi-Family**

In the northeast corner of S Smithfield Road and Poole Road, the proposed plan consists of mixed-use and multi-family buildings. With frontage along both existing public roads, the mixed-use portion of the proposal features multi-story buildings with 225 parking spaces. This will include approximately 38 multi-family units above ground floor office and retail space, 65,000 square feet of commercial space, and 44,000 square feet of office.

To the north of the mixed-use site, approximately 316 multi-family units are shown. This is proposed as a traditional multi-family development, with 488 parking spaces. These areas combined feature nearly 36 acres of recreational open space.





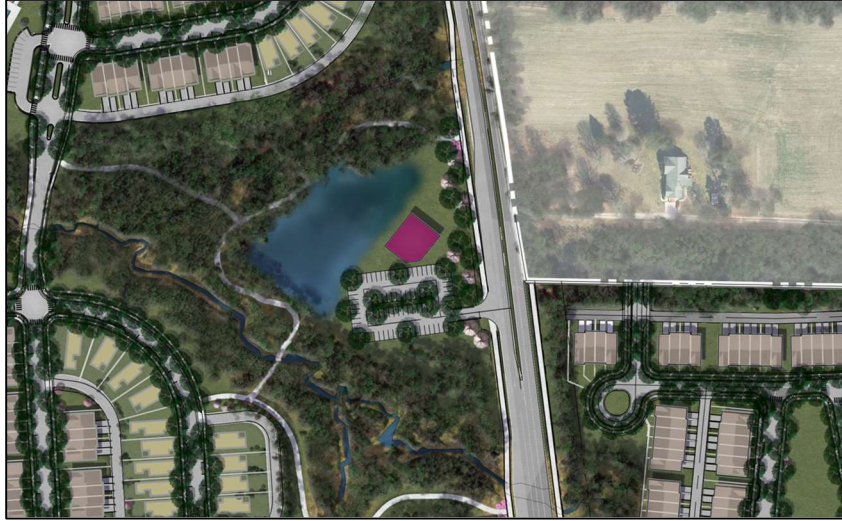


# Town of Knightdale

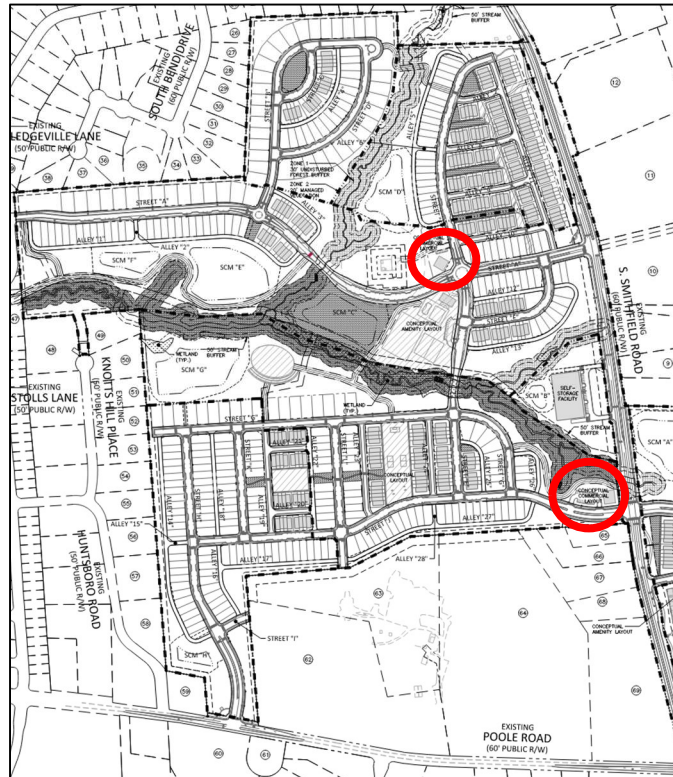
## Staff Report

### Commercial

Beyond the mixed-use portion of the site mentioned above, smaller pockets of commercial are shown throughout the proposal. Along S Smithfield Road, a self-storage facility was proposed, but has since been removed. In its place, a neighborhood scale commercial parcel has been added to complement the others within the western portion of the site. This site will be accessible via S Smithfield Road, and greenway trails and boardwalks from within the development.



Two neighborhood commercial spaces are reserved for future retail and service needs. These are proposed within walking distance of many residential lots, and the uses permitted here are outlined in **Section VI**.



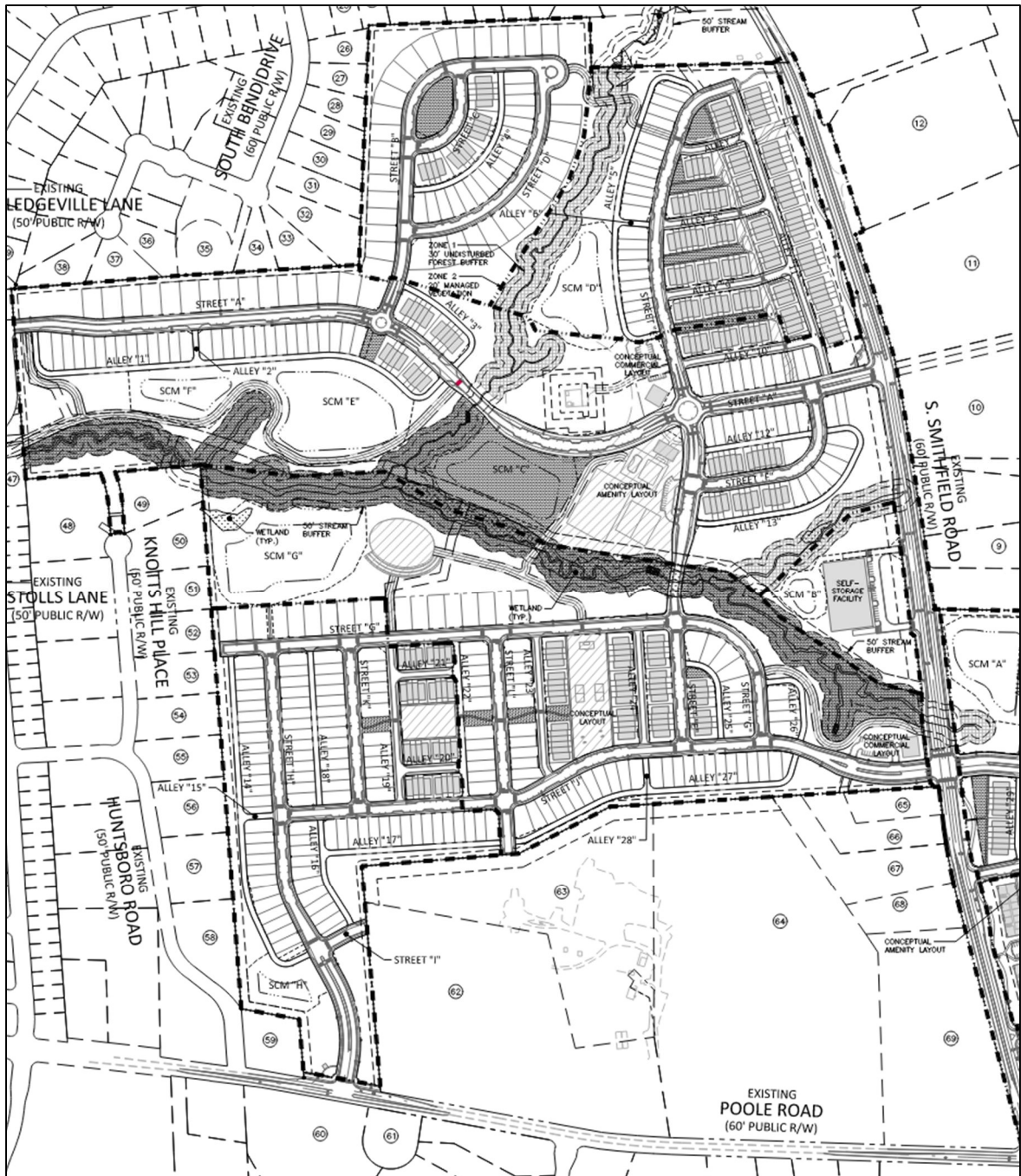


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### Residential District

Much of the site, approximately 82 acres, is dedicated solely to single-family and townhome lots. This mix of front- and rear-loaded units provides a variety of housing types. Staff has recommended exploring opportunities to better integrate housing types together. This will also help to reduce the chance of monotonous streetscapes as the massing of homes will vary.



Overall, this portion of the plan largely meets the requirements of a master plan, including lot dimensions, open spaces, infrastructure improvements, landscaping, and other site elements.



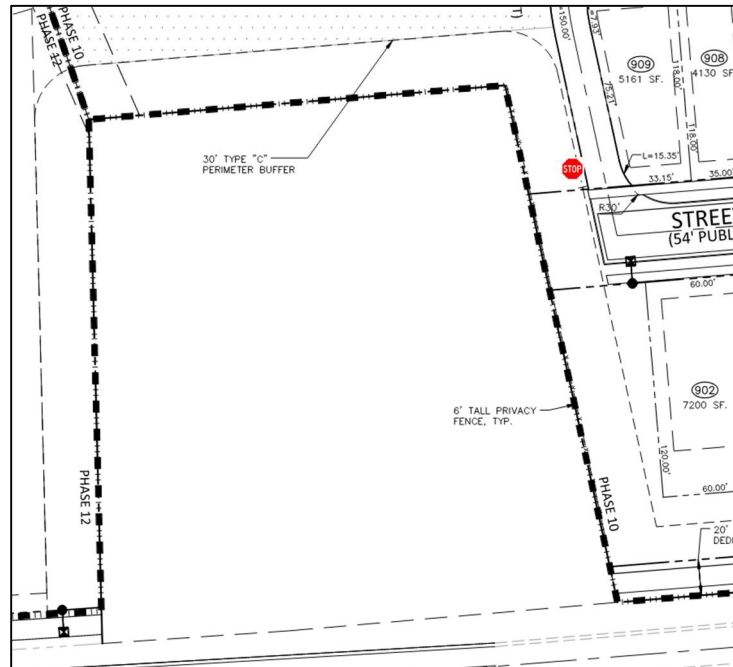


# Town of Knightdale

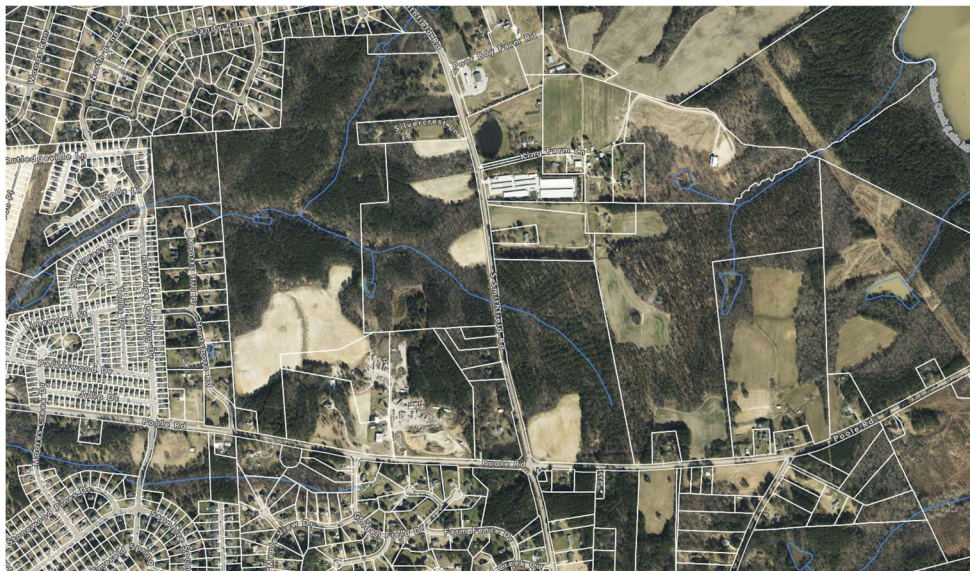
## Staff Report

### Landscaping & Environmental Features

UDO Section 7.4.I.1 only requires landscape buffers between zoning districts in Knightdale's jurisdiction. While no buffer is technically required on this site, the developer is proposing to maintain a 20-foot Type B Buffer or 30-foot Type C Buffer on all sides of this proposal. Certain portions of the buffer also feature a six-foot-tall privacy fence, where proposed new residential lots or infrastructure will be developed close to existing homes and businesses.



A blueline stream and its tributaries crosses the site. Stream buffers will protect land immediately surrounding the body of water, with improvements limited to road crossings. The proposal will add greenway trails along the edge of the stream buffer, providing residents with the opportunity to enjoy the natural features, separate from the public road.





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Along the eastern side of the proposal, the applicant has made significant revisions to the layout by removing a segment of single-family lots. This area represents more than 15 acres of land to be preserved from development, east of an existing stream and within the Marks Creek Watershed and adjacent to Lake Myra. Additionally, developed portions of the site within the Marks Creek Watershed will be limited to no more than 40% impervious. Overall, more than 30 acres of land, buffers, and other environmental features will remain undisturbed.



### **Town Services**

Prior to adoption of the updated Comprehensive Plan, Development Services met with other Town departments, including Police, Fire, Public Works, Parks, Recreation, and Cultural Programs, and Administration to discuss the potential impacts of this proposal on their services.

The Fire Department currently serves this area and is equipped to handle this development. A new fire station is planned north of I-87 along Mailman Road, which will place personnel and equipment closer to the site. Public Works would need additional personnel and equipment to serve future residents in the form of yard waste collection and infrastructure maintenance, however not until homes and businesses are occupied.

Parks, Recreation, and Cultural Programs has not identified any future facilities in this area, however there is a need for additional fields and courts to handle the growing demand for youth sports. It was suggested that some of the proposed open space amenities could be designed and built by the developer, then dedicated to the Town for future use.





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Knightdale Police will be impacted immediately should this proposal be approved, as the parcels will be annexed into Town Limits upon adoption of the ZMA. Call volume will likely increase, however, once construction has begun and residences are occupied. As Knightdale grows in this area and along other corridors, there is likely a need to add a fourth patrol district, which will require additional personnel and equipment.

### **Design Guidelines**

The applicant submitted a detailed list of design guidelines for each of the following building types: Single-Family House, Townhomes, Multi-Family Building, Mixed-Use Buildings, and Self-Storage Facilities. The PUD document contains specific district design standards to help define these future buildings. The standards are further outlined in **Section VI**. The standards below outline the requirements for residential units in the NMX portion of the site. Example elevations are provided in the attached PUD document. Upon submission of building permits, should elevations be inconsistent with previous approvals, permits may not be issued.

### **Proposed Single-Family Architectural Standards**

1. Single family detached house foundations shall be either crawl space or elevated slab with a minimum height of 18" at all points along the front and side facades, excluding any portion of the rear or side façade adjacent to the garage, where the finished grade may slope up to the garage floor elevation to maintain accessibility and positive drainage away from the garage.
2. All homes will either consist of a single material of brick or stone or will have a combination of 2 or more of the following finishes on the front façade (not including foundations): stone, brick, lap siding, shakes, or board and batten siding.
3. Vinyl may only be used for soffits, fascia, casings, windows and corner boards. Metal coil-stock trim shall only be permitted for drip-edge locations.
4. No street facing facade shall have an uninterrupted plane greater than 20' in length. Glazed windows, entry doors, cantilevers, band boards, water tables, offsets, and other similar architectural breaks shall be used to interrupt façade planes.
5. All non-street facing facades shall have uninterrupted plans of no greater than 30'. Planes shall be broken with windows, chimneys, side porches, wall offsets or similar treatments.
6. All primary exterior facades shall include a minimum of 2 windows.
7. Street facing facades shall have a minimum of 1 of the following:
  - a. Bay window
  - b. Window Trim 4" or greater in width
  - c. Shutters
  - d. Balcony
  - e. Patterned finish (Scales, Shakes, Wainscoting, Board & Batten, etc.)
8. Primary roofs shall be clad in one or more of the following: standing-seam metal, slate, wood, or architectural asphalt shingles.
9. Primary roofs shall have a minimum pitch of 4:12.
10. Secondary roofs shall have a minimum pitch of 2:12 and shall be clad in architectural asphalt shingles or standing seam metal or shall utilize a parapet, railing, cornice, or eave structure where the pitch is less than 3:12.
11. Buildings shall not have uninterrupted roof planes or parapet planes of greater than 30' in any direction. Dormers, steps, corbels, or offsets shall be used to interrupt roof planes or parapet planes.
12. Eaves shall extend a minimum of 8", excluding bay windows or similar façade projection which shall have eaves of no less than 2"
13. All single-family roofs shall have a minimum of 1 of the following:



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- a. Dormer
  - b. Gable
  - c. Chimney
  - d. Cupola
  - e. Widow's Walk
14. All single family detached houses shall have one of the following for all Street-Facing Entrances:
- a. A covered porch measuring a minimum of 6'x6'
  - b. A stoop measuring a minimum of 6'x6'
15. Street Facing entrances shall have a minimum of 1 of the following:
- a. 4" or greater width door trim
  - b. Sidelight windows
  - c. Transom window
  - d. Glazed Panel in Entry Door
  - e. Covered porch a minimum 6.5' in depth and a minimum width of 40% of the façade length.
  - f. Rot-resistant trim material of no less than 3.5" shall be installed around all doorways.
16. Garages on street facing facades shall not extend beyond the front plane of the porch and/or stoop.
17. Garage doors on street facing facades shall have carriage style hardware and/or windows.
18. Garage doors shall not exceed 45% of the width of the street facing façade or shall be split into
19. separate bays.
20. All lots less than 60' in width shall have rear loaded garages accessed from alleys.







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### Proposed Townhome Architectural Standards

1. Townhouse foundations shall be raised with a stem wall or elevated slab with a minimum height of 18" at all points along the front and side facades, excluding any portion of the façade where the finished grade may slope up to the garage floor elevation to maintain accessibility and positive drainage away from the garage.
2. All exposed foundations shall be wrapped in brick or stone, or formed concrete, excluding areas under porches, which may be enclosed with lattice.
3. Each townhouse building will either consist of a single material of brick or stone or will have a combination of 2 or more of the following finishes on the front façade (not including foundations): stone, brick, lap siding, precast or cast-in place concrete, EIFS, or board and batten siding.
4. batten siding.
5. Where a townhouse building includes more than 4 units and isn't constructed of a single material of stone or brick, there shall be a minimum of 2 complimentary colors for primary façade materials.
6. Vinyl may only be used for soffits, fascia, casings, windows and corner boards. Metal coil-stock trim shall only be permitted for drip-edge locations.
7. No primary or street-facing facade shall have an uninterrupted plane greater than 20' in length. Glazed windows, entry doors, cantilevers, band boards, water tables, offsets, and other similar architectural breaks shall be used to interrupt façade planes.
8. All non-street facing facades shall have uninterrupted plans of no greater than 30'. Planes shall be broken with windows, chimneys, side porches, wall offsets or similar treatments.
9. All primary exterior facades shall include a minimum of 2 windows per unit.
10. Where more than 4 townhouses are in a single building, there shall be a minimum of 2 façade off-sets per building measuring a minimum of 12".
11. Primary facades shall have a minimum of 1 of the following:
  - a. Bay window
  - b. Window Trim 4" or greater in width
  - c. Shutters
  - d. Patterned finish (Scales, Shakes, Wainscoting, Board & Batten, etc.)
12. A minimum of 30% of townhomes shall be 3-stories. All other townhomes shall be a minimum of 2-stories.
13. There shall be no building exceeding 168' in length.
14. Primary roofs shall be clad in one or more of the following: standing-seam metal, slate, wood, or architectural asphalt shingles.
15. Primary roofs shall have a minimum pitch of 4:12.
16. Secondary roofs shall have a minimum pitch of 2:12 and shall be clad in standing seam metal or architectural asphalt shingles or shall utilize a parapet, railing, cornice, or eave structure where the pitch is less than 3:12.
17. Buildings shall not have uninterrupted roof planes or parapet planes of greater than 30' in any direction. Dormers, steps, corbels, or offsets shall be used to interrupt roof planes or parapet planes.
18. Eaves shall extend a minimum of 6", excluding bay windows or similar façade projections which shall have eaves of no less than 2"
19. All townhouses shall have a minimum of 1 of the following:
  - a. Dormer
  - b. Gable
  - c. Chimney
  - d. Balcony
  - e. Widow's Walk

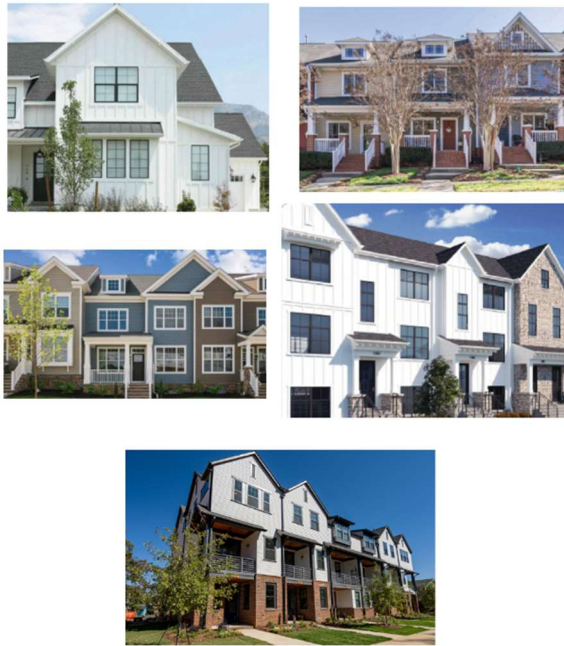




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### Proposed Multi-Family Building Architectural Standards

1. Primary roof forms shall be flat roof assemblies with a parapet or eave structure such that the roof material is not visible from adjacent finished grade.
2. Secondary roof forms may slope with a minimum pitch of 3:12 and shall utilize one of the following materials:
  - a. Standing-seam metal
  - b. Slate
  - c. Wood
  - d. Architectural asphalt shingles.
3. Where apartment buildings front the same internal right of way as single family or townhome lots, they shall be no more than 1 additional story in height than the single family or townhome building.
4. Street facing facades shall utilize at least 2 of the following:
  - a. Brick Veneer
  - b. Stone Veneer
  - c. Vertical board and batten
  - d. Lap siding
5. Buildings shall not have uninterrupted wall planes greater than 30 feet in any direction visible from any street. Glazed windows, entry doors, cantilevers, band boards, water tables, jogs/offsets, and other similar architectural breaks shall be used to interrupt wall planes as appropriate.
6. The base of all buildings shall have a masonry-type cladding a minimum of 24" above the elevation of the finished grade, excluding patios and doorways.
7. Apartment buildings shall adhere to all standards contained within Section 6.7 of the UDO related to Material, Colors, Facades, and Building Entrances, except as modified above.
8. Mechanical and Electrical Equipment: As allowed by North Carolina Residential Code, and excepting plumbing vents, clothes dryer vents, attic vents, and bath fan vents, the mechanical components of structures shall be screened to limit or proscribe visibility from public rights-of-way via one of the following: (a) opaque landscaping, (b) building-matched wing walls, (c) parapets, (d) architectural screens or louvers, (e) opaque fencing, or (f) an equivalent residential-context visual-obstruction. Plumbing vents, clothes dryer vents, attic vents, bath fan vents



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and equivalent apparatuses shall be either (a) incorporated into the structure, (b) placed in inconspicuous locations, or (c) be colored to match the building plane which they penetrate, and/or be trimmed in the same fashion as windows and doors and colored to match the trim.



### Proposed Commercial/Mixed-Use Architectural Standards

1. In order to foster convenient and accessible neighborhood business uses and align more closely with the Town's desire to see a mix of uses included in development proposals, the proposed PUD includes 3 commercial typologies, identified in the Master Plan as 'Neighborhood Commercial', 'Commercial Center', and 'Corridor Commercial'. All commercial/mixed use buildings shall be subject to the applicable architectural standards outlined in Chapter 6 of the UDO based on the relevant building type, with the exception of the proposed self-storage facility within the Corridor Commercial typology. The self-storage facility shall follow the standards included in the following section.







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### Open Spaces

A variety of recreational open space amenities are provided throughout the development, including active open spaces such as a pool and clubhouse, playground, pickleball/tennis courts, recreation play field, and public greenway trails. Additional passive spaces include a community park with an amphitheater, gathering areas with covered seating, private greenway trails, lawn games, a pollinator garden and nature play area, a dog park, enhanced landscaping, and more. In total, approximately 40 acres of active and passive open space are dedicated to recreational activities, which exceeds the requirements of the UDO. An additional 84 acres of common space is included throughout the site, coming in the form of buffers and landscaped areas, environmental features, and stormwater retention devices.



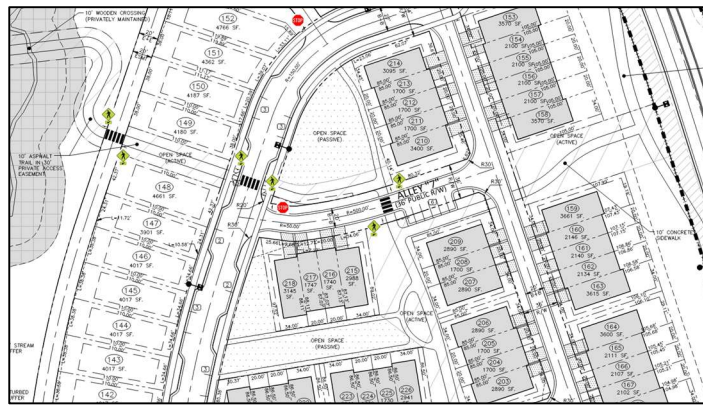


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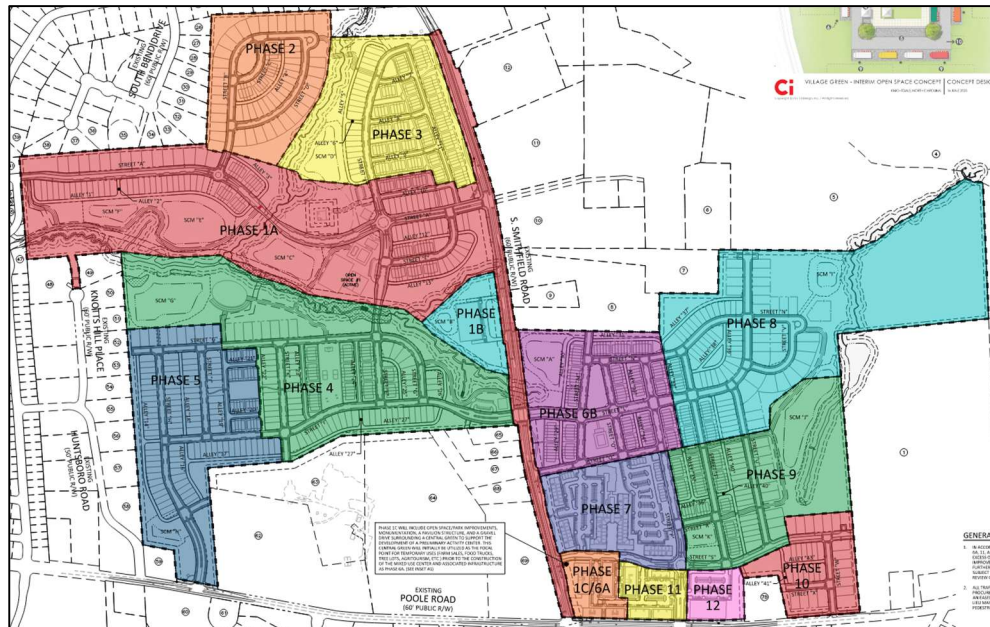
### Parking

As previously mentioned, the non-residential portions of the proposal provide adequate parking in compliance with the standards of the UDO. However, the developer is encouraged to reduce large surface parking lots to help reduce stormwater runoff and the heat island effect. Shared parking, structured parking, and on-street parking should be explored as alternatives. Parking for the residential portion of the proposal is satisfied through private driveways and garages, as well as approximately 440 on-street parking spaces spread throughout the development. Overall, this proposal is consistent with our recommendation. It is important to note that this is not a codified regulation within the UDO, rather a recommendation based on staff analysis of resident needs in existing neighborhood.



### Phasing

As previously mentioned, this area is remote, with little retail options for current and future residents. While retail and office space are included in this proposal, Staff has discussed how best to phase the construction of residential and nonresidential uses to benefit residents and the Town's goal of creating a more balanced tax base. A phasing plan has been submitted, with most of the nonresidential square footage included in later phases. Staff recommends adjusting the timeline to construct them concurrently.







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### **VII. LEGISLATIVE CASE PROCEDURES:**

Following the withdrawal of the previous submittal, staff met with the development team numerous times during the making of the Comprehensive Plan update to discuss the Town's vision for Knightdale's future in this area. Upon adoption of the updated Comprehensive Plan, the applicant resubmitted a new sketch plan and started the process from the beginning once again. A Planned Unit Development rezoning is a legislative public hearing, which requires certain application procedures including having a pre-application meeting with staff and holding a neighborhood meeting with any property owners within 200 feet of the outer boundaries of the subject development.

The neighborhood meeting was held virtually on September 17, 2024. Approximately 20 neighbors attended the meeting. Topics discussed included the history of the proposal, the Comprehensive Plan, buffers, traffic impacts, off-site transportation improvements, Wake County's plans, and environmental impacts. A copy of the mailed notice and list of recipients are attached as part of the application packet.

Following the formal submittal and review of the proposed Master Plan and PUD document, the applicant met with the Development Review Committee (DRC) on November 14, 2024 to discuss the technical comments and details associated with the proposed plan. Staff discussed with the applicant concerns involving Comprehensive Plan consistency, connectivity, tree protection, and land uses. The DRC voted unanimously to **continue** the proposal pending the applicant addressing the review comments and Town Council approving the Rezoning request. Additionally, the Town of Knightdale followed public hearing notice requirements as prescribed in the North Carolina state statutes.

- First Class Letters Mailed: January 3, 2025
- Sign Posted on Property: January 3, 2025
- Legal Ad Published in the Wake Weekly: January 3 & 10, 2025

### **VI. PROPOSED PLANNED UNIT DEVELOPMENT:**

In support of their Master Plan, the applicant submitted a PUD document that includes a vision for their proposed development, statements of plan consistency, architectural design standards, proposed site development allowances, and open space information. Staff has reviewed the submittal in accordance with UDO Sections 12.2.F.3.g and 12.3.F and found that all submittal requirements have been met. Staff also reviewed the plans for conformance with the NMZ zoning district and other applicable UDO sections. The applicants' requested alternative standards are listed in the section below.

**Public Utilities/Water Allocation Policy:** The applicant is proposing to connect to public water and sewer. In accordance with Section 12.3.F.16 of the UDO, the applicant is proposing to exceed the required 50 points with the following features:

	<b>Point Total</b>
Major Subdivision	<b>15</b>
<b>Bonus Point Item</b>	
Stormwater Wetland	<b>5</b>
Private Greenway	<b>3</b>
Town Wayfinding Signage	<b>3</b>
Enhanced Roadside Landscaping	<b>2</b>
Stormwater Fountain	<b>4</b>
Conservation of Natural Habitat	<b>5</b>
Lap Pool	<b>3</b>
Clubhouse, more than 2,500 square feet	<b>7</b>
Tennis/Pickleball Courts	<b>5</b>
<b>Total Water Allocation Policy Points</b>	<b>52</b>



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	Point Total
Multi-Family	20
<b>Bonus Point Item</b>	
Stormwater Amenity	4
Resort Style Pool	2
Deck/Patio, more than 3,000 square feet	3
IPEMA Playground Equipment	4
Clubhouse, more than 3,500 square feet	8
Enhanced Roadside Landscaping	2
Conservation of Natural Habitat	5
Water Playground with Apparatus	2
<b>Total Water Allocation Policy Points</b>	<b>50</b>

### Zoning Conditions:

- The following uses would be permitted in the “**Corridor Commercial**” area along S Smithfield Road:
  - Government Services
  - Post Office
  - Restaurant
  - General Retail - greater than 50,000 square feet
  - Professional Services
  - Personal Services
  - Meeting Facilities
  - Amusements, Indoor - 5,000 square feet or less
  - Bar/Tavern/Microbrewery
  - Child/Adult Daycare Center
  - Recreational Facilities, Indoor
  - Studio - Art, Dance, Martial Arts, Music
  - Animal Services (SUP required for Boarding)
  - Public Safety Facility
  - Banks, Credit Unions, Financial Services
- The following uses would be permitted in the “**Neighborhood Commercial**” parcels east of S Smithfield Road:
  - Daycare Center
  - Restaurant
  - Animal Services (SUP required for Boarding)
  - Studio - Art, dance, martial arts, music
  - Professional Services
  - Personal Services
  - Meeting Facilities
  - Amusements, Indoor - 5,000 square feet or less
  - Bar/Tavern/Microbrewery
  - Tasting Room
  - Cultural or Community Facility
  - Recreational Facilities, Indoor
  - Pharmacy
  - Coworking
  - Neighborhood Retail / Restaurant
- The following uses would be permitted in the “**Commercial Center**” portion of the development at the corner of S Smithfield Road and Poole Road.
  - Multi-family units above ground floor retail/office
  - Business Support Services
  - Child/Adult Daycare Center
  - Community Service Organizations
  - Government Services
  - Medical Services
  - Personal Services
  - Post Office
  - Professional Services
  - Bar/Tavern/Microbrewery
  - General Retail - 10,000 square feet or less
  - Neighborhood Retail/Restaurant
  - Restaurant
  - Tasting Room
  - Indoor Amusements - 5,000 square feet or less
  - Cultural or Community Facility
  - Meeting Facility





# Town of Knightdale

## *Staff Report*

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Any use not listed in these tables will not be permitted within this development. All other UDO regulations shall apply to these lots and uses as well.

#### **4. Temporary/Accessory Uses:**

- A. All Temporary uses permitted by the UDO (Section 3.1,C,10) shall be permitted within the proposed PUD, including farm stands, pumpkin patches, tree lots, farmers markets, food trucks, outdoor recreation such as corn mazes, kids' bouncy houses, outdoor movies, etc.
- B. All accessory uses permitted by the UDO within the NMX district shall be permitted within the proposed PUD, except as further limited in the sections above.

#### **5. Commercial Conditions:**

- A. Phase 1C open space, park improvements and monumentation shall be completed prior to any building permits being requested or released in any phase other than Phase 1. Said improvements shall specifically include a pavilion structure and gravel drive surrounding a central green to create a preliminary activity center. This preliminary activity center shall be utilized as the focal point for temporary uses (farm sales, food trucks, tree lots, agritourism, etc.) prior to the construction of the ultimate mixed-use center and associated infrastructure. Conceptual plans and depictions of the proposed improvements are included elsewhere herein.
  - B. The commercial layout conveys design intent and is subject to change. Final commercial layout shall address public frontages in accordance with the conceptual layout as shown.
- 6. Parkside at Westlake shall incorporate educational signage throughout the neighborhood that informs viewers of the green infrastructure and preservation elements that together create the conservation neighborhood, the history of Lake Myra and associated environmental restoration efforts, as well as information on environmental systems and the place of Parkside at Westlake within those greater systems.
  - 7. Parkside at Westlake shall incorporate a minimum of 15 green infrastructure improvements integrated throughout the site across both residential and commercial areas. These green infrastructure improvements may include rain gardens, regenerative stormwater conveyance, rainwater harvesting, bioretainment or other devices or methods approved by Town of Knightdale Staff through the construction documentation process.
  - 8. A one-time payment in the amount of \$350,000 shall be made to the Town of Knightdale prior to any issuance of Certificate of Occupancy for Parkside at Westlake to reimburse the cost of purchasing a parcel on Mailman Road for a future fire station, pending attorney approval. Alternatively, the developer may provide additional safety enhancements within the development, including but not limited to enhanced pedestrian crossings, traffic calming, or increased lighting, as deemed appropriate by Town of Knightdale Staff. The appropriate allocation of these funds shall be determined at the time of developer's agreement.
  - 9. Prior to approval of final plat of each phase of development, a payment shall be made to the affordable housing trust fund established by Affordable Knightdale Plan in the amount of \$100 per rear loaded lot and \$250 per front loaded lot in the phase being platted.
  - 10. In addition to all TIA proposed improvements and frontage widening, Parkside at Westlake shall make a contribution to the improved function of Smithfield Road, south of I-87. This contribution may be monetary in nature and/or include physical improvements as shown on updated improvement graphic(s) with a combined value of up to \$5,300,000.



# Town of Knightdale

## *Staff Report*

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11. The façades of the commercial uses shall be consistent with the apartment façades in both materiality and color scheme and shall meet all architectural requirements of the UDO.
12. Entry monuments shall use materials that are consistent with signage shown on PUD document pages 56-58 or approved durable alternatives.
13. Rural preservation corridor buffer shall at a minimum:
  - A. Be 40 feet in width.
  - B. Include berm(s) between single family residential lots and the S Smithfield Road.
  - C. Consist of trees no less than 2.5-inches in caliper and 10-feet in height, understory trees no less than two-inches in caliper and eight-feet in height, and shrubs in containers no less than five gallon and no less than 24 inches in height or 15 inches in spread.
  - D. Be consistent in quantity of plantings with exhibit attached herein.
  - E. Include wooden rail fencing.
  - F. Include pedestrian scale lighting where approvable by Town of Knightdale Staff and NCDOT.
14. Within the Marks Creek watershed:
  - A. Overall impervious shall be limited to no more than 40%.
  - B. Roadside swales may be used in place of curb and gutter where approvable by Town of Knightdale Staff.
  - C. Stormwater Control Measures shall be designed to detain stormwater discharge of a 50-year storm.
15. Prior to approval of the Development Agreement for Parkside at Westlake:
  - A. Phase-1B, as shown on the Master Plan, shall be revised to reflect:
    - i. Replacement of the Corridor Commercial area with Neighborhood Commercial, inclusive of removal of all warehouse uses,
    - ii. Relocation of SCM-A across Smithfield Road in the form of a wet-pond style SCM to be visible from S Smithfield Road.
  - B. Phase-6B, as presently shown on the Master Plan, shall be revised to reflect an increased density of development in the vicinity of Street M,
  - C. Total commercial/office space as noted on PUD document page 19 shall now be a minimum of 75,000 square feet, and
  - D. The new Neighborhood Commercial space and pond/lake shall be connected via private greenway(s) to amenity center west of S Smithfield Road.
16. No residential Certificate of Occupancy shall be requested or granted prior to July 1, 2027.
17. No more than 323 residential Certificates of Occupancy and/or associated amenities shall be requested or granted prior to the earlier of:
  - A. Opening for use of I-540 from I-87 to US-70, or
  - B. December 31, 2029.





# Town of Knightdale

## *Staff Report*

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18. To the greatest extent possible, the design, sequencing, and timing of the construction of the improvements along S Smithfield Road north of the project shall be arranged to mitigate capacity impacts and reductions on S Smithfield Road in conjunction with I-540 being opened for service (projected to open in 2028). Said design, sequencing and timing shall be codified through the Development Agreement in association with phasing approval(s) by NCDOT.
19. All offsite S Smithfield Road improvements contemplated in updated improvement graphics shall be substantially complete prior to any commercial center development excluding the “Village Green” as described and depicted in the PUD document and master plan.
20. At a minimum, at least one constructed wetland and bioretention cell will be included within the project's SCM devices.
21. Street trees will be installed with a minimum three-inch caliper in diameter at breast height (DBH: measured at 4.5 feet above grade).
22. New dwellings shall be designed and constructed so that each dwelling unit has at least one electrical receptacle within the garage of the dwelling which is suitable for electric vehicle charging with minimum voltage of 240v.
23. Where any single-family lot is mass graded along the perimeter of the development, an additional tree shall be planted within the rear yard of each lot.
24. Permeable pavers shall be integrated into the paving design of at least two public gathering spaces.
25. To enhance public recreational opportunities, sports courts and sports fields within Parkside at Westlake will be made available for use for Town of Knightdale organized recreation, as further outlined in the project's associated Development Agreement.
26. Where any street stub ends along the border of a voluntary agricultural district (VAD), informational signage will be installed identifying the VAD and clarifying that no public access is permitted. Furthermore, a six-foot tall fence will be installed along any shared border with an existing VAD in place at the time of zoning approval.
27. To help protect the integrity of existing farm ponds, the stormwater outlet for SCM J will occur downstream of the farm pond located on the parcel identified by Wake County PIN 1762-68-4326.
28. No single-family lot within 100 feet of a VAD shall be mass graded. All other single-family lots are eligible for mass grading.



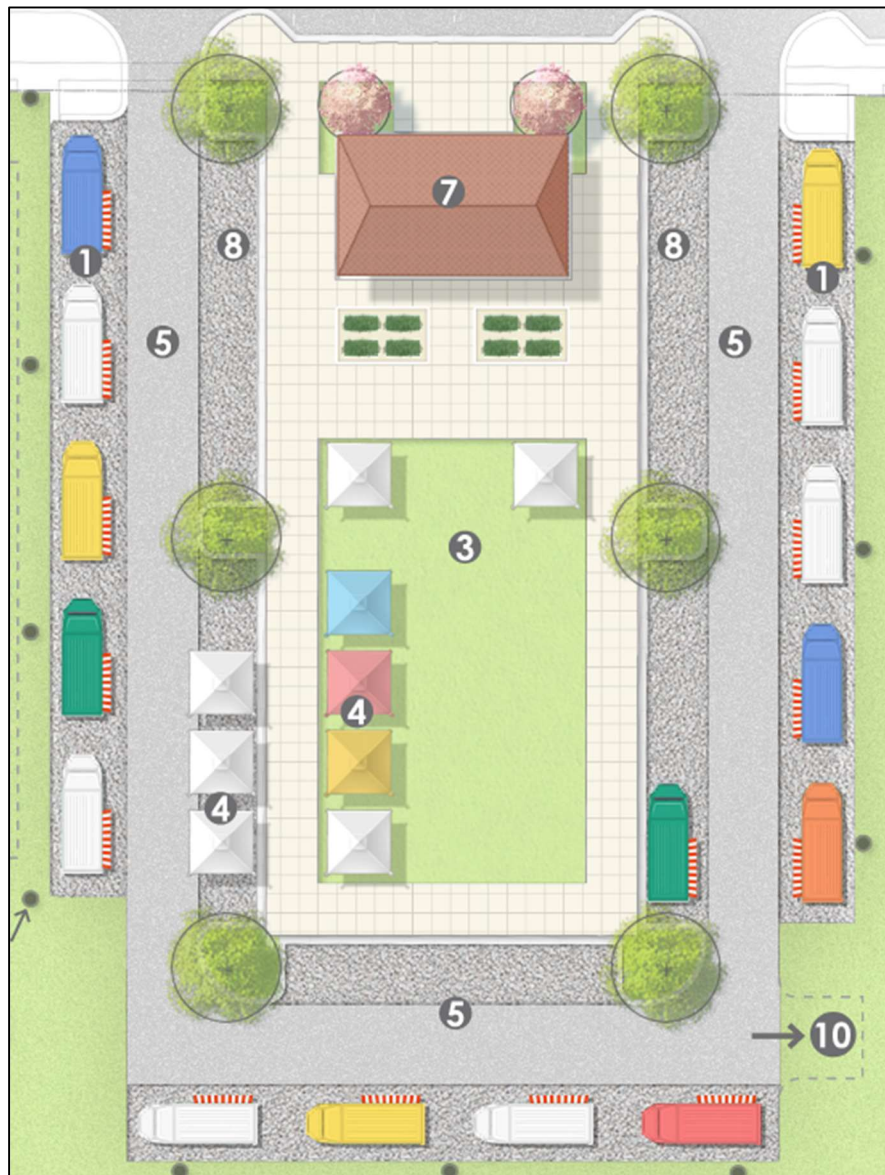
# Town of Knightdale

## Staff Report

**Site Development Allowances:** In accordance with UDO Section 12.2.F.3.g, a PUD allows the applicant to request exceptions to certain standards identified in the base zoning district (NMX). These requests should be fair and reasonable, and the proposed alternate means of compliance should meet the spirit and intent of the UDO. The applicant's allowance requests are as follows:

1. **Food Trucks** (Section 3.1.C.10.b.iv):

- **Required:** In accordance with UDO Section 3.1.C.10.b.iv, food trucks are only permitted on lots as an accessory to a principle non-residential use.
- **Requested:** The applicant intends to allow food trucks within Phase 1C at the corner of S Smithfield Road and Poole Road prior to construction of the mixed-use buildings. This area will feature landscaping, hardscaping, a pavilion, and parking.





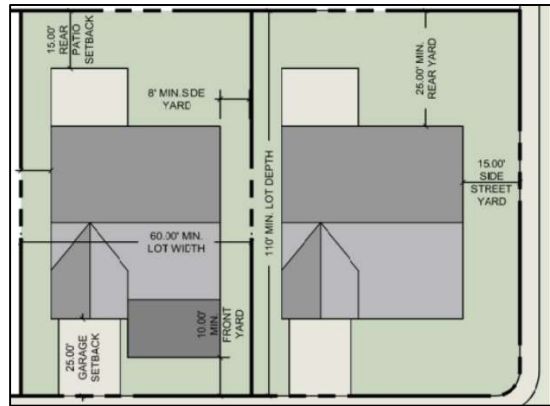


# Town of Knightdale

## Staff Report

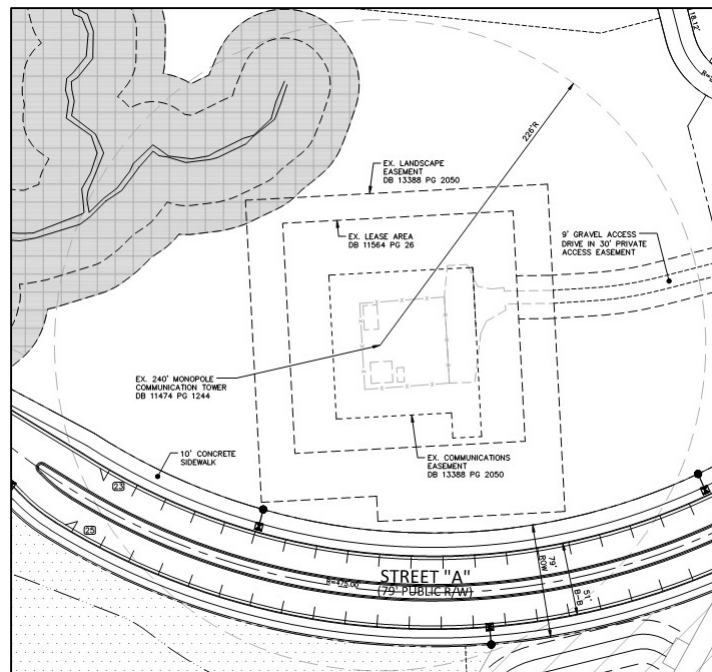
### 2. Dimensional Standards (Section 3.4):

- **Required:** In accordance with UDO Section 3.4, all driveways shall be a minimum of 35-feet in length. Additionally, all front-loaded lots shall be a minimum of 80-feet in width and rear-loaded lots shall be a minimum of 35-feet in width.
- **Requested:** The applicant proposes a minimum driveway length of 25 feet for all front-loaded residential lots and 20 feet for rear-loaded lots. The applicant proposes to build single-family front-loaded lots at a minimum of 60-feet wide and rear-loaded lots at a minimum of 32-feet wide.



### 3. Wireless Telecommunications Facility – Tower (Section 5.9.D):

- **Required:** In accordance with UDO Section 5.9.D, wireless telecommunication towers must be set back at least 200 feet from any residential zoning district.
- **Requested:** An existing tower shall remain in place on-site; however no residential lot shall be within the fall zone of the tower.



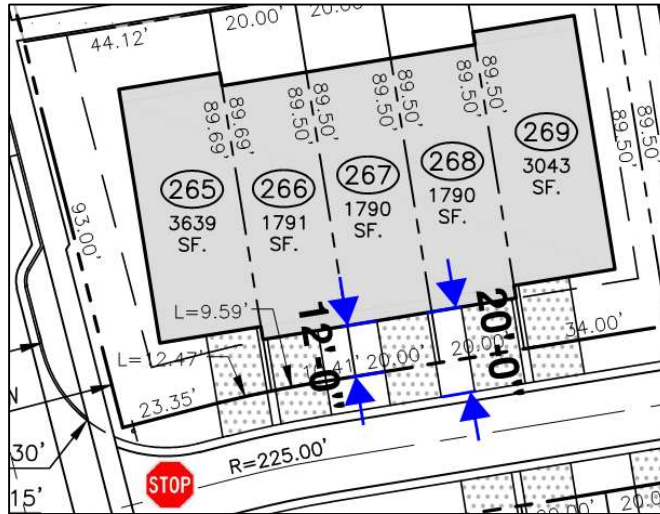


# Town of Knightdale

## Staff Report

### 4. Setback Standards (Section 6.5):

- **Required:** In accordance with UDO Section 6.5, rear setbacks shall be a minimum of 25-feet from the rear lot line.
- **Requested:** The applicant is proposing a reduction to a 12-foot rear setback for townhomes, which would be 20 feet from the edge of the rear alley.



### 5. Frontage (Section 6.4.B):

- **Required:** In accordance with UDO Section 6.4.B, all buildings shall share a frontage line with a public street or square.
- **Requested:** Several single-family and townhome lots shall front a private square as depicted on the Master Plan. These squares will feature amenities, hardscaping, and landscaping to create a unique feature in the community.







# Town of Knightdale

## Staff Report

### 6. Apartment Building Type Standards (Section 6.7):

- **Required:** In accordance with UDO Section 6.7, all multi-family buildings shall conform to the building standards outlined in that section, including the requirement of flat roofs and minimum setbacks.
- **Requested:** Three multi-family buildings labeled as “Apartments - Townhome Style” shall be designed as townhomes in appearance but meet the setback requirements and functionality of apartments buildings.



### 7. Required Buffer Yards (Section 7.4.I.1):

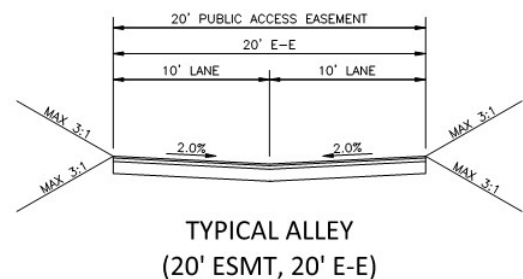
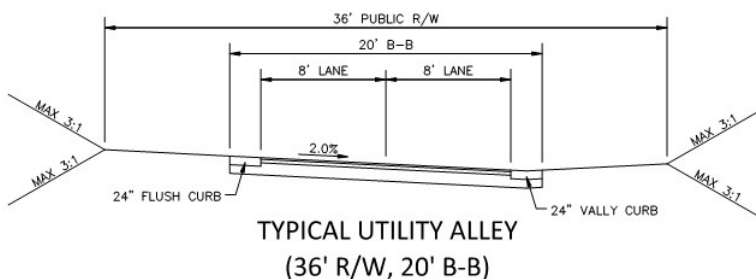
- **Required:** In accordance with UDO Section 7.4.I.1, a 30-foot Type C Buffer is required for the development when adjacent to single-family zoned neighborhoods.
- **Requested:** A 20-foot Type B Buffer is provided where new single-family homes abut existing residential lots.

### 8. Residential Clearing and Grading (Section 9.3.B):

- **Required:** In accordance with UDO Section 9.3.B, all lots 60-feet in width or greater are not permitted to be mass graded.
- **Requested:** The applicant requests the ability to mass grade all single-family lots by phase. No single-family lot within 100 feet of a Voluntary Agricultural District shall be mass graded. For all lots mass graded along the perimeter of the development, an additional tree shall be planted within the rear yard of each lot.

### 9. Alley Design Standards (Section 10.4.A.1.a):

- **Required:** In accordance with UDO Section 10.4.A.1.a, alleys shall be 20-foot-wide private rights-of-way.
- **Requested:** Rear-loaded lots which front on public recreational open space shall be served by a 36-foot-wide public right-of-way to accommodate water and sewer utilities.



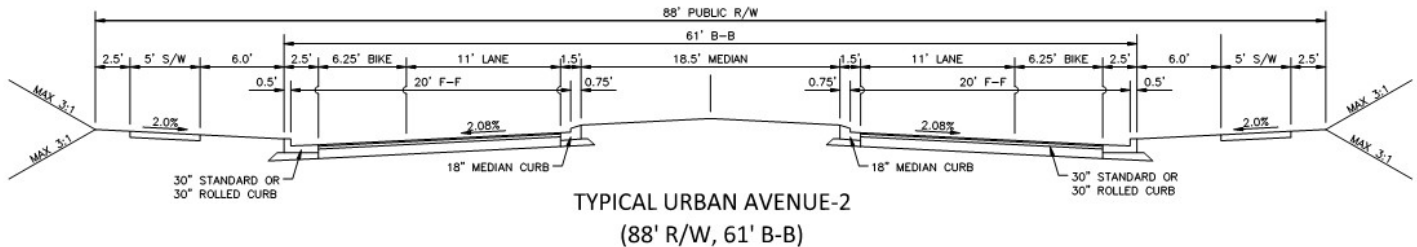


# Town of Knightdale

## Staff Report

### 10. Avenues and Main Street Design Standards (Section 10.4.A.2):

- **Required:** In accordance with UDO Section 10.4.A.2, Main Streets, Urban Main Streets, and Urban Avenues shall be designed to the specific standards listed in this section.
- **Requested:** The developer has proposed alternative designs to accommodate emergency vehicles, on-street parking, bike lanes, and adequate sidewalk width.



### 11. Required Distribution of Uses (Section 11.1.B):

- **Required:** In accordance with UDO 11.1.B, new subdivisions are required to provide a variety of uses as detailed in Table 11.1.B. This was adopted in the new UDO to encourage more mixed-use developments in accordance with the recommendations found in the Comprehensive Plan.

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

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

Use Type	Area in Acreage	Percent of Development
Single-Family Dwelling	55.5	52.4%
Townhome Dwelling	26.6	25.1%
Multi-Family Dwelling	9.61	9.06%
Mixed-Use	5.54	5.2%
Commercial/Office	8.58	8.1%







# Town of Knightdale

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### 14. Yard Setbacks (Section 3.3.A):

- **Required:** In accordance with UDO Section 3.3.A, the maximum front setbacks for multi-family and commercial buildings shall be measured from the edge of the public right-of-way.
- **Requested:** To accommodate the proposed rural corridor landscaping and hardscaping along S Smithfield Road, multiple commercial and multi-family buildings will have their setback measured from the edge of the buffer instead of the right-of-way.

### 15. Residential Landscaping (Section 7.4.K.4):

- **Required:** In accordance with UDO Section 7.4.K.4, evergreen plantings are required on all sides of the foundation for all single-family and townhome lots.
- **Requested:** The developer proposes planting evergreen shrubs along the front facades of all buildings, the side foundation adjacent to public rights-of-way, and the first 12 feet of the side elevations closest to front elevation.

## VII. TRANSPORTATION ANALYSIS

The roadway network proposed within this development has been reviewed by town staff for consistency with the Comprehensive Transportation Plan. This proposal was first submitted prior to the adoption of the CTP; however, the applicant was able to revise the proposal in order to meet the expectations of the Town. This includes converting a Local Street to a Main Street cross section and connecting into existing neighborhoods. The roads highlighted in green meet the UDO and CTP standards for Main Streets, while the area in red could be improved to a similar standard.



Pedestrian connectivity across S Smithfield Road will be a key improvement to promote walking and biking between residential and nonresidential uses. At this time, the proposal will only provide high visibility crosswalks, and NCDOT will monitor traffic patterns for a future signal. A roundabout at this location is likely impractical due to the volume of

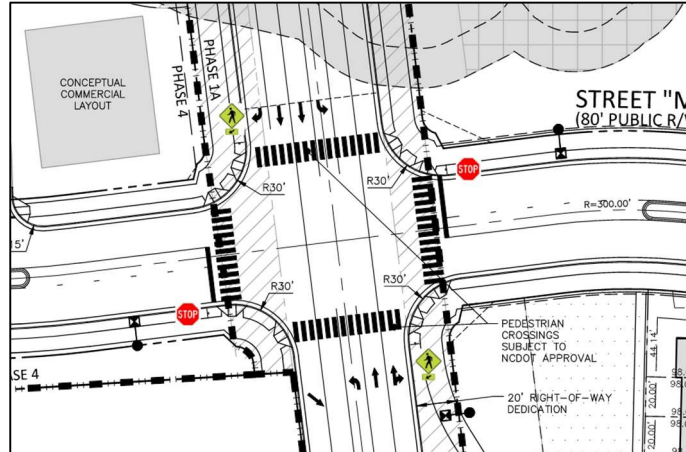




# Town of Knightdale

## Staff Report

traffic and width of right-of-way. Staff recommends determining what improvements can be added early on to allow for safer pedestrian movements here.



In accordance with UDO Section 11.3, a Transportation Impact Analysis was performed by Ramey Kemp Associates (RKA) initially as part of the original submittal. This was amended with the new submittal to study the additions to the proposal. Following this analysis, it was determined that there was a slight decrease in the number of trips generated by the revised proposal.

Table 2: 2024 Site Trip Generation

Land Use (ITE Code)	Intensity	Daily Traffic (vpd)	Weekday AM Peak Hour Trips (vph)		Weekday PM Peak Hour Trips (vph)	
			Enter	Exit	Enter	Exit
Single Family Homes (210)	464 Units	4,141	75	226	265	156
Single Family Attached Housing (215)	465 Units	3,493	59	177	162	113
Multifamily Housing (Low-Rise) (220)	449 Units	2,953	37	118	129	75
Mini Warehouse (151)	150,000 s.f.	218	14	13	14	13
Fire and Resue Station (575)	10,000 s.f.	50	1	4	1	4
General Office (710)	40,500 s.f.	529	68	9	13	65
Shopping Plaza (821)	90,100 s.f.	6,084	97	59	229	239
Total Trips		17,468	351	606	813	665
Net Trips		-302	-9	-25	-40	-20

The following intersections were identified during the scoping phase of this project as being impacted by this development. RKA conducted traffic counts at these intersections during peak hours.



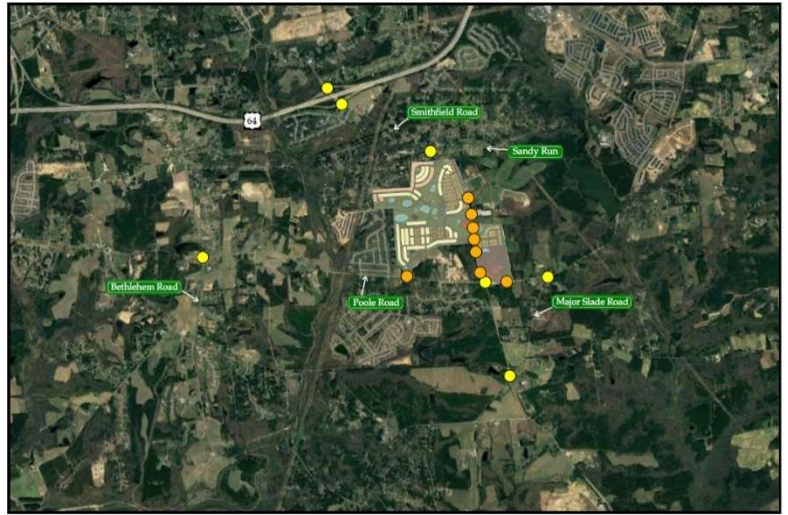
# Town of Knightdale

## Staff Report

1. Poole Road & Smithfield Road
2. Smithfield Road & Sandy Run
3. Smithfield Road & I-87
4. Smithfield Road & Major Slade Road
5. Poole Road & Bethlehem Road
6. Poole Road & Major Slade Road
7. Poole Road & Proposed Site Driveway
8. Smithfield Road & Proposed Site Driveway

The original TIA included several previously proposed plans which have since been withdrawn, however the assumed a 3% trip growth rate during the period of construction for this project remains unchanged. The analysis includes trip distributions for each district, with Poole Road and S Smithfield Road experiencing equal impacts. Due to the number of connection points shown on the plan, vehicular traffic will have the opportunity to access the site from several different routes as depicted in the TIA.

The purpose of the TIA is to examine the current conditions on existing roadway capacity, and the future conditions with and without the proposed development. This is measured in the Level of Service (LOS), or delay experience at intersections and along thoroughfares.



**Table 7: Highway Capacity Manual – Levels-of-Service and Delay**

UNSIGNALIZED INTERSECTION		SIGNALIZED INTERSECTION	
LEVEL OF SERVICE	AVERAGE CONTROL DELAY PER VEHICLE (SECONDS)	LEVEL OF SERVICE	AVERAGE CONTROL DELAY PER VEHICLE (SECONDS)
A	0-10	A	0-10
B	10-15	B	10-20
C	15-25	C	20-35
D	25-35	D	35-55
E	35-50	E	55-80
F	>50	F	>80

According to the analysis, the intersection of S Smithfield Road and Poole Road currently sits at a LOS C, experiencing delays of 20-35 seconds. If this area remains undeveloped, this intersection is expected to fall to a LOS F by 2032, with delays ranging from 98-112 seconds. If the development is constructed, including various off-site transportation improvements highlighted below, LOS still sits at an F, however delays are expected to be between 84-101 seconds, an improvement over the no-build scenario. Overall, the proposal with the recommended improvements will have impacts to existing infrastructure, however the delays will be measured in seconds and minutes, not hours.

The following improvements are recommended by the TIA, and generally supported by Town Staff, to be completed by the developer. These improvements are accompanied by a proposed construction schedule; additional review of the





# Town of Knightdale

## Staff Report

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schedule may be necessary. Improvements are deemed necessary when a proposed development negatively affects the LOS of surrounding intersection/roadway segments, creates a safety hazard, or substantially changes the off-site transportation system. NCDOT is reviewing the TIA as well, which may yield additional recommendations.

### S Smithfield Road and Site Access A

- Construct the site access driveway with one ingress lane and two egress lanes *[Phase 1]*
- Provide an exclusive northbound left-turn lane and southbound right-turn lane on S Smithfield Road *[Phase 1]*
- Monitor intersection for signalization and install traffic signal when warranted. *[Full Build]*

### Smithfield Road and Site Access B / Site Access F

- Construct Site Access B with one ingress lane and two egress *[Phase 2]*
- Provide a northbound left-turn lane, and southbound left- and right-turn lanes on S Smithfield Road *[Phase 2/Full Build]*
- Construct Site Access F with one ingress lane and egress lane *[Full Build]*
- Monitor intersection for signalization and install traffic signal when warranted *[Full Build]*

### Poole Road and Site Access C

- Construct site access driveway with one ingress lane and one egress lane *[Phase 2]*
- Provide an exclusive eastbound left-turn lane and westbound right-turn lane on S Smithfield Road *[Phase 2]*

### S Smithfield Road and Site Access D

- Construct site access driveway with one ingress lane and one egress lane *[Full Build]*
- Provide an exclusive southbound right-turn lane on S Smithfield Road *[Full Build]*

### S Smithfield Road and Site Access E

- Construct site access driveway with one ingress lane and one egress lane *[Full Build]*
- Provide an exclusive southbound right-turn lane on S Smithfield Road *[Full Build]*

### S Smithfield Road and Site Access G

- Construct site access driveway with one ingress lane and one egress lane *[Phase 1]*
- Provide an exclusive northbound right-turn on S Smithfield Road *[Phase 1]*

### Poole Road and Site Access H

- Construct site access driveway with one ingress lane and two egress lanes *[Phase 1]*
- Provide an exclusive eastbound left-turn lane and westbound right-turn lane on Poole Road *[Phase 1]*

### S Smithfield Road and Site Access I

- Construct site access driveway with one ingress lane and one egress lane *[Full Build]*
- Provide an exclusive northbound right-turn lane on S Smithfield Road *[Full Build]*

### S Smithfield Road and Site Access J

- Construct site access driveway with right in/right out ingress and egress lanes *[Phase 1]*

### S Smithfield Road and Sandy Run

- Provide an exclusive eastbound left-turn lane on Sandy Run *[Phase 2]*

### S Smithfield Road and Major Slade Road

- Provide an exclusive eastbound left-turn lane on Major Slade Road *[Full Build]*
- Provide an exclusive southbound right-turn lane on S Smithfield Road *[Phase 2]*

### Poole Road and Major Slade Road

- Provide an exclusive northbound right-turn lane on Major Slade Road *[Full Build]*



# Town of Knightdale

## Staff Report

### S Smithfield Road and Poole Road

- Construct a westbound right-turn lane on S Smithfield Road *[Full Build]*
- Coordinate with NCDOT to develop a signal modification plan for the intersection
- Provide an exclusive southbound right-turn lane on S Smithfield Road *[Phase 2]*

### Bethlehem Road and Poole Road

- Monitor intersection for a signal modification plan and upgrade when warranted *[Full Build]*

Following the joint public hearing, the applicant submitted the subsequent improvements to S Smithfield Road. These proposed improvements are currently under review by NCDOT and Town Staff. These improvements would be constructed with the first overall phase of the proposal, adding capacity to the existing roadway before traffic generated by this proposal is added. A preliminary schematic has been attached to this staff report showing the potential impacts.

### S Smithfield Road and Baywood Forest Drive

- Construct a southbound right-turn lane and northbound left-turn lane on S Smithfield Road *[Phase 1]*

### S Smithfield Road and Walton Hill Road

- Construct a southbound right-turn lane on S Smithfield Road *[Phase 1]*

### S Smithfield Road and Meadow Run

- Construct a southbound right-turn lane on S Smithfield Road *[Phase 1]*

### S Smithfield Road and Sandy Run

- Construct a southbound left-turn lane and northbound left-turn lane on S Smithfield Road *[Phase 1]*
- Construct an eastbound left-turn lane and westbound left-turn lane on Sandy Run *[Phase 1]*

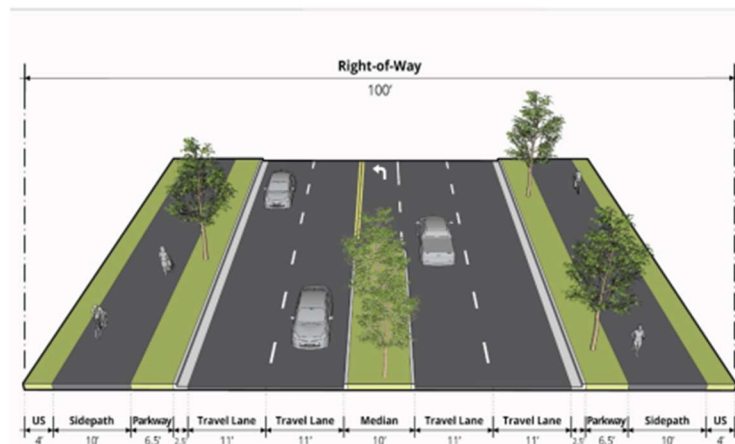
### S Smithfield Road and I-87 Interchange

- Add second right turn lane from I-87 EB off ramp onto Southbound Smithfield Road *[Phase 1]*

Both S Smithfield Road and Poole Road are identified in the Roadway Network Plan as future Boulevard cross section. This 100-foot-wide right-of-way features a four-lane median divided roadway with a wider sidepath. The UDO-required improvements along with TIA recommendations will build portions or full sections of this right-of-way.

### **Boulevard – 4-lanes**

Sidepath

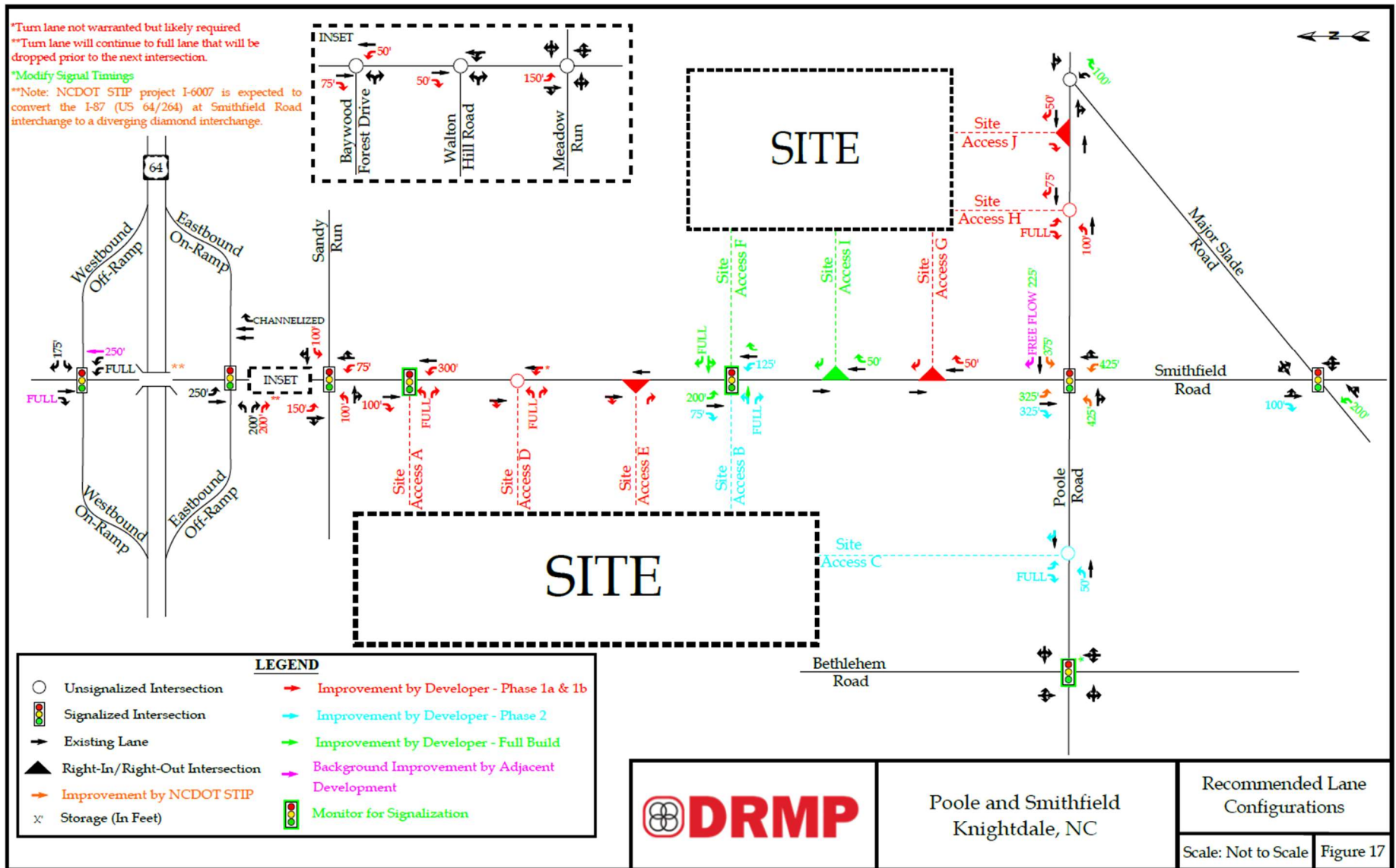






# Town of Knightdale

## Staff Report

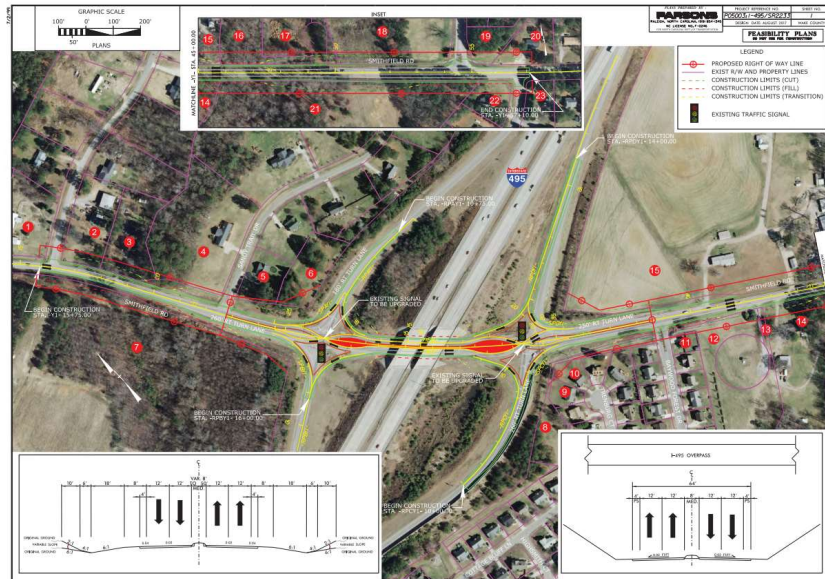




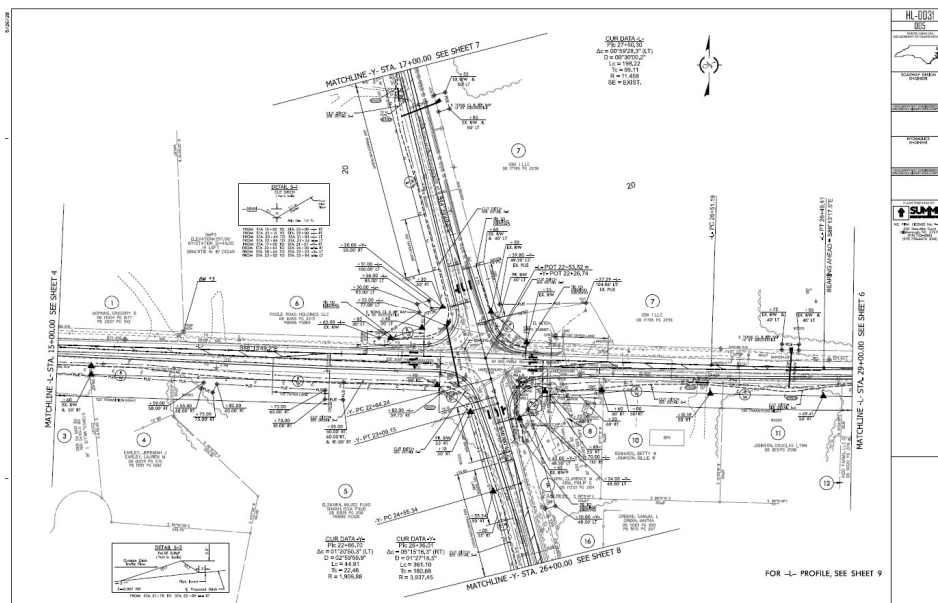
# Town of Knightdale

## Staff Report

NCDOT has proposed converting the interchange at S Smithfield Road and I-87 to a diverging diamond interchange, which helps maintain traffic flow through the area. According to the *I-87 Knightdale Corridor Study* completed by CAMPO in 2018, this interchange is expected to see an increase in peak hour traffic following the completion of the 540 loop, however the corridor study area roadways are expected to have lesser degree of traffic congestion after the project is built. Recent changes to NCDOT's current funding program have allocated funds for preliminary engineering of the interchange only. Construction of the interchange is unlikely to score competitively in the upcoming funding program, scheduled to be completed later this year. The *I-87 Knightdale Corridor Study* recommends adding a second right turn lane for the off-ramp and extending the existing lane. The developer has agreed to both.



The intersection of S Smithfield Road and Poole Road is also identified as a future NCDOT project, which will add dedicated left turn lanes to each leg of the intersection. Additional improvements at this intersection by the developer and nearby developers will help to reduce some congestion. The bid for construction is currently open.

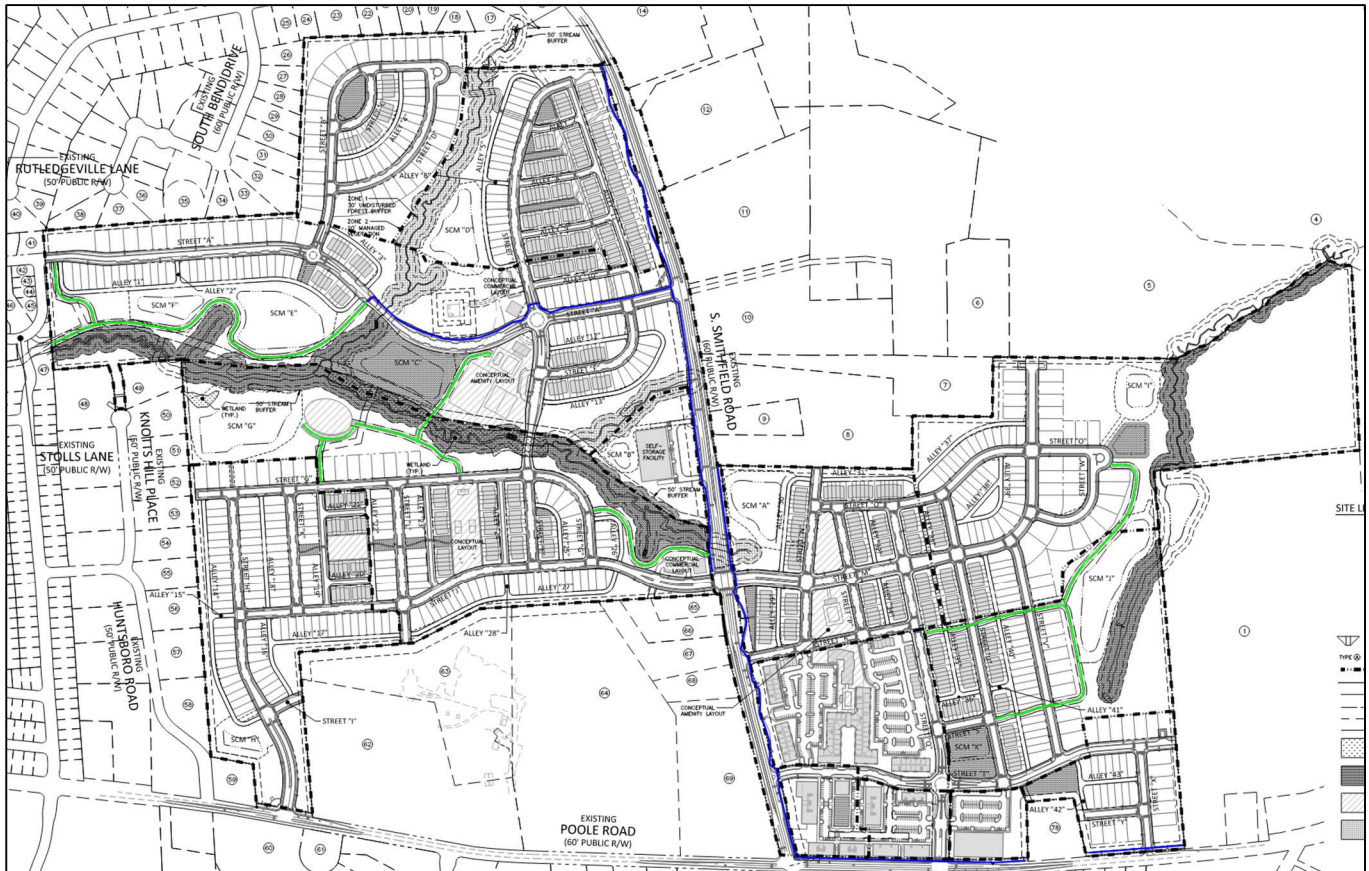




# Town of Knightdale

## Staff Report

Greenway connectivity is provided throughout the development. Public and private greenway trails are shown connecting open spaces to residential areas, including the continuation of a future greenway trail running through the sewer easement in the Rutledge Landing neighborhood to the west. Ten-foot-wide sidepaths along S Smithfield Road and Poole Road are also shown. All public greenways (green) and sidepaths (blue) are generally consistent with the Comprehensive Transportation Plan.



### **VIII. COMPREHENSIVE PLAN:**

The recently updated KnightdaleNext V.2 2035 Comprehensive Plan has added new tools and enhanced guidance for development proposals going through the rezoning process. This includes the introduction of the Three Map Series, refined Guiding Principles, more well-defined Future Place Types, and additional Focus Area Concepts.

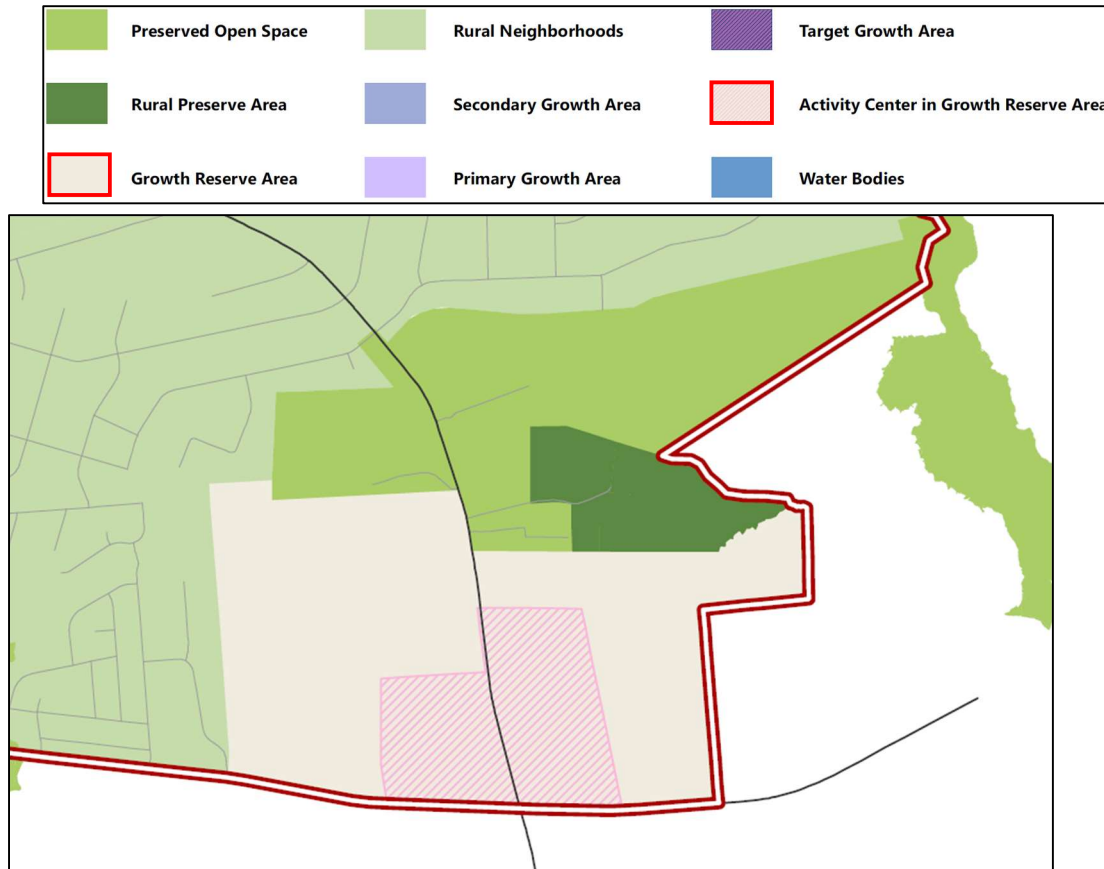
- A. **Intentional Growth Areas Map:** The first map in the series offers a means to efficiently organize and illustrate a hierarchy of growth and conservation priorities for town leaders. Adherence to this Map will facilitate the convergence of public and private decision-making processes, leverage town resources with other investment dollars, manage the amount and timing of new infrastructure required to support future development while avoiding sprawl, implement a town-wide strategy for identifying and securing open space, and enhance the town's influence in future development decisions that directly impact the quality-of-life for all residents in the area.





# Town of Knightdale

## Staff Report



**Growth Reserve Area:** Growth reserve areas represent land deemed unfavorable for significant development within the time frame of the comprehensive plan, 2024 to 2035, because they are unserved or underserved by municipal water and sewer utilities, curbside trash pickup, or police and fire protection, and it would be expensive to expand or extend services in these areas at this time. Areas designated as growth reserve on the map are not strictly prohibited from development in the future, but properties proposed for development should be evaluated utilizing the playbook approach in the comprehensive plan.

Town officials should resist using the playbook approach unless significant infrastructure and service commitments are made by the private developer. If change is contemplated, it should implement the Future Place Type Map and the recommendations presented for the individual place type categories. The areas should be evaluated, and the boundaries modified, as necessary, during the next update to the comprehensive plan.

Reclassification of growth reserve areas into a higher category — presumably secondary growth area, primary growth area, or target growth area — should be contingent upon the proximity or presence of infrastructure needed to support intended development: water, sewer, parks and recreation, police, fire, and transportation.

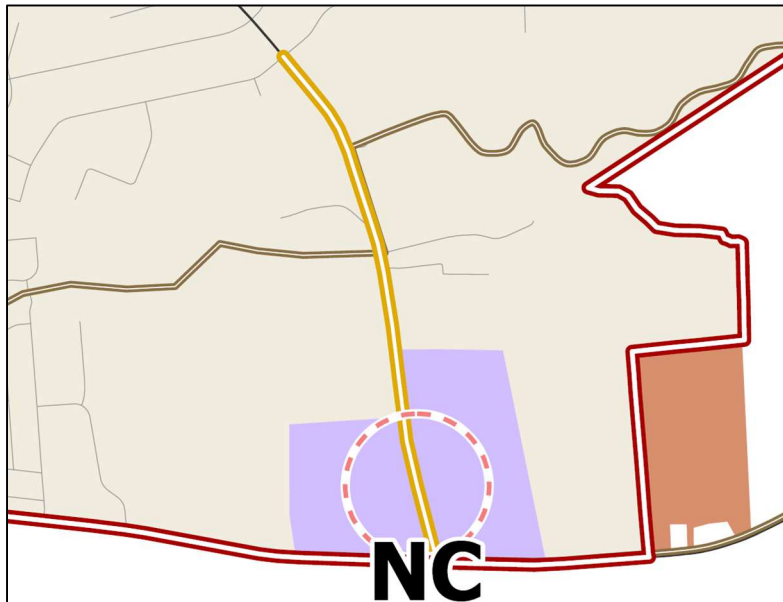
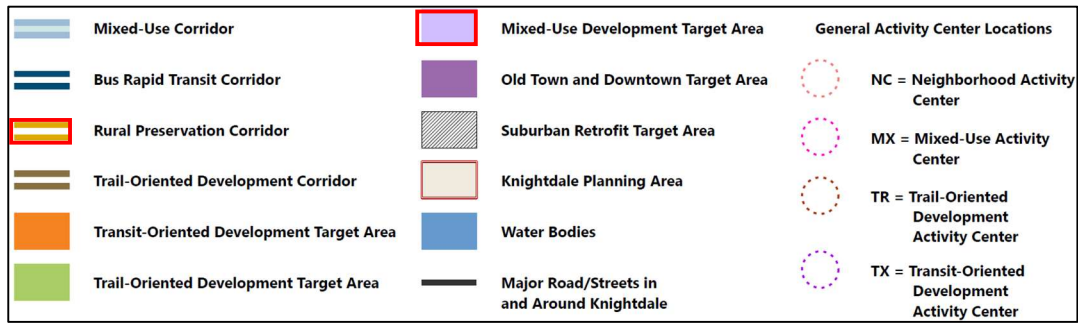
**Future Activity Centers in Growth Reserve Areas:** Future mixed-use activity centers depicted in the growth reserve area (hatched in red on the map) are encouraged to remain rural until such time that infrastructure exists to support the highest and best use intended for the area on the Future Place Type Map.



# Town of Knightdale

## Staff Report

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



**Neighborhood Activity Center (NC):** Neighborhood Activity Centers try to locate small, mixed-use destinations close to residential neighborhoods throughout the town’s planning area. Each activity center is expected to be “neighborhood-serving” with land uses that meet the daily needs of 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 activity centers should effectively transition between residential and nonresidential uses and include safe and convenient pedestrian and bicycle access for nearby residents.

Neighborhood activity centers should effectively minimize the impact of cut-through traffic on nearby neighborhood streets by orienting vehicle access, circulation, etc. away from adjacent residential neighborhoods. Access between residential neighborhoods and adjacent commercial uses may be limited to pedestrian facilities.

Standalone residential uses, if appropriate, in a neighborhood activity center should be secondary to commercial and office uses or open spaces (combined) in terms of building square footage, land area, and intensity of



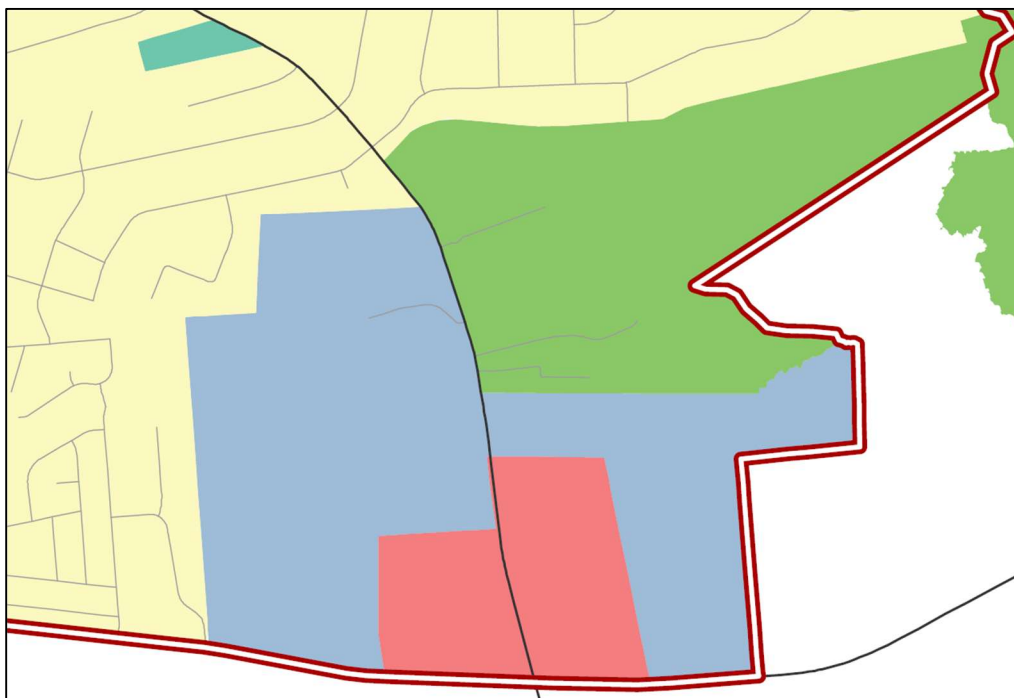
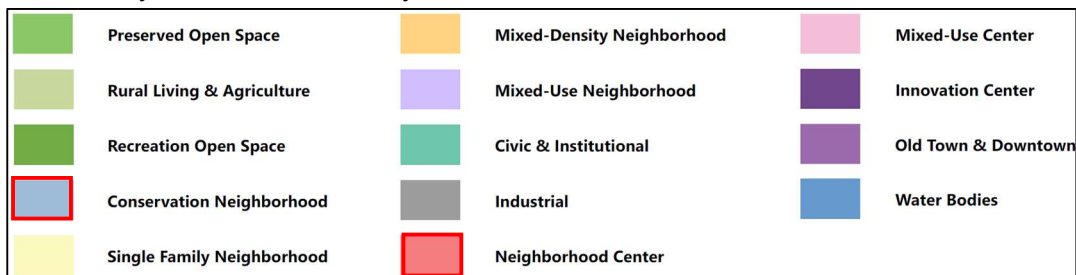
# Town of Knightdale

## Staff Report

development. Homes in an activity center should vary in building type, size, and format to avoid design monotony, and help transition effectively to existing land uses and development intensities observed on adjacent properties.

**Rural Preservation Corridor:** Rural Preservation Corridors are found along major transportation routes in Knightdale, and aim to protect historic buildings, historic resources, or a certain rural heritage that still exists for some portions of the town's planning area. Rural heritage may be influenced by physical, cultural, or environmental characteristics observed along the corridor. Land use limitations, exaggerated building setbacks, tree-save areas, and fence style or material requirements should be considered to protect the rural character, and safeguard critical viewsheds, along the corridors.

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







# Town of Knightdale

## Staff Report

### Conservation Neighborhood

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



#### Street & Block Pattern

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



#### Building Types & Massing

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



#### Transportation

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



#### Sustainability

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



#### Open Spaces & Natural Resources

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







# Town of Knightdale

## Staff Report

### Neighborhood Center

Land that provides goods and services to surrounding neighborhoods at a limited scale. Their proximity to existing neighborhoods in some locations requires that commercial operations be low-intensity, unobtrusive, and at a scale and design compatible with nearby residential development. Businesses in the activity center are oriented toward an internal main street or public square that serves as a gathering space for patrons and visitors. The compact, walkable design of a Neighborhood Center encourages pedestrian movements between buildings.

Buildings on small blocks may stand up to three (3) stories tall, and encourage active public spaces between buildings. Public spaces are sized and designed to be small gathering places for surrounding neighborhoods. Residential units or office space may be found above storefronts.

For a larger Neighborhood Center, homes surrounding the center of commercial development may offer several choices to live and experience the Activity Center — including but not limited to “missing middle” home choices and accessory dwelling units. The design of Neighborhood Centers should transition effectively between residential and non-residential uses.

Neighborhood Centers should also maximize their connections to the town’s open space network, including safe and convenient pedestrian and bicycle access to the centers from nearby neighborhoods. A Neighborhood Center located along an existing or proposed long-distance greenway should incorporate trail-oriented development principles into its overall design, including buildings oriented toward the greenway corridor, public or private spaces near the greenway corridor that accommodate trail users, and a network of secondary trails that connect into the primary greenway corridor. Amenities in a trail-oriented Activity Center — bike parking, outdoor furniture, bike repair stations, and public art — should also be incorporated into the overall design concept.



#### Street & Block Pattern

- Incorporate a grid street pattern of small blocks throughout the activity center.
- Vehicle access and circulation should be oriented away from adjacent neighborhoods.
- Parking should be satisfied using on-street parking, structured parking, or shared rear-lot parking strategies.
- Parking lots or parking decks should be located toward the interior of blocks.
- The mix of different housing types or non-residential building types on a block or series of blocks should be frequent and widespread.

- Blocks with the same housing type or non-residential building type should not extend more than two blocks in any direction to ensure an integrated mix of land uses and intensities in the activity center. Exceptions to this standard may be appropriate on a case-by-case basis for a very limited number of irregular shaped parcels.
- Stub out streets provide connections to adjacent vacant land.
- Formal, designated on-street parking is provided throughout the activity center.
- Off-street parking should be accommodated at the side or rear of a building to minimize views from public streets.







# Town of Knightdale

## Staff Report

### Neighborhood Center



#### Open Spaces & Natural Resources

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



#### Building Types & Massing

- It is imperative that a discernible center or corridor be included in the non-residential portion of the activity center: a main street, park, square, or plaza.
- Building types in the non-residential portion of the activity center should mix uses horizontally and vertically, and may include both residential, office, or commercial uses.
- The transition between residential and non-residential uses in an activity center should emphasize compatible building types, heights, footprints, architectural elements, and materials.
- Incorporate “missing middle” home choices in the neighborhood, including: single dwelling homes on small lots, townhomes, duplexes, triplexes, and quadplexes.



#### Building Types & Massing (cont.)

- Accessory dwelling units are allowed on all residential lots.
- Cross reference with House, Townhouse, Apartment, Mixed Use, or Commercial Building Types in the Town of Knightdale Unified Development Ordinance.



#### Transportation

- Streets in new activity centers are built as Complete Streets. Design elements serve multiple modes of transportation, such as bike racks, benches, bus stops, etc.
- A connected network of streets and sidewalks serves the activity center.
- Streets are designed with curb and gutter drainage.
- Formal tree plantings are located along streets and in open space areas.
- Activity centers located along an existing or proposed long-distance greenway must incorporate trail-oriented development principles into its overall design.



#### Sustainability

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



#### Infill Development or Redevelopment

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



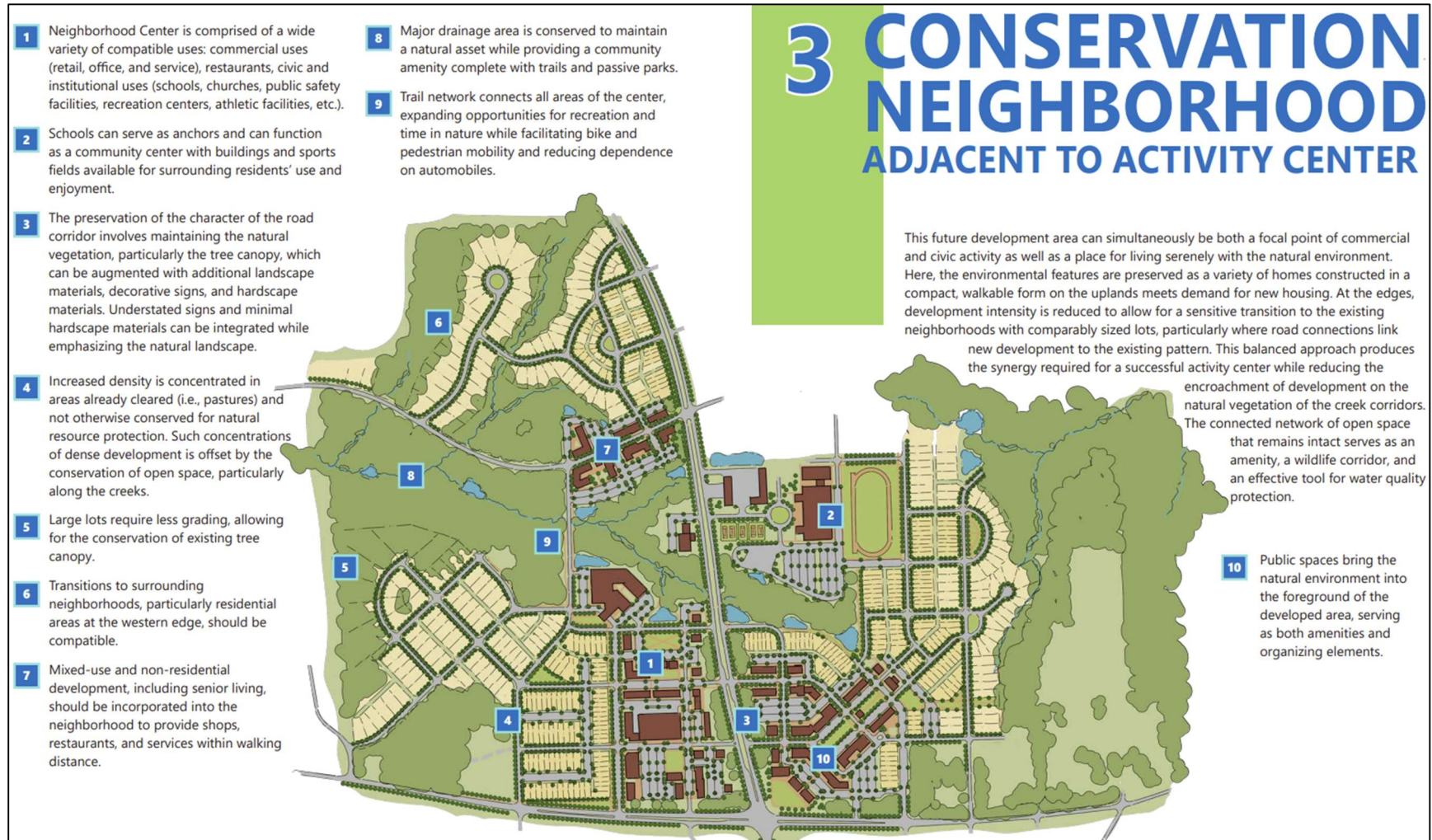




# Town of Knightdale

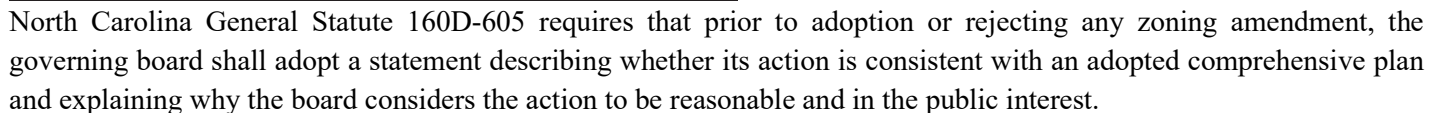
## Staff Report

D. **Focus Area Concepts:** Select areas of Knightdale's current and future jurisdiction have been included in Focus Area Concept illustrations to convey the intent of the policies when the Intentional Growth Areas Map, the Urban Small Town Framework Map, and the Future Place Type Map and descriptions are brought together.





The Knightdale Town Council adopted the Town's first ever Comprehensive Parks and Recreation Master Plan in April 2022. This plan includes recommendations for future park facilities based on community needs and existing conditions. The plan indicates that this proposal is not within the service areas any current or planned Knightdale facility, however the future Lake Myra Park is nearby.



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





# Town of Knightdale

## *Staff Report*

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The KnightdaleNext V.2 2035 Comprehensive Plan contains eight guiding principles categories developed by the community. These guiding principles should be embraced by development proposals to enhance quality-of-life and economic prosperity across town. The principles embody the core philosophy and Town vision expressed by the community.

Of the eight guiding principles detailed in the Comprehensive Plan, the following applies to this development proposal.



### Townwide Place-Making

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

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



### Inclusive, Livable Town

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





# Town of Knightdale

## Staff Report



### Home and Neighborhood Choices

Dynamic neighborhoods in Knightdale should be places that provide exceptional quality-of-life, attainable and diverse housing options, and connections to neighborhood-serving uses like community gardens, parks, schools, neighborhood commercial areas, or mixed-use activity centers. New neighborhoods should continue to mix two or more home choices in the same development, including “missing middle” home choices such as single dwelling homes on small lots, townhomes, duplexes, triplexes, quadplexes, and accessory dwelling units. Neighborhoods should also organize lots around a continuous and connected system of open space that represents a prominent feature of the development.

Neighborhoods in the town should be treated as the “connective tissue” between destinations, and provide a place for social interaction, and foster connections between residents, that together create a source of pride and belonging in the community. Positive actions, routines, or experiences in a Knightdale neighborhood should lead to a willingness of residents to stay and put down roots in the community.

Residents in neighborhoods provide regular and loyal customers for nearby businesses and should be connected to them in meaningful ways. Physical connections may include new street connections or greenways that strengthen the relationship between origin and destination. Visual connections may include special paving treatments, street lighting, landscaping, or coordinated signage that reinforce a connection between homes and businesses. Social connections may include district names or special events held to present the activity center and nearby neighborhoods as a unified and desirable location.



### Multi-Modal Transportation System

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

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



# Town of Knightdale

## *Staff Report*

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### **X. JOINT PUBLIC HEARING SUMMARY:**

A joint public hearing with the Land Use Review Board and Town Council was held at the January 16, 2025, Town Council meeting. The following items were discussed by Council and LURB members at the meeting, and the applicant has provided additional information since.

#### **1. Transportation Impacts**

- a. **Public Hearing Concern:** Many comments expressed concern over the potential impacts to existing transportation infrastructure, primarily on S Smithfield Road. The TIA included several recommended improvements, however there is a desire to see how additional off-site improvements could help improve traffic flow.
- b. **Applicant Response:** The applicant has provided schematics of proposed improvements to existing intersections north of this site along S Smithfield Road (**Section VII**), all of which would be completed with Phase 1 of the overall project.
- c. **Staff Analysis:** The proposed improvements exceed what is required and begin to address a longstanding issue created by the convergence of decades of development in unincorporated areas of Wake County and beyond which have not made any significant improvements to the roadway network. Additionally, the creation of new retail and commercial uses in this area will provide existing residents with opportunities closer to home, reducing the need to travel further in heavy traffic. NCDOT supports the proposed improvements, and will continue looking for ways to improve traffic flow and capacity.

#### **2. Comprehensive Plan Consistency**

- a. **Public Hearing Concern:** This area has been identified as a Conservation Neighborhood future place type. It is recommended that the applicant incorporated more elements of that place type into their proposal.
- b. **Applicant Response:** Multiple zoning conditions have been added by the applicant to address some of these concerns, including use of constructed wetlands and bioretention cells to treat stormwater runoff, requirements to pre-wire all new homes to accommodate EV chargers, limiting mass grading, and using permeable pavers.
- c. **Staff Analysis:** These conditions help to move the proposal closer, however the Conservation Neighborhood place type definition includes additional recommendations, including the extensive use of rain gardens in open space, bioswales along local streets, underground cisterns, rain barrels, etc. Staff recommends looking for ways to more broadly incorporate Green Stormwater Infrastructure into the project.

#### **3. UDO Consistency**

- a. **Public Hearing Concern:** This proposal includes 15 Site Development Allowances; Council recommends reducing those to be more compliant with the UDO.
- b. **Applicant Response:** At this time, no changes are proposed to the quantity of SDAs.
- c. **Staff Analysis:** Many of the SDAs are consistent with the spirit and intent of the UDO and are generally supported by Town Staff. Recommendations have been made to adjust or eliminate some, as outlined in **Section VI**.



# Town of Knightdale

## *Staff Report*

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#### 4. Environmental Impacts

- a. **Public Hearing Concern:** Some adjacent parcels feature environmentally sensitive areas and Voluntary Agricultural Districts. Property owners shared concerns over the potential impact to their land and oppose the overall proposal.
- b. **Applicant Response:** Zoning conditions have been added to ensure stormwater devices reroute the outflow away from adjacent VADs. Additionally, the developer has proposed adding signage and fencing to discourage trespassing.
- c. **Staff Analysis:** The latest proposal removes a significant amount of developable land from the scope of the project and eliminates a stream crossing. These changes reduce the footprint of the development and protect more land adjacent to concerned property owners, addressing their concerns. Outside groups such as the Triangle Land Conservancy and the Wake County Soil and Water Conservation District have the ability to propose alternatives to the property owner, including purchasing the property if they choose.

#### 5. Town Service Impacts

- a. **Public Hearing Concern:** Police, Fire, Public Works, and Parks and Recreation would all be required to serve this area if approved. Understanding how this proposal will affect those services is important.
- b. **Applicant Response:** A zoning condition has been added which would allow the athletic fields within this proposal to be used by recreation programs. The developer has also proposed a monetary contribution to the Town for public safety facilities
- c. **Staff Analysis:** Aside from the Fire Department, which currently services this area, all Knightdale town departments will need to continue to grow to meet the demands of future residents here and elsewhere. If approved, the earliest homes could be occupied is 2027 (likely later), with full build-out happening towards the end of the 2030's. This will give the Town time to right-size each service area appropriately.

#### 6. Affordable Knightdale Plan Consistency:

- a. **Public Hearing Concern:** No residential units are marked for affordable or low-income housing, is there a plan to dedicate some units?
- b. **Applicant Response:** The developer has proposed a zoning condition to contribute money towards the Town's Affordable Housing Fund, totaling more than \$110,000.
- c. **Staff Analysis:** In addition to the contribution towards the Affordable Housing Fund, there are other areas of the Affordable Knightdale Plan which are being achieved. The plan recommends the development of neighborhoods which expand housing options and create inclusive and livable environments which allow residents to walk to services. This proposal provides six different types of housing and is designed to incorporate nonresidential uses within or nearby to new homes.





# Town of Knightdale

## Staff Report

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### **XI. LAND USE REVIEW BOARD SUMMARY**

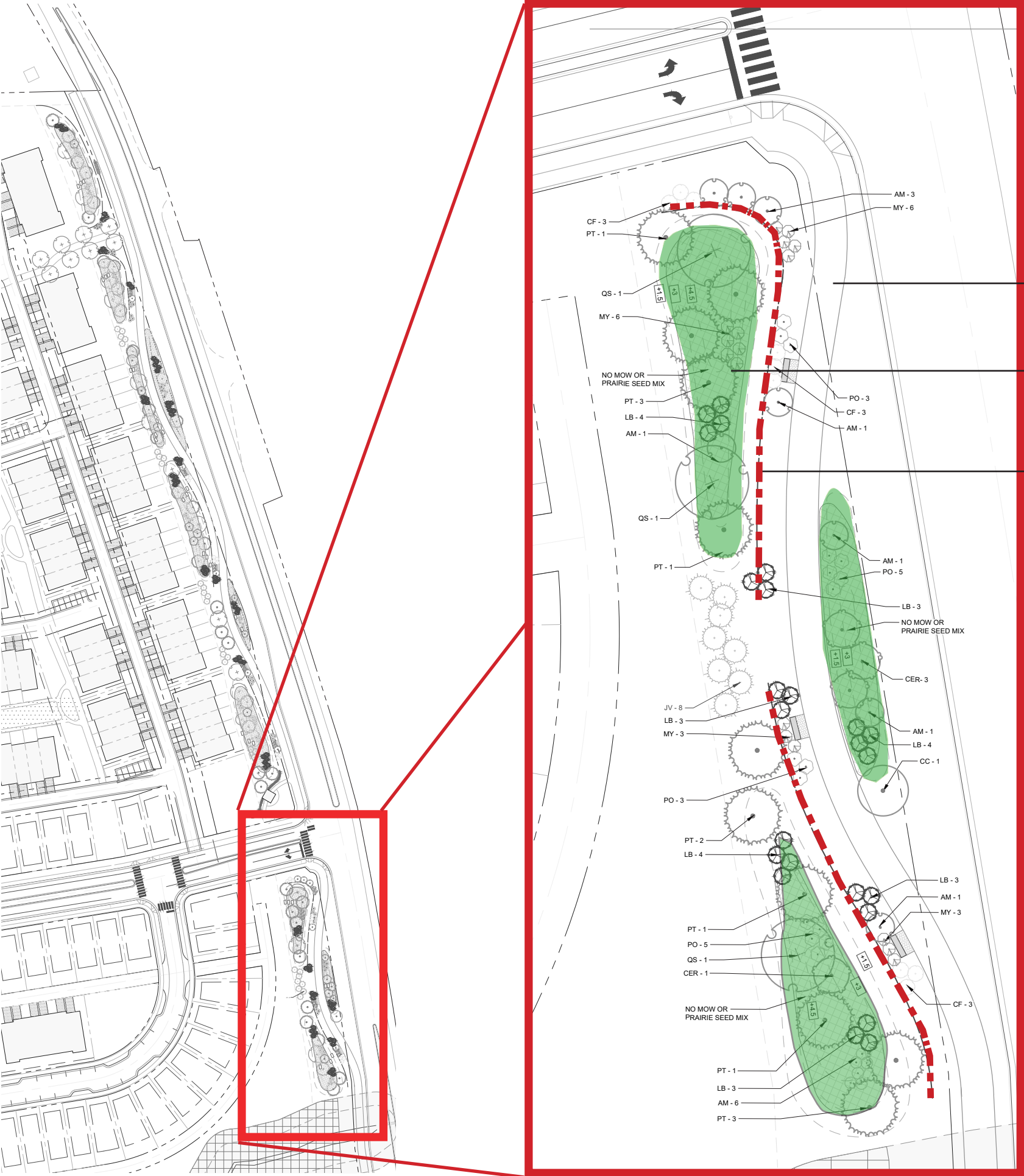
The revised plans were presented to the Land Use Review Board at their February 10, 2025, meeting. An overview of the proposal's consistency with the Comprehensive Plan, housing variety, environmental impacts, and transportation infrastructure were discussed. A motion was made to recommend denial of ZMA-6-24 and forward the following advisory statement to Town Council, which was approved unanimously:

*The proposed Zoning Map Amendment is inconsistent with the KnightdaleNext V.2 2035 Comprehensive Plan's International Growth Areas Map Growth Reserve Area and future land use designation as a Conservation Neighborhood and Neighborhood Center place type. The request is not reasonable nor in the public interest as it fails to support the guiding principles of the KnightdaleNext Comprehensive Plan.*

### **XII. STAFF RECOMMENDATION:**

It is staff's recommendation that Town Council approve the request to rezone the ±280.22 acres at 4001 S Smithfield Road, identified by Wake County PINs 1762483243, 1763007038, 1763209410, 1762586718, and 1762199668 to Neighborhood Mixed-Use Planned Unit Development, adopts the following staff recommended advisory statement regarding Comprehensive Plan consistency, and adopts Ordinance #25-04-16-003.

*The proposed Zoning Map Amendment is consistent with the KnightdaleNext V.2 2035 Comprehensive Plan as it addresses several of the guiding principles such as embracing and promoting the elements of an inclusive, livable Town via placemaking and expanding home choices, while building an extensive multi-modal transportation network and increasing Knightdale's economic vitality. When implementing the Playbook Approach, the proposal is consistent with the Intentional Growth Areas Map as roadway and utility infrastructure improvements proposed allow a reclassification to a Primary Growth Area. Furthermore, the proposal creates a Rural Preservation Corridor and Neighborhood Activity Center detailed by the Small Town Framework Map, and includes elements of the Conservation Neighborhood and Neighborhood Center Future Place Types. The request is reasonable and in the public interest as it aids in developing a vibrant, sustainable, and safe community design in which people not only desire to visit, but to also live, work, and play.*



MULTI-USE PATH

RAISED BERM, TYPICAL.  
+/- 3FT HEIGHT AT PEAK, TYPICAL

RURAL STYLE FENCING  
3 RAIL, NATURAL/STAINED FINISH,  
TYPICAL

- TYPICAL CONCEPTUAL PLANTING PLAN
- TARGET SPECIES TO INCLUDE BLEND OF NATIVE AND LOCALLY ADAPTED SPECIES
  - BERMS TO BE PLANTED WITH NO-MOW/NATURALIZING GROUND COVERS

PLANT SCHEDULE

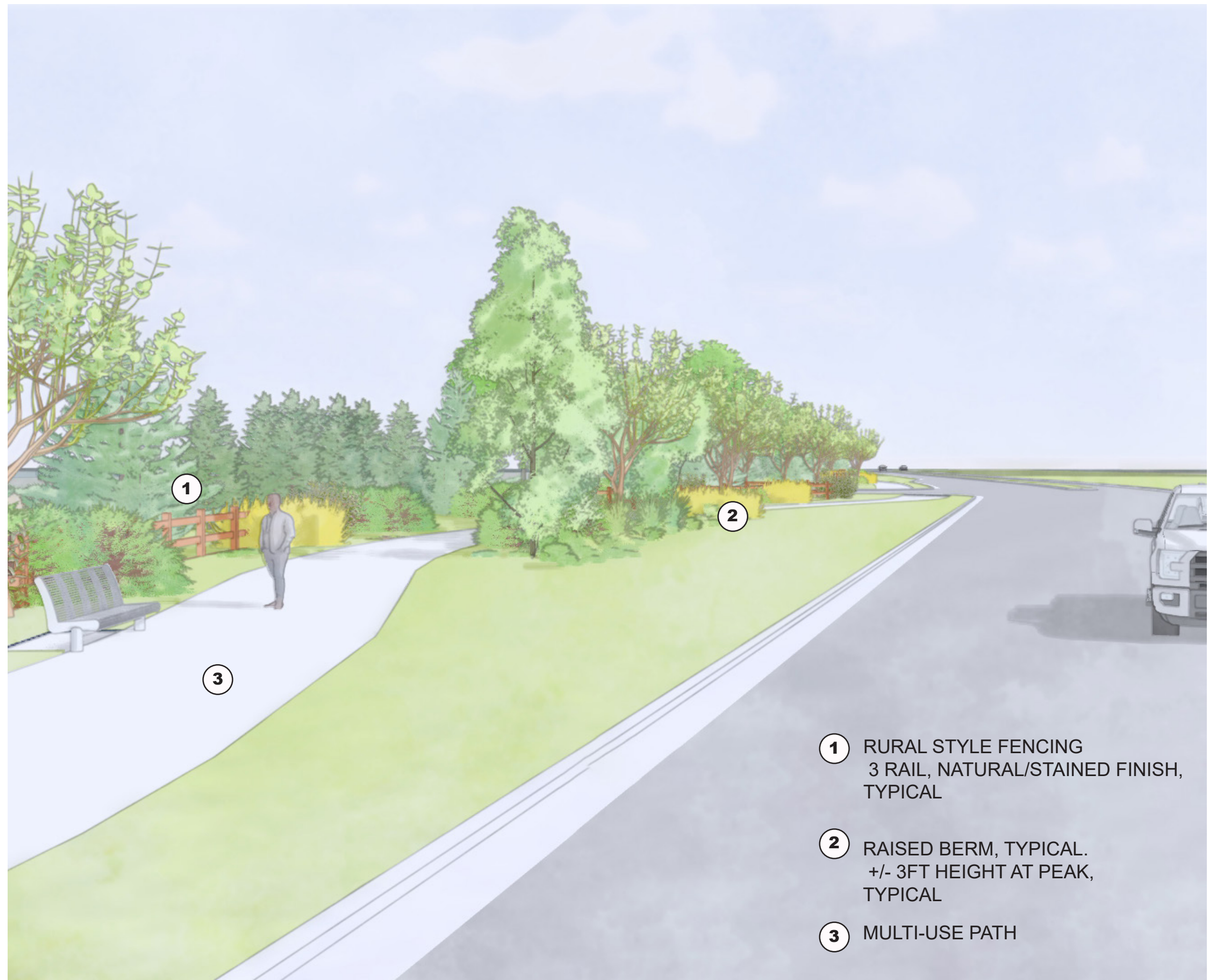
SYM.	QTY.	BOTANICAL NAME	COMMON NAME	SIZE	ROOT
TREES					
QS		QUERCUS SHUMARDII	SHUMARD OAK	2-2 1/2" CAL	B#B
CC		CARPINUS CAROLINIANA	AMERICAN HORNBEAM	2-2 1/2" CAL	B#B
PT		PINUS TAEDA	LOBLOLLY PINE	8-10' HT.	B#B
AM		AMELANCHIER ARBOREA	DOWNY SERVICEBERRY	2.5" CAL.	B#B
JV		JUNIPERUS VIRGINIANA	EASTERN RED CEDAR	8-10' HT.	B#B
CER		CERCIS CANADENSIS	EASTERN REDBUD	2.5" CAL.	B#B
SHRUBS					
AR		ARONIA MELANOCARPA	BLACK CHOKEBERRY	24-30" HT.	B#B OR CONT.
LB		LINDERA BENZOIN	SPICEBUSH	24-30" HT.	B#B OR CONT.
PO		PHYSOCARPUS OPULIFOLIUS	NINEBARK	24-30" HT.	B#B OR CONT.
CF		CALYCANTHUS FLORIDUS	SWEETSHRUB	24-30" HT.	B#B OR CONT.
MY		MYRICA CERIFERA	WAX MYRTLE	24-30" HT.	B#B OR CONT.



NO MOW LAWN SEED MIX TO INCLUDE: 35% FESTUCA RUBRA, 27.5% FESTUCA OVINA VAR. DURIUSCULA 'GLADIATOR', 27.5% FESTUCA OVINA VAR. DURIUSCULA 'JETTY', 10% LOIUM MULTIFLORUM. SEED AT A RATE OF 233 LBS PER ACRE.

PRAIRIE SEED MIX: LOW-GROWING PRAIRIE FOR CLAY SOILS FROM PRAIRIE NURSERY, OR COMPARABLE.



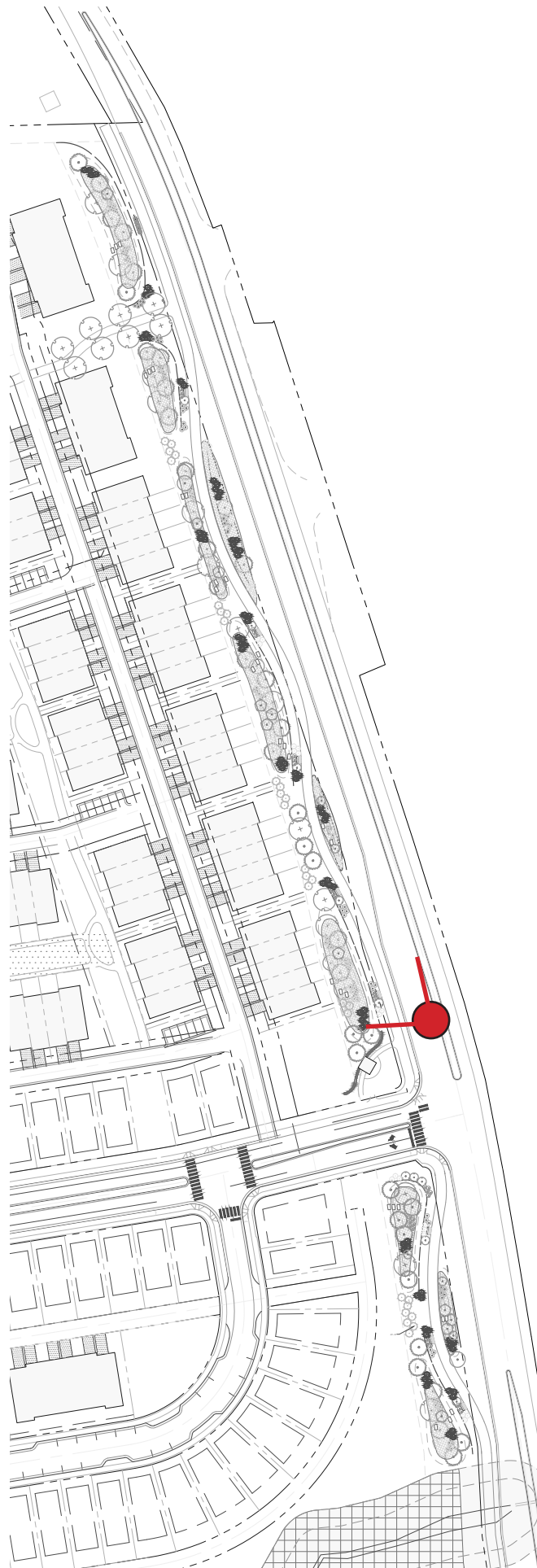


- 1 RURAL STYLE FENCING  
3 RAIL, NATURAL/STAINED FINISH,  
TYPICAL
- 2 RAISED BERM, TYPICAL.  
+/- 3FT HEIGHT AT PEAK,  
TYPICAL
- 3 MULTI-USE PATH









- 1** RURAL STYLE FENCING  
3 RAIL, NATURAL/STAINED FINISH,  
TYPICAL
- 2** RAISED BERM, TYPICAL.  
+/- 3FT HEIGHT AT PEAK,  
TYPICAL
- 3** MULTI-USE PATH









PARKSIDE AT WESTLAKE OFFSITE IMPROVEMENTS - SCHEMATIC DESIGN  
SMITHFIELD RD @ 87 AND BAYWOOD FOREST



PARKSIDE AT WESTLAKE OFFSITE IMPROVEMENTS - SCHEMATIC DESIGN  
SMITHFIELD RD @ WALTON HILL





PARKSIDE AT WESTLAKE OFFSITE IMPROVEMENTS - SCHEMATIC DESIGN  
SMITHFIELD RD @ MEADOW RUN AND SANDY RUN



## TOWN OF KNIGHTDALE

950 Steeple Square Court  
Knightdale, NC 27545  
KnightdaleNC.gov

### ORDINANCE #25-04-16-003

### AN ORDINANCE TO AMEND THE UNIFIED DEVELOPMENT ORDINANCE OF THE TOWN OF KNIGHTDALE WHICH INCLUDES THE ZONING DISTRICT MAP

#### ZMA-6-24 PARKSIDE AT WESTLAKE PLANNED UNIT DEVELOPMENT

**WHEREAS**, the Town of Knightdale has received a petition to amend the zoning of the property to Neighborhood Mixed-Use Planned Unit Development; and

**WHEREAS**, the Town Council finds the proposed Zoning Map Amendment is consistent with the KnightdaleNext V.2 2035 Comprehensive Plan as it addresses several of the guiding principles such as embracing and promoting the elements of an inclusive, livable Town via placemaking and expanding home choices, while building an extensive multi-modal transportation network and increasing Knightdale's economic vitality. When implementing the Playbook Approach, the proposal is consistent with the Intentional Growth Areas Map as roadway and utility infrastructure improvements proposed allow a reclassification to a Primary Growth Area. Furthermore, the proposal creates a Rural Preservation Corridor and Neighborhood Activity Center detailed by the Small Town Framework Map, and includes elements of the Conservation Neighborhood and Neighborhood Center Future Place Types; and

**WHEREAS**, the request is also reasonable and in the public interest as it aids in developing a vibrant, sustainable, and safe community design in which people desire to live, work and visit;

**NOW, THEREFORE, BE IT ORDAINED** by the Town Council of the Town of Knightdale, North Carolina:

**SECTION 1:** That the Unified Development Ordinance of the Town of Knightdale Code, which includes the Zoning District Map, be amended to ±280.22 acres at 4001 S Smithfield Road, identified by Wake County PINs 1762-48-3243, 1763-00-7038, 1763-20-9410, 1762-58-6718, and 1762-19-9668 to Neighborhood Mixed-Use Planned Unit Development.

**SECTION 2.** That the additional conditions contained within the application identified as ZMA-6-24 and PUD document, and listed below apply as additional zoning conditions to the parcel of land identified above:

1. The following uses would be permitted in the "Corridor Commercial" area along S Smithfield Road:
  - a. Government Services
  - b. Post Office
  - c. Restaurant
  - d. General Retail – greater than 50,000 square feet
  - e. Professional Services
  - f. Personal Services



- g. Meeting Facilities
  - h. Amusements, Indoor – 5,000 square feet or less
  - i. Bar/Tavern/Microbrewery
  - j. Child/Adult Daycare Center
  - k. Recreational Facilities, Indoor
  - l. Studio - Art, Dance, Martial Arts, Music
  - m. Animal Services (SUP required for Boarding Facilities)
  - n. Public Safety Facility
  - o. Banks, Credit Unions, Financial Services
2. The following uses would be permitted in the “Neighborhood Commercial” areas within the largely residential portion of the site east of S Smithfield Road:
- a. Daycare Center
  - b. Restaurant
  - c. Animal Services (SUP required for Boarding facilities)
  - d. Studio - Art, dance, martial arts, music
  - e. Professional Services
  - f. Personal Services
  - g. Meeting Facilities
  - h. Amusements, Indoor – 5,000 square feet or less
  - i. Bar/Tavern/Microbrewery
  - j. Tasting Room
  - k. Cultural or Community Facility
  - l. Recreational Facilities, Indoor
  - m. Pharmacy
  - n. Coworking
  - o. Neighborhood Retail / Restaurant
3. The following uses would be permitted in the “Commercial Center” portion of the development at the corner of S Smithfield Road and Poole Road:
- a. Multi-family units above ground floor retail/office
  - b. Business Support Services
  - c. Child/Adult Daycare Center
  - d. Community Service Organizations
  - e. Government Services
  - f. Medical Services
  - g. Personal Services
  - h. Post Office
  - i. Professional Services
  - j. Bar/Tavern/Microbrewery

- k. General Retail – 10,000 square feet or less
  - l. Neighborhood Retail/Restaurant
  - m. Restaurant
  - n. Tasting Room
  - o. Indoor Amusements – 5,000 square feet or less
  - p. Cultural or Community Facility
  - q. Meeting Facility
  - r. Any use not listed in these tables will not be permitted within this development. All other UDO regulations shall apply to these lots and uses as well.
4. Temporary/Accessory Uses:
- a. All Temporary uses permitted by the UDO (Section 3.1,C,10) shall be permitted within the proposed PUD, including farm stands, pumpkin patches, tree lots, farmers markets, food trucks, outdoor recreation such as corn mazes, kids' bouncy houses, outdoor movies, etc.
  - b. All accessory uses permitted by the UDO within the NMX district shall be permitted within the proposed PUD, except as further limited in the sections above.
5. Commercial Conditions:
- a. Phase 1C open space, park improvements and monumentation shall be completed prior to any building permits being requested or released in any phase other than Phase 1. Said improvements shall specifically include a pavilion structure and gravel drive surrounding a central green to create a preliminary activity center. This preliminary activity center shall be utilized as the focal point for temporary uses (farm sales, food trucks, tree lots, agritourism, etc.) prior to the construction of the ultimate mixed-use center and associated infrastructure. Conceptual plans and depictions of the proposed improvements are included elsewhere herein.
  - b. The commercial layout conveys design intent and is subject to change. Final commercial layout shall address public frontages in accordance with the conceptual layout as shown.
6. Parkside at Westlake shall incorporate educational signage throughout the neighborhood that informs viewers of the green infrastructure and preservation elements that together create the conservation neighborhood, the history of Lake Myra and associated environmental restoration efforts, as well as information on environmental systems and the place of Parkside at Westlake within those greater systems.
7. Parkside at Westlake shall incorporate a minimum of 15 green infrastructure improvements integrated throughout the site across both residential and commercial areas. These green infrastructure improvements may include rain gardens, regenerative stormwater conveyance, rainwater harvesting, bioretainment or other devices or methods approved by Town of Knightdale Staff through the construction documentation process.
8. A one-time payment in the amount of \$350,000 shall be made to the Town of Knightdale prior to any issuance of Certificate of Occupancy for Parkside at Westlake to reimburse the cost of purchasing a parcel on Mailman Road for a future fire station, pending attorney approval. Alternatively, the developer may provide additional safety enhancements within the development, including but not limited to enhanced pedestrian crossings, traffic calming, or increased lighting, as deemed appropriate by Town of Knightdale Staff. The appropriate allocation of these funds shall be determined at the time of developer's agreement
9. Prior to approval of final plat of each phase of development, a payment shall be made to the affordable housing trust fund established by Affordable Knightdale Plan in the amount of \$100 per rear loaded lot and \$250 per front loaded lot in the phase being platted.



10. In addition to all TIA proposed improvements and frontage widening, Parkside at Westlake shall make a contribution to the improved function of Smithfield Road, south of I-87. This contribution may be monetary in nature and/or include physical improvements as shown on updated improvement graphic(s) with a combined value of up to \$5,300,000.
11. The façades of the commercial uses shall be consistent with the apartment façades in both materiality and color scheme and shall meet all architectural requirements of the UDO.
12. Entry monuments shall use materials that are consistent with signage shown on PUD document pages 56-58 or approved durable alternatives.
13. Rural preservation corridor buffer shall at a minimum:
  - a. Be 40 feet in width.
  - b. Include berm(s) between single family residential lots and the S Smithfield Road.
  - c. Consist of trees no less than 2.5-inches in caliper and 10-feet in height, understory trees no less than two-inches in caliper and eight-feet in height, and shrubs in containers no less than five gallon and no less than 24 inches in height or 15 inches in spread.
  - d. Be consistent in quantity of plantings with exhibit attached herein.
  - e. Include wooden rail fencing.
  - f. Include pedestrian scale lighting where approvable by Town of Knightdale Staff and NCDOT.
14. Within the Marks Creek watershed:
  - a. Overall impervious shall be limited to no more than 40%.
  - b. Roadside swales may be used in place of curb and gutter where approvable by Town of Knightdale Staff.
  - c. Stormwater Control Measures shall be designed to detain stormwater discharge of a 50-year storm.
15. Prior to approval of the Development Agreement for Parkside at Westlake:
  - a. Phase-1B, as shown on the Master Plan, shall be revised to reflect:
    - i. Replacement of the Corridor Commercial area with Neighborhood Commercial, inclusive of removal of all warehouse uses,
    - ii. Relocation of SCM-A across Smithfield Road in the form of a wet-pond style SCM to be visible from S Smithfield Road.
  - b. Phase-6B, as presently shown on the Master Plan, shall be revised to reflect an increased density of development in the vicinity of Street M,
  - c. Total commercial/office space as noted on PUD document page 19 shall now be a minimum of 75,000 square feet, and
  - d. The new Neighborhood Commercial space and pond/lake shall be connected via private greenway(s) to amenity center west of S Smithfield Road.
16. No residential Certificate of Occupancy shall be requested or granted prior to July 1, 2027.
17. No more than 323 residential Certificates of Occupancy and/or associated amenities shall be requested or granted prior to the earlier of:
  - a. Opening for use of I-540 from I-87 to US-70, or
  - b. December 31, 2029.

18. To the greatest extent possible, the design, sequencing, and timing of the construction of the improvements along S Smithfield Road north of the project shall be arranged to mitigate capacity impacts and reductions on S Smithfield Road in conjunction with I-540 being opened for service (projected to open in 2028). Said design, sequencing and timing shall be codified through the Development Agreement in association with phasing approval(s) by NCDOT.
19. All offsite S Smithfield Road improvements contemplated in updated improvement graphics shall be substantially complete prior to any commercial center development excluding the "Village Green" as described and depicted in the PUD document and master plan.
20. At a minimum, at least one constructed wetland and bioretention cell will be included within the project's SCM devices.
21. Street trees will be installed with a minimum three-inch caliper in diameter at breast height (DBH: measured at 4.5 feet above grade).
22. New dwellings shall be designed and constructed so that each dwelling unit has at least one electrical receptacle within the garage of the dwelling which is suitable for electric vehicle charging with minimum voltage of 240v.
23. Where any single-family lot is mass graded along the perimeter of the development, an additional tree shall be planted within the rear yard of each lot.
24. Permeable pavers shall be integrated into the paving design of at least two public gathering spaces.
25. To enhance public recreational opportunities, sports courts and sports fields within Parkside at Westlake will be made available for use for Town of Knightdale organized recreation, as further outlined in the project's associated Development Agreement.
26. Where any street stub ends along the border of a voluntary agricultural district (VAD), informational signage will be installed identifying the VAD and clarifying that no public access is permitted. Furthermore, a six-foot tall fence will be installed along any shared border with an existing VAD in place at the time of zoning approval.
27. To help protect the integrity of existing farm ponds, the stormwater outlet for SCM J will occur downstream of the farm pond located on the parcel identified by Wake County PIN 1762-68-4326.
28. No single-family lot within 100 feet of a VAD shall be mass graded. All other single-family lots are eligible for mass grading.
29. Residential driveways shall be a minimum of 25 feet long on front loaded lots and 20 feet long on rear loaded lots.
30. Single family residential lots widths shall be a minimum of 60 feet for front loaded units and 32 feet on rear loaded units.
31. The existing wireless telecommunication tower shall remain in place on-site. The tower shall be less than 200 feet from residential zoning districts, however no residential lot shall be within the fall zone of the tower.
32. The rear setback for townhome buildings shall be 12 feet from the rear lot line and 20 feet from the edge of rear alley pavement.
33. Lots shall front on private open spaces as shown on the approved Master Plan.
34. Multi-family buildings shall be designed as townhomes as shown on the approved Master Plan.
35. A minimum 20-foot Type B Buffer shall be provided where new residential lots abut existing residential lots.
36. Rear-loaded lots which front on public recreational open space shall be served by a 36-foot-wide public right-of-way to accommodate water and sewer utilities.
37. As shown on the approved Master Plan, modifications shall be made to the dimensions of Main Street, Urban Main Street, and Urban Avenues.



38. The distribution of uses shall be modified to the following:

Proposed Distribution of Uses		
Use Type	Area in Acreage	Percent of Development
Single-Family Dwelling	55.5	52.4%
Townhome Dwelling	26.6	25.1%
Multi-Family Dwelling	9.61	9.06%
Mixed-Use	5.54	5.2%
Commercial/Office	8.58	8.1%

39. Recreational open spaces may not provide a minimum of 50-feet of frontage from public rights-of-way, as shown on the approved Master Plan.

40. The approaches to the roundabout at the intersection of Streets A and E shall be less than the minimum 50-feet tangent length, as shown on the approved Master Plan.

41. To accommodate the proposed rural corridor landscaping and hardscaping along S Smithfield Road, multiple commercial and multi-family buildings will have their setback measured from the edge of the buffer instead of the right-of-way.

42. For single family dwellings, foundation plantings (evergreen shrubs) shall be installed along the entire front elevation, as well as any elevation directly facing public rights-of-way or improved open space and the first 12-feet of the side elevations closest to front elevation.

43. The submitted Planned Unit Development document and submitted Master Plan will serve as the site-specific development plan. The Applicant must submit Construction Drawings to the Town that conform to the approved conditions of the GR8 & NMX-PUD zoning district, master plan comments, Unified Development Ordinance, and comments from the December 15, 2022 DRC meeting.

**SECTION 3.** That all laws and clauses of law in conflict herewith are hereby repealed to the extent of said conflict.

**SECTION 4.** That if this ordinance or application thereof to any person or circumstance is held invalid, such invalidity shall not affect other provisions of this ordinance which can be given separate effect and to the end the provisions of this ordinance are declared to be severable.

**SECTION 5.** That this ordinance has been adopted following a duly advertised public hearing of the Town Council and following review and recommendation by the Land Use Review Board.

**SECTION 6.** That this ordinance shall be enforced as provided in G.S. 160D-605 or as provided for in the Knightdale Town Code

**SECTION 7.** That this ordinance shall become effective upon its adoption by Town Council.

Adopted this 6<sup>th</sup> day of April, 2025



ATTEST AND SEAL:

*Heather Smith*

Heather Smith, Town Clerk

*Jessica Day*  
Jessica Day, Mayor