



PROJECT HOPE
Planned Unit Development
Town of Knightdale
August 22, 2022



Restore · Reinvent · Reentry

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PROJECT HOPE (RALEIGH RESCUE MISSION + LENNAR)

Planned Unit Development (NMX)
Prepared for The Town of Knightdale

Submittal Dates

First Submittal:	8/22/22
Second Submittal:	9/30/22
Third Submittal:	N/A

Developer

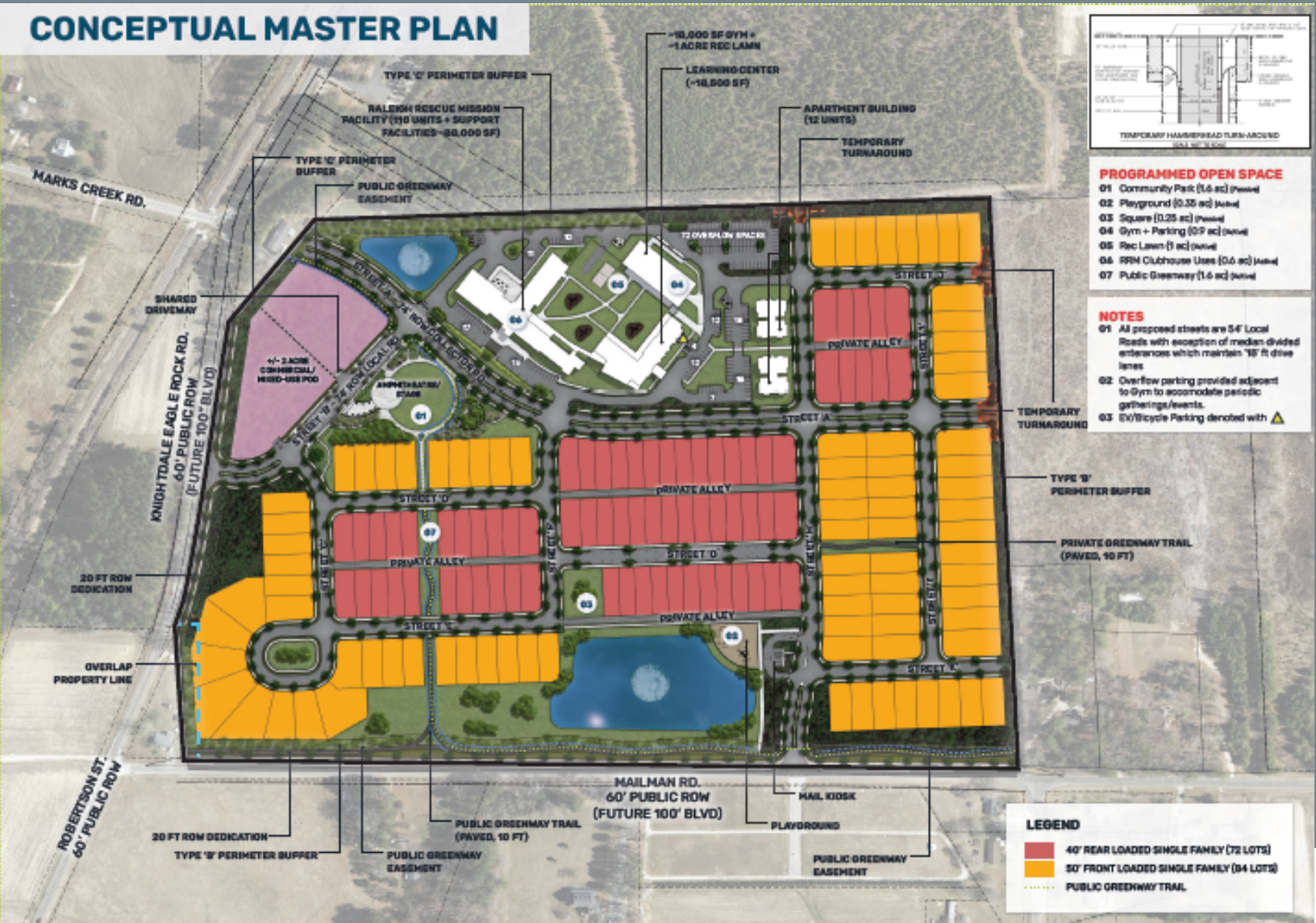
Raleigh Rescue Mission
314 E. Hargett Street
Raleigh, North Carolina, 27601

Lennar
1100 Perimeter Park Drive, Suite 112
Morrisville, North Carolina, 27560

McAdams Company, Design Lead
2905 Meridian Parkway
Durham NC 27113



CONCEPTUAL MASTER PLAN



1

VISION + INTENT

VISION + INTENT

As stated in §2.4 (C) and 12.2 (F)(3)(g) of the Knightdale Unified Development Ordinance, the Planned Unit Development District is designed to encourage master planning of development so as to coordinate and manage the impacts of the development on the provision of Town Services and infrastructure. The Planned unit Development encourages creativity and innovation in the design of development, but in return for this flexibility the expectation is for communities to:

- Provide exceptional design, character, and quality
- Provide high quality community amenities with an emphasis on place making
- Incorporate a creative and integrated design in the layout of buildings
- Ensure compatibility with surrounding land uses and neighborhood character
- Further the goals of the Comprehensive Plan including the growth framework and growth and conservation map
- Provide greater efficiency in the layout and provision of roads, utilities, and other infrastructure.



THE PROJECT HOPE PLANNED UNIT DEVELOPMENT MEETS THE STATED VISION AND INTENT OF THE PLANNED UNIT DEVELOPMENT AND GOALS OF ADOPTED PLANS AS FOLLOWS:

Provide exceptional design, character, and quality:

Homes within the proposed PUD will follow a set of prescribed architectural design standards which preserve the spirit and intent of the design requirements previously applicable in Chapter 5 of the Knightdale UDO (archived version). The proposed development provides exceptional site design, character, and quality through the location of open spaces, thoughtful pedestrian connections, diversified housing stock, and above all by forming a cohesive community between the Lennar SFD residents and Raleigh Rescue Mission residents and employees.

Provide high quality community amenities:

Project Hope is anchored by a centralized park and amenity space purposefully located between the Raleigh Rescue Mission site and Lennar's single family homes. This central park will be open to members of both portions of this community and is designed to encourage interaction and shared experiences between these parties. Planned to include a playground and natural amphitheater, this central park will serve as an activity center drawing together both long-term and short-term residents alike. Supplementing this primary amenity site will smaller pocket parks specific to Lennar and Raleigh Rescue Mission. The Raleigh Rescue Mission site will include on-site amenities such a full size gym, a dining hall, a children's learning center, and multi-purpose meeting rooms.

Incorporate creative design in the layout of buildings:

While single family homes encompass the majority of the site's acreage, the location of the Raleigh Rescue mission campus and retail outparcel are strategically located along Knightdale Eagle Rock road and a new collector road (to align with Marks Creek Rd). The location and orientation of the Raleigh Rescue Mission buildings creates a welcome, yet safe environment for its residents and employees, providing ample access and visibility, while also creating internal areas which are more easily secured and maintained.

Ensure compatibility with surrounding land uses and neighborhood character:

In addition to providing perimeter buffers, the proposed layout strategically uses stormwater ponds along its exterior to create additional separation in a manner which serves as an additional amenity for the community. The most intense uses (Raleigh Rescue Mission and the commercial outparcel) are located along an existing thoroughfare, where existing and planned infrastructure improvements will provide the greatest support. This location also brings the more intense uses closer to off-site greenways planned to the north of the site.

Ensure the creation of mixed density neighborhoods, neighborhood nodes, and mixed use centers:

The Comprehensive Plan identifies a 'neighborhood node' along the site's frontage on Knightdale Eagle Rock Road where it intersects Marks Creek Road. Project Hope adheres to the higher intensity envisioned by a Neighborhood Node and incorporates mixed products, densities, and uses sought by the Town in general, while serving one of the community's most at-need populations.

Further the goals of the Comprehensive Plan including the growth framework and growth & conservation map:

The proposed development is identified by the Comprehensive Plan as both a 'Rural Planning Area', as well as a 'neighborhood node' along the site's frontage on Knightdale Eagle Rock Road where it intersects Marks Creek Road. Thus, while the proposed density of this site exceeds that envisioned in the broader 'Rural Planning Area', it adheres to the higher intensity envisioned by a Neighborhood Node. Internally, streets create a modified grid street network and small blocks to create a cohesive, well-connected community.

Provide greater efficiency in the layout and provision of roads, utilities, and other infrastructure:

Project Hope is designed to be compact, inclusive, and efficient. It further supports the Town's infrastructure goals of increased vehicular and pedestrian connectivity and capacity by implementing significant stretches of roadway widening, while providing new internal roads and pedestrian alternatives. This project will also incorporate notable utility extensions serving the broader region.



2

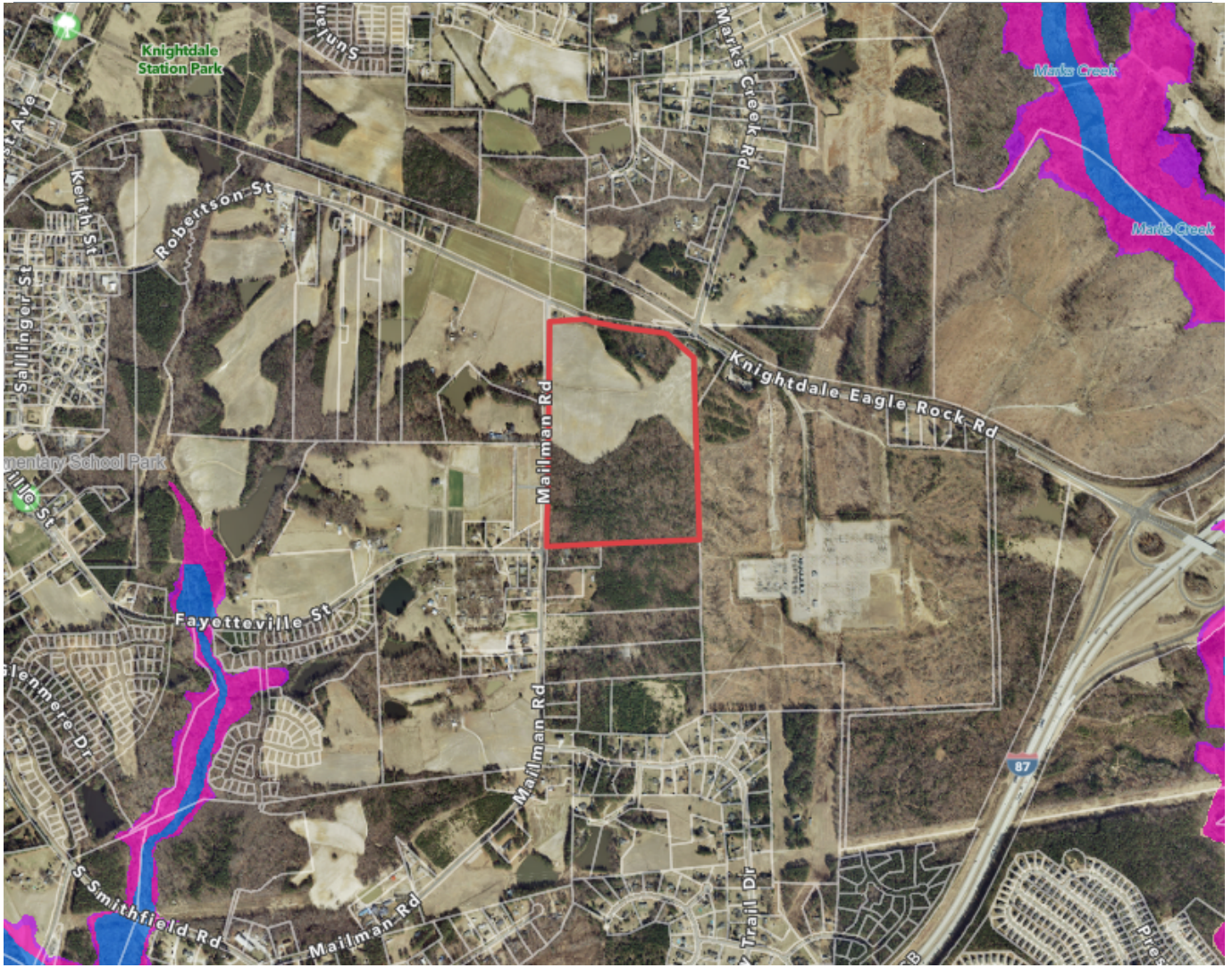
EXISTING CONDITIONS

EXISTING CONDITIONS SUMMARY

Project Hope is located on a single parcel owned by the Raleigh Rescue Mission, at the intersection of Knightdale Eagle Rock Road and Mailman Road (PIN # 1764016221). The site is free of any floodplain or riparian buffers. Stands of trees occupy over half of the site, with a significant cleared area within the northern portion of the site indicative of prior agricultural use. The majority of the site slopes westward towards Mailman Road, with a smaller portion of the site sloping northeast towards Marks Creek Road. The eastern boundary of the site borders an existing gas line easement.

VICINITY MAP

EXISTING
CONDITIONS



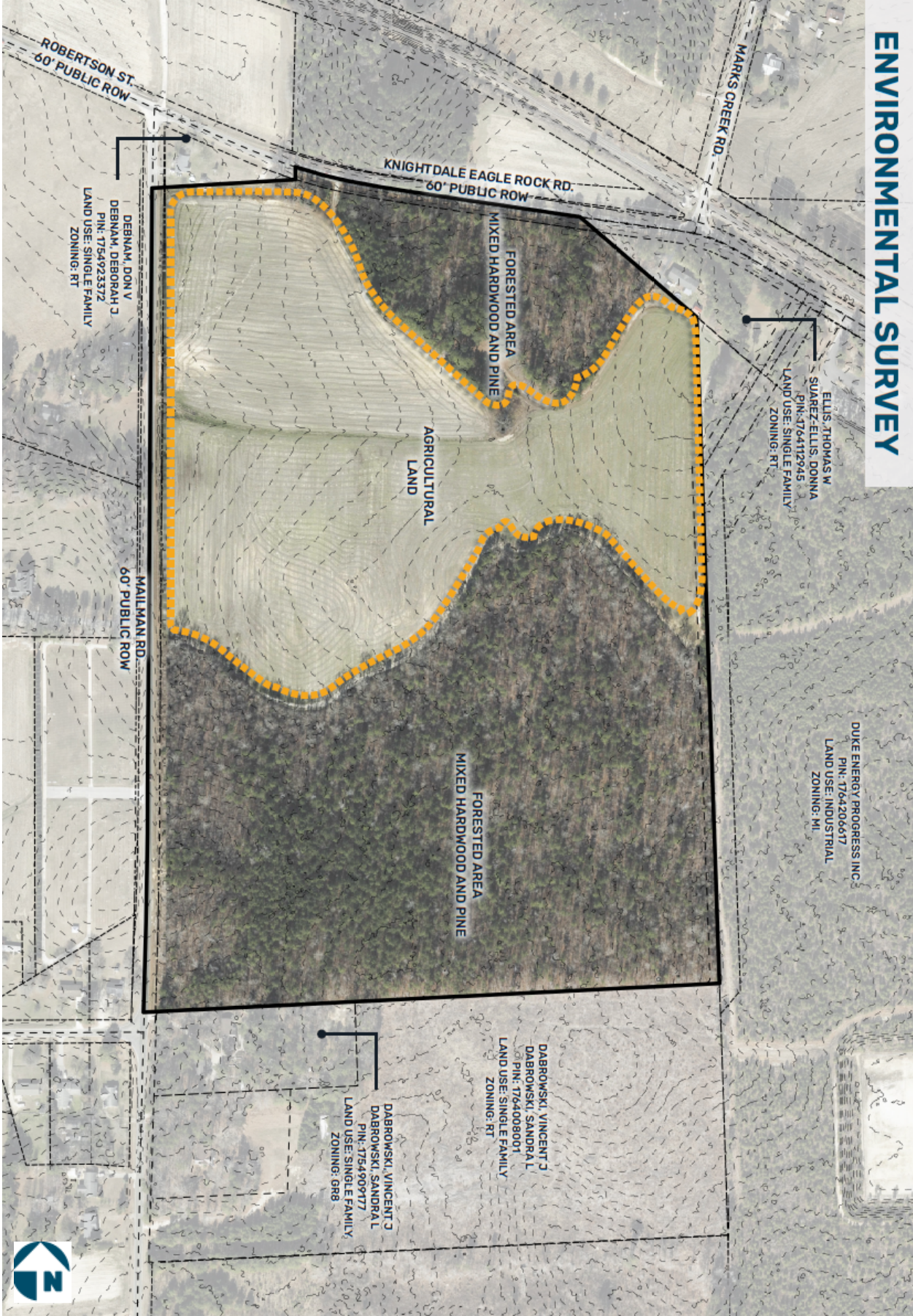
Disclaimer

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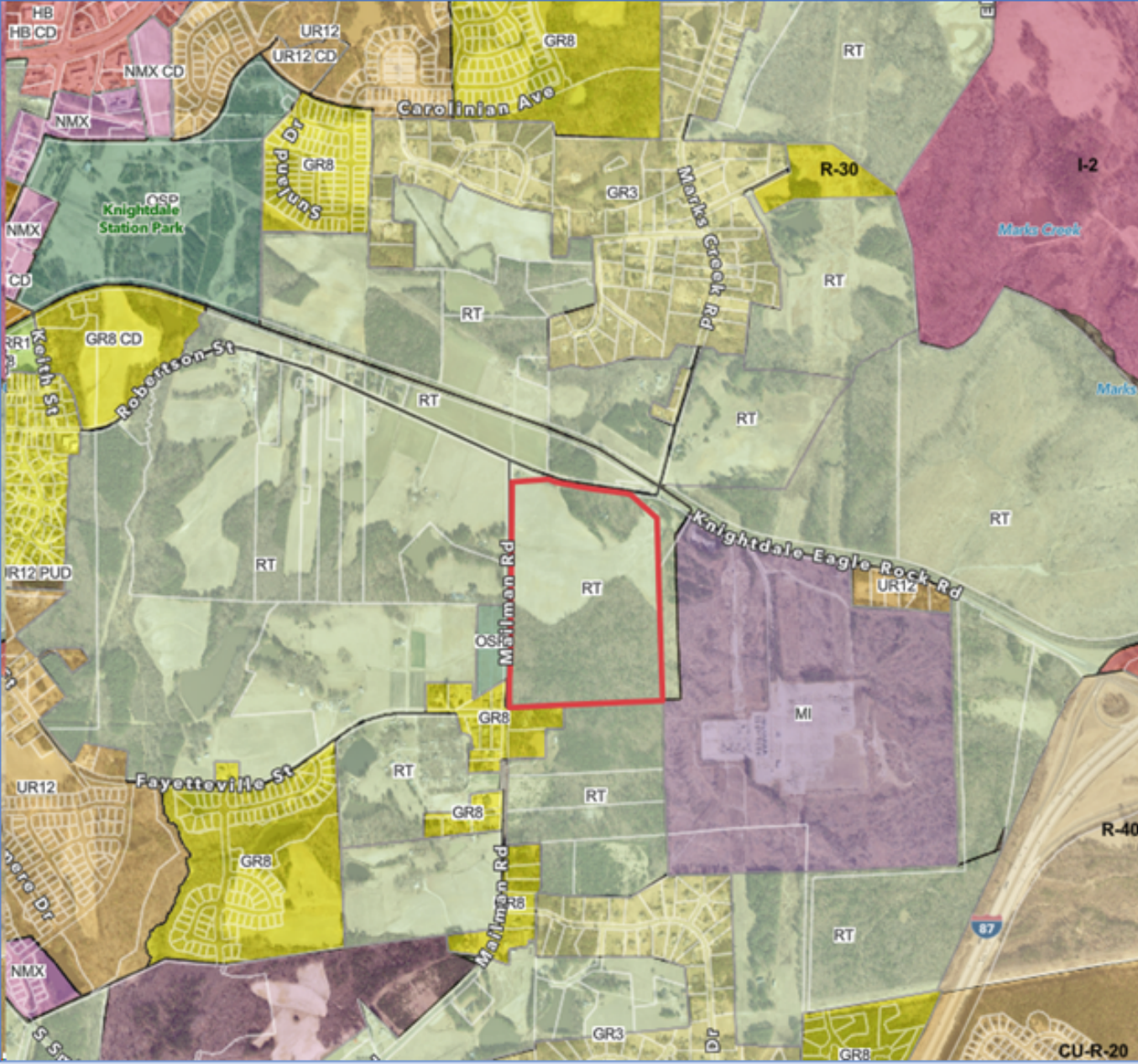
ENVIRONMENTAL SURVEY

EXISTING
CONDITIONS

ENVIRONMENTAL SURVEY



CURRENT ZONING MAP



EXISTING
CONDITIONS



3

PUD MASTER PLAN

PLANNED UNIT DEVELOPMENT MASTER PLAN

DEVELOPMENT DETAILS

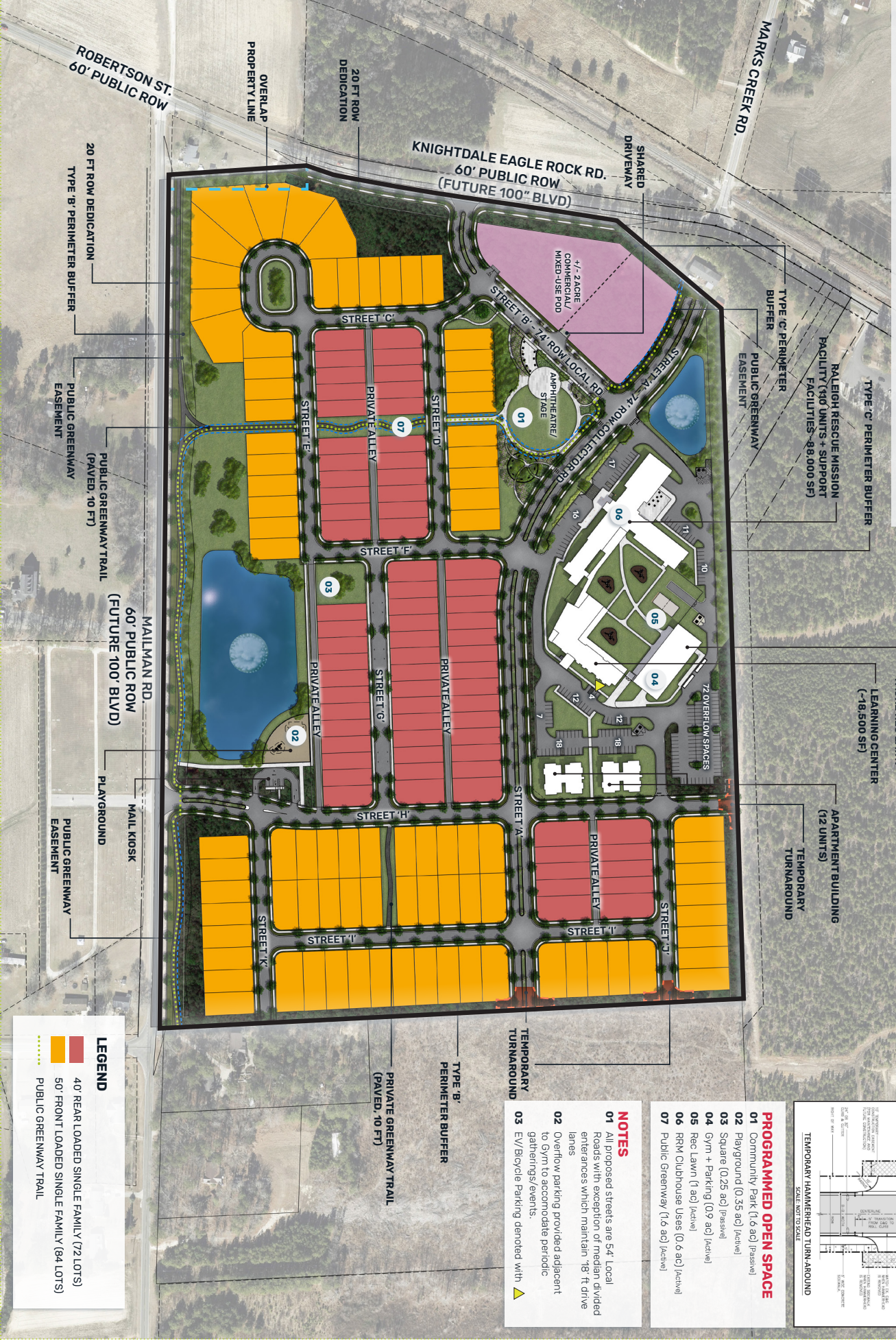
Project Hope is a collaborative community formed between Raleigh Rescue Mission and Lennar, consisting of 134 multi-family units (operated by Raleigh Rescue Mission) and 157 detached single family homes (developed by Lennar). The site would also include a +/- 2-acre commercial/mixed use out-parcel along Knightdale Eagle Rock Road. This development would be designed to the NMX and Planned Unit Development standards of the Town of Knightdale Unified Development Ordinance. Project Hope will provide a variety of housing choices for Knightdale citizens, as well as well-designed and multi-functional recreational amenities, including a playground, amphitheater/event space, and gymnasium.

The portion of the site reserved for Raleigh Rescue Mission will include a central facility with 110 1-bedroom dwelling units designed to serve as transitional housing for up to 300 residents (including children). The central facility will include administrative offices, interview rooms, a secure entry area, parking for 190 vehicles (72 of which are marked as overflow spaces to provide coverage for periodic events at the gym), common recreational areas (both indoor and outdoor), a Children’s Learning Center, dining area, and a gymnasium designed to serve up to 450 people. These transitional housing and support services would serve residents on-site for 6-12 months, helping them get back on their feet through safe shelter, counseling, health and wellness, financial literacy, and career development. Residents would then transition off-site with the help of Raleigh Rescue Mission, with some continued monitoring and aftercare support. Two separate 12-unit apartment buildings would be owned and operated on-site to provide a bridge between the main facility and off-site living for select families in need.

DEVELOPMENT MIX

	Number of Units	Percentage of development
• Front loaded Single Family Dwellings	85	29.2%
• Rear loaded Single Family Dwellings	72	24.7%
• RRM Primary Facility - 1 bedroom MF	110	37.8%
• RRM 2-bdrm Apartment Units	24	8.2%

CONCEPTUAL MASTER PLAN



TYPE 'C' PERIMETER BUFFER
 PUBLIC GREENWAY EASEMENT
 RALEIGH RESCUE MISSION FACILITY (30 UNITS + SUPPORT FACILITIES ~ 88,000 SF)

~18,000 SF GYM + ~1 ACRE REC LAWN
 LEARNING CENTER (~18,500 SF)

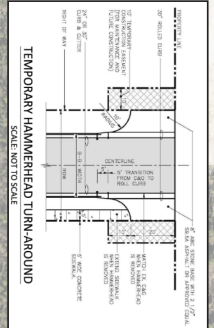
APARTMENT BUILDING (12 UNITS)
 TEMPORARY TURNAROUND

- PROGRAMMED OPEN SPACE**
- 01 Community Park (1.6 ac) [Passive]
 - 02 Playground (0.35 ac) [Active]
 - 03 Square (0.25 ac) [Passive]
 - 04 Gym + Parking (0.9 ac) [Active]
 - 05 Rec Lawn (1 ac) [Active]
 - 06 RRM Clubhouse Uses (0.6 ac) [Active]
 - 07 Public Greenway (1.6 ac) [Active]

- NOTES**
- 01 All proposed streets are 54' Local Roads with exception of median divided entrances which maintain 18' ft drive lanes
 - 02 Overflow parking provided adjacent to Gym to accommodate periodic gatherings/events.
 - 03 EV/Bicycle Parking denoted with

LEGEND

- 40' REAR LOADED SINGLE FAMILY (72 LOTS)
- 50' FRONT LOADED SINGLE FAMILY (84 LOTS)
- PUBLIC GREENWAY TRAIL



Raleigh Rescue Mission

A HAND UP THROUGH THE NEW LIFE PLAN

Raleigh Rescue Mission provides much more than a bed and a hot meal. They offer a proven system through their New Life Plan that assists people in becoming healthy, independent, and self-sufficient.

The New Life Plan is entirely unique from other organizations working with individuals experiencing situational homelessness — after 90 days enrolled, men and women obtain employment, becoming contributing members of society once again.

The New Life Plan mentors individuals through a six phase process, each building on the previous one and reinforcing their progress with the support system necessary for success.

Restore • Reinvent • Reentry

PHASES 1 + 2

CLIENT SUPPORT & REFERRALS
COUNSELING
HEALTH & WELLNESS
NUTRITIOUS MEALS
SAFE SHELTER

PHASES 3 + 4

BEHAVIORAL HEALTH
CAREER DEVELOPMENT
CONTINUED CLIENT SUPPORT
EDUCATION & READING
FINANCIAL LITERACY
GAIN & RETAIN EMPLOYMENT

PHASES 5 + 6

MENTORING & CREDIT COUNSELING
MONTHLY AFTERCARE SUPPORT
SECURE LONG-TERM HOUSING
VOLUNTEER TO GIVE BACK





Raleigh Rescue Mission

84% of clients find stable employment following the plan's completion.

81% of clients remain drug and alcohol free.

PUD
MASTER PLAN

IMPACT OF THE NEW LIFE PLAN FIRST 3 YEARS OF THE NEW LIFE PLAN SEPTEMBER 2018 - AUGUST 2021

 <p>719 adults enrolled</p> <p>328 children enrolled</p>	 <p>156 clients graduated from Jobs For Life and found employment</p>	 <p>64 clients purchased a reliable car</p>	 <p>67 clients moved into an apartment/housing</p>
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Capacity at the Mission was reduced by 50% during COVID months (approx 18 of the 36 months reported)



Images are illustrative in nature and subject to change based on review and approval by the Land Use Administrator.

FRONT LOADED SINGLE-FAMILY DWELLINGS

MODIFICATIONS TO UDO STANDARDS

Section 3.4K of the Knightdale Unified Development Ordinance requires that any lot less than 80' in width be accessed via an alley or rear lane access. In order to create a more cohesive community between the more intense Raleigh Rescue Mission facility and Lennar's single family homes while still providing a mix of front-loaded and rear loaded product, Project hope will include up to 58% of its single family units as front-loaded lots less than 80' in width. To ensure that the homes are of high-quality and add to the vitality of Project Hope and Knightdale as a whole, the applicant has offered tailored architectural standards as a condition of the zoning approval.

To create an interesting streetscape and encourage interaction between the public and private realm, front-loaded single-family dwellings in Project Hope will be served by driveways that are a minimum length of 25' rather than the UDO requirement of 35'. Furthermore, rear setbacks of 15' shall be applied rather than 25'.

FRONT LOADED SFD STANDARDS

- › Minimum lot size 5750 sf
- › Lot width (min.) 50'
- › Front setback (min) 20' (25' for face of garage if front-facing) 25'
- › Minimum driveway length 5' (10' on corner sides)
- › Side setback 15'
- › Rear setback 3 stories
- › Maximum building height

PUD
MASTER PLAN



Images are illustrative in nature and subject to change based on review and approval by the Land Use Administrator.

FRONT LOADED SINGLE-FAMILY DWELLING ELEVATIONS

Raleigh Rescue | Summit Collection THE LANDRUM III

PUD
MASTER PLAN



Elevation E



Elevation D



Elevation C

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FRONT LOADED SINGLE-FAMILY DWELLING ELEVATIONS

Raleigh Rescue | Summit Collection

THE CLAYTON III

PUD
MASTER PLAN



Elevation L



Elevation J



Elevation K

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FRONT LOADED SINGLE-FAMILY DWELLING ELEVATIONS

Raleigh Rescue | Summit Collection THE MAYFLOWER III



Elevation E



Elevation F



Elevation G

Images are illustrative in nature and subject to change based on review and approval by the Land Use Administrator.

FRONT LOADED SINGLE-FAMILY DWELLING ELEVATIONS

Raleigh Rescue | Summit Collection THE TRYON III

PUD
MASTER PLAN



Elevation M



Elevation L



Elevation K

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REAR LOADED SINGLE-FAMILY DWELLINGS

MODIFICATIONS TO UDO STANDARDS

In an effort to reduce the amount of impervious surface on the lots, and to increase the developable area on each parcel, rear-loaded single-family dwellings in the development will be served by driveways that are a minimum length of 20' rather than the UDO requirement of 35'. Furthermore, rear setbacks of 15' shall be applied rather than 25'.

REAR LOADED SINGLE FAMILY DWELLING STANDARDS

› Minimum lot size	4400 SF
› Minimum Lot width	40'
› Front setback (min)	10'
› Minimum driveway length	20'
› Side setback (min)	3'
› Side setback aggregate (min)	6'
› Rear setback (min)	15'
› Maximum building height	3 stories



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REAR LOADED SINGLE-FAMILY DWELLING ELEVATIONS

Raleigh Rescue | Cottage Collection THE SCOTTSDALE

PUD
MASTER PLAN



Elevation F



Elevation E



Elevation D

Images are illustrative in nature and subject to change based on review and approval by the Land Use Administrator.

REAR LOADED SINGLE-FAMILY DWELLING ELEVATIONS

Raleigh Rescue | Cottage Collection THE TINSLEY



Elevation E



Elevation F



Elevation G

Images are illustrative in nature and subject to change based on review and approval by the Land Use Administrator.

REAR LOADED SINGLE-FAMILY DWELLING ELEVATIONS

Raleigh Rescue | Cottage Collection THE VIRGINIA

PUD
MASTER PLAN



Elevation E



Elevation D



Elevation F

Images are illustrative in nature and subject to change based on review and approval by the Land Use Administrator.

REAR LOADED SINGLE-FAMILY DWELLING ELEVATIONS

Raleigh Rescue | Cottage Collection THE WATERBURY



Elevation D



Elevation E



Elevation F

PUD
MASTER PLAN

Images are illustrative in nature and subject to change based on review and approval by the Land Use Administrator.

COMMERCIAL/MIXED USE TRACT REGULATIONS

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, a +/- 2-acre commercial/mixed use pod has been included in the Project Hope PUD, to include up to 2 pad sites.

Though a Commercial/Mixed-Use Pad Site has been identified in the PUD master plan to address access points and buffer requirements, the layout is intended to be purely conceptual in nature and not a binding site plan as it relates to building size, layout, etc.

Instead, it is the applicant's intent to limit the use of this tract to ensure non-residential inclusion through the PUD approval and market this commercial/mixed-use area as a subsequent phase, once sufficient rooftops have been established to support the desired non-residential uses. The intent is for this commercial/mixed use POD to include one or more neighborhood serving businesses, which in conjunction with the adjacent park site, form an activity center for the surrounding neighborhood.

To provide guidelines to this future commercial phase, the applicant offers the following conditions which would apply to this commercial tract.

Commercial/Mixed-Use Tract Conditions:

- The +/- 2-acre commercial/mixed-use tract shown on the Project Hope Master Plan shall be limited to those uses permitted in the Neighborhood Mixed Use district, with additional uses modified, as shown on the following page.
- Within the +/- 2 acre planned commercial/mixed-use pod, at least 2500 sq. ft of commercial square footage shall be provided. Any proposed commercial tenant space shall be limited to no more than 10,000 sq. ft in size.

3. Office / Service Uses.

3. OFFICE / SERVICE USES		ADDITIONAL REGULATION	BASE DISTRICT														
			OSP	RT	RR	GR3 & GR8	UR12	RMX	NMX	TC	HB	BO	MI	MQ			
a	Animal Services, Boarding	5.4(A)		SU	SU										SU	SU	
b	Animal Services, Nonboarding	5.4(B)		SU	SU										P	P	P
c	Banks, Credit Unions, Financial Services	5.4(C)													CD	CD	CD
d	Business Support Services	5.4(D)													P	P	P
e	Child/Adult Day Care Home (Fewer than 6 people)	5.4(E)		P	P	P		P	P								
f	Child/Adult Day Care Center (6 or more people)	5.4(F)			P			P	P								
g	Community Service Organization			P	P			P	P								
h	Corporate Campuses	5.4(G)														CD	CD
i	Cremation Facilities															SU	SU
j	Equipment Rental	5.4(H)														P	CD
k	Funeral Homes																P
l	Government Services		P	P	P	P		P	P							P	P
m	Medical Services															P	P
n	Outdoor Animal Boarding/Equestrian Facilities	5.4(I)		SU	SU												SU
o	Personal Services	5.4(J)														P	P
p	Post Office																
q	Professional Services																
r	Studio - Art, dance, martial arts, music																
s	Tattoo Shop	5.4(K)															
t	Vehicle Services - Maintenance/Body Work/Repair	5.4(L)															

P = Permitted Use
 SU = Special Use
 CD = Conditional District Use

6. Manufacturing / Wholesaling / Storage Uses.

6. MANUFACTURING / WHOLESALE / STORAGE USES	ADDITIONAL REGULATION	BASE DISTRICT											
		OSP	RT	RR	GR3 & GR3	URL2	RMX	NMX	TC	HB	BO	MI	MQ
a Agribusiness, Outdoor	5.7(A)	P	P	P									
b Agribusiness, Indoor											P		
c Brewery / Winery / Distillery									CD		P		
d Laboratory - medical, analytical, research & development									CD	P	P		
e Manufacturing, Light	5.7(B)										P		
f Manufacturing, Neighborhood	5.7(C)							P	CD	P	P		
g Manufacturing, Heavy											P		
h Media Production								P	CD	P	P		
i Metal Products Fabrication, machine or welding shop										P	P		
j Mini-Warehouses	5.7(D)										CD		
k Quarrying and Stone Cutting											SU	P	
l Research and Development	5.7(E)									P	P		
m Storage - Outdoor storage yard as a primary use	5.7(F)										P		
n Storage - Warehouse, indoor storage	5.7(G)										P		
o Wholesaling and Distribution	5.7(H)										P		

P = Permitted Use
 SU = Special Use
 CD = Conditional District Use

7. Civic / Institutional Uses.

	ADDITIONAL REGULATION	BASE DISTRICT											
		OSP	RT	RR	GR3 & GR8	UR12	RMX	NMX	TC	HB	BO	MI	MQ
a. Campground		SU		SU								P	
b. Cemeteries	5.8(A)	P						P	P				
c. Colleges/Universities						CD		CD		CD			
d. Group Care Facility (More than 6 residents)	5.8(B)			SU				SU					
e. Hospital									CD	CD	CD	CD	
f. Public Safety Facility		P		P	P	P		P	P			P	
g. Religious Institutions				P	P	P		P	P				
h. Schools – Elementary & Secondary				SU	CD	CD		CD					
i. Schools – Vocational/Technical						CD		CD	CD	CD	CD	CD	

8. Infrastructure Uses.

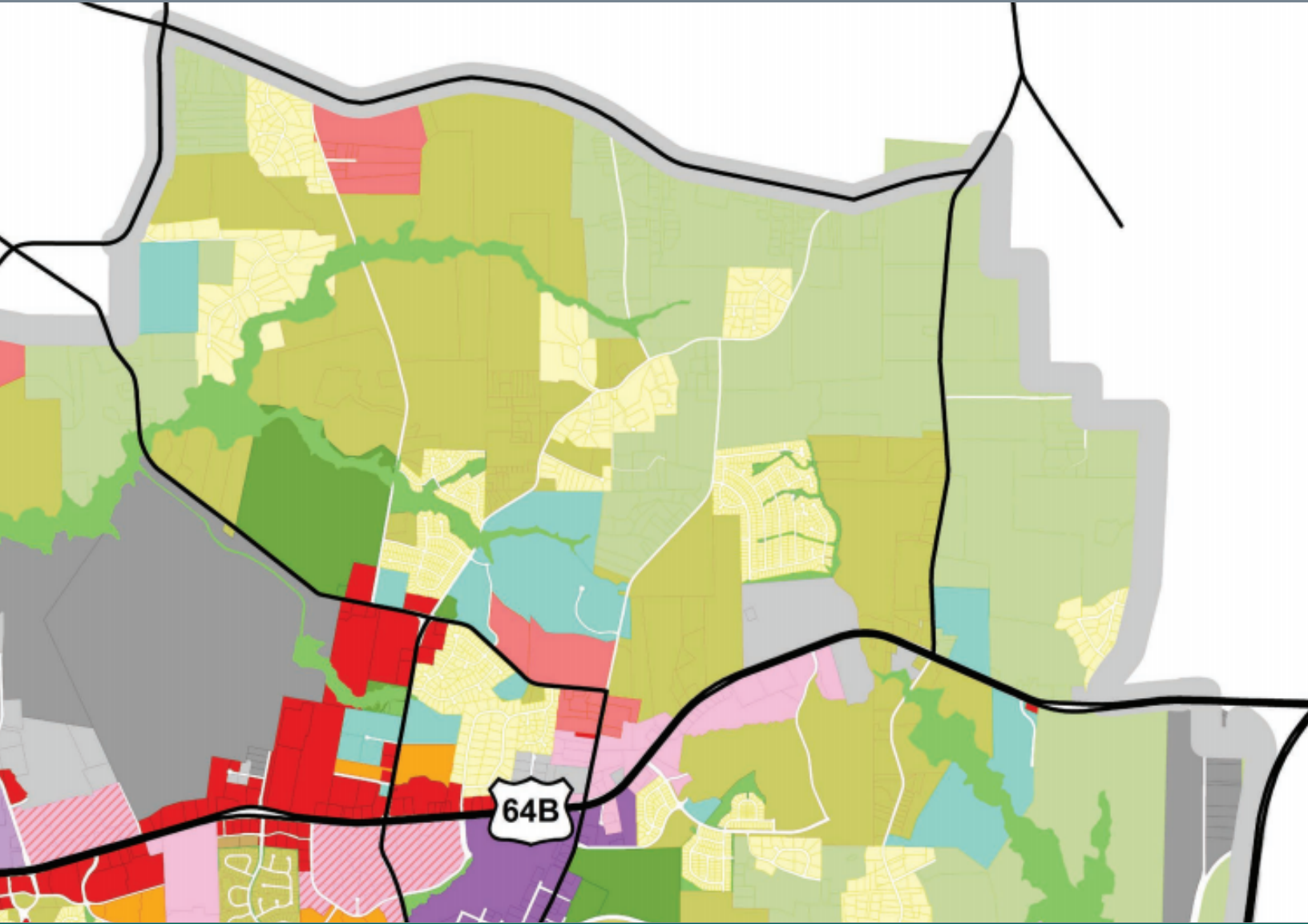
	ADDITIONAL REGULATION	BASE DISTRICT											
		OSP	RT	RR	GR3 & GR8	UR12	RMX	NMX	TC	HB	BO	MI	MQ
a. Airport	5.9(A)		SU	SU								SU	
b. Transit, Road & Ground Passenger Services	5.9(B)								P	P		P	
c. Wireless Telecommunication Facility-Stealth	5.9(C)				P	P	P		P	P	P	P	
d. Wireless Telecommunication Facility-Tower	5.9(D)			SU								P	
e. Wireless Telecommunication Facility – Small Wireless Facilities inside Right-of-Way	5.9(E)		P	P	P	P	P		P	P	P	P	
f. Wireless Telecommunication Facility – Small Wireless Facilities outside Right-of-Way	5.9(F)							P	P	P	P	P	
g. Utilities-Class 1 & 2		P	P	P	P	P	P		P	P	P	P	
h. Utilities-Class 3			SU	SU						SU	SU	P	

P = Permitted Use
 SU = Special Use
 CD = Conditional District Use

9. Accessory Uses.

9. ACCESSORY USES	ADDITIONAL REGULATION	BASE DISTRICT											
		OSP	RT	RR	GR3 & GR8	UR12	RMX	NMX	TC	HB	BO	MI	MQ
a Accessory Building / Structure	5.10(A)		P	P	P	P	P	P	P	P	P	P	P
b Cluster Mail Box Unit	5.10(B)	P	P	P	P	P	P	P	P	P	P	P	P
c Drive-Thru Service	5.10(C)						CD		CD	CD	CD		
d Drive-Thru Retail/Restaurants	5.10(C)						CD		CD				
e Dwelling-Secondary	5.10(D)		SU	SU	SU								
f Home Occupation	5.10(E)		P	P	P	P	P	P	P				
g Solar Energy Collection, Ground Mounted	5.10(F)	P	P	P	P	P	P						
h Solar Energy Collection, Roof/Building Mounted	5.10(G)	P	P	P	P	P	P						

P = Permitted Use
 SU = Special Use
 CD = Conditional District Use



4

UDO + COMPREHENSIVE PLAN CONSISTENCY

UNIFIED DEVELOPMENT ORDINANCE CONSISTENCY

The Project Hope PUD has been designed to meet the requirements of the Unified Development Ordinance where practical and achievable. There are some instances where, due to site constraints or special needs associated with the Raleigh Rescue Mission residents, it is not possible to meet the specific requirement of the Ordinance. In those instances, the applicant is proposing site development allowances that will meet the intent of the Ordinance while providing necessary flexibility. The requested modifications to the requirements of the UDO, and the proposed alternative methods of compliance, are listed below.

SITE DEV. ALLOWANCE FOR FRONT LOADED SINGLE-FAMILY DWELLINGS

Section 3.4K of the Knightdale Unified Development Ordinance requires that any lot less than 80' in width be accessed via an alley or rear lane access. In order to create a more cohesive community between the more intense Raleigh Rescue Mission facility and Lennar's single family homes while still providing a mix of front-loaded and rear loaded product, Project hope will include up to 58% of its single family units as front-loaded lots less than 80' in width. The applicant has offered tailored architectural standards for these units as a condition of the zoning approval.

To create an interesting streetscape and encourage interaction between the public and private realm, front-loaded single-family dwellings in Project Hope will be served by driveways that are a minimum length of 25' rather than the UDO requirement of 35'. The proposed driveway length will still ensure that parked vehicles do not obstruct pedestrian movement on the adjacent sidewalk. Furthermore, rear setbacks of 15' shall be applied rather than 25'. Minimum side setbacks shall be a standard 5' rather than a variable percentage in order to create consistency and easier administrative enforcement.

SITE DEV. ALLOWANCE TO REAR LOADED SINGLE-FAMILY DWELLINGS

In an effort to reduce the amount of impervious surface on the lots, and to increase the developable area on each parcel, rear-loaded single-family dwellings in Project Hope will be served by driveways that are a minimum length of 20' rather than the UDO requirement of 35'. Furthermore, rear setbacks of 15' shall be applied rather than 25'.

SITE DEV. ALLOWANCE TO FRONTAGE REQUIREMENTS

Section 6.4B of the UDO requires that all buildings shall share a frontage line (primary facade) with a street or square. In order to create a more secure facility, the Raleigh Rescue mission facility will include buildings that front on an internal drive rather than a public street.

SITE DEV. ALLOWANCE TO MAXIMUM FRONT SETBACK REQUIREMENTS

Section 6.7 and 6.8 of the UDO applies a maximum front setback of 10 feet to Apartment and Mixed Use Building Types. In order to accommodate convenient visitor parking and create a more secure facility served by an internal drive aisle, this maximum front setback shall not apply to Raleigh Rescue mission portion of the site. These standards will apply to the commercial/mixed use POD.

SITE DEV. ALLOWANCE TO PARKING LOCATION REQUIREMENTS

Section 6.7 and 6.8 of the UDO prohibits front yard parking for mixed-use and apartment building types. In order to accommodate a limited amount of convenient visitor parking and facilitate secure entry into the Raleigh Rescue Mission, the primary facility shall be permitted a single drive aisle with parking on one-side in front of the building. This will accommodate the facility's operations and help protect the Rescue Mission's more sensitive population through controlled access, while maintaining a strong visual street presence.

UNIFIED DEVELOPMENT ORDINANCE CONSISTENCY

SITE DEVELOPMENT ALLOWANCE FOR DISTRIBUTION OF USES

Section 11.1B of the Knightdale Unified Development Ordinance establishes a minimum and maximum required distribution of uses, calculated as the net development area which excludes street ROW and dedicated open space. While Project Hope does have a mix of uses including single family dwellings, multifamily, and a commercial pod which could support a range of non-residential uses, the proposed distribution does not fully adhere to the Town's target distribution provided in Section 11.1B. Instead, Project Hope proposes the following general distribution of uses to apply.

Distribution of Uses			
Use Type	Min. Distribution	Max Distribution	Proposed Distribution
	UDO Target	UDO Target	
Dwelling - Duplex/Townhome	10%	50%	0%
Dwelling-Multifamily*	5%	40%	26%**
Dwelling-Single Family	15%	60%	66.5%
Mixed Use*	10%	100%	0 - 7.5%
Lodging/Office/Service/Retail/Restaurant/Entertain/Rec.*	5%	20%	0 - 7.5 %
Civic/Institutional*	TBD	TBD	0
*UDO distribution requirements for non-residential uses only apply to those projects incorporating non-residential uses. Within Project Hope, the commercial/mixed-use POD must contain a minimum of 2500 sq. ft of commercial space, but may otherwise contain other uses as permitted in the permitted use table included within this proposal.			
**For the purpose of this distribution of use table and in order to align with staff's recommendation for the site's water allocation use classification, the Raleigh Rescue Mission facility is categorized as Multi-family. However, the facility includes many office and support service functions and could easily be classified as mixed use instead.			

PLAN CONSISTENCY

SITE DEV. ALLOWANCE TO BUILDING TYPE CLASSIFICATION

For the purpose of the water allocation policy, Knightdale staff has classified the primary Raleigh Rescue Mission facility as an apartment due to its residential element (110 1-bdrm units). However, due to its non-residential elements and the need to have a more secure facility without regular balconies to support its more sensitive population, this building shall generally adhere to Knightdale's architectural standards for a Mixed Use Building Type, except as otherwise stated within the architectural standard section of this PUD document.

SITE DEV. ALLOWANCE TO PERIMETER BUFFER YARD

Section 7.4I of the UDO requires a 30 ft Type C buffer between a proposed NMX zoning district and adjacent RT or RR zoning districts. This standard is meant to buffer the more intense uses permitted in the NMX district from the less intense uses of the RR and RT district. Within Project Hope, a Type 20' Type B buffer will be applied along the southern and western property boundaries in lieu of a 30' Type C Buffer. These areas border proposed single-family detached lots, which typically would not require a 30' buffer as they would be supported in less intense zoning districts. The areas abutting the proposed non-residential and multifamily uses would include a 30' Type C buffer.

SITE DEV. ALLOWANCE TO MINIMUM CENTERLINE RADIUS FOR LOCAL STREETS

Project Hope shall include one small loop road shown in the northwest corner of the project which has a minimum curve radius of 50' instead of the required 150'. This design is intended to provide an improved open space island within the proposed loop to better enhance the project, rather than use a typical cul-de-sac.

UNIFIED DEVELOPMENT ORDINANCE CONSISTENCY

SITE DEV. ALLOWANCE TO MINIMUM PARKING REQUIREMENTS FOR MULTIFAMILY DEVELOPMENT

Due to the special nature of the tenants of the Raleigh Rescue Mission site, typical minimum parking requirements are not appropriate or necessary to meet parking needs. Section 7.1G of the UDO requires multifamily development to provide 1 parking space per bedroom - up to 2 per unit. Based on 110 1-bdrm units and 24 2-bdrm units, 148 permanent parking spaces would be required for this development using this standard. The applicant hereby requests a site development allowance to permit a reduced number of permanent parking spaces (118) as reflected on the associated Master Plan, based on the justification provided below.

- The Raleigh Rescue Mission residential facility, while supporting multiple families, does not fall within standard definitions of MFH parking requirements. More than half of our rooms will be filled with single moms - which means a high ratio of children to adults.
- All dwelling units within the primary facility are 1-bedroom. The two 12-unit apartment buildings on the Project Hope Site support the same general population, but are planned to be 2-bedroom.
- The Raleigh Rescue Mission clients arrive without vehicles and will not obtain vehicles until they are in the later stages of their stay with the Rescue Mission as they save money for a car.
- When mothers have 3+ children, they will have two connecting rooms in the primary facility, which means that extra room will never require parking. Roughly half of all rooms will be set up as connecting rooms.
- We anticipate 65% of rooms within the primary facility to be dedicated to single moms.
- Based on historical data, we expect about 20% of the adults within the main facility will have a car in the final phase of their stay with us which equates to ~25 parking spaces simultaneously. The remainder of the provided spaces will be for employees in the main building and visitors/volunteers. For the two 12-unit apartment buildings, a higher percentage of tenants will have a vehicle, but not all. The Master Plan provides 43 parking spaces for 24 units (instead of 48 parking spaces) which will more than accommodate the parking needs for these 2 structures.

KNIGHTDALENEXT 2035 COMPREHENSIVE PLAN CONSISTENCY

Project Hope is consistent with certain elements of the Growth Framework Map and Growth and Conservation Map, but approval of this PUD as proposed would constitute an amendment to the Comprehensive Plan to better reflect the proposed density and infrastructure improvements this project would include.

Currently, the Growth Framework map included in the KnightdaleNext 2035 Comprehensive Plan identifies the project site as falling within the Rural Planning Area. However, it is immediately adjacent to Knightdale's Target Investment Area, and partially falls within a Neighborhood Node located at the intersection of Marks Creek Road and Knightdale Eagle Rock Rd. Similarly, the Growth and Conservation map identifies this area as falling within the Rural Living place-type category.

Neighborhood nodes identified on the Growth Framework map "local retail destinations closer to residential neighborhoods." The design of neighborhood nodes "should transition effectively between residential and non-residential uses and include safe and convenient pedestrian and bicycle access for nearby residents" (KCP p. 43). Project Hope's commercial/mixed use POD and Raleigh Rescue Mission facility are located in accordance with this neighborhood node.

Thus, while the proposed density of Project Hope exceeds the density generally envisioned in a Rural Planning Area, the presence of the Neighborhood Node and the direction of the Comprehensive plan to transition effectively between non-residential and residential uses supports a more gradual transition of intensity of use. Project Hope accomplishes this transition by locating smaller-lot residential around the Commercial Pod and Raleigh Rescue Mission 'multi-family' facility, which then transitions to lower density off-site residential.

Furthermore, Project Hope is consistent with the following Guiding Principles in the KnightdaleNext 2035 Comprehensive Plan ("KCP"):

1. Great Neighborhoods and Expanded Home Choices: This principle aims to promote vibrant neighborhoods that "provide greater access to a range of housing choices people need at different stages of their life." (KCP p. 17). This principle also notes that "new neighborhoods should mix two or more housing choices into one community." (KCP p. 17). Project Hope provides a mix of single family and multifamily products that strives to create a unified community between the Raleigh Rescue Mission residents and the single-family dwelling residents.

The core of Project Hope is the Raleigh Rescue Mission facility, which strives to help community members in need find safe shelter, needed social services, occupational training, and assistance with placement in permanent housing. Thus, Project Hope plays a key role in home ownership and protecting community neighborhoods by providing support to individuals and families in need, allowing them to avoid homelessness and find their way back to self-sufficiency and independence.

2. Transportation: This guiding principle aims to "provide a safe, reliable, and integrated transportation system that balances all modes of transportation, including walking, biking, public transit, and cars" (KCP p. 15). This project includes frontage improvements to Knightdale Eagle Rock Road and Mailmain Road, as well as incorporates a new north-south collector road which would ultimately connect to Marks Creek Road, in conformance with the Town's adopted Street Network Plan. Project Hope also includes a proposed public greenway traversing the site from north to south and linking proposed amenities, based on guidance from staff on a draft Comprehensive Transportation Plan. Finally, the proposed collector road would include bicycle lanes to further support the project's pedestrian and bicycle accessibility.

KNIGHTDALENEXT 2035 COMPREHENSIVE PLAN CONSISTENCY

3. Parks and Recreation: This principle aims to “promote and expand opportunities where people can be more involved in an active community lifestyle represented, in part, by the presence of high quality parks, public spaces and recreation facilities located near where people live.” (KCP p.15).

As illustrated in the conceptual master plan, Project Hope will incorporate public and private pedestrian trails, a central park with an event space and amphitheater, a playground, a gymnasium, and an array of smaller pocket parks with diverse opportunities for public enjoyment.

4. Unique Activity Centers: This principle aims to “encourage the development of unique activity centers that include a mix of uses and activities located close together, providing people with new options for places to live, work, shop, and participate in civic life.”

Project Hope incorporates a 2+ acre Commercial/Mixed use POD at the intersection of Knightdale Eagle Rock Road and the proposed new collector road (aligned with Marks Creek Road). As stated in the Comprehensive Plan, "the presence of activity centers should further the economic vitality and sustainability of the Town, while also promoting social interaction and community building" (KCP p. 14). This Commercial/Mixed-use POD, in conjunction with the adjacent central park space, will serve as the heart of this community, linking the two elements of this community together through shared experiences.

On-street parking has been incorporated along the street separating the Commercial/Mixed Use POD from the adjacent Park site, with the intent of supporting general visitors as well as Food Trucks during scheduled social events held at the Park. The proposed greenway trail has been routed to create convenient pedestrian access to these activity centers to further support their use and function.



5

DESIGN GUIDELINES

SINGLE-FAMILY DWELLING ARCHITECTURAL STANDARDS

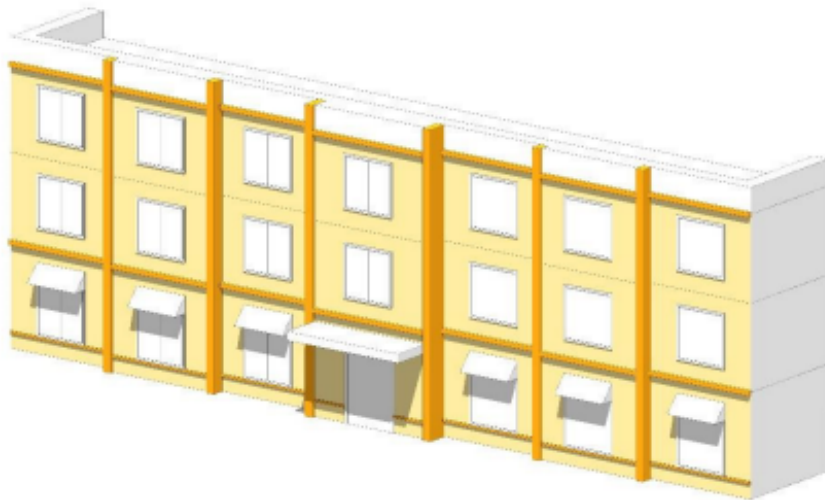


1. All Single Family houses shall be 2-stories, have a 2 car garage, and be a minimum of 1800 sf.
2. All front entrances shall be raised from the finished grade (at the frontage line) a minimum of 18 inches in height and be wrapped in brick or stone.
3. Foundations shall be stem wall, or crawls 18" in height and wrapped in brick or stone on all sides.
4. Porches shall adhere to the following standards:
 - a. 75% of the front-loaded homes will have a 5' deep or greater porch and extend 40% or more of the front facade.
 - b. 60% of the rear-loaded homes will have a 5' deep porch and extend 50% or more of the front facade.
5. Wall materials shall be limited to a combination of wood clapboard, cementitious fiber board, shingle/shake, drop siding, primed board, wood board and batten, brick and/or stone.
6. Front facades shall be comprised of a minimum of two (2) of the listed wall materials, one of which shall be brick or stone (not counting the foundation).
7. Roof Materials may be comprised of the following: standing seam metal, asphalt shingles, copper, or wood shingles.
8. No vinyl siding shall be permitted. Vinyl trim and soffit are permitted.
9. Principle roofs shall have a pitch between 6:12 and 12:12
10. Eaves shall project 8-12".
11. On front-loaded units, garage doors shall not exceed 45% of the corresponding facade's total width, nor shall they extend beyond the front-plane of the porch. All front-loaded garage doors shall contain window inserts and carriage style adornments.

RALEIGH RESCUE MISSION ARCHITECTURAL STANDARDS

The Raleigh Rescue Mission primary facility incorporates 1-bedroom multifamily dwelling units, administrative offices, interview rooms, a secure entry area, and club-house style amenities.

Due to these mix of uses, as well as the more sensitive population inhabiting this space, the Raleigh Rescue Mission central facility will adhere to the Town's 'Mixed-Use Building Type' architectural standards (rather than Apartment Building Type) as outlined in Section 6.8 of the Unified Development Ordinance (UDO).



MODIFICATIONS TO CODE REQUIREMENTS FOR THE RRM PRIMARY FACILITY

RESIDENTIAL USE STANDARDS

- Sec 5.2.A Building Type Standards
 - Seventy-Five (75) square feet of non-residential space shall be provided per every residential unit. [Project Hope is not a typical mixed-use rental community. Due to the sensitive nature of the residents, their privacy and security. The building does not contain public services such as a restaurant or retail spaces. The development contains a mixture of uses including support services or Business (B) occupancy on the first floor and the residential units on second through fourth floor. This creates a unique mixed-used type of language.]
 - The utilization of sloped roofs on mixed-used and non-residential buildings. Slope to be equal to or no greater than 8:12.

GENERAL BUILDING DESIGN REQUIREMENTS

- Sec 6.4.E Proportions
 - The utilization of clerestory windows where the width would exceed the height to natural daylight the mixed-use or non-residential buildings.
- Sec 6.4.F Wall Materials
 - The use of Architectural Metal Wall Panel on mixed-use and non-residential buildings.
- Sec 6.4.J Roof Finishes and Sec 6.8.a.
 - The utilization of sloped roofs on mixed-use and non-residential buildings. Slope to be equal to or no greater than 8:12.
 - No parapet required on sloped roofs.

MIXED USE BUILDING DESIGN REQUIREMENTS

- Sec 6.8 Articulation (b)
 - The ground floor shall be distinguished from upper floors.
- Sec 6.8 Awnings
 - Building weather protection directly mounted to the building may extend a maximum of 8 feet from the finished face of the façade.
- Sec 6.8 Window Dimensions
 - No maximum window sill height. No minimum window width and height.

RALEIGH RESCUE MISSION ARCHITECTURAL STANDARDS

The Raleigh Rescue Mission Learning Center and Gynasium shall adhere to the Knightdale UDO standards for 'Commercial Building' types, except as modified below.

The two 12-unit apartment buildings on the southern side of the Raleigh Rescue Mission campus will serve as a transition for some families, prior to being located in a permanent off-site dwelling. These units are not open to the general public to rent and are situated to provide easy access for residents to the remainder of the RRM Campus. These units shall adhere to the Town's 'Apartment Building' design standards, except as modified below.

CODE MODIFICATIONS TO THE RRM LEARNING CENTER AND GYMNASIUM

GENERAL BUILDING DESIGN REQUIREMENTS

- Sec 6.4.E Proportions
 - The utilization of clerestory windows where the width would exceed the height to natural daylight the mixed-use or non-residential buildings.
- Sec 6.4.F Wall Materials
 - The use of Architectural Metal Wall Panel on mixed-use and non-residential buildings.
- Sec 6.4.J Roof Finishes and Sec 6.8.a.
 - The utilization of sloped roofs on mixed-use and non-residential buildings. Slope to be equal to or no greater than 8:12.
 - No parapet required on sloped roofs.

COMMERCIAL BUILDING DESIGN REQUIREMENTS (Modification does not apply to 2+ acre commercial POD)

- Sec 6.9 Relief
 - Roofs shall avoid long, monotonous, uninterrupted horizontal plans where possible.
- Sec 6.9 Articulation
 - No blank, uninterrupted wall shall extend for a length greater than or equal to 50 feet.
- Sec 6.9 Awnings
 - Building weather protection directly mounted to the building may extend a maximum of 8 feet from the finished face of the façade.
 - Building weather protection have the option to be placed over windows or entrances, no matter the floor level.
- Sec 6.9 Transparency
 - The first floor of the primary façade shall include transparent windows and doors arranged so that uses inside are visible from and/or accessible to the street at least 20% of the length of the first-floor building elevation.
- Sec 6.8 Window Dimensions
 - No maximum window sill height. No minimum window width and height.

CODE MODIFICATIONS TO THE TWO 12-UNIT RRM APARTMENT BUILDINGS

- Sec 5.2.A Building Type Standards
 - Seventy-Five (75) square feet of non-residential space shall be provided per every residential unit. [Project Hope is not a typical mixed-use rental community. Due to the sensitive nature of the residents, their privacy and security. The building does not contain public services such as a restaurant or retail spaces. The development contains a mixture of uses including support services or Business (B) occupancy on the first floor and the residential units on second through fourth floor. This creates a unique mixed-used type of language.]
 - The utilization of sloped roofs on mixed-used and non-residential buildings. Slope to be equal to or no greater than 8:12.

GENERAL BUILDING DESIGN REQUIREMENTS

- Sec 6.4.E Proportions
 - The utilization of clerestory windows where the width would exceed the height to natural daylight the mixed-use or non-residential buildings.
- Sec 6.4.F Wall Materials
 - The use of Architectural Metal Wall Panel on mixed-use and non-residential buildings.
- Sec 6.4.J Roof Finishes and Sec 6.8.a.
 - The utilization of sloped roofs on mixed-use and non-residential buildings. Slope to be equal to or no greater than 8:12.
 - No parapet required on sloped roofs.

RALEIGH RESCUE MISSION ARCHITECTURAL RENDERINGS

Building elevations for the Raleigh Rescue Mission Primary Facility, Learning Center and Gynasium are included in the Master Plan set. The images below represent architectural renderings of the Primary Facility and Learning Center, with small architectural differences shown. These images are still subject to change, but substantially represent the intent and design of these structure.

Primary Facility - Views From New Collector Road.



RALEIGH RESCUE MISSION ARCHITECTURAL RENDERINGS

Building elevations for the Raleigh Rescue Mission Primary Facility, Learning Center and Gynasium are included in the Master Plan set. The images below represent architectural renderings of the Primary Facility and Learning Center, with small architectural differences shown. These images are still subject to change, but substantially represent the intent and design of these structure.

Learning Center

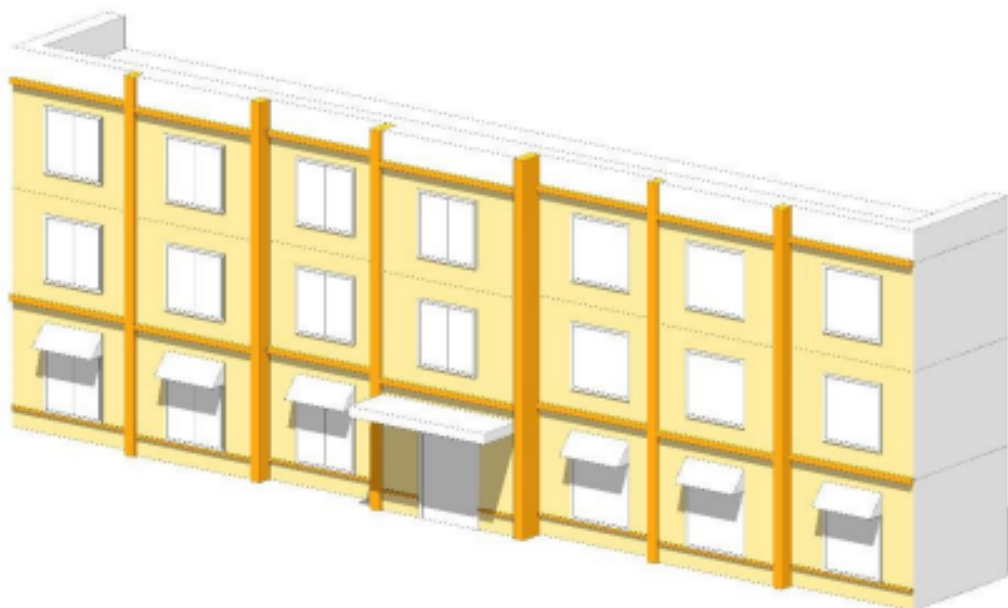
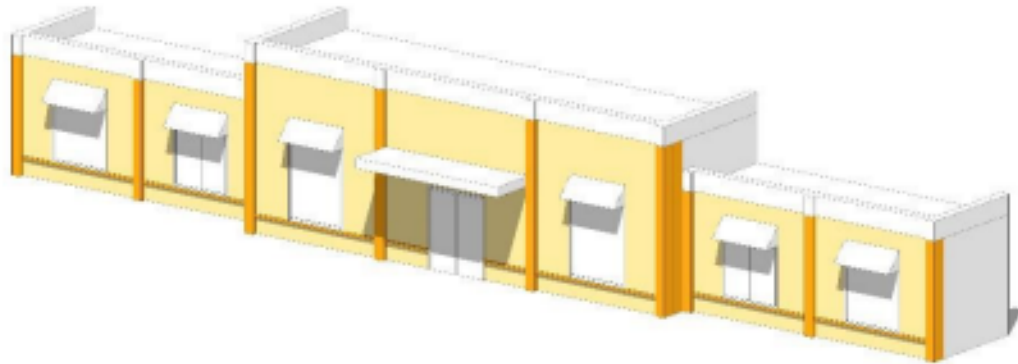


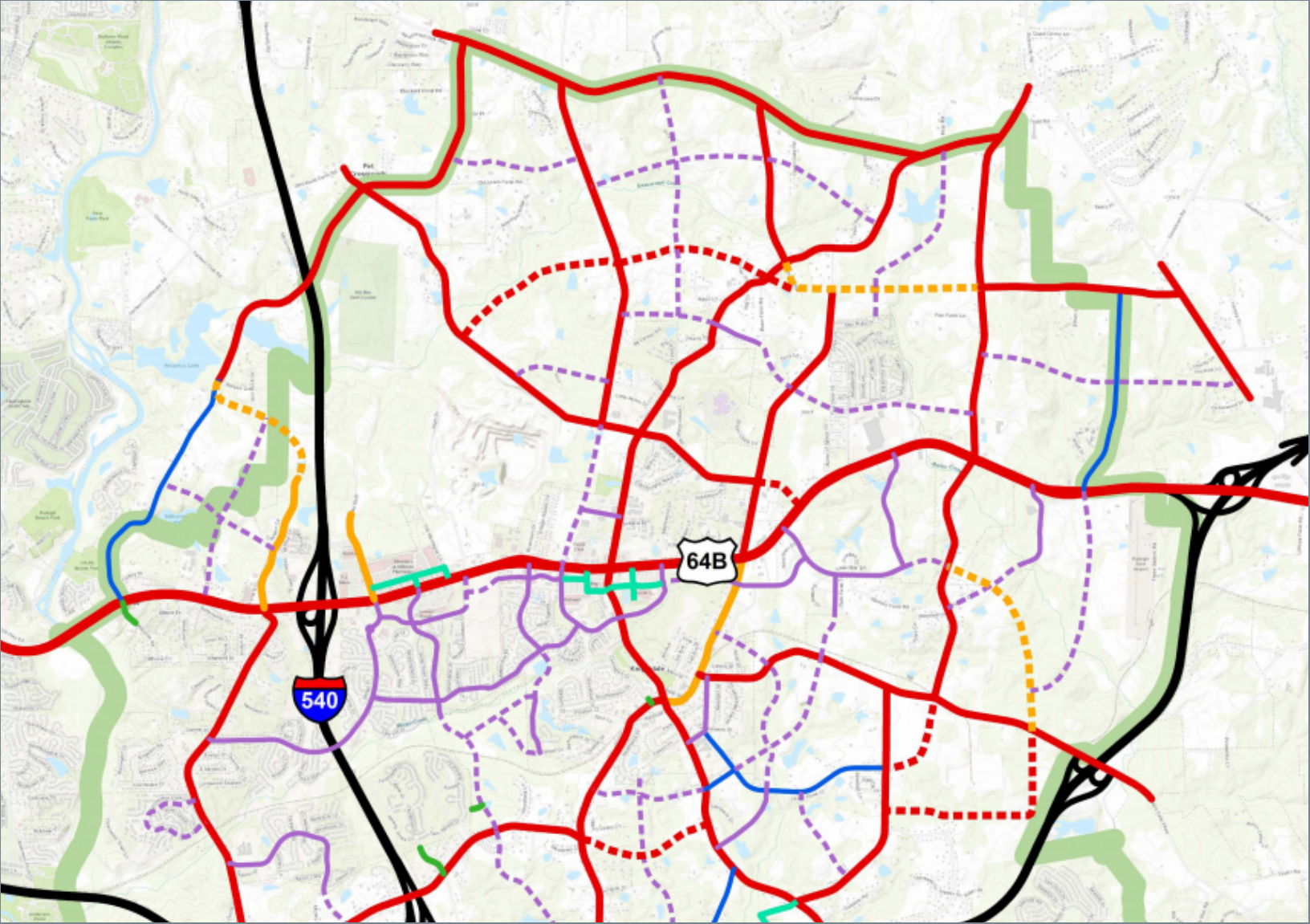
DESIGN
GUIDELINES

COMMERCIAL/MIXED USE POD (+/- 2 ACRES): ARCHITECTURAL STANDARDS

Project Hope's Commercial/Mixed-Use POD, as proposed in this PUD document and associated Master Plan, may include an array of prescribed uses. While a minimum square footage of commercial space has been required as a zoning condition, the specific uses to be constructed and any associated layout will require a separate site plan submittal.

As such, the appropriate and applicable architectural regulations may vary based on that future non-residential site plan submittal. In order to address this, the Commercial/Mixed Use POD shall be subject to the existing architectural regulations contained in Chapter 6 of the Knightdale UDO, which vary according to the applicable building type proposed at the time of site plan submittal (Commercial, Mixed Use, etc.). All other UDO requirements will be applied to the future development of this parcel, including but not limited to parking, landscaping, lighting, public gathering areas, etc.





6

TRANSPORTATION ANALYSIS

TRANSPORTATION IMPACT ANALYSIS SUMMARY

A Traffic Impact Analysis (TIA) was conducted by Ramey Kemp and Associates for the proposed development in accordance with the Knightdale (Town) Unified Development Ordinance (UDO) and North Carolina Department of Transportation (NCDOT) capacity analysis guidelines. A full copy of the TIA will be submitted for review and approval with the PUD submittal. A summary of the recommended traffic improvements is provided on the following page for reference.

STUDY AREA

The study area for the TIA was determined through coordination with the Town and NCDOT and consists of the following existing intersections:

- Knightdale-Eagle Rock Road / Robertson Street and Mailman Road
- Robertson Street and First Avenue
- I-87 Southbound Ramps and Knightdale-Eagle Rock Road
- I-87 Northbound Ramps and Wendell Falls Parkway
- Smithfield Road and Mailman Road
- Knightdale-Eagle Rock Road and Marks Creek Road

RECOMMENDED IMPROVEMENTS BY DEVELOPER

Knightdale-Eagle Rock Road and Site Access A

- Construct northbound approach with one ingress lane and one egress lane with full-movement access.
- Provide stop control for the northbound approach.

Mailman Road and Site Access B

- Construct eastbound approach with one ingress lane and one egress lane with full-movement access.
- Provide stop control for the eastbound approach.

PARKING REQUIREMENTS

Due to the special nature of the tenants of the Raleigh Rescue Mission site, typical minimum parking requirements as outlined in the Knightdale UDO are not appropriate or necessary to meet parking needs. An explanation of this site's unique parking needs is provided below, and a deviation from Knightdale's minimum parking requirements is included within the PUD document.

- The Raleigh Rescue Mission residential facility, while supporting multiple families, does not fall within standard definitions of MFH parking requirements. More than half of our rooms will be filled with single moms - which means a high ratio of children to adults. Additionally, our clients arrive without vehicles and will not obtain vehicles until they are in the later stages of their stay with us as they save money for a car.
- When mothers have 3+ children, they will have two connecting rooms in our facility, which means that extra room will never require parking. Roughly half of all rooms will be set up as connecting rooms.
- We expect 65% of our rooms to be dedicated to single moms.
- Based on historical data, we expect about 20% of the adults will have a car in the final phase of their stay with us which equates to ~25 parking spaces simultaneously. The remainder of the provided spaces will be for employees in the main building and visitors/volunteers.



7

RECREATIONAL OPEN SPACE + AMENITIES

RECREATIONAL OPEN SPACE AND AMENITIES

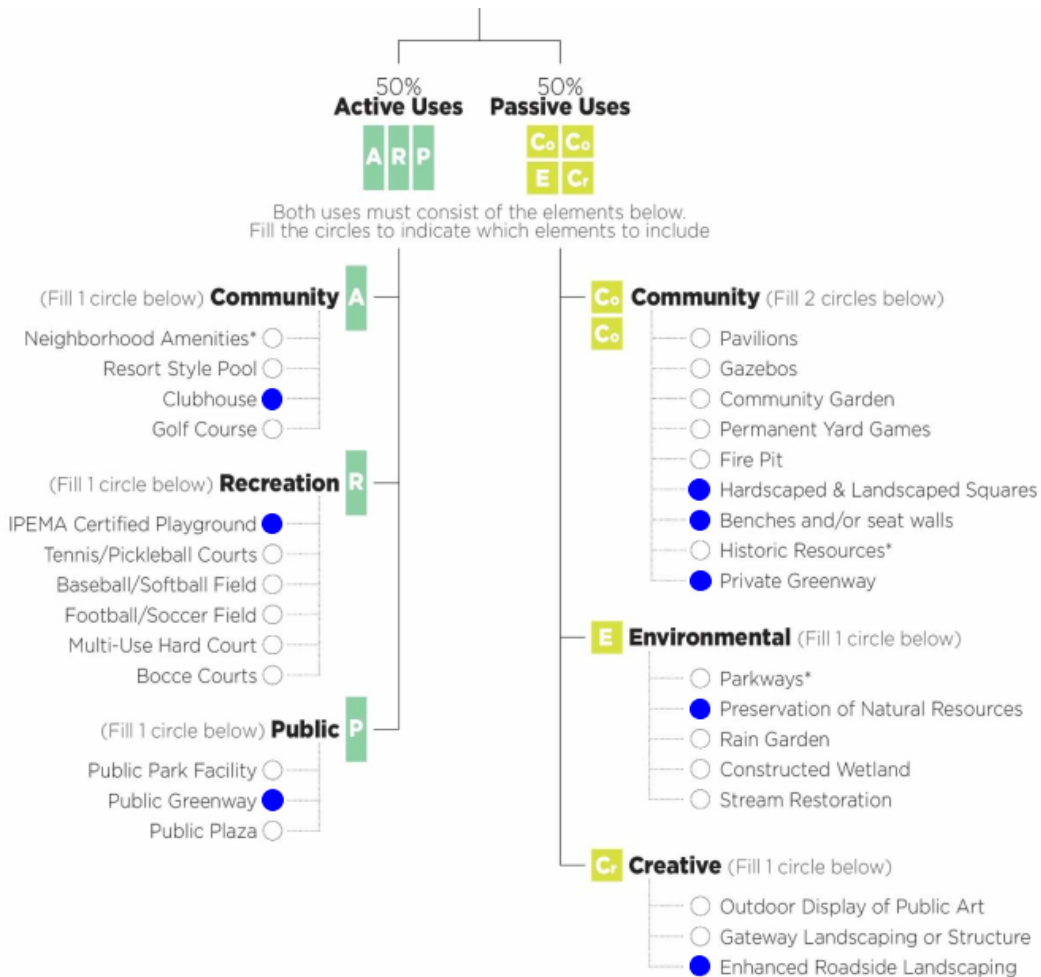
Project Hope will provide a diverse offering of active and passive recreation areas within the development as detailed below, linked by a comprehensive network of sidewalks and greenways.

Open Space Standards

- › Total recreation open space required: **8.43 Acres**
- › Active recreation space required: **4.22 Acres**
- › Active recreation space provided: **4.26 Acres**

- › Passive recreation space required: **4.22 Acres**
- › Passive recreation space provided: **9.47 Acres**

Project Hope's programmed open space will be anchored by an ~ 1.75-acre central park located adjacent to the Raleigh Rescue Mission facility, commercial/mixed-use pod, and proposed collector road. While more 'passive' in nature, this park will be improved with substantial pedestrian connections, landscaping, and a small amphitheater. The intent of this park shall be to serve as a centralized event space to serve the neighboring community and bring together the neighborhood's diverse residents. The project will also include a public greenway trail, private pedestrian trails, and playground. Within the Raleigh Rescue Mission portion of the site, there will also be a gymnasium, club-house uses within primary facility, and a recreational lawn. The gymnasium is designed to be periodically be opened to the broader neighborhood and community for special events.





8

INFRASTRUCTURE

STREETS + SIDEWALKS

Streets and alleys within Project Hope are designed to meet the standards of the Town of Knightdale.

- The Project Hope PUD includes a new north-south 2-lane median divided collector road, which would ultimately connect to Marks Creek Road at its intersection with Knightdale Eagle Rock Road. This collector road shall adhere to Knightdale's 'Avenue (Version 2)' cross-section standards, shown in Figure 10.6 of the UDO.
- Frontage along Knightdale Eagle Rock Road and Mailman road will be improved to the Town's Urban Avenue cross-section, as identified in the draft Comprehensive Transportation Plan under development by the Town.
- All remaining streets and alleys within the development will be constructed to Town of Knightdale standards.

STORMWATER

Project Hope is located within the Neuse River basin. The proposed development shall be subject to stormwater management requirements found in Chapter 9: Environmental Protection Standards of the Town of Knightdale's Unified Development Ordinance (UDO). Per regulations established in Chapter 9 of the Town of Knightdale's UDO, stormwater runoff provisions shall address peak flow mitigation and water quality management.

Two above ground stormwater control measures (SCMs) are proposed to meet regulations established Chapter 9 of the Town of Knightdale's UDO by providing peak flow mitigation and water quality management for the site. Additionally, these SCMs will be designed to have a minimum of 85% avg. annual removal for Total Suspended Solids (TSS).

WATER + SEWER

- › Water and sewer within Project Hope are designed to meet the standards of the City of Raleigh.
 - Utility extensions will be required to serve this development and all extensions shall be reviewed and approved by the City of Raleigh to confirm compliance will all applicable standards.
 - All sewer mains within the development will be 8" diameter minimum
 - A water system analysis will be submitted at the time of construction drawing submittal to determine water main sizes within the development.



9

NEIGHBORHOOD MEETING REPORT

PROJECT HOPE NEIGHBORHOOD MEETING

July 26, 2022, 6:00pm

Online Zoom Webinar Format

A neighborhood meeting was held on July 26, 2022 at 6:00pm . Due to Covid-19, this meeting was held remotely via a Zoom Webinar. There were 13 total attendees (including presenters) present. A complete log of the participants and questions posed are contained on the following pages.

Due to storms which were present the night of the meeting and at staff's request, a letter was sent to adjoining property owners following the neighborhood meeting to provide them a copy of the powerpoint presentation and inviting them to reach out with any questions.

Presenters:

- a. David Bergmark (McAdams)
- b. Tyler Probst(McAdams)
- c. Kevin Lewis (Town of Knightdale)
- d. John Lockett (Raleigh Rescue Mission)

Additional Attendees:

- a. Ann Hahn
- b. Chase Smith
- c. Josh (Cline Design)
- d. Charlie Yokley (Lennar)
- e. Wayne Felton (NEMA)
- f. Brittain (Cline Design)
- g. Rob Everett (NEMA)
- h. Vince Debrowski (265 Mailman Rd)
- i. Sandy Debrowski (265 Mailman Rd)

Frequency of Categorized Questions/Comments :

Utilities: 3
Timing: 1
Landscaping: 2
Traffic/Roads: 2
Drainage/Stormwater: 1
Amenities: 1

Questions and Responses

1. **Vince and Sandy Debrowski:** Is this property going to be annexed, and served by public utilities? [\[Utilities\]](#)

Response: Yes, an annexation petition will be submitted later for this project, and it would be served by public utilities. The developer would be extending utilities to serve this project.

2. **Vince and Sandy Debrowski:** would utilities only be extended along this property's frontage, or would utilities be extended further along my property's frontage? [\[Utilities\]](#)

Response: We would have to extend water fully along our frontage. We would be bringing utilities to the corner of your property at Mailman Rd and Fayetteville Street, but we would not extend further south along mailman.

3. **Vince and Sandy Debrowski:** Is natural gas going to be extended? [\[Utilities\]](#)

Response: That will be a later decision by the developer/builder.

4. **Vince and Sandy Debrowski:** Has Raleigh Rescue Mission secured funding for its portion of the project? [\[Timing\]](#)

Response: Funding is underway and Raleigh Rescue Mission is confident that there will not be any issues, but funding for the complete project has not been secured as of today.

5. **Vince and Sandy Debrowski:** I'm worried about the buffering/screening where you have a temporary turn-around shown for the road pointing at my house. Can any fencing or screening be added to ensure I don't have car lights shining at my house. [\[Landscaping\]](#)

Response: McAdams will speak with Knightdale about the best way to address this concern.

6. **Vince and Sandy Debrowski:** I also have a concern about drainage at the corner of the property, especially given that trees would be removed to make room for development. [\[Drainage/Stormwater\]](#)

Response: As the applicant, we will have to provide more detailed stormwater plans to the Town for review. The purpose of these plans is to ensure that post-development runoff doesn't exceed pre-development runoff. This is achieved through thoughtful grading and establishment of stormwater control measures to retain water and delay runoff during storm events. Developers aren't allowed to create a situation where runoff onto your land is worse as a result of our development.

7. **Vince and Sandy Debrowski:** I have a suggestion for you to include a community garden, since your use includes transitional housing. [\[Amenity\]](#)

Response: Thank you for the suggestion. Raleigh Rescue Mission will take that into consideration.

8. **Vince and Sandy Debrowski:** It would be great if your plantings could use native plants. [\[Landscaping\]](#)

Response: Thank you for the suggestion. Native plants often survive better as well.

9. **Vince and Sandy Debrowski:** Is there any chance of turn lanes being added onto Mailman Road? We are starting to see traffic get worse on Mailman Road. People speed along it, and use it to cut south through town. [Traffic]

Response: As part our application, we will be required to submit a Transportation Impact Analysis (TIA) which looks at exiting traffic conditions, other proposed developments traffic impacts, as well as our proposed development's trip generation and impacts. That report will provide recommended improvements, and will be reviewed by both the Town and DOT.

10. **Vince and Sandy Debrowski:** I have some concerns about your line of sight at your mailman road entrance. Visibility is not good there.

Response: That driveway location was chosen to align with the cemetery drive across the street, to avoid turning conflicts that could arise if they were not aligned and not properly separated. With that said, we will review the line of sight at that proposed intersection and adjust if needed. [Traffic]

NEIGHBORHOOD MEETING MAILING LIST (200 FT BUFFER)

BAILEY, ROBERT T BAILEY, MELISSA R
1505 FAYETTEVILLE ST
KNIGHTDALE NC 27545-8564

CRANDELL, CYNTHIA KOCH
1524 FAYETTEVILLE ST
KNIGHTDALE NC 27545-8563

DABROWSKI, VINCENT J DABROWSKI, SANDRA L
265 MAILMAN RD
KNIGHTDALE NC 27545-8427

DEBNAM, DON V DEBNAM, DEBORAH J
152 MAILMAN RD
KNIGHTDALE NC 27545-8424

DUKE ENERGY PROGRESS INC
TAX DEPT - DEC41B
550 S TRYON ST
CHARLOTTE NC 28202-4200

ELLIS, THOMAS W SUAREZ-ELLIS, DONNA
5204 KNIGHTDALE EAGLE ROCK RD
KNIGHTDALE NC 27545-8410

HOLT, ROBERT E HOLT, FERN C
1512 FAYETTEVILLE ST
KNIGHTDALE NC 27545-8563

MAILMAN PARTNERS, LLC
164 OLD ROBERTS RD
BENSON NC 27504-8000

MILLS, CHELSEA LYNCH, KEITH
PO BOX 825
WENDELL NC 27591-0825

POPE, FRANCES E HALLISEY, JANICE P
730 OLD FERRELL RD
KNIGHTDALE NC 27545-9376

THE RALEIGH RESCUE MISSION INC
314 E HARGETT ST
RALEIGH NC 27601-1436