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Shaping the Environment
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Land Planning
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Civil Engineering
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Urban Design

Boulder Rock Loop Master Plan

Davidson, NC

3/16/21 Public Input Session Report

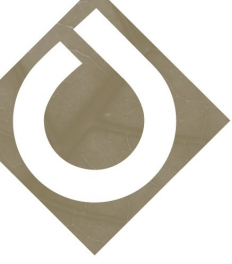
The following is a summary of the Public Input Session (PIS) for the proposed Boulder Rock Loop Master Plan located along Davidson-Concord Road in Davidson, North Carolina. The Public Input Session was held on Tuesday, March 16th, 2021 from 5:00-6:30 p.m. virtually as hosted by the Town of Davidson.

The applicant (Palillo Holdings, LLC.) and land planner/engineering consultant (ColeJenest & Stone) attended the webinar as panelists. Prior to the meeting, notification letters were mailed to 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 around 5:05 p.m., Andrew Ventresca, Town of Davidson 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 Sean Paone of ColeJenest&Stone to give the presentation of the site plan and supporting documentation. Mr. Paone began by explaining the site location on an Overall Context Map illustrating that the 5.53-acre site is located off Davidson-Concord Road with River Run at Davidson to the north, Davidson Place to the east, and the Woodlands development to the south. Mr. Paone described the proposed preliminary Sketch Plan as a residential community with proposed single family detached and attached units. The proposed 14’ multi-use path in accordance with the Davidson Mobility Plan was outlined. Mr. Paone explained that this project falls in the Neighborhood Edge planning area and therefore requires the implementation of a variety of housing types and lot sizes. Mr. Paone explained that there are two proposed single-family lot types seven (7) that are less than 60’ in width and alley served and four (4) greater than 60’ wide and served off the proposed Boulder Rock Loop extension. Of those 13 lots, two (2) are proposed Duplex lots. Next, the proposed open spaces were explained. A 10’ greenway connector is planned to connect the 14’ multi-use path to the existing Woodlands trail. This 10’ path runs through a centrally located park green with the intention of connecting to the adjacent Woodlands Trail. The site layout also proposes the extension of Boulder Rock Loop Drive which is designed in accordance with the Neighborhood Yield street cross-section. Based on the stub-street condition of the proposed Boulder Rock Loop Drive extension, fire, waste services and other emergency vehicles are to use the proposed alley as a turn-around. Mr. Paone then talked through the Landscape Plan outlining the existing trees to be preserved. Lastly, he showed some precedent images for the proposed park/open spaces.

At the conclusion of the presentation, Mr. Ventresca facilitated a question-and-answer session between the project team and the meeting attendees. A consolidated list of question and comment themes posed during the virtual Public Input Session and submitted to the Town of Davidson have been provided below:

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Comments & Responses

The list below contains topics raised before, during, and after the Public Input Session. Questions are grouped by categories. Project team answers are included in the "Response" lines.

Construction

- 1. Concern over the use of Boulder Rock Loop as a Construction Entrance. Davidson Place Road is not a suitable construction access road for the size, weight and heavy-duty type of machinery and vehicles that are necessary to build a new subdivision. What will the developer do regarding construction traffic coming through? Will Davidson Place Drive and Boulder Rock Loop be regularly cleaned and repaired to avoid damage to our vehicles? What can be done to keep the alleyway clean from construction debris, mud and stormwater runoff?**

Response: A temporary construction-access off Davidson-Concord Road is being considered and explored with NCDOT. The development will utilize general construction principles with dumpsters on site. Streets will be washed regularly regardless of where the construction access is located. This project will be designed in accordance with Mecklenburg County Erosion Control standards.

- 1.b. What are the next steps to have a temporary construction entrance on Davidson-Concord Road? What is the status of our petition for construction entrance from Davidson Concord Rd?**

Response: Developer has received the petition and is exploring options. NCDOT would grant a temporary construction entrance off Davidson-Concord Road if sight distance requirements are met. However, having a temporary construction entrance off Davidson-Concord Road might lead to the removal of more trees so this will have to be discussed with the Town to be sure the site layout remains compliant.

- 2. How will we learn what NCDOT says?**

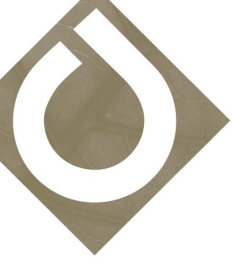
Response: Please contact the Town of Davidson Planner Andrew Ventresca. His email is aventresca@townofdavidson.org.

- 3. Concern about the safety of children during construction. Is the developer taking this concern seriously?**

Response: Palillo Holdings, LLC. develops in many different areas and takes serious consideration for the safety of children. Developer ensures that all construction workers have been trained to watch for kids. Fencing and other safety measures will be put in place. Construction will be operated in a manner that is safe for the surrounding community.

- 4. During construction, where will trucks and cars be parked?**

Response: Trucks and cars will be parked in one of the lots onsite or on-street along the proposed Boulder Rock Loop Drive extension.



5. What is the proposed construction start and end date for the new community?

Response: The plan is currently in the Master Plan approval process. Following Master Plan approval, the plans would move into Construction Documents and permitting. That could take potentially another 3-6 months following Master Plan approval. Potentially a start time towards the end of 2021 beginning of 2022.

6. What is the expected length of time from start to finish for the project?

Response: 12-18 months.

7. What days/hours will construction occur?

Response: Construction times will be in accordance with what the town allows and mindful of adjacent residents.

Transportation

8. Boulder Rock Loop is narrow. Concern over trash pickup and other delivery trucks utilizing this road. Also concern over another proposed dead end street design. Is it possible for a small cul de sac or loop to be created for better functionality and safety? Will the alleyways be built to support weight of garbage trucks?

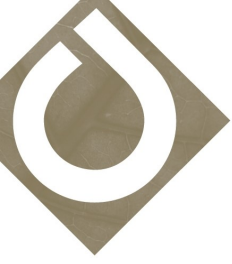
Response: Boulder Rock Loop is being designed in accordance with the Town of Davidson Neighborhood Yield cross-section. The layout of the alley intersecting with Boulder Rock Loop extension has been designed as a turnaround for both emergency vehicles and garbage trucks. This plan has been reviewed with the Fire Marshal for compliance. Should the alleyways be intended for access by garbage trucks or other large vehicles they will be designed as heavy-duty pavement. Additionally, a stub street is proposed as it is a requirement per DPO 6.5.1.E.

9. Existing issue at the 4-way stop at Davidson Place Dr and Boulder Rock Loop with people not stopping. Concerned that adding more residents and traffic will increase the probability of an accident or injury of the children playing in the neighborhood.

Response: Currently the separation off of Davidson-Concord Road to Boulder Rock Loop is 330'. The site layout proposes to extend Boulder Rock Loop another 180' approximately. As it relates to vehicle traffic, there is not a lot of roadway for vehicles to pick up speed in this section of Davidson Place Drive before coming to the four-way stop that will connect to this proposed development. Therefore, if there is concern about existing speeding in the Woodlands development that might be a conversation to have with the Town as that is not directly related to this 13-lot development.

10. Why isn't there another entrance access road planned? Why are we adding to the traffic on Davidson Place that already serves Park Place and Woodlands communities? Is there any reason why the entrance/exit to this development cannot be located on Davidson Concord Road? Has this option been explored and, if so, what were the reasons for it?

Response: Per Davidson Planning Ordinance 6.5.1.E making the connection to an existing stub street on an adjacent property is required. Due to the location of Davidson Place Drive and Parting Oaks Lane both the Town and the Developer



believe another street off Davidson-Concord Road would probably be best warranted aligning with Parting Oaks Lane if the adjacent parcel redevelops. NCDOT agrees with the town and developer's opinion and stated that future access from Parting Oaks Lane with a Left Turn Lane is best.

11. Will a lower speed limit be considered on Davidson-Concord Rd with the increased new development traffic? With the new development including a multi-use pathway and green space that is directly adjacent to Davidson-Concord Rd, how is safety being considered with a 45 mph speed limit on Davidson-Concord Rd?

Response: Davidson-Concord Road is an NCDOT road. Andrew Ventresca reached out to NCDOT and they said they have no plans to lower the speed limit. They expressed that the speed limit was lowered from 55 mph to 45 mph in 2016 and this speed limit remains appropriate for this facility. The 14' sidepath is being designed in accordance with the Davidson Mobility Plan which focuses on safe pedestrian/bike mobility.

12. When will Davidson Place become a road managed by the Town of Davidson?

Response: It is the responsibility of the town to accept private roads. Coordination with the Town Project Manager will be necessary to determine the status.

13. Would NCDOT permit the existing alley behind the homes from Davidson Place Drive be extended to Davidson-Concord Road?

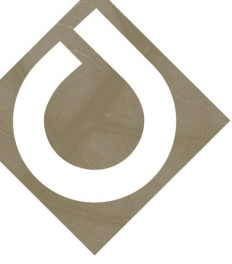
Response: NCDOT responded to this question saying they do not have to review the internal streets if the subdivision is going to annex to the Town.

14. What is the "Davidson-Concord Roadway sidepath extension to NC 73 project" referenced on the development plans? What are the goals of that plan and how does it tie into the new community, or the frontage of our Park Place community and D-C Rd? Is this project flagged to begin? What is the completion date proposed? Any trail project expected to go toward Davidson (opposite from toward 73)?

Response: The Davidson Mobility Path calls out a 14' multi-use path to be constructed along Davidson-Concord Road. The Davidson-Concord sidepath project is a continuation of the existing facility along the southside of Davidson-Concord Road and projected to connect to the NC-73 multi-use path which is to be built once the NC-73 widening project is begun. At present the town does not have the funding for the entire Davidson-Concord Multi-use path but is requiring future developments to construct a portion of the path on-site. The Davidson-Concord Roadway sidepath extension is meant to provide multi-modal availability along the higher-speed, higher-traffic-volume Davidson-Concord corridor.

15. Can a lighted crosswalk be made to be constructed by the developers or constructed by the town connecting the new development to River Run giving the communities more access to greenways?

Response: NCDOT said that a crosswalk can be considered if sight distance is acceptable and a Pedestrian Hybrid Beacon (HAWK) is installed. (HAWK is required due to the 45 mph speed limit.) HAWK installation and maintenance are responsibility of the Town or Developer. NCDOT can maintain on Town's behalf



through a supplement to the existing maintenance agreement but the developer or Town must install.

16. Issue of Evening Primrose Drive traffic and speeding. Can you guide me and others on the call on how to make addressing this safety issue a Town priority.

Response: Please contact the Town of Davidson Planner Andrew Ventresca with your concerns. His email is aventresca@townofdavidson.org.

Landscape

17. The trees along the alleyway provide a great deal of shade for the 5 homes on Davidson Place Dr during hot summer afternoons. How many trees along the alleyway will remain to continue to provide us shade and provide a buffer between our homes and lots 6 and 13?

Response: The plan right now does not show any trees being saved in that area. However, the concern of the adjacent property owners not wanting to see the sides of units is likely a similar concern of the new property owners not wanting to see the backs of homes/rear alley. There will likely be some landscape screening in this area to provide shade and privacy, but it will not be in the form of existing trees being saved here.

18. Does Davidson Park have to put up a large fence to not see sideways homes in their back yard?

Response: The site plan doesn't identify a fence along the alley of the Davidson Park lots. Installing a privacy fence in accordance with the ordinance along this property line is an option for those residents should they choose to do so.

19. What are the plans to connect to the greenway? Will this be paved? Will the natural path be paved as part of this?

Response: The 10' greenway connector will connect at the rear of the property to Woodlands Development as long as an access easement is granted. The 14' multi-use path along Davidson-Concord will be paved. This greenway connector path will most like be a combination of paved and unpaved. The existing Woodlands natural path will not be paved as part of the proposed Master Plan.

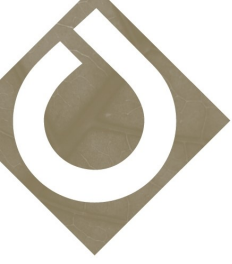
Building/Site Design

20. Concern over the proposal of three-story buildings.

Response: The General Intent Letter states that the Neighborhood Edge Planning area allows for three-stories. However, this development is not proposing three-story homes. There will only be two-story homes to be consistent with the neighboring community.

21. Non alley lots have driveways, where does the duplex park?

Response: Parking for the duplexes would be provided behind the building. There would be a driveway off Boulder Rock Loop leading to a parking area and garage behind the proposed duplex building.



22. Why is there an alley if the homes are front and side load garages?

Response: An alley is required for lots that are less than 60' in width. Lots 7-13 are less than 60' in width.

23. Why the duplexes? Are there duplexes in Davidson near this site?

Response: Within the Neighborhood Edge Planning area there are requirements for a diversity of building types. No more than 90% of the units in each new development shall be single-family residential detached house building type. No more than 30% of the units in each new development shall be duplex detached house or attached house building types. It is Andrew Ventresca's understanding that the Mayes Hall development also includes duplexes as it is in the Neighborhood Edge planning area.

24. Are there any affordable housing units built into this plan?

Response: Currently the plan does not show any affordable housing units on-site. Developer plans to take the payment-in-lieu option based on the limited number of proposed lots.

25. How much space is between the planned homes?

Response: There is a 3' side yard requirement per the ordinance so there will be 6' from setback line to setback line. It is anticipated the actual buildings may have greater separation.

26. What other plans were considered when drafting these plans? Was it considered to use Davidson-Concord Road and avoid Davidson Place Drive?

Response: Per Davidson Planning Ordinance 6.5.1.E making the connection to an existing stub street on an adjacent property is required. Due to the location of Davidson Place Drive and Parting Oaks Lane both the Town and the Developer believe another street off Davidson-Concord Road would probably be best warranted aligning with Parting Oaks Lane if the adjacent parcel develops. NCDOT agrees with the town and developer's opinion and stated that future access from Parting Oaks Lane with a Left Turn Lane is best.

27. Will this neighborhood have a separate HOA and what will regulation be for amount of renters allowed/investors vs owner occupants?

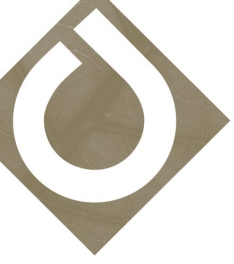
Response: We are not sure at this time if the development will have an HOA and what regulations might be associated. Most likely there will be some sort of association connected with this development as there are proposed common open space areas.

28. What is the expected starting price point for SFH? Duplex?

Response: Single Family starting in the high \$300,000s into the \$400,000s and up comparable to the existing homes adjacent to the proposed development. Duplex would be per side.

29. What are the house sizes? What quality of homes are to be built?

Response: Homes will range from 1,800-3,000 SF. They will be comparable to the size of the homes in the adjacent Davidson Place community.



Stormwater/Environmental

- 30. Assuming the new neighborhood will tie into our storm water drain system. Is our current storm water drain system sufficient to handle the new homes or will it need to be updated?**

Response: The project will be reviewed by Mecklenburg County Stormwater Services and Charlotte Water to determine any new infrastructure needed to account for the additional development.

- 31. What precautions are being put in place to protect the woodlands/wetlands that sit at the back of property from runoff and encroachment? My concern is for the wildlife and the possibility of increased flooding in the area. This neighborhood is a wildlife friendly community and with the destruction of trees and construction of an alleyway I have serious concerns about the impact it will cause.**

Response: The stormwater BMP has been designed to control stormwater runoff. Its purpose is to prevent any direct impacts to the existing wetlands and stream. The development is not impacting any existing stream buffers. In addition, a combination of existing and proposed vegetation around the BMP compliant with the ordinance will further assist in reducing runoff.

- 32. Is it possible to move the back alley further away from the wetlands to reduce runoff? Is there anyone from the town that can speak to how close the retention pond and back alley is to the Wetlands? Is this within the range of boundaries for protected land in the town?**

Response: The stormwater BMP has been designed to control stormwater runoff. Its purpose is to prevent any direct impacts to the existing wetlands and stream. It is placed outside of all existing stream buffers and complies with Mecklenburg County. In addition, a combination of existing and proposed vegetation around the BMP compliant with the ordinance will further assist in reducing runoff.