

NEIGHBORHOOD MEETING REPORT

Petitioner: The Drakeford Company

Rezoning Petition: Newell-Hickory Grove Road, RZP-2021-239

Persons and Organizations Contacted with Date and Explanation of How Contacted:

A representative of the City of Charlotte (the “City”) mailed written notices of the date, time and location of the Neighborhood Meeting to individuals and organizations identified by the Town. Said individuals and organizations included, among others, adjacent property owners.

Date, Time and Location of Meeting:

The Community Meeting was held on March 3, 2022 at 6:00 pm, virtually using Microsoft Teams.

Persons in Attendance at Meeting:

The virtual Community Meeting was attended by individuals representing The Drakeford Company. Those individuals included Anthony Fox, Parker Poe Adams & Bernstein LLP, Bobby Drakeford, The Drakeford Company, and Matt Langston, Landworks Design Group. 25 members of the public attended virtually.

Summary of Presentation/Discussion (see attached agenda):

Anthony Fox gave introductions and Bobby Drakeford began discussion of the overview of the rezoning. The Drakeford Company seeks to rezone an approximate 9-acre tract, changing the zoning of the area on Shorthorn Street from O-1 (CD) (office) to R-12MF (residential/townhome).

Bobby Drakeford provided the community members contextual background and a timeline of events leading up to the rezoning. He explained that in September 2021, the Drakeford Company began initial discussions with Councilwoman Johnson about the rezoning. In October 2021, the Drakeford Company filed its rezoning petition with the City as the City was behind on its rezoning calendar. Drakeford wanted to secure a position on the City’s April rezoning calendar.

In November 2021, at the urging of Councilwoman Johnson, the Drakeford Company and Landworks met with the North Carolina Department of Transportation (NCDOT) district engineers to discuss access to the development from East W.T. Harris Boulevard. According to the district engineers, W.T. Harris has controlled access limits, which prohibits the number of intersections and lights that can be installed. They stated that there can be no breaks in the controlled access for the 2125 Shorthorn development. They indicated that such a request would likely be denied. Further, it was shared that drainage and topography limits would make such access unfeasible. NCDOT also prohibits access along District drive due to distance requirements from W.T. Harris Blvd.

Then, Matt Langston discussed the site plan. He explained that the development is proposing three entrances, based on the number of townhomes projected to be built. Existing trees will remain as a noise buffer and for vegetative integrity along W.T. Harris Blvd. The municipal code requires that the development allow for at least 1.5 visitor parking spaces per unit. However, the project is providing at least two parking spaces per unit. The project also includes visitor spaces.

TDC explained its role as the land developer that will complete the following installations and improvements: sewer and water lines, public and private streets, grading, sidewalks, storm drainage, parking and open space. TDC explained a selection homebuilder will construct the townhomes and sell to the public. Initial units will be available in 2023 and the project is schedule for a 2024 completion. Mr. Drakeford explained that the original site plan has been revised. Modifications include reducing the unit count from 110 to 97, which is 10.3 dwelling units per acre. Other meaningful modifications include eliminating 10 driveways for the units facing Shorthorn St. and adding guest parking. It is anticipated that the townhomes will have both two- and three-story units available. The plan will also include backyards that residents can fence in.

Mr. Drakeford suggested that the projected sales price range is \$300,000 – \$350,000, which is comparable to other area townhomes under construction. The homes will be approximately 1,500 sq. ft., which equates to about \$203/sq. ft. Each unit will have a garage and parking pad.

Bobby Drakeford and Matt Langston also addressed area traffic. Community members had expressed concerns about westbound access on W.T. Harris Blvd. Due to congestion, most residents apparently utilize the Rocky River Rd. / W.T. Harris intersection to go westbound. This redlight does not have a left turn signal. TDC has requested the City determine whether a left turn light is suitable. If permitted, TDC may fund all or a portion of these costs.

They also discussed wetlands concerns. Matt Langston described the sewer and storm system that must run eastward through the site. A wetland consultant stated there were no environmentally sensitive areas within the site. Water will need to be treated for sedimentation before leaving the site.

Community members had several questions regarding the rezoning project. Some questions asked concerned the amenities to be featured in the townhome development. While there are no plans for a pool, Mr. Drakeford indicated that he is considering constructing a gazebo or a community open space for gatherings.

Community residents also inquired about the anticipated traffic flow. Residents believed that limited guest parking within the development would likely result in visitor overflow parking. Some questioned whether the narrow streets flanking the development could support such parking. They specifically mentioned Aubrac Lane and the effect of the development on the street.

Bobby Drakeford and Matt Langston discussed limiting parking to the south end of Shorthorn to avoid accidents. Additionally, to reduce speeding on Shorthorn, Matt Langston stated the City can address it with speed bumps, but that this was generally outside of Drakeford's control.

The residents requested further exploration into a 4-way stop on Shorthorn Street. Anthony Fox reminded residents that NCDOT will evaluate traffic issues at Shorthorn, and may consider adding a 4-way stop.

The Community Meeting concluded at 7:12 pm.