

Davidson Condos Conditional Map Amendment Davidson, NC 3/14/22 Community Meeting Report

The following is a summary of the Public Input Session (PIS) held for the proposed Davidson Condos development located at 589 Portside Drive and along Southwest Drive in Davidson, North Carolina. The Public Input Session was held on Monday, March 14th from 5:15- 8:00 PM in-person at Davidson Town Hall.

The applicant (Jake Palillo of Bi-Part Development, LLC.) and land planner/engineering consultant (ColeJenest&Stone) led the meeting. The presentation was given in two sessions, round one began at 5:15 P.M. and consisted of approximately 50 attendees. Round two began at 6:45 P.M. and had approximately 10 attendees.

Prior to the meeting, notification letters were mailed to the surrounding property owners informing them of the project and the opportunity to attend the meeting to meet the development team and discuss the Conditional Map Amendment proposal.

Commencing at 5:15 P.M. Trey Akers reviewed the planning process and encouraged attendees to sign in for future project information and at the completion of the presentation to voice questions or provide comments on the town supplied comment cards. The meeting was then turned over to the development team to give their presentation of the site plan and supporting documentation. Sean Paone, ColeJenest&Stone, began the presentation by explaining the site location on an overall Context Map. Next, he showed imagery of the existing conditions surrounding the site including the waterfront and adjacent community architecture. A Planning Areas map to illustrate the existing zoning for the site was then reviewed before the Site Plan was presented.

The Site Plan described the proposal for the 3-story, 6-unit condominium building being oriented southwest towards Lake Norman with its driveway access off Southwest Drive thru the use of a 65' access easement deeded on the Windjammer Development parcel. The building will have an underground parking garage housing two parking spaces per unit with an additional five visitor spaces located along the private driveway (17 spaces total). At the rear of the building an amenity area and park are proposed to maximize the views along the waterfront. Mr. Paone explained that this project is going through two concurrent processes within the Town of Davidson – a Conditional Map Amendment and an Individual Building Permit. He then reviewed the informal comments that have already been received from the Board of Commissioners Work Session (2/8/22) and Design Review Board Meeting (2/16/22). Architectural renderings were then shown, the original design first, and then the revised design based on Design Review Board feedback. A Building Height comparison exhibit was then presented to show the approximate relationship among the existing and proposed buildings.

Next a Fire Access exhibit was then discussed in response to the Board of Commissioners concern over providing adequate access and meeting fire code requirements. The next presentation slide focused on the proposed park/open space area to show the options for public access as well as potential programming ideas. Pedestrian and Bicycle Mobility Exhibits were then introduced to show alternative improvements to meet the policy requirements of the Davidson Mobility Plan. The site challenges surrounding the existing

sidewalk and connection/enhancement opportunities were then reviewed. Other Board of Commissioner comments were discussed such as locations for electric vehicle charging stations and trash pickup as well as the developer's choice to submit a payment-in-lieu to meet the Town's affordable housing requirement. Lastly, slides were reviewed to illustrate on-site tree save as well as the use of permeable pavement as a water runoff management strategy. At the completion of the presentation, the Site Plan was shown again as well as contact information for the project team.

At the conclusion of the presentation, Trey Akers facilitated a question-and-answer session between the project team and the meeting attendees. A consolidated list of questions and comment themes posed during the Public Input Session Meeting have been provided below:

Comments & Responses

The list below contains topics raised during and after the Public Input Session. This includes all questions posed in round one and two as well as comment cards and emails that were sent into the Town of Davidson. Questions are grouped by categories. Project team answers are included in the "Response" lines.

General Statements

Adjacent residents were very concerned about the publicly accessible park and the proposed pedestrian connections to the parking lot off Portside Drive. Existing residents believed that promoting the publicly accessible park would encourage visitors to utilize the adjacent Portside and Windjammer private development parking. Residents described privacy issues with the area: Features such as the boardwalks or common open spaces appear public but are actually private property with access only for residents/guests. Additionally, residents described the inadequate amount of parking in the area, with issues particularly in the summertime when lake activity increases. The developer agreed with the public comments that the public park-access might not be appropriate for this site and supports the adjacent resident's concern over the park being publicly accessible. Residents voiced major concerns over publicizing the open space as the rest of the entire community is private and, as noted above, it's been an on-going issue in enforcing the privacy. There were also comments that the building architecture does not blend in with the surrounding development or the Town of Davidson; some comments were supportive of the architecture but did not believe it fit the context. Additionally concerns relating to the site drainage were voiced.

Site Design

1. Is the pool above ground?

Response: The pool is elevated slightly above ground.

2. Is there a vegetated barrier between both properties? Concern that there is not an adequate buffer.

Response: Tree preservation throughout the property will continue to provide a barrier. In addition, there is proposed landscaping along the property boundary in accordance with the Davidson Planning Ordinance 9.5.2.C.

3. How is the project connecting to an existing boardwalk – over private property?

Response: The conceptual connection, as it is shown now, is over private property and would have to be coordinated with the adjacent development. It was illustrated that way to show access to an adjacent feature that could provide a way to access the public park per the Town's ordinance requirement. If the publicly-accessed park is removed, the developer is not planning to make this connection.

4. Will there be an enclosure around the proposed trash pick-up location? Concern about how this will look out on the street.

Response: It is intended that the trash/recycling cans will be stored in the parking structure and rolled out to a designated area for pickup. They will not be permanently stored on the street and no enclosure is intended at

this time. The developer plans to look into a service that rolls out the trash/recycling to the street and limits the amount of time containers would be visible on the street.

5. What are permeable pavers? Can you provide imagery?

Response: Permeable pavement is a best management practice (BMP) that captures stormwater runoff through voids in the pavement surface. It is a method that helps control and reduce site runoff by letting water filter through the paved surfaces to the ground underneath. The project intends to utilize this approach on sidewalks, parking, and driveways within the site. There are various types of permeable pavements. One example is shown below:



6. What is the plan for visitor parking, especially on holidays?

Response: Five visitor parking spaces, including one ADA-accessible space, are being proposed in the front of the development. There are also two parking spaces per resident planned in the garage, for a total of 17 spaces on site. This is adequate parking for a 6-unit condo building as it assumes 2 spaces per unit which is compliant with the Davidson Planning Ordinance (DPO 8.3.1)

7. How close is the building to Windjammer building to the south?

Response: Approximately 80'-100'.

8. On the proposed building, how would you replace the HVAC units on the roof?

Response: The developer believes you would probably use a small boom truck to lift new units up to the roof.

Architecture

1. How does the architecture fit in?

Response: The design hopes to bring the outdoors inside using large glass windows and 10'-12' ceilings. Utilizing cedar shakes (i.e., wood shingles) and hardieboard (i.e. fiber cement siding) on the outside façade was incorporated to help blend in with the surrounding architecture.

2. What are the building materials? What are the materials around the pool?

Response: Hardieboard, painted wood, permeable pavers as it relates to access points, painted brick in drive, pitched & shingled roof. The pool materials are epoxy which is an exotic wood paver product.

3. Concern over building height.

Response: The building is being designed to work with the existing topography in an effort to create a building height that is respectful of the existing built environment. The current height analysis shows a six-foot difference in the ridgeline height of existing buildings (i.e., 44 feet at the top of the roof) and the roof line height of the proposed building (i.e., 50 feet at the bottom of the roof). The developer requests a maximum 65-foot height limit for the proposed building as measured at the ridgeline/top of roof.

Transportation

4. Is the crosswalk proposed across Southwest Dr. elevated?

Response: No.

5. What is the distance separation from the proposed site driveway connection to the corner of Southwest Dr. and Griffith Street?

Response: The driveway is located 50' from the intersection of Southwest Drive and Griffith Street.

6. Why are sidewalks being added? Comment about not wanting these improvements.

Response: Trey Akers spoke on how there are Town adopted plans requiring public infrastructure and public input in the review of these policies has shown that people do want pedestrian connections. He noted that there's two perspectives: Some people may be fine walking in the street, but others may want clearer, defined access (several concurred with this point). A comment card suggests that these bike/pedestrian improvements will greatly enhance the area. The project team will study various options based on feedback from various stakeholders, including Public Input Session participants, the Planning Board, and the Board of Commissioners.

7. Why is the driveway access off of Southwest Drive and not Portside Drive?

Response: There is an existing 65' deeded access easement on Southwest Drive.

Infrastructure

8. Where is sewer access? How will the sewer connection be made?

Response: Existing sewer utilities are located in Griffith Street. A connection will be made to an existing manhole and go directly into the CLT Water system. The amount of flow for six-units is not comparable to a larger development. The project team has already coordinated with CLT Water and it is not believed that a lift station is necessary.

9. That area right now soaks up a lot of water, what will you do to avoid creating drainage problems with this development?

Response: The developer said that boring samples have been done and that these concerns will be addressed during construction. In addition, this development is proposing the use of permeable pavement to manage stormwater and allow runoff to get infiltrate into the soil without having to be collected.

10. Does the driveway go over the water main connecting to Windjammer?

Response: The developer said that streets go over utilities all the time and that covering a main is not an issue, but that in the permitting and construction process the actual location of the watermain will be identified and should any damage during construction occur it would be repaired.

Park/Open Space/Tree Preservation

11. Is the park open space intended to be publicly accessible? What does publicly accessible mean?

Response: Typically, public access would be accomplished by providing a connection from the Public Right-of-way. Due to the unique shape and limited-to-no access from a public right-of-way, public access was being proposed from the lake frontage as well as potentially connecting to adjacent developments. The proposal does not include access from Southwest Dr. through the development, which would also meet the public access requirement. Trey Akers also clarified that there are no restrictions on who can utilize the space.

12. Has anyone spoken to the HOA board/adjacent landowners about making connections and/or using the parking? Why are the proposed pedestrian access locations being proposed to tie-into the adjacent development's parking lot?

Response: No, these were recommendations from staff and the Board of Commissioners. The connection options were shown to get feedback from the residents through discussion at the Public Input Session and then further discuss viability of any preferred options. The location of the pedestrian connections was not to utilize the adjacent condo parking but rather provide adjacent residents' access. It is proposed in these specific locations to try and save as many trees as possible.

13. How would someone get to the open space that doesn't live there?

Response: Two possible pedestrian access locations have been shown connecting to Portside Drive on the northern side of the site. In addition, a proposed connection to the existing boardwalk has been shown.

- 14. If you connect to the boardwalk, will you share in the cost of maintaining it? Residents voiced that there are always people using these facilities that do not live in the community. They also said the Lake Norman Company will be replacing the boardwalk in the near future.**

Response: Jake Palillo responded that it was not his idea to connect to it, but should it be required the condos development would coordinate on cost to make that connection. The developer is not planning to make a connection to the boardwalk if the publicly-accessible park requirement is removed.

- 15. Question by developer: Are the boat slips rented or owned slips?**

Attendee response: Both, you must be a Davidson Landing resident to rent or own a boat slip.

- 16. Who decides what trees to save?**

Response: Trey Akers explained that it is a coordinated determination between the developer, town, and stakeholders – including the town arborist.

Miscellaneous

- 1. Comment that short-term rentals are not allowed.**

Response: Jake Palillo expressed that these will be \$1.5-2 million dollar condominiums for sale. He suggested that these may be second homes with potential to rent and that the HOA document will prohibit rentals less than 1 year.

- 2. Concern over how construction equipment will fit on site.**

Response: The developer indicated that equipment will be brought onto the site in stages. This construction sequence will be similar to that of a single-family house where all equipment must fit on the site at different points throughout the process..

- 3. Comment about the existing amenities on the North and South Amenities HOA lands.**

Response: The developer was unaware of opportunity to join the North or South Amenities, but based on that option those amenities would be a great benefit to the condos development. He indicated that he would be willing to contribute to either or both of those associations.

Development Process

- 4. Question from developer to Town Planner: Does the Design Review Board (DRB) give the final approval of the building's architecture or does the Board of Commissioners (BOC) do so?**

Response: Trey Akers explained that the DRB can write conditions to recommend to BOC and the BOC can approve conditions as part of the rezoning, but ultimately the DRB still must approve the building architecture.]