

## COMMUNITY MEETING REPORT FORM

Date of original contact: **Notice Mailed May 5, 2014**

Persons and Organizations contacted with date and explanation of how contacted:

**Persons and organizations listed on attached mailing list as provided by the City of Charlotte were sent Notice of the Community Meeting via First Class US Mail. Persons copied on the Notice were sent the Notice in the manner indicated. Additionally, property owners adjacent to the subject property received letters to make them aware of the project and/or the Community Meeting.**

Date, time and location of meeting:

**Tuesday, May 20, 2014, 7 PM at Park Road Baptist Church, 3900 Park Road, Charlotte, NC in the Chapel.**

Persons in attendance at meeting: (Include a copy of the sign in sheet):

**Please see enclosed Sign In Sheet.**

Summary of issues discussed and changes made to the petition as a result of the meeting:

**Please see enclosed Community Meeting Minutes regarding issues discussed.**

**The following changes were requested and made as a result of the Meeting:**

- 1. Lighting along sidewalk adjacent to Drive.**
- 2. Fencing between single family residential and townhomes.**
- 3. Commitment to limit townhomes to "for sale".**
- 4. Contribution towards installation of traffic calming devices.**

**NOTICE TO INTERESTED PARTIES  
OF COMMUNITY MEETING**

**Subject:** Community Meeting – Rezoning Petition filed by Selwyn Property Group Investments, LLC to rezone approximately 1.31 acres located on the west side of Park Road between Woodlawn Road and Montford Drive to allow for Mixed Use Development.

**Date and Time of Meeting:** Tuesday, May 20, 2014 at 7:00 p.m.

**Place of Meeting:** Park Road Baptist Church  
3900 Park Road, Charlotte, NC (Former Chapel)

**Petitioner:** Selwyn Property Group Investments, LLC

**Petition No.:** 2014-44

We are assisting Selwyn Property Group Investments, LLC (the “Petitioner”) in connection with a Rezoning Petition it has filed with the Charlotte-Mecklenburg Planning Commission seeking to rezone an approximately 1.31 acre site (the “Site”) located on the west side of Park Road between Woodlawn Road and Montford Drive from R-4 & O-2 to MUDD-O (Mixed Use Development District – Optional). The purpose of the requested zoning change is to allow for the development of a mixed use development to include six (6) stories of dwelling units, townhomes, retail and parking.

In accordance with the requirements of the City of Charlotte Zoning Ordinance, the Petitioner will hold a Community Meeting prior to the Public Hearing on this Rezoning Petition for the purpose of discussing this rezoning proposal with nearby property owners and organizations. The Charlotte-Mecklenburg Planning Commission’s records indicate that you are either a representative of a registered neighborhood organization or an owner of property that adjoins, is located across the street from, or is near the Site.

Accordingly, on behalf of the Petitioner, we give you notice that representatives of the Petitioner will hold a Community Meeting regarding this Rezoning Petition on Tuesday, May 20, 2014 at 7:00 P.M. in the Former Chapel of Park Road Baptist Church, 3900 Park Road, Charlotte, North Carolina. The Petitioner’s representatives look forward to sharing this rezoning proposal with you and to answering any questions you may have with respect to this Rezoning Petition.

In the meantime, should you have any questions or comments about this matter, please call Susanne Todd at (704) 998-2306.

Johnston, Allison & Hord, P.A.

cc: Mr. Kenny Smith, City Council Representative, District 6  
Mr. John Kinley  
Mr. Grey Poole

Date Mailed: May 5, 2014

**Community Meeting Minutes  
Selwyn Property Group / Drexmore Rezoning**

The meeting was held at the Park Road Baptist Church and began at approximately 7:05 p.m. on Tuesday, May 20, 2014. Susanne Todd, attorney with Johnston, Allison & Hord, opened the meeting by welcoming attendees and thanking them for coming. She specifically thanked Councilmember Kenny Smith, the District 6 representative, for attending, as well as neighborhood leaders including Madison Park HOA President Valerie Delby. Ms. Todd introduced the project development team, which includes developer Grey Poole, a principal with Selwyn Property Group, Richard Bartlett and Kristen Mulkey, architects with Bartlett, Hartley & Mulkey, as well as Brent Stough, a land plan architect with the firm of Design Resource Group. Ms. Todd explained that as part of the rezoning process, the City requires petitioners to hold a community meeting to familiarize neighbors with the project and to receive feedback but also acknowledged that team members have already met individually with several property owners in the area, as well as attended meetings with Drexmore and Madison Park neighbors. Finally, Ms. Todd made attendees aware of two important rezoning dates, namely the City Council Public Hearing scheduled for Monday, June 16 at 6:00 p.m., and the Council decision date scheduled for Monday, July 21 at 6:00 p.m.

Developer Grey Poole spoke next, again thanking neighbors for taking the time to attend and for their interest in the project. He explained that his firm had recently completed another mixed use commercial/multi-family project at the corner of Park Road and Drexel Avenue, which has been very well received by the neighborhood and its residents. Having made such a large investment in the area already, Selwyn Property Group strongly believes in the future of the Woodlawn/Park Road area and remains committed to developing quality projects that will complement the surrounding neighborhood. Mr. Poole explained that in talking with neighbors, one of the main concerns was the height and density of the proposed project. In response to those concerns, the height of the main building has been significantly lowered from a maximum height of 85 feet to 55 feet, thereby reducing the building to five levels and decreasing the number of proposed residential units from 85 to 65. The parking lot structure has also been reduced from three levels to two levels, thus lowering the height from 21 feet to 12 feet and reducing the number of parking spaces from 150 to 100. Mr. Poole further explained the benefits of an in-fill project include the "recycling of property" use of existing City infrastructure and the revitalization of areas such as the Park Road. The Area Plan describes the property as being within in a "mixed use activity center". Mr. Poole also described some of the challenges of in-fill projects, including building a mixed use development near single family residential properties.

Kristin Mulkey, an architect with Bartlett, Hartley & Mulkey, spoke next. Ms. Mulkey stated that she has been a resident of Madison Park since 1998 and has watched with anticipation the redevelopment of Park Road. She believes that this project will enhance the area. Ms. Mulkey further explained that the project will include a main building and townhouses. The main building will consist of one level of retail and the remaining four levels will be residential units. Specifically, the main building fronting on Park Road will have over 10,000 SF of boutique shops on the first floor, with other floors comprising of the apartment complex. Six single family townhome type units will step down the project toward the single family properties

to the rear of the site along Drexmore. The unit closest to Drexmore Avenue will be oriented to face Drexmore through the use of porches, windows and sidewalks in order to tie it in with the existing single family residential. Ms. Mulkey further described the Park Road style as being mid-century modern. She believes that the architectural theme for the Park Road/Woodlawn area neighborhood is a 50s/60s style, in the 1958 range. She described this as clean, classic and simple architecture that plays with shapes and shadows and creates an iconic feel. She further stated that the Park Road Shopping Center sign is iconic and that this development will play on that style through the use of stained wood and accents of white. Ms. Mulkey then explained several elevations that show the project from different views to give attendees an idea of how the project will look in relation to existing structures along Park Road and Drexmore Avenue. When asked about the height of the townhomes, Ms. Mulkey responded that the townhomes step down toward Drexmore Avenue, with the height of each building being approximately around 36 feet. When asked what materials will be used for both the main building and the townhomes, Ms. Mulkey responded that at this point there were no plans to use brick on either the main building or the single family development, believing instead that stained hard plank better represents the traditional architecture of the area.

Brent Stough spoke next, explaining that there would be a 13 foot planting strip and an 8 foot sidewalk along Park Road in front of the project along Park Road, and an 8 foot planting strip and 6 foot sidewalk along the project frontage on Drexmore Avenue. The 13 foot planning strip would also accommodate a 5 foot wide bike lane in the future. Larger trees would be placed along the frontage on Drexmore Avenue, with smaller trees planted on Park Road due to the electrical lines. He explained the pedestrian connection from Drexmore Avenue to Park Road and the urban space plaza which will be screened with a green trellis from the adjacent Mann Building parking lot.

The following questions were raised:

1. What type of signage do you propose for the project? **Signage will be in accordance with the sign ordinance and the site plan provisions.**

2. What type of retailers do you expect to occupy your ground floor? **We have not begun discussions with any retailers about this project. Obviously we would not have a big box retailer such as Publix who would require a minimum of 60,000 feet. Our project is much smaller and we envision boutique shops or service-oriented businesses such as a dry cleaners or ice cream store that could be located in a 1,000 - 1,500 SF tenant space.**

3. The revised plans mention that the developer reserves the right to use all or part of the multi-family building for hotel or office purposes. Was the potential hotel use in the original plan? **Yes, hotel was an option in the original proposal under "Permitted Uses".**

4. There is lots of concrete on this site; how will storm drainage be handled? **Through underground detention pipes which in the event of significant rainfall will hold the water and then release it at the predevelopment rate.**

5. A property owner stated that there are already drainage issues in the area and asked whether this project would contribute to the problem. **No, the project will not contribute**

to any existing drainage issues. We are prohibited from changing the drainage pattern of our property onto adjacent property.

6. There is a lot of traffic at Montford and Halstead. Will you contribute to the traffic in the area? **Yes, we will contribute to traffic in comparison to current uses on the property. However, the three parcels on Park Road are zoned O-2. Even without a rezoning, you could construct a 40-foot high building with up to 160 parking spaces. We have asked City staff to revise their trip counts in light of the reduced density of our project.**

7. Do you have the revised trip counts? **No, we hope to have them as soon as possible.**

8. One gentleman commented that the area is already struggling with traffic during morning and evening rush hour, and that the residential component will contribute to the problem even more than the retail.

9. How much lighting will you have on the site and going off the site? **With regards to on site, the height of our lighting will not exceed 20 feet. We are not allowed to shed any lighting from our project off site and on to other properties.**

10. Will there be fencing around the townhomes? **We could consider putting some fencing around the townhomes. Let us look into that.**

11. Who will your tenants be? **We anticipate that our project will attract young, urban professionals who may eventually look to stay in the neighborhood and increase demand for your homes.**

12. A comment was made that there is already too much pedestrian and traffic access through the neighborhood and that you can no longer walk on Longwood Drive because people continuously exceed the 25 mph speed limit. There is already enough access to and from Montford and that residents will be people leaving Bar Row and staggering back home throwing beer bottles in everyone's yards.

13. Why are you giving access on Drexmore? **Because it complies with the connectivity goals both in the Park Road/Woodlawn Plan and CDOT policies. Additionally, because it provides better vehicular and pedestrian access to the site for both the residents and retail customers.**

14. We are concerned that guests of the residential units will park along Drexmore. Where will guests park? **Our project exceeds the minimum zoning requirements for parking. Guests can share parking with the retail spaces.**

15. Will the development provide outside grilling areas and other amenities such as an outdoor pool? **Boutique in-fill projects such as this one typically do not provide those amenities, and at this point we have no plans to provide any outdoor space other than the urban open space required nor do we have plans for a pool or other rooftop amenities.**

16. You have reduced the size of your project and specifically reduced the parking deck by one level. Do you have enough parking for both residents and guests? **Yes, our parking exceeds the zoning minimum requirements. We will have one parking space per bedroom and then 53 parking spaces for retail. There will be approximately 15 swing spaces that can be shared by retail and visitors.**

17. Will the walkway from Drexmore Avenue to Park Road be lit? **We can commit to lighting that sidewalk. Let us look into it.**

18. You are proposing four levels of apartments. How will the units be allocated between one bedroom, two bedroom and three bedroom apartments? **We are still in the process of determining demand, but anticipate it will be similar to the breakdown of our Park at Drexel project, which has one three-bedroom unit, 8 two-bedroom units, and the rest are one-bedroom units and studios.**

19. Will the apartments be for rent or sale? **The apartments will be for rent.**

20. The Park Road/Woodlawn Plan envisions green space such as parks or open areas. Why does your project not have green space? **The Park Road/Woodlawn Plan contemplates both the high-density Mixed Use Activity Center along Park Road and Woodlawn, as well as wedges coming off of the activity center that are more suburban where the green space areas will be located.**

21. Have you done a traffic study? **No. Traffic studies are only required if a project shows trip counts in excess of 2,500. We are below that threshold.**

22. How long do you believe construction of this project will take? **We anticipate construction taking about as long as the Park at Drexel Project or around 12 months.**

23. Will you commit to not constructing the Drexmore Avenue driveway until you begin construction on the townhomes? **No, we cannot commit to that. However, if you prefer construction traffic to be limited to entering and exiting on Park Road, we will be glad to look into limiting construction traffic to Park Road with our construction team.**

24. I am still concerned about the intensity of the site. Your first plan showed your building having a maximum of 85 SF and your reduced plan is still at 55 feet maximum height. But you reduced the parking structure by one level. I am concerned that you will not have enough parking. **Again, even with only two level parking, our project exceeds minimum zoning requirements.**

25. Your architect stated that your plan called for 10,000 SF of retail, however, your revised plans show up to 11,000 SF of retail. **You are correct; we revised our original plans from up to 10,000 SF of retail to up to 11,000 SF of retail after we realized that the retail as currently designed is approximately 10,200 SF. Therefore, we wanted to give ourselves a cushion. However, we do not envision adding any more retail than is currently shown.**

26. A comment was made that one usually cannot turn right from Drexmore on to Woodlawn and you definitely cannot turn left. As a result, neighbors are using other streets in the neighborhood.

27. Do you know the number of children on Drexmore? **No.**

28. Can you commit to the townhomes being for sale? **We can look into that.**

29. Will you provide speed bumps along Drexmore Avenue and Halstead? **It is our understanding that Drexmore Avenue did not meet the City's traffic count requirements to be eligible for its speed bump program. Let us look into the process of constructing speed bumps on city streets and what is involved.**

30. The area plan provides that a development should enhance the neighborhood, improve pedestrian traffic. Your project does not do either. **We disagree and believe it provides pedestrian connectivity from Drexmore to our retail and the retail across Park Road.**

31. Do you have to get a driveway permit for Park Road and Drexmore Avenue? **Yes, we will have to get driveway permits as part of our grading permit.**

32. What is the distance between the townhomes and the property line of the adjacent single family residents? **Let us look into that, we want to make sure that we have the right information.**

33. A comment from an attendee that the Drexmore Avenue access is consistent with the area plan and CDOT's policy for connectivity.

34. Can you talk to Mann Travel about getting access through their parking lot so that there is only one driveway for both projects on Drexmore Avenue? **We have approached the owner of the Mann Travel building to discuss shared access and parking but have not received a satisfactory response. It is our understanding that the property has been under contract for sale but that the sale recently fell through. We will try to initiate conversations again.**

35. Are there any projects taller than yours on Park Road? **Yes, the project at Park Road and Abbey Place is taller.**

36. Can you change apartments to condos? **No, current economic conditions do not demonstrate any market interest in condominium developments. In fact, there has not been a condominium project constructed in the past several years in this area because you cannot get construction financing. The lack of interest in condominiums post-recession is due to the current mentality of young adults who do not trust the real estate market and do not see the benefit in owning versus renting.**

37. Can you commit to have the townhomes be "for sale only" tonight? **Yes.**

38. How will you handle trash? **We anticipate using a chute and then rolling out the trash to Park Road.**

39. Can you commit to not building the Drexmore curb cut until you build the townhomes? **No, we want to provide our apartment residents with options for getting in and out of the development.**

40. Are you interested in doing any other projects on Park Road? **We have no current plans for the time being but may in the future.**

Hearing no more questions, Mr. Poole and Ms. Todd thanked everyone for attending and the meeting was then adjourned at approximately 8:45 p.m.

End of Community Meeting.



# SIGN IN SHEET

SELWYN PROPERTY GROUP INVESTMENTS, LLC  
6 STORY MIXED USE DEVELOPMENT  
REZONING REQUEST FROM R-4 and O-2 TO MUDD-O  
PETITION 2014-44  
COMMUNITY MEETING

HELD ON TUESDAY, MAY 20, 2014  
AT 7 PM

MEETING HELD AT PARK ROAD BAPTIST CHURCH, 3900 PARK ROAD,  
CHARLOTTE, NC IN THE FORMER CHAPEL

PETITIONER: SELWYN PROPERTY GROUP INVESTMENTS, LLC

NAME	ADDRESS	PHONE #
1. Janyia Hawley	739 Montford Dr	704-451-2168
2. Barb Witzel	745 Montford Dr	704-553-2667
3. DARE PFEIFER	1338 DREXMORE	252-903-4803
4. Jenn + Tony Osborne	4418 Halstead Dr	704-287-6504
5. Kevin & Lindsey Nunnery	1368 Drexmore	704-756-1477
6. David Hurst	4454 Halstead Dr	(865) 302-7770
7. Tommy Pistolis	1337 DREXMORE AVE	704-451-2060
8. MAN MAGNUSO	4810 MURRAY HILL RD	704-525-4362
9. DON PERRY	1344 Drexmore Ave	704 778 7003
10. WALTER KUNTZ	1326 Drexmore	704 301 8864
11. Valerie Delby	500 Sandridge Rd	404-580-6020
12. MATTHEW BOYLAN	1319 DREXMORE AVE	704-618-1065
13. HEIDI DOPP	1362 Drexmore Ave	704-522-7324
14. TRAVIS O'HARA	1362 DREXMORE AVE	704.560.8228

15. Raimondo Lancaster 4430 Park Ref 704 525-1702
16. George Cornelison 704 965-4079
17. Gary Silverstein 704 971-0850
18. Stephen Mohrman 12001 Barkley 314-488-0400
19. Marlina Mustafa - -
20. Andy Bender 1327 Mantford ~~704~~ 704-201-6397
21. Tiffany Guy 1009 Mockingbird 704-576-4212
22. Margaret Sexton 4512 Westworth 707-576-8306
23. Thomas Ericsson 1209 Seawickly 704 582 9512
24. Reese Gozner 4501 Longwood 704 533-0725
25. Jason Stein 1359 Drexmore Ave 704 756-1727
26. Douglas A Welton 5601 Murrayhill Rd 704.522.1898
27. Kimberly Shelton 1314 DREXMORE 704.877.8777
28. Leslie Brooks 1325 Drexmore 704 562 1790
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