



July 21, 2022

**River Run Phase VI Master Plan
Davidson, NC
06/22/2022 Public Input Session Report**

Presentation Summary

The following is a summary of the Public Input Session (PIS) held for the proposed River Run Phase VI development located at 18500 Shearer Rd, Davidson, North Carolina. The Public Input Session was held on Wednesday, June 22 from 5:00-7:20 PM in-person at Davidson Town Hall. Prior to the meeting, notification letters were mailed to the surrounding property owners informing them of the project and opportunity to attend the meeting to meet the development team and discuss the Master Plan proposal.

The presentation was given in two sessions; round one began at 5:05pm and included approximately 45 attendees. Round two began at approximately 6:20pm and had approximately 10 attendees. Each session was introduced by the Town of Davidson (Senior Planner Trey Akers). The applicant (River Run Limited Partnership) and landscape architecture/engineering consultant (SEPI Engineering & Construction) led the meeting.

As an introduction for each session, 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. Mr. Akers gave a brief introduction to the Master Plan, reviewing the zoning development criteria, familiarizing attendees with the project history, noting the project location, and providing an overview of the project goals and objectives. The meeting was then turned over to the development team to give their presentation of the master plan and supporting documentation.

The project design consultant, Jael Wagoner, SEPI Engineering & Construction, began the presentation by highlighting key personnel and providing a general introduction to the project. This introduction included reviewing the project location, offering a summary of the general intent of the project design of the development, reviewing the required and proposed development features, as well as providing a general look at tasks completed to date and reviewing the projected schedule.

The site inventory and analysis for the project was then presented. This included discussing the existing site conditions, an understanding of the environmental considerations, a summary of site heritage and a review of existing project influences. Notable items discussed were the required tree survey, existing on-site streams or site adjacent streams, the findings of the



Mecklenburg County Historic Landmarks Commission, and the influences of the Rural Area Plan.

After providing an understanding of the existing site, Ms. Wagoner then reviewed the proposed master plan further. An account of how the master plan aims to address preserved historical and cultural features of the site as well as meet tree preservation and open space requirements was given. The requirements for lot layout and diversity were presented next, outlining the mix of attached and variable single family detached housing types. Finally, an overview of the stormwater management requirements, constrains and options for the project was provided. After considering the regulatory criteria and site constraints, the two options for this project are constructed wetlands or wet pond.

The preliminary Planning Board and Transportation Impact Analysis recommendations were then detailed for attendees. The Board's recommendations include utilizing low-impact development strategies, preserving the views identified by the Mecklenburg County Historic Landmarks Commission, minimizing outdoor lighting adjacent to the West Branch Nature Preserve, and integrating affordable housing rather than exercising the payment-in-lieu option. The Transportation Impact Analysis (TIA) recommendations include multi-use paths along Shearer Road, restriping the missing crosswalks at the Shearer Rd and Washam Rd intersection, and installing crosswalk markings on either side of the proposed site driveways' intersections with Shearer Road. The TIA also recommends installing rectangular rapid-flashing beacons (RRFB) on Shearer Rd. approaching each site driveway's intersection.

The design teams responses to these recommendations were then catalogued for the attendees:

- The best options for stormwater management will be finalized during the site design phase of project development, but are limited by the floodplain, topography, regulation requirements;
- A coordinated berm adjustment managed by the team and the adjacent land owner will assist in restoring the original view;
- The team continues to learn more about community support for inclusion of affordable housing rather than payment-in-lieu, with the owner agreeing at the input session to meet to discuss the issue further with community stakeholders;
- Lighting options will be coordinated with the utility owner as part of detailed design;
- The Master Plan includes the recommended multi-use path along Shearer Rd; and
- Crosswalk improvements, installations and RRFBs will be included as recommended.

After recapping the next steps and communicating project and team contact information, the Town 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 Impact Session have been provided below:

Comments & Responses

The list below contains topics raised during and after Public Input Session. This includes all raised at the meeting as well as comment cards and emails that were sent to the Town of Davidson. Questions are grouped by categories. Project Team Answers are included in the "Response" lines.

TRANSPORTATION

1. Is there any intent to improve curve on Shearer Rd north of the intersection with Dembridge Drive or reduce speed to 25 mph? There is an existing dangerous situation, the original road was designed as a tractor path before it was turned into a paved roadway.

Response: The Transportation Impact Analysis (TIA) study area included a selection of roads, developments, and intersections within about a mile to mile-and-a-half radius of the project site. However, improvements required of the developer as a result of the analysis are limited to the immediate project scope and vicinity.

2. What is plan for the traffic on June Washam Road with the development adding 90 additional homes? This road is not wide enough to manage the existing traffic.

Response: The River Run POA and the town recently completed a traffic study (2021) and verified the roadway meets abatement thresholds. The future Shearer Rd. extension through Davidson East Ph. 2 will help mitigate the amount of vehicular traffic passing through River Run Ph. 5.

3. Traffic study going through The Reserve showed speeding on Shearer Rd. It's both volume and speed but it's also the weight of the dump trucks, school buses. Town has shown no interest in slowing speed down.

Response: Thank you for your input. As conveyed above, the River Run POA and Town undertook a traffic study independently of the TIA. The Town took actions based on the recommendations in that study.

4. Is parking on Shearer Rd restricted to Attached Houses? Will they have driveways?

Response: Parking on Shearer is not restricted to private parking. There is an alley that will allow for rear loaded parking or garages. The detailed design will occur after the Master Plan process is completed.

5. Will Shearer Road intersection improvements include stop signs?

Response: Currently no stops signs are proposed on Shearer Rd. The roads exiting the development at Shearer Rd will include stop signs.

6. How can we request a speed test?

Response: Per earlier responses, the River Run POA and the town recently completed a study. An additional study may be advisable post-construction.



7. Will the roads be wide enough for public safety?

Response: Yes, the plan has been reviewed by public safety officials, including police and fire personnel, as part of the Master Plan review.

8. Was input from police collected? What about crime/parking on Shearer? You've increased the crime risk? Will it get more police support?

Response: Yes, police officials reviewed the plans as part of the Master Plan review process. Staff will share this information with police and include further information in the staff analysis as part of the Planning Board's review of the project.

9. Where is parking for the neighborhood park located?

Response: Jael Wagoner showed the location on the plan (Along the southern portion of Road A).

10. When will Shearer Rd be extended to Davidson East and ultimately Davidson-Concord Rd?

Response (Trey Akers, Town of Davidson): When the Davidson East Ph. 2 commercial component is constructed. The connection through Davidson East along with the connection through River Run Phase V via June Washam Rd. is in keeping with the Town of Davidson's transportation and connectivity vision. Having many small connections is important for the Town of Davidson rather than consolidating transportation routes to a few large streets that then become congested.

11. On-Street Parking proposed for Shearer Road will pose a danger to adjacent homes from possible break-ins. On-Street Parking will increase noise and congestion. Widening for Shearer Road for On-Street parking is not enough. Additional traffic to Shearer Road is a concern due to current speeding.

Response: The required buffer between Shearer Road and the properties that abut Shearer Road serves as a noise, site, and safety barrier. The design improvements for Shearer Road will be in keeping with Transportation Impact Analysis recommendations and the Town design requirements. Studies show that on-street parking reduces traffic speeds. The on-street parking and street facing attached units will also present public visibility for improper or illegal activities.

12. There is an existing safety issue with the speed & amount of traffic currently on Shearer Road. A traffic study needs to be done, which will show that section of road south of Dembridge Dr. is a speedway. The project wants to add on-street parking, creating a major safety issue.

Response: A traffic study has been completed as part of the Master Plan process. The recommendations from this study will be incorporated into the final Master Plan layout. As noted above, on-street parking serves many purposes – including creating a safer pedestrian environment and helping to reduce vehicle travel speeds.

13. The addition of 90 houses will add many more cars to an already congested area. Speeding is a disaster now. Property owners for lots backing up to Shearer Road area concerned about devaluation as well as aesthetics. Looking at townhouse with on-street

parallel parking is a concern.

Response: Please see the two previous responses addressing these topics.

HOUSING TYPES

1. This is personal to me, we're across Shearer from where Attached Houses are being proposed. We have children and things of that nature. Concerns about the massive amount of units being put in that area. Is there a compromise to move it? Attached House is a big house. No matter how it is presented, attached housing is still lipstick on a pig.

Response: There are various factors that contributed to the placement of the attached housing, including but not limited to: Existing topography, tree preservation requirements, grading constraints, stormwater control requirements, and environmental impacts. These are also units that will be designed to fit in with surrounding community façade.

2. What square footage are we talking about?

Response: Once a builder is engaged, the square footages for all units will be solidified. Lot sizes are what's known right now.

3. What are the lot sizes for attached homes?

Response: The current lot sizes for the attached units are approximately 100' x100'

4. What will the attached homes look like?

Response: The units will be in keeping with the general façade types throughout the existing River Run development. (Trey Akers showed an example of the Jetton St. Bungalows for massing context).

5. When did the ordinance change that required attached housing come into effect? Is there any way to remove the Attached Housing type requirement?

Response (Trey Akers, Town of Davidson): The update was included in the 2017 update to the Town of Davidson Planning Ordinance. If the landowner does not pursue a rezoning, the attached housing must be included in any development of the parcel.

6. What drove the decision to locate the attached housing type at the front of the development?

Response: There are various factors that contributed to the placement of the attached housing, including but not limited to: Existing topography, tree preservation requirements, grading constraints, stormwater control requirements, and environmental impacts.

7. Who makes aesthetic decision for the housing types?

Response: The Developer and design team will propose façade types in keeping with the River Run POA, for approval by the Design Review Board.

8. When does the façade design happen for the unit types?

Response: Façade design occurs as part of Design Review Board, which is included in the approval processes following master plan review.

9. How far will Attached units be set back from the street?



Response: The building will be a minimum of 30 feet from the back of curb for the on-street parking. (Trey Akers reviewed Shearer cross section for spatial references).

STORMWATER MANAGEMENT

1. What will the wet pond on Shearer be like? If wet pond is it stagnant how is dealt with?

Response: Mecklenburg County requires further review to determine the type of stormwater runoff control devices. This will be solidified during the Construction Documents review process that follows the master plan approval. Standard Stormwater Control Measures require water movement. Once constructed, the Town will maintain the BMPs.

AFFORDABLE HOUSING

1. It is understood that the project currently still evaluating affordable housing. What factors are still being considered? What does the process look like to reach that decision?

Response (Danny Fesperman, River Run Limited Partnership/Developer): In previous phases of River Run, the payment -in-lieu option has always been exercised. It is likely this project will follow suite. The project team has talked to the Town of Davidson on multiple occasions regarding affordable housing. The trending constraint is the type of product being installed and how to offset the cost to construct. We are open to hearing about other projects that have successfully included affordable housing to understand how the metrics were met so that key community resources like teachers and first responders can serve the community they live in. (John Woods offered to share the model used as Hoke and noted the surrounding community cannot get caught up in the stigma that affordable housing units will turn into low class housing).

2. What are the disadvantages, if any, of affordable housing instead of PIL?

Response: There are not necessarily any disadvantages, this is a matter of perception. Developer is continuing to become informed in order to make an educated decision whether constructing affordable housing is right for this development.

3. Will there be a presentation to the community about what the Affordable Housing units will be like?

Response: There will not be a formal presentation on affordable housing as part of the master plan approval requirements. However, affordable housing is likely to be discussed at the upcoming Planning Board presentation. Additionally, if affordable units are proposed for on-site construction, then Board of Commissioners reviews/approves the affordable housing plan; this includes Housing & Equity Board review.

4. I'm writing to you to underscore the importance of expanding affordable housing opportunities in Davidson. River Run's Phase 6 development offers an opportunity to add to the Town's affordable housing resources. While it would be commendable for the developer to integrate affordable units into the new construction, it may be more suitable for the developer to make a payment-in-lieu (PIL) so that the Town can use the PIL funds toward growth in affordable units in a location closer to transportation, shopping, etc. I wonder if there would be a way to encourage the developer to increase the PIL beyond what's required in exchange for a small increase in density.

Response: Thank you for your input, we will further discuss this idea with the Town.

5. A 2017 UNCC study concluded a need for the following number of affordable housing units in Davidson, by income level: <50% AMI – 500, 50-80% AMI – 100, 80-135% AMI – 135. Why not work with the Davidson Housing Coalition to develop units serving those in the 80-135% AMI range?

Response: Developer is continuing to become informed in order to make an educated decision whether constructing affordable housing is right for this development.

6. I am deeply concerned about availability of affordable housing. This is a critical need in our community, and this growth provides the perfect opportunity to help meet this need. It is the right approach for all of the citizens - please give it serious consideration.

Response: Developer is continuing to become informed in order to make an educated decision whether constructing affordable housing is right for this development.

7. I was really heartened by the exchange between the developer and our affordable housing representative [from Davidson Housing Coalition]. I hope the developer tries hard to install affordable housing on site.

Response: Thank you for your input. Developer is continuing to become informed in order to make an educated decision whether constructing affordable housing is right for this development.

PARKING

1. We have a safety concern about having on-street parking directly in back of our homes. It is providing easy access for home robberies or intrusions by allowing people to sit and scope out houses and have an extremely easy exit road. Right now, if someone was sitting on Shearer Rd, we would know there was an issue. Also, the speed on Shearer Rd is dangerous and should be addressed.

Response: The required buffer between Shearer Road and the properties that abut Shearer Road serves as a noise, site, and safety barrier. The widening of Shearer Road will be in keeping with Town design requirements. Studies show that on-street parking reduces traffic speeds.

2. Parking on the street will create a ton of congestion & noise for the existing adjacent River Run parcels. This will also add more traffic to Shearer. The widening of the street to allow street parking is not big enough to pass through traffic. That said, on street parking on Shearer should not be permitted as accidents will happen. Parking for all development on the property should be in the property itself.

Response: The required buffer between Shearer Road and the properties that abut Shearer Road serves as a noise, site, and safety barrier. The widening of Shearer Road will be in keeping with Town design requirements. Studies show that on-street parking reduces traffic speeds and as such it is our professional opinion that the recommended roadway improvements will assist with managing excessive speeds in this section of Shearer Rd.

3. Where is parking located for the attached housing?

Response: Parking for the attached units will occur along Shearer Rd and in potential

driveways off the internal alley. The detailed design of the parking will be completed as part of the Site Construction Documents. There are a few pieces that remain to be solved like if garages will be included, if surface parking will be designed, or if individual driveways will be proposed.

MISCELLANEOUS

1. What happens if the developer starts construction and later stops prior to completion of the project?

Response: River Run has a history of successfully completing all approved site development projects. The existing Charlotte Water capacity issues mean that even if the master plan and subsequent site construction documents are approved this project will not move to construction for some time. While the Master Plan is expected to be approved mid to late fall 2022, Construction Document Approval can take an additional 18-24 months. Once approved, Construction Documents are valid for 2 years. Certain types of bonding is required prior to commencing construction, to prevent projects from stalling and never reaching completion.

2. Will the lots be profitable - even estate lots appear to be small?

Response: The proposed lot sizes are comparable to the current River Run lots.

3. The zoning of this property is not appropriate. It is not a neighborhoods edge. It is clearly part of River Run it is across from River Run and the Reserve on River Run is one side of the property. It is clearly part of the River Run neighborhood. It should be rezoned to allow for development in keeping with River Run and not require attached housing. If no rezoning can be done (which is should) then proper care to ensure the River Run homeowners who backup to Shearer Road homes are not devalued with this development should be done. Parking on Shearer Road and 30 units who will create noise and traffic across from these homes will devalue them. The plan should consider them more and move these is they won't live beside or across from attached housing.

Response: Thank you for your input regarding zoning. This development is currently being developed under the existing Neighborhood Edge zoning and therefore attached homes must be included. There are various factors that contributed to the placement of the attached housing, including but not limited to: Existing topography, tree preservation requirements, grading constraints, stormwater control requirements, and environmental impacts.