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# Davidson Bay Master Plan Amendment

Davidson, NC

Public Input Session Report

The following is a summary of the Public Input Session for the proposed Davidson Bay Master Plan amendment to envelopes A, B, and C located on Armour Street and Beaty Street in Davidson, North Carolina. The Public Input Session was held on Monday August 8th, 2019 from 5:00-7:00 p.m. at the Davidson Town Hall.

The developer (Hopper Communities) and land planner/engineering consultant (ColeJenest & Stone) met with members of the community to present the project. Prior to the meeting, notification letters were mailed to the surrounding property owners informing them of the project and opportunity to meet the development team to discuss the site plan.

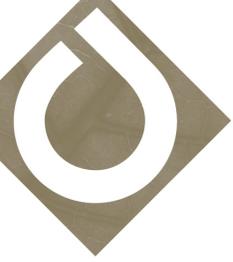
Commencing at 5:15 p.m., a presentation was given to the attendees by Hopper Communities representative, Bart Hopper. Mr. Hopper gave an overview of Hopper Communities and examples of projects completed in the past. Mr. Hopper explained that the architectural style for the townhomes and quadraplexes would likely be more of a craftsman style to fit in with the existing development.

Following a description of Hopper Communities, Mr. Hopper turned over the presentation to Sean Paone of ColeJenest & Stone to introduce the site plan and proposed amendments to the 2007 master plan. Mr. Paone began by explaining the proposed reductions in density to envelopes A, B and C. He explained that the original master plan allowed up to 108 (2010) residential units and the amendment is proposing a 44-unit reduction to 64 total residential units. Mr. Paone also explained that the master plan calls for 38,000 SF (2010) of commercial space and the amendment is proposing a 18,000 SF reduction to 20,000 SF of commercial space. Mr. Paone then described that the applicant hired a transportation consultant to determine the impact on the traffic generation for the allowable densities from the Approved 2010 Master Plan Amendment versus the proposed Phase II Envelope A, B, and C Amendment. The information determined the 2010 Master Plan Amendment would generate 2,516 trips based on the approved densities. The current Amendment for Envelopes A, B, and C reduced trips generated to 1,536 for the current proposed residential and commercial density. A reduction of approximately 1,000 weekday trips was determined.

Continuing into the site plan. Mr. Paone showed community members the location of the proposed project within the Davidson Bay area. Following descriptions of the existing conditions, Mr. Paone presented the Site Plan which included ±56 townhomes, 2 quadraplexes, and ±20,000 SF of commercial space on the corner of Beaty Street and Armour Street. Mr. Paone explained that the proposed street bisecting the property will be a Neighborhood Yield classified street with informal on-street parking on one side of the road. He also pointed out the central green space in which 11 townhomes front.

At the conclusion of the presentation, Mr. Paone and Mr. Hopper fielded questions from the meeting attendees. Following the Q&A, three information stations were available to the attendees to ask the developer and land planner/engineering consultant additional questions.

A list of the questions posed during the presentation and at the two information stations can be summarized as:



1. Clarification on the timetable for the development was requested.

Mr. Hopper explained that at this point, it is a slower process including 4-5 months for the Town of Davidson to approve plans, then 6-8 months for engineering documents to be prepared, then about 12 months of site work before buildings are erected, and finally about 2 years for homes to be complete. A total of at least 4 years before completion.

2. A member of the audience pointed out that Beaty Street is a two-lane road, and the developer is proposing on-street parking. The audience member wanted to know what the setback for townhomes was and if there would be a sidewalk.

Sean Paone from ColeJenest & Stone explained the setback occurs after the on-street parking and sidewalk. Meaning all improvements occur on the development side of Beaty Street. Townhome setbacks will be similar to existing townhomes further south on Beaty Street.

3. A neighbor relayed concerns that the existing lot is an eyesore.

Mr. Hopper agreed.

4. A community member asked if a TIA was completed and what the ADT was.

Jason Burdette of the Town of Davidson stated it is unclear whether or not an official TIA was conducted with the original approval of Davidson Bay Ph. II in 2007. It appears that the Board of Commissioners approved the previous master plan for Davidson Bay Ph II without a TIA but with mutually agreed upon transportation improvements, which have been fulfilled. A new TIA is not required because the master plan amendment proposes a unit count/commercial square footage reduction below the already agreed upon ranges. Mr. Paone explained that Hopper Communities hired a transportation consultant to review trip generations based on the reduced density being proposed and it was determined that the proposed plan would generate roughly 1,000 daily trips less than the 2010 approved development uses.

5. Multiple community members expressed concerns about current traffic congestion. Is the project team or town considering turning the intersection of Beaty Street and Armour street into a traffic circle? Community members concerned that the current intersection is unsafe for children.

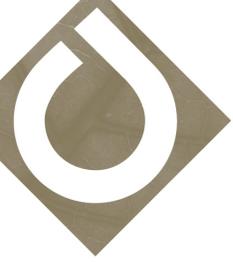
Jason Burdette explained that the town is not pursuing roundabout at the intersection.

6. A community member asked if the proposed units would be for seniors like the original master plan?

Mr. Hopper explained that these townhomes would be market rate, but the 8 units within the quadrplexes would be affordable housing per the Town of Davidson requirements.

7. A neighbor asked the approximate size and price range for the proposed units.

Mr. Hopper explained that pricing is difficult to determine at this point in the process. However, the quadrplexes will be approximately 800 -1,100 SF at affordable housing rates, and the townhomes would be around 1,900 – 2,400



SF in the range of \$200,000 to \$400,000 but is subject to change during final design.

8. A community member asked if there are garages for the townhomes/where are residents parking?

Mr. Hopper expressed that all townhomes will have two car garages and the quadplexes will have one dedicated space per unit in the adjacent parking area. There is also informal on-street parking for visitors.

9. One community member stated the site plan is pleasant but pointed out that Beaty Street has tremendous vertical rise so on-street parking may not be ideal. He suggested checking with NCDOT on sight lines.

Mr. Paone agreed to review grading and on-street parking along Beaty Street.

10. A community member asked what the total built upon area is for the proposed site plan?

Mr. Paone explained he could quickly calculate the area percentage and show the difference between what was allowed in original master plan and what the site plan is proposing. But explained that we are somewhere in the 70% range for built upon area. During the breakout session Mr. Paone spoke individually with the community member on the numbers and illustrated that the site plan proposes 64% BUA below the allowable 70% BUA .

11. Clarification on the proposed street cross section was requested.

Mr. Paone explained the neighborhood yield cross section calls for a 54' right-of-way that includes 24' travel lanes, 8' informal parking on one side, 6' planting strip, and 5' sidewalks.

12. A community member asked if the turning radii were designed to accommodate fire/emergency access?

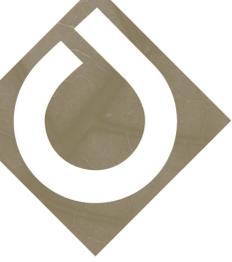
Mr. Paone explained that yes, all internal streets have also been designed to accommodate fire truck turning radius.

13. The same community member expressed concern with where people are going to park and insinuated that the developer is trying to place too much on one parcel to accommodate parking.

Lindsay Laird of the Town of Davidson explained that the required parking for office/retail and stated that the site plan complies with Town parking standards through on-street and off-street surface parking.

14. Several community members expressed interest in the proposed park along the Lake Norman shoreline and wanted to know when they could expect that to be constructed. Could there be some kind of quid pro quo to construct the park with the construction of the proposed development?

The Town explained they were unsure on when the park was slated to be constructed under the original master plan, but also explained that the park is outside the limits of this development, and they could not ask Hopper Communities to construct park.



After the community meeting the project team reached out to Dominic Liburdi, the master plan developer, for answers to the pier and walking trail construction timeline. Dominic explained, "The Pier construction at the end of Armour street was addressed in 2017/18 when the Townhouses at the end of Armour Street were built (Doug Wright with the Town has knowledge regarding this item). Per the understanding with the Town we contributed \$20,000 to the Town in escrow, the Town is in the process working with a consultant along with Duke Power in pursuing the permit." And the walking trails are slated to be built when 80% of the overall development within the approved master plan is built out.

15. A community member was happy with the reduction in overall unit numbers but ask the developer if they would consider further reducing unit counts.

Mr. Hopper explained that to make this project viable/profitable for Hopper Communities they could not reduce the unit count any further.

**Second Session began at 6:15 and the presentation was repeated for new community members.**

16. A community member asked what year the latest TIA was completed, and was the school included in that study? If not, could the Town require an additional TIA be completed?

Lindsay Laird explained it is unclear whether an official TIA was conducted with the original approval of Davidson Bay Ph. II in 2007. It appears that the Board of Commissioners approved the previous master plan for Davidson Bay Ph II without a TIA but with mutually agreed upon transportation improvements, which have been fulfilled. A new TIA cannot be required because the master plan amendment proposes a unit count/commercial square footage reduction below the already agreed upon ranges.

17. A neighbor asked what has been built out in the surrounding area?

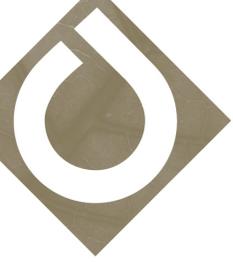
Mr. Paone pointed out the Community School of Davidson is located to the west of the property, Phase I Townhomes across Armour St were completed and some of the single family lots associated with Phase II had been completed.

18. A community member asked if on-street parking was located along Naples Drive and if there would be a sidewalk.

Mr. Paone explained that there is both on-street parking and sidewalks along Naples Drive, Armour Street, and Beaty Street.

19. A community member pointed out that there is not currently a complete bike lane along Beaty Street as proposed in the Walks and Rolls plan. Is the developer maintaining the existing street cross section or improving that section of Beaty Street?

The Town of Davidson and project team will need to review the current Walks and Rolls plan, and the existing master plan requirements to determine if a bike lane will be added along Beaty Street. It was the understanding of the developer that the eastern side of Beaty Street would have a multi-purpose path to connect to Beaty Street Park, but after several meetings with the Town



the applicant had not been notified of additional requirements along the western portion of Beaty Street.

20. Clarification on the design and style of the architecture was requested.

Mr. Hopper explained the style would be more craftsman style to mimic surrounding architecture but is subject to final design.

21. A neighbor asked what are the approximate sizes of the units?

Mr. Hopper explained the quadrplexes will be approximately 800- 1100 SF, and the townhomes would be around 1,900 – 2,400 SF subject to final design.

22. A community member concerned with adequate parking asked if on-street parking was contributing to the parking requirements set by the Town of Davidson?

Mr. Paone explained that on-street parking along with the small parking lot behind the commercial building meets the parking requirement.

23. A community member expressed concern for the long uninterrupted alley along the northern property boundary and how trash services would be accommodated.

Mr. Paone agreed that it is a long alley, but in order to maintain design intent and an uninterrupted Neighborhood Yield Street the long run will remain. He added that trash service arrangements will be considered moving forward.

24. The same community member asked if there would be a mail kiosk and where it would be located.

Mr. Paone explained that a mail kiosk will be included within the development and would likely be located near the central green along the proposed Neighborhood Yield Street and will coordinated with the Town and USPS during the permitting process.

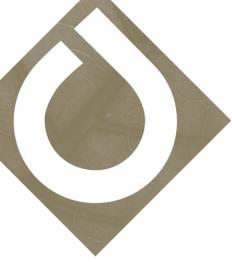
Following the presentation and answering of questions, Mr. Hopper and the rest of the development team encouraged the community members in attendance to reach out if additional questions arise. Below are comments submitted via comment cards or email after the presentation:

25. Craig Lewis wrote, "I am supportive of this project. Please consider a parking protected bike lane on the West side of Beaty. Also the North Alley is quite long and may need a mid-block driveway to provide services to the units – Particularly trash collection."

The project team will review the Walks and Rolls plan with the Town of Davidson for bike lane along Beaty Street.

The project team does not intend for a midblock break to occur along the North Alley. This would cause a reduction in overall unit count and provide an undesired break along the proposed road across from the central green space.

26. Donna Pollack wrote, "Has the parking on Beaty been 'approved' by police department?" and "How long until construction of the walking trails?"



Per the approved master plan the walking trails are slated to be built when 80% of the overall development within the approved master plan is built out.

Parking has been reviewed by the Town and will need approval from NCDOT as Beaty Street is a State road even though the Town has taken over maintenance services.

27. Pam Pearson wrote, "There was an over-build of the 50% built-upon area in Davidson Bay Phase 1, which was supposed to be 'made up' in Phase 2. Where is this being done and who is responsible for making sure that the limits are adhered to?"

She also asked, "Trees were taken off the 100ft buffer area in parts of Phase 2 – how will yours be maintained plus compliance ensured?"

She also wrote, "Why is the walking trail not being built and when will it be done? People know it is supposed to be there and wander onto it, and in at least one instance were threatened by a resident with a gun."

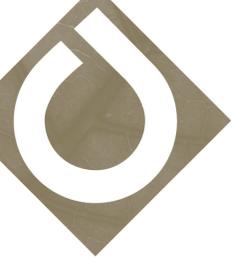
The Town of Davidson is responsible for enforcing built upon area percentages. The proposed project falls under its current allotment for built upon area.

Trees to remain on site will be protected during the construction process according to Mecklenburg County and Town of Davidson's tree protection standards.

The walking trails have not been constructed because 80% of the development is not currently built out. Per the approved master plan the walking trails are slated to be built when 80% of the overall development within the approved master plan is built out.

28. Hanna Key wrote, "Today, I received a letter about your proposed amendment to the Davidson Bay Phase II Master Plan. The notification mentions a reduction in total housing units. Noticeably absent is specific mention that the original plan appears to have contained a proposal for 60-80 relatively small (750-1250 sq. ft) senior housing units, while the new plan appears to contain no senior housing units, replaced with what are presumably much more costly housing options (larger town homes), plus 8 (perhaps smaller) units within the newly proposed quadrplexes. The elimination of 60-80 units of senior housing seems much more significant than just a total reduction in housing, and if this is indeed the proposed change, I am very disappointed to find that this point was not specifically highlighted in the letter I received, which to me indicates an attempt to mislead the public as to the true nature and impact of the amendment. However, I would like to clarify this point, in case I have misunderstood the proposed plan. If I am not mistaken, I would appreciate a justification for this change, as none was given in the letter."

The notification letter is intended to inform neighboring property owners of the proposed project and invite them to the public input session. The applicant had no intention of trying to mislead the community, but merely to identify the proposed application amended uses and the overall reduction in residential and commercial development. There has been minimal demand for Senior Housing and a difficulty obtaining approved financing which led to the plan change. However, in keeping with the Town of Davidson's affordable housing requirement the plan is offering 8 affordable units within the two quadrplexes.



29. Kathy Pearce wrote, "I had another thought while driving home from tonight's meeting. If there is any way you can require minimal outdoor lighting so we don't get light coming into our neighborhood of Watson/Hobbs/Julia Circle, we would certainly appreciate it."

Lighting plans will adhere to the Davidson Planning Ordinance which limits light pollution and the applicant will be required to provide a Photometric Plan illustrating the extents of foot candles at each lighting structure.