



**ColeJenest
& Stone**

200 South Tryon Street, Suite 1400 Charlotte, NC 28202
p+704 376 1555 f+704 376 7851 url+ www.colejeneststone.com

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Hoke Townhome Master Plan

Davidson, NC

10/21/20 Public Input Session Report

The following is a summary of the Public Input Session (PIS) for the proposed Hoke Townhome Master Plan located along Jetton Street, Catawba Avenue, and Hamilton Street in Davidson, North Carolina. The Public Input Session was held on Wednesday October 21st, 2020 from 5:00-6:30 p.m. virtually as hosted by the Town of Davidson.

The applicants (Alliance Group and Taylor Morrison) and land planner/engineering consultant (ColeJenest & Stone) attended the webinar as panelists with approximately 47 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 attend the virtual meeting to meet the development team and discuss the Master Plan proposal.

Commencing at 5:05 p.m., Trey Akers, Town of Davidson Project Manager/ Senior Planner, began the meeting with an introduction of the Public Input Session process and options for providing questions and comments through the “Chat” function or by texting the number provided on the PIS presentation. The meeting was then turned over to the development team to give their presentation of the site plan and supporting documentation. Jacob Anderson, Alliance Group, gave an overview of previous community/neighbor meetings and discussions. He then thanked everyone for their time and attendance before providing a brief mission statement of Alliance Group and the developer Taylor Morrison. Following a description of the applicants, Mr. Anderson turned over the presentation to Sean Paone of ColeJenest & Stone to introduce the site plan. Mr. Paone began by explaining the site location on an Overall Context Map illustrating the 5.54-acre site is within the Jetton Street, Catawba Avenue and Hamilton Streets and bound by the existing Mini Storage at Davidson Landing facility along the western perimeter. Then the existing site was reviewed at a closer view to discuss site analysis identifying the existing canopy tree vegetation and the potential to create a great transition area on site between the existing higher density commercial residential to the west towards Griffith Street and the lower density detached single family residential lots to the east heading toward Potts Street. Mr. Paone then showed an alternative site layout as part of the process in getting to the final site layout that was being presented at this Public Input Session. Mr. Paone described the proposed site plan as -townhome alley loaded units that front on the public streets or proposed public open space areas throughout the site. Of those 78 units, a min. of two units would be designated as Affordable Housing. The site layout also proposes the extension of Park Drive from Jetton Street to Catawba Ave. as a cross connection. As part of the development the applicant completed a Transportation Impact Analysis (TIA), which identified several recommendations to mitigate the impacts of this development as well as improve the vehicular and pedestrian movements surrounding this development. Those improvements committed to as a part of this application are:

1. Four-way all-stop intersection at Jetton St and Park Drive
2. Three-way all-stop intersection at Catawba Ave and Park Drive
3. Bike facilities along Jetton Street as a dedicated lane or sharrow graphics
4. Mid-block pedestrian crossings on Park Drive, Jetton Street and Catawba Ave.
5. CATS/CMS Bus Shelter near Jetton St and Hamilton St
6. Pedestrian improvements at intersections of Jetton St/ Catawba Ave and Potts St



Continuing into the site plan. Mr. Paone showed potential open space improvement precedents for the Jetton Park, Catawba Park, and Linear Park areas for public input. Following the site layout and precedents review, Mr. Paone turned over the presentation to Alan Kerley, Taylor Morrison, to show the DRB reviewed Architectural Elevations. Mr. Kerley reviewed overall front and rear elevations of a typical townhome building and described the craftsman/country manor architectural stylings that are consistent with the existing fabric of the surrounding community. Lastly, Mr. Anderson reviewed the “Public Benefits” proposed as a part of this application to improve pedestrian and vehicular movements and create community gathering opportunities in the multiple open space areas.

At the conclusion of the presentation, Mr. Akers facilitated a question and answer session between the project team and the meeting attendees. A list of the questions and comments posed during the Virtual Public Input Session and submitted to the Town of Davidson have been provided below:

Comments & Responses

The list below contains topics raised during the Public Input Session. Project team answers are included in the “Response” lines.

ROADWAY IMPROVEMENTS

1. Parking: Are those 40 on street parking spaces in addition to what there is now? There is no room on Hamilton for parking. The plan allows for 40 spaces, but I suspect that 78 residences would bring maybe 120 vehicles. Will this not make parking harder for current residents?

Response: The proposed on-street parking spaces shown on Jetton Street, Park Drive, Catawba Avenue, and Hamilton Street are all proposed spaces as there are no existing spaces on the project side of these roads. The informal on-street parking is being accomplished by extending the pavement 8’ into the site from the Catawba-Hamilton intersection on the west side of Hamilton Street to the project limits before transitioning back to the existing pavement section. The townhome units will have a two-car garage per unit and the formal and informal parking will be visitor spaces. Parking in the alleys will be prohibited (see Note 2 on MP-03 in the project documents).

2. Park Drive: Would there be a sidewalk on Park Drive?

Response: The proposed Park Drive Extension is shown with sidewalk on both sides of the street providing much needed cross access.

3. Catawba Avenue: It appears that the new width of Catawba will be 27’. What is the actual width of asphalt at present? Is there any plans to add sidewalk and enhance road on the part of Catawba from Hamilton to Potts?

Response: Catawba Avenue is currently 18’ in width and consists of a ditch section as opposed to curb and gutter. The Master Plan application proposes to improve the street section to a width of 27’ with an additional 7’ of on-street parking to meet the Neighborhood General street section. The plan proposal does not include improvements on Catawba Ave. east of the Hamilton Street intersection.



4. Hamilton Street: Will the road be wider? Why does the sidewalk stop halfway up Hamilton?

Response: Hamilton will be wider for a portion of the project frontage to the project limits. The sidewalk on Hamilton Street is shown extended to the project limits. The property does not include the parcel at the corner of Jetton Street and Hamilton Street.

5. Catawba Avenue Infrastructure: Participants expressed concern about the current roadway width, sidewalk conditions, lack of curb and speed limit. Additional concerns were the condition of existing water, sewer, and electrical utilities. Also, there was a comment regarding the repaving of Catawba from Potts to the dead end at Lake Cornelius where Ambleside with 14 homes is located.

Response: The project proposes sidewalks on the project side of the existing streets as well as a segment of 100' of offsite sidewalk connectivity for neighbors along the southern side of Catawba. For concerns of safety, the project is creating a three-way all stop intersection at Catawba Ave. and Park Drive. Along with the three-way stop the project is providing on-street parking, which should create traffic calming opportunities that do not exist today. Additionally, the project is providing several crosswalk locations, which provide safer crossings and enhanced connectivity for pedestrians. The crosswalks and connectivity create opportunities for neighbors from the adjacent community to access the public open space proposed on-site. In regard to existing infrastructure, the project is also creating significant upgrades to curb and gutter to allow for more efficient and controlled stormwater that the site – currently at 80+ % impervious coverage – does not afford today. The specific infrastructure improvements further down Catawba are outside the project's scope.

6. Jetton Street: Participants expressed transportation safety concerns regarding the current speeding along Jetton Avenue. They suggested the implementation of speed bumps, stop sides, and sidewalks.

Response: The development proposes a four-way all-stop intersection at Jetton and Park in addition to the three-way all-stop intersection at Catawba and Park, several mid-block crossings, a combination Charlotte Area Transit System and Charlotte-Mecklenburg Schools (CATS/CMS) covered bus shelter, on-street informal and formal parking, sidewalks, and a shared travel lane along Jetton St. In addition, the applicant is proposing to provide a payment-in-lieu for improvements at the Jetton and Catawba intersections with Potts Road. The applicant discussed the Transportation Impact Analysis (TIA) recommended traffic calming methods along Jetton Street with staff and public works early in the project. It was understood that Jetton Street serves as a cross access for local EMS, Police, and Fire, and that those authorities would not allow the applicant to provide speed bumps or other traffic calming measures in addition to what has been proposed along Jetton Street.

7. Transportation Impacts: Participants expressed concern that the transportation study had not been completed.

Response: A TIA has been completed and reviewed by the Town of Davidson. The recommended improvements are being implemented as shown and listed on the Master Plan sheet MP-04.



STORMWATER/ENVIRONMENTAL

8. Impervious Area: Isn't there a requirement to reserve 150 SF of future impervious area for homeowners? If this 150 SF is added, wouldn't that make the project over the 50% BUA threshold?

Response: The Town of Davidson Watershed Ordinance does require that 150 SF be reserved for future built-upon area, "BUA" (i.e., hardscape surfaces like patios). Based on the unit type and lot designs the lots do not accommodate any additional BUA beyond what's proposed. So, the applicant proposes deed restricting future homeowners from placing additional BUA on their lots outside of what has been provided on the proposal. That applicant is also providing the option for each unit to have up to 200 square feet of outdoor living in the form of a rooftop amenity space for each homeowner. The 50% maximum BUA limit will still be met for the project overall.

9. What is the environmental impact of this project? (storm water, carbon exposure, greenhouse gas, flooding).

Response: The existing site conditions currently include approximately 82% impervious area without stormwater controls to regulate runoff. The proposed development reduces the amount of impervious area by over 30% from the existing site to a maximum of 50% impervious along with providing curb and gutter to control runoff. Currently, the lack of pedestrian opportunities does not afford surrounding neighbors the opportunities to reduce car emissions. These public improvements along with the 30% of improved pervious area in the form of parks with new vegetation and enhanced landscaping provide greater environmental advantages than the current site exhibits. As for the other measures, we have not analyzed those options.

10. How could this site possibly be exempt from stormwater mitigation?

Response: The site is exempt based on the State Statute passed in December 2018. The site provides for an increase in pervious area of 30% which will slow runoff in combination with the proposed curb and gutter along Park Drive and Catawba Avenue on the project side of the street. Additional rainwater management strategies are being explored to be included in some of the open space.

11. Water Management Strategies: Utilize landscaping to reduce both stormwater run-off as well as nitrogen load into our local waters. I understand that this project will reduce the existing impervious surface area through this project, which is commendable. My hope is they will take it a step further and utilize plants and landscaping techniques other than typical lawns which require significant fertilizer and care. Specific recommendations include:

- When landscaping yards, select plants that have low requirements for water, fertilizers, and pesticides. Cultivate plants that discourage pests.
- Minimize grassed areas that require high maintenance.
- Preserve existing trees, and plant trees and shrubs to help prevent erosion and promote infiltration of water into the soil.



- Use landscaping techniques such as grass swales. Low areas in the lawn or porous walkways to increase infiltration and decrease runoff.

Response: During the month of November and in early December, the applicant is looking to meet with adjacent stakeholders, homeowners, and Certified Landscape Architect's to collaboratively come up with organic solutions to address some of these concerns. During those meetings, we hope to find solutions that can be included in the official permitting plan set. Furthermore, we are hoping to maximize the environmental value of many of the existing trees on-site, to ensure that most of the concerns listed above are reduced. Additionally, the proposed development reduces the existing impervious area of 82% to a maximum of 50% as well as adds curb and gutter to capture and control runoff. We feel this change of form of the property alone will have the most impact.

PUBLIC BENEFITS

12. What is your definition of "community benefit"?

Response: "Community benefit" is complex statement. In short, it is providing Social, Economic and Environmental enhancements. The Hoke redevelopment is providing improvements in each of those categories. The project is providing significant pedestrian connectivity resulting in less dependency on vehicular mobility. This is just an example on how the community is benefitting environmentally. The project also proposes several parks and open space areas that will be publicly accessible, which create great social and environmental benefits for the community. Economically, the project is creating much needed public improvements through transportation and public greenspaces, several crosswalks, and a CATS/CMS covered bus shelter to allow for those without access to be afforded the same opportunity as others allowing for economic success of the town and all of its citizens.

13. What is the positive economic impact for the Black Community on the Westside? How does this new development and influx of people benefit and best serve the Town of Davidson? What are the tax implications for the existing homes in Westside Terrace. Will this project place an unfair tax burden on them? What is the positive effect?

Response: The proposed development will be offering affordable units allowing many existing residents or their children to be allowed to come back and enjoy the opportunities in Davidson. The development will be providing street and pedestrian improvements, transit access, large neighborhood parks and affordable housing that we feel will help create the social balance that might currently be off scale. We do not see the development as creating a tax implication to the adjacent community, but rather helping to slow the solely single-family development that is unattainable for so many.

14. Are there any minority participation goals, diversity and inclusion aspects to this construction venture?

Response: We will focus on connecting with local leaders in the minority communities in Davidson and beyond, to ensure that we are creating opportunities for smaller minority businesses, that otherwise would not be given the chance. We are an Equal Opportunity Company and allow anyone to inquire about providing vendor services to our company. Interested vendors



can request a Vendor application by emailing CharlottePurchasing@Taylormorrison.com.

ARCHITECTURE

15. Materials: Isn't there a requirement that buildings are differentiated? It appears they're all the same type / style. A mix of Single Family Detached and Single Family Attached would solve this.

Response: Early in the process we focused heavily on the architectural elements we felt would allow this development to reach the standards that building in Davidson requires. This is one of the ways in which neighbor involvement has shaped the final outcome. The units within each building will have different front facades while incorporating compatible materials and architectural styling. Corner units and buildings opposite of other buildings will not have the same unit directly opposing itself.

16. Accessibility: Any options for elevators in any of the units to be more accessible for potential elderly tenants? Are all the units handicapped accessible?

Response: Unfortunately, the units are not currently being planned to accommodate elevators. The builder will investigate what building options might be considered to enhance the ADA accessibility for a potential buyer. The style of unit will meet all applicable building codes.

PROJECT COST

17. Unit Cost/Size: What is the price range for these units? Can you speak to square footage of each price point described?

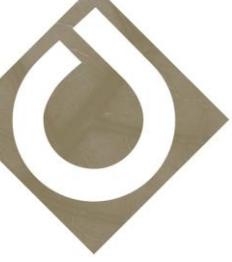
Response: The price is expected to range between the upper \$300s up to mid \$400s. In our market research for the location, we felt this type of home and its potential price point would help in providing an alternative to the majority single-family housing that exists today. Although this price point may not meet the AMI (Average Median Income) pricing needed to account for affordable housing, we do feel that it could serve a need for younger professionals and small families giving them the ability to live in the heart of Davidson. Based on other comparable markets throughout Charlotte-Mecklenburg where this product is being sold, we feel very comfortable that the units will be priced appropriately. The units will range from 1,900 SF to 2,200 SF.

18. Overall Cost: What's the cost to build this project?

Response: At this time that information is not readily available for review until we begin the construction documents for permitting.

19. What is the Town of Davidson contributing to this project? What is it costing the town?

Response: Financially, the Town of Davidson is not contributing to the development of this project. The town however will get the benefit of the infrastructure, parks, and affordable housing improvements that are proposed by this development.



DENSITY/BUILDING TYPOLOGY

20. Can you say a little more about why the site is somehow unsuitable to build more mixed housing, perhaps higher density condos that could be mid 200's, with townhomes that could be higher even than low 400's. Was a diverse mixed-use development ever considered?

Response: Based on our site depth and configuration, a mix of single family and townhome development design was not the best use for the site. Alternatively, because of how far away existing commercial uses are located from this property we did not feel that condo's or vertical mixed-use buildings were appropriate. The property was determined to be best utilized as a transition between more compact residential/commercial uses near the interstate and single-family detached residences moving east towards Main Street.

21. How about some regular houses and townhouse intermixed instead of all townhouses?

Response: See #20. Briefly, the site depth and configuration did not create the right design and density opportunity in a mix of Single Family and Townhouse development that we felt was needed given the transit, pedestrian and vehicular access of the site. The Lakeshore Planning Area promotes a transitional zone between higher density commercial/residential development and detached single family lots. Townhomes are the appropriate building type to provide this transition of uses.

MISCELLANEOUS

22. What will you name the development?

Response: The name for the development has not been finalized but there is respect and appreciation for the Hoke Family. Additionally, we will look to capture the History of West Davidson and the Hoke Family. We feel they might complement each other.

PROJECT APPROVAL/TIMELINE

23. What does your full build out timeline look like and how will you mitigate the construction impact on the surrounding neighborhoods?

Response: The project estimated schedule would start in summer of 2021 and we are expecting a 2-3 year build out. In an effort to keep adjacent neighbors up to speed they will be notified prior to construction by the project team.

24. How does one get on that list of being informed?

Response: We will coordinate through the town communication and neighbors, email, and some level of direct mail. We plan to coordinate involvement with stakeholders on Jetton, Catawba, and West Davidson.

25. What are the steps remaining to final approval of this project?



Response: The project will go before the town's Planning Board at least two more times, including in November for a formal review/comment. After this meeting, it's possible that a final technical review and potential approval of the Master Plan could occur in December.

26. Can the site be cleaned up now? Participants expressed safety concerns regarding electrical fires and loitering.

Response: The applicant will review the site accessibility with local Police and Fire Departments to determine what can be done to provide a safer site.

PARKS/OPEN SPACE

27. Public Accessibility: Will children from the Bungalows be welcome? What can we do to ensure that all community members feel welcome in the park? How can we ensure that these beautiful new walking paths are used by everyone?

Response: The applicant is looking to connect with local leaders and surrounding neighbors to ensure that all voices and ideas are being considered when planning the public spaces. We will be reaching out to many of those stakeholders throughout November. The open space areas will be publicly accessible to the surrounding community.

28. The areas marked Parks are a joke, given their diminutive size.

Response: The open space park areas meet or exceed the Town of Davidson requirements for the Lakeshore and Village Infill Planning Areas.

AFFORDABLE HOUSING

There were hundreds of comments directly related to the inclusion of Affordable Housing. Given the location and the existing affordable units located in close-proximity, the participants expressed great desire for the inclusion of affordable units on this site. This concern has been heard and the Developer has committed to a minimum of two affordable units at this time.

29. Quantity: How many total affordable housing units? Can you please describe any deliberations you had about offering Affordable Housing? Are you planning on increasing generously beyond the two units?

Response: The project team looked to accommodate at least two affordable housing units on site, prior to the Public Input Session (PIS). The project team heard the sincere emails and discussions during the PIS and are looking at ways to enhance this opportunity to further compliment the community benefits of this plan.

30. Cost: What would be considered an "affordable" housing price?

Response: Affordable Housing unit pricing is determined by a percentage of AMI (Average Median Income). See the Town of Davidson Planning Ordinance, Table 5-1 for information on how the town requires prices to be based on affordability for different income levels.



31. Relocation: The existing houses are not in good condition. Is it really feasible they would be relocated?

Response: It is common practice to relocate homes, especially if nearby, but this would need to be examined more carefully to understand whether it's feasible. The owner is investigating this further and will have an update at the next planning board meeting at the end of November.