



**TOWN OF DAVIDSON
PLANNING BOARD
216 South Main St.
Town Hall Board Room
July 31, 2017**

PLANNING BOARD MEETING - 6:00 PM

(Held in the Town Hall Board Room)

- I. CALL TO ORDER**
- II. SILENT ROLL CALL AND DETERMINATION OF QUORUM**
- III. CHANGES TO THE AGENDA**
- IV. REVIEW/APPROVAL OF THE MINUTES**
 - (a) June 26, 2017 Minutes
- V. B.O.C. LIAISON REPORT**
- VI. OLD BUSINESS**
- VII. NEW BUSINESS**
 - (a) Joint Work Session - Davidson Commons East Hotel
 - (b) Proposal Update - Beaty St./Luminous Development
- VIII. OTHER ITEMS**
 - (a) Permit Activity Report
 - (b) Planning Staff Report
- IX. B.O.C. LIAISON SELECTION**
- X. ADJOURNMENT**



Agenda Title: June 26, 2017 Minutes

Summary: Review/Approval of June 26, 2017 Minutes

ATTACHMENTS:

Description	Upload Date	Type
□ June 26, 2017 Minutes	7/21/2017	Cover Memo

MEETING MINUTES

Planning Board
Town of Davidson, NC
June 26, 2017

A meeting of the Davidson Planning Board was held at 6:00 p.m. in the Davidson Town Hall Board Room.

CALL TO ORDER: 6:01 pm

SILENT ROLL CALL AND DETERMINATION OF QUORUM

PRESENT BOARD MEMBERS: Ellen Donaldson; Mike Minett; Lindsey Williams; Shawn Copeland; Susan Cooke; Mickey Pettus (Chair); Matt Dellinger; Michael Higgs, Bob Miller.

ABSENT BOARD MEMBERS: Kelly Ross.

TOWN REPRESENTATIVES: Travis Johnson, Trey Akers.

CHANGES TO THE AGENDA:

- Mike Minett proposed discussion of the Beaty St. property, which was placed as the last item under New Business.

REVIEW/APPROVAL OF THE MINUTES OF: May 22nd, 2017

- Motion to Approve: Ellen Donaldson
Second: Susan Cooke
Vote: 9-0 (Minutes Approved; Not Present: Ross)

REPORT OF B.O.C. LIAISON: None

OLD BUSINESS: N/A

NEW BUSINESS

1. Davidson Planning Ordinance, Various Text Amendments:

- Trey Akers and Travis Johnson delivered a brief presentation describing the proposed amendments to Planning Board members.
- Members asked questions about how funds collected through the Transportation Impact Analysis payment-in-lieu process would be spent. Staff confirmed that resolution language was under development that would describe the permitted uses of these funds; the language would be reviewed and potentially approved by the Board of Commissioners at the July 11, 2017 meeting.
- Members also asked whether there could be consideration of waiving payment-in-lieu fees for non-profit organizations. Staff indicated that this idea could be discussed further as part of the mobility plan process beginning in the late summer of 2017; the current proposed changes pertain to specific items the Board of Commissioners identified for revision during the Rural Area Plan implementation process in March 2017.

- Mike Minett motioned to find the proposed text amendments inconsistent with the DPO. Staff requested clarification as to whether all amendments were believed to be inconsistent or certain amendments were inconsistent. Mike Minett clarified that the motion related to open space values and the designation of the Beaty St. property as Neighborhood Center 1 (NC1) Planning Area. Staff clarified that the Beaty St. property was already designated as NC1PA during the 2015 DPO rewrite and that it was not part of the current text amendments; Mike Minett removed this item from discussion. Shawn Copeland seconded the motion to allow discussion regarding the suggested inconsistencies in open space to proceed.
- Members asked how the proposed open space values for the Village Commerce, Village Edge, Central Business District, Neighborhood Services, and Village Infill Planning Areas were derived. Staff indicated that these areas were considered via case studies of parcels in these planning areas and in comparison to the standards in Charlotte and surrounding towns. Staff noted that each planning area was currently designated for 0% open space and that the proposed standards of 5% open space (10% Village Infill) would help to ensure that development projects in urban/mixed-use village nodes would feature desirable types of open space based on these planning areas' contexts – plazas, pedestrian passageways, squares or playgrounds, community gardens, etc.
- Members asked whether these standards would slow development down, whether projects typically provide more than the minimum open space required, and whether the open space in all planning areas being discussed should be doubled. In response, staff noted that: The purpose of the proposed open space values was to establish rigorous standards for development; that many projects do exceed the minimum requirements due to site features that necessitate saving more land area; and, that staff could not provide informed feedback about the proposal to double the open space values as the potential implications of this on specific sites had not been examined via case studies. Members acknowledged the uncertainty of the implications and emphasized a collective desire to increase the open space standards in town.
- Members voted to approve the text the amendments as written with a recommendation that the open space values in the Village Commerce, Village Edge, Central Business District, and Neighborhood Services Planning Areas be increased to 10% minimum. Members voted to affirm the drafted Consistency Statement, finding the proposed amendments in accordance with adopted plans and policies.

Motion to Approve Text Amendment, with Recommendation: Mike Minett

Second: Sean Copeland

Vote: 9-0 (Text Amendment Approved; Not Present: Ross)

Motion to Approve Consistency Statement: Mike Minett

Second: Sean Copeland

Vote: 9-0 (Consistency Statement Approved; Not Present: Ross)

2. Mobility Plan RFP Selection Committee:

- Travis Johnson provided an overview of the Town's upcoming Mobility Plan, a comprehensive transportation plan covering the Town's transportation and connectivity decisions for the next ten years. He explained how the funding for the plan was earned and solicited a volunteer to serve on the RFP application review committee and later on the plan's standing sub-committee that will be involved throughout the planning process. Interested members are to email Travis to request more information.

3. Beaty St. Property Discussion:

- At the beginning of the meeting Mike Minett suggested this topic be added to New Business; he began the discussion by asking questions about the current proposal's timeline, which staff answered (i.e. the proposal was set to come before the Board of Commissioners at the July 11, 2017 meeting).
- Ellen Donaldson, who served on the proposal's committee as a member of the Planning Board, explained the process to date and the questions that committee members were asked to consider as part of the process.
- Staff fielded various questions about the property and proposal but noted that it would be better for the project manager to present an update to the Planning Board so members' could have their questions answered in greater detail. Mickey Pettus suggested an update occur at the next Planning Board meeting; staff said they would see whether that was possible based on the anticipated July 31, 2017 agenda.

PERMIT & STAFF DEVELOPMENT REPORTS

1. Permit & Planning Staff Reports:

- Travis Johnson discussed the current status of permits, noting that applications were continuing to decline; members posed no questions.
- Trey Akers provided a brief update on various development proposals and projects underway. He noted that the Planning Board should anticipate a joint work session with the Board of Commissioners at the July 31, 2017 meeting because an application for the Davidson Commons East Hotel had been submitted. Additionally, he noted that the Board of Adjustment was likely to hear a case concerning density averaging on Davidson Commons East Lot 4D, immediately south of Woodies Automotive. Members asked questions about the process for these proposals; staff answered questions and indicated that more detailed information would be included in an email once these proposals were confirmed for the July 31 agenda.

SELECTION OF BOARD OF COMMISSIONERS LIAISON: July 11, 2017

- Ellen Donaldson was selected as the liaison for the Board of Commissioners meeting on July 11, 2017 meeting.

ADJOURNMENT: 8:24 PM

- Motion to Adjourn: Susan Cooke
Second: Michael Higgs

APPROVAL OF MEETING MINUTES

Signature/Date
Mickey Pettus
Planning Board Chair



Agenda Title: Joint Work Session - Davidson Commons East Hotel

Summary: The Planning Board and Board of Commissioners will host a joint work session regarding the proposed Davidson Commons East Hotel. The purpose of the work session is to solicit input from board members about the proposed building and site design.

ATTACHMENTS:

Description	Upload Date	Type
❑ Joint Work Session Staff Analysis	7/26/2017	Cover Memo
❑ DCE Hotel - Application	7/26/2017	Cover Memo
❑ DCE Hotel - MP Schematic Design (Site Plans)	7/26/2017	Cover Memo
❑ DCE Hotel - Architectural Renderings	7/26/2017	Cover Memo



MEMO

Date: July 31, 2017
To: Board of Commissioners & Planning Board
From: Jason Burdette, Planning Director
Re: Davidson Commons East Hotel, Preliminary Staff Analysis for Joint Work Session
Conditional Master Plan Amendment

1. INTRODUCTION

APPLICANT INFO

- **Developer:** Nish Patel, Beacon IMG, Inc.
- **Owner:** Davidson Commons East Condominium Associates
- **Attorney:** Susan K. Irvin
- **Site Designer:** Geoscience Group, Inc.
- **Architect:** The RBA Group
- **Location:** 131 Davidson Gateway Drive (Parcel IDs #00323190, #00323191)
- **Area:** 2.1 acres

REQUEST

The applicant requests a Conditional Master Plan Amendment to develop a commercial hotel on 2.1 acres. The proposed hotel size would be approximately 74,500 square feet, four stories in height, and feature +/- 115 rooms. The proposal includes a pedestrian plaza along Griffith St. and a retail space on the site's northwest corner at the intersection of Griffith St. and Davidson Gateway Dr.

SUMMARY OF PETITION

The applicant requests specific conditions pertaining to:

PROPOSED CONDITIONS

1. **Building Type:** The type of buildings permitted to be constructed on-site.
2. **Height:** The structure's overall height.
3. **Impervious Coverage:** The amount of hardscape permitted on the site.
4. **Uses:** The specific uses permitted on-site.
5. **Setbacks:** The proposed building/uses distance from surrounding properties or right-of-way.
6. **Parking:** The amount of on-site and off-site parking, and parking lot walking area, to be provided by the project.

7. Bicycle Parking: The amount of short- and long-term parking to be provided by the project.

8. Tree Canopy: The amount of tree canopy cover to be replaced on site.

REMOVED CONDITIONS

- The pedestrian trail shown on the Master Plan from the eastern portion of the Site to the Town of Davidson property should be removed.

A complete list of the proposed conditions is included as Attachment A.

2. PLANNING STAFF REVIEW

BACKGROUND

The proposal seeks to replace an existing conditional master plan approved in 2006 and which has since been amended multiple times. Common law vested rights for these lots were established through a series of actions, including a public charrette and plan amendments, taken from 2007-2013. Originally, the four lots along Davidson Gateway Drive (Lots 4A-D) were part of the Davidson Commons Master Plan and envisioned to become 42 townhomes. In 2007, the Davidson Commons East Conditional Master Plan proposed to replace these 42 townhomes with 16 single-family detached homes on Lots 4C-D and two commercial buildings consisting of 24 office/retail/residential condominiums on Lots 4A-B (Attachment B). The commercial buildings were approved to be two to three stories in height. In response to market conditions the owner requested a plan amendment in 2008 that allowed a greater proportion of commercial uses, though the overall building and site designs remained unchanged. Architectural designs for the two mixed-use buildings were approved by the Design Review Board in 2008, but the individual site plans for these lots were not submitted for review and therefore the projects did not move forward through the development process.

In 2010 the Davidson Commons East Conditional Master Plan was once again amended, with the 16 single-family detached homes on Lots 4C-D evolving to become two mixed-use buildings of two- to three-stories and an athletic field (Attachment C). The commercial building on Lot 4C, Woodies Automotive, was approved in 2013 via another Conditional Master Plan amendment and constructed in 2014.

The proposed hotel site comprises Lots 4A-B, the two northernmost lots along Davidson Gateway Dr., with Lot 4A fronting both Davidson Gateway Dr. and Griffith Street. Currently, Lots 4A-B function as a surface parking lot and Lot 4D is largely a graded, grassy plain. The Conditional Master Plan seeks to replace the existing, approved plan for two mixed-use commercial/residential buildings of two to three stories each to permit a hotel featuring four stories.

PROCESS/TIMELINE

The applicant met with town staff at various times during 2016 to discuss the development of the 2.1 acre tract of land as a commercial hotel. During those conversations, staff and the applicant discussed the process to move the project forward. The property's current designation as a Conditional Planning Area and the site/building's proposed features, some of which do not fully comply with the planning ordinance, led the applicant to request a Conditional Master Plan amendment (DPO 14.5).

In August 2016 the applicant officially filed a concept plan, which was deemed to be a complete submittal on 8/26/16. Based on the concept plan submittal date, this staff analysis considers compliance with the Davidson Planning Ordinance in effect on August 26, 2017.

The concept plan was reviewed by Mecklenburg County staff and the Davidson Planning Department, who made comments prior to the October 3, 2016 Public Input Session (PIS). About 75 citizens attended the PIS, providing feedback on the proposed plan. Some of this feedback was incorporated in the latest design (see Public Comment discussion below). Subsequently, the developer performed a Transportation Impact Analysis (TIA) so that the proposal's effects on traffic were more clearly understood; this was required because the estimated building's size at the time of the sketch plan submittal exceeded 75,000 SF, the threshold over which commercial projects must perform a TIA. From November 2016 – February 2017 the TIA was performed by a consultant, reviewed, and accepted by Planning Dept. staff (see the TIA discussion below). The TIA and PIS Report were posted to the [project webpage](#) in March 2017.

In late February the project team re-engaged the Planning Dept. staff with revised designs based on the PIS and TIA. From February to May the applicant worked to provide further revisions and clarifications, officially submitting a Conditional Master Plan on 5/31/17. The application and requested revisions were again reviewed by Mecklenburg County staff and the Davidson Planning Dept., and were deemed complete on 7/7/17. Additional information regarding the project timeline and schedule can be found on the project webpage.

CONTEXT

As noted earlier, the proposed hotel lies on two parcels at the corner of Davidson Gateway Dr. and Griffith Street. The site slopes eastward toward an intermittent stream, across which is a Town-owned property and low-density residential homes. Woodies Automotive is immediately adjacent to the south, and across Davidson Gateway Drive to the west is the Community School of Davidson's elementary-middle school campus (CSD). Across Griffith St. to the north is Spinnaker Cove, a low-density residential development. Moving beyond the immediately adjacent uses, the site lies on the eastern edge of a targeted growth node (described in greater detail below). This area, known as the Circles @ 30, features a mix of uses including hotel, office, retail, restaurant, and higher-density residential buildings. The site is nearly equidistant between both I-77 and downtown, lying roughly one-half mile from each.

PLANNING AND DEVELOPMENT STANDARDS

Below is a summary of general planning and development standards relating to this proposal. Note: For the purpose of this analysis, the Lakeshore Planning Area is considered to be the "underlying" planning area for the proposed site.

LAND USE

The existing, approved plan permitted the development of two, three-story mixed-use buildings – one fronting Davidson Gateway Dr. and one fronting Griffith Street. This plan allowed commercial, office, retail, and residential uses to be located in each building. These uses are consistent with the overall pattern of uses in the Circles @ 30 area.

The proposed plan updates and clarifies the specific uses allowed on Lots 4AB by utilizing the 2015 DPO terms. The specific uses requested are: Hotel/Inn; Commercial Services; Restaurant; and, Retail, Primary

& Secondary. Examples of each of these uses exist both near and in the broader vicinity of the subject site. The proposed hotel use, including a bistro and retail component, would be consistent with the existing and future land uses envisioned for the Circles @ 30 area.

BUILDING TYPE, HEIGHT, & SETBACKS

Building types vary throughout the Circles @ 30 area and range from detached, attached, and multi-family residential buildings to retail and office buildings that fit with the current DPO's Storefront and Workplace building types. The plan amendment proposes the construction of a Workplace building. This building type requires features such as principal entries fronting primary streets, a minimum level of 65% façade transparency on the ground floor, and architecturally-distinguished floor levels and entryways.

This building type is permitted by-right in the Lakeshore Planning Area, with an allowable height of two to four stories. When surveying other buildings in the immediate and broader vicinity, the proposed height is consistent with that of existing buildings. For comparison, approximate height values for nearby buildings are: One Harbor Place (Sabi Restaurant) is three stories, or 51' to parapet; Two Harbor Place (Dunkin' Donuts) is three stories, or 57' to parapet; The Linden is four stories, or 48' to parapet; Woodies Automotive is two stories, or 36' to parapet; and, Homewood Suites is five stories, or 59'. Notably, these buildings are adjacent to other commercial or high-density residential areas. Where the buildings approach the higher-density residential blocks there is a transition, or "step-down," in height that occurs across a right-of-way. This transition typically spans less than two stories in height differential between the commercial building and adjacent residential property.

Lastly, the project proposes 0' setbacks. This is consistent with the permitted setbacks for Storefront and Workplace buildings in the Lakeshore Planning Area as well as existing buildings close by (Woodies, Davidson Day School, Harbor Place One & Two, Homewood Suites, and The Linden). In this location, where pedestrian mobility is important, buildings with active ground floor uses placed close to the sidewalk activate the streetscape – as evidenced by many of the uses in the nearby Davidson Commons and Linden buildings along Jetton Street. On Davidson Gateway Dr. the building will be adjacent to the sidewalk; along Griffith St., the building will be setback approximately 20' or more behind a pedestrian plaza.

STREETSCAPE

With its location on a corner, the proposed hotel will front two streets: Griffith St. and Davidson Gateway Drive. The site's location in a highly-walkable area means that close attention should be paid to the pedestrian experience along each of these streets. At 10' wide, the sidewalk along Davidson Gateway Dr. continues and expands the established pathway from Woodies to Griffith St., and includes a low-rise wall to screen surface-level parking from pedestrians. Along Griffith St., the sidewalk width increases to approximately 13'. Additionally, the plan proposes a decorative brick wall along this walkway, which must meet a three foot maximum height in the front setback permitted by DPO 4.3.1.D. Behind this area lies a plaza intended to function as an inviting, semi-public space. It is designed to be ADA-accessible and to allow easy access from Griffith St. via low-rise steps and an at-grade ramp originating near the retail component. These features, in combination with additional landscaping, decorative paving, and fountains, aim to create a permeable, engaging public realm. Along both frontages street trees and landscaping must be provided in accordance with DPO 9.4.1.

PARKING, ACCESS, & TRANSPORTATION

The plan proposes to utilize a mix of parking formats including off-street surface parking (69), on-street parking (22), and a shared parking arrangement with the adjacent Woodies Automotive building (14), for a total of 113 spaces. For commercial properties, DPO Table 8-1 lists a minimum parking requirement of two spaces per 1,000 SF of commercial floor area. At 74,500 SF in total building area, this results in a required parking minimum of 149 spaces (which translates to 1.3 spaces per room). This table considers only gross commercial floor area and does not distinguish between different uses that may generate different trip patterns. Nearby jurisdictions utilize a one parking space per hotel room requirement while also factoring in parking for meeting spaces included within the building; in mixed-use districts the ratio is 0.5 spaces per room. Continuing, DPO 8.3.2.D allows for adjacent non-residential uses to share up to 50% of the required off-street parking spaces available, which in this case would allow for use of 14-15 existing spaces on the Woodies property (14 have been indicated by the developer).

The current proposal represents a 36-space difference in the required (149) and proposed parking (113). However, as noted above, usage patterns vary depending on the nature of each commercial space. In this case, assigning one parking space to each hotel room may not accurately reflect actual parking demand. Based on their experience developing and operating the nearby Homewood Suites Hotel, the developer believes that parking area to be over-built after observing actual usage patterns – the parking lot at this site is only 84% full on sold out nights, with peak demand occurring after 6:00 pm. The developer noted that many visitors do not arrive at that hotel in their own private car but instead utilize taxis, corporate transportation, or ride-sharing services that do not require their use of parking facilities. Their experience in this local context informed the current proposal. At 113 spaces, the proposed parking ratio is 0.98 spaces per room; if the Homewood Suites experience is an accurate indicator, then on sold out nights the hotel could anticipate needing 97 parking spaces.

Regarding access, the proposal eliminates the first curb cut off of Davidson Gateway Dr. and instead utilizes the existing shared driveway with Woodies to provide site access. This provides two benefits: 1. It affords a better pedestrian experience along Davidson Gateway Dr. by eliminating a potential conflict point between vehicles and pedestrians; and, 2. It satisfies the requirements of Table 8-2, which discourages off-set driveways.

Lastly, concerning other transportation requirements listed in the DPO, Section 6.10 deals with Transportation Impact Analysis (TIA). These exercises are used to evaluate whether the scale of development is appropriate for a particular site and what improvements may be necessary on- and off-site to provide safe and efficient access and traffic flow. These studies assist in understanding travel patterns in and around the site, which is especially helpful considering the project's proximity to schools – uses which generate a very high amount of traffic, both motorized and non-motorized, during certain periods of time each weekday.

Based on the estimated building's size at the time of the sketch plan submittal, the developer was required to perform a Transportation Impact Analysis (TIA) so that the proposal's effects within its land use context were more clearly understood. From November 2016 – February 2017 the TIA was performed by a consultant, reviewed, and accepted by the Planning Dept. staff (see the project webpage for the full report). The analysis compared the proposed hotel with the previously-approved master plan, which allowed two mixed-use buildings to be constructed on the same site. At all locations, the impacts of the previously approved development were projected to be much greater than the proposed hotel use (Pg. iii). The report concluded that the proposed development will not have a significant impact on the surrounding roadways or multi-modal infrastructure in the project vicinity. It

did note that the intersection at Davidson Gateway Dr. and Griffith St. is expected to experience a slight up-tick in wait time during the morning (iv). However, the report stated that this should be anticipated for any level of development that occurs on the subject site and characterized the delay as minimal (iii).

Notwithstanding these points, pedestrian safety throughout this area remains imperative given the site's proximity to nearby schools. The proposal presents the opportunity to secure improvements at select locations, a topic discussed in greater detail in the Staff Recommendation section below.

OPEN SPACE/PARKS

The Lakeshore Planning Area requires a minimum of 5% of the development to be dedicated open space. For this site, that equates to roughly 4,500 SF of open space. Per DPO 7.2.2, development within 0.25 miles of an existing public park may receive a reduction in the required open space area, not to exceed 25%. This site's proximity to Roosevelt Wilson Park enables a reduction of up to 1,125 SF, leaving 3,375 SF of required open space. At 7,311 feet and considering the illustrated design, the proposed plaza area along Griffith St. meets the criteria listed in DPO 7.4.

WATER QUALITY

The site is located in the Lake Norman Watershed Critical Area. This means that it is limited in the total amount of impervious coverage it can provide on-site (i.e. hardscape surfaces). Based on prior approvals, the total allowed amount for Lots 4A-D is 120,521 SF. Over the years, the various plans and plan amendments associated with this site have allocated the allowed impervious coverage in different ways. For example, Woodies Automotive is now constructed and that site's impervious coverage has been subtracted from 120,521, leaving Lots 4A, B, and D to split the remaining value. The chart included as part of the proposed project conditions specifies these values (see Attachment A). Lots 4AB are allocated 52,360 SF, collectively, and the proposed plan illustrates 52,336 SF of impervious coverage, which meets the requirement.

ADDITIONAL CONSIDERATIONS

Two additional topics relevant to this site's development have been identified and are introduced below. These are worth careful study by the Planning Board and Board of Commissioners.

ADJACENT USES

To the site's southeast lies low-density residential development. Unlike properties to the north, these properties are not separated from the project by a street. Moreover, these properties' elevation sits below that of the project site. Although the Town's form-based code favors well-scaled transitions between uses rather than isolating buffers (especially in non-rural areas), in some cases wherein the rear properties adjoin different uses vegetated cover may be appropriate.

To address this issue and compensate for the removal of tree canopy cover along Griffith St., the proposal includes replanting the site's eastern buffer with additional large, mature tree cover. Specifically, the east/southeastern area of the site adjacent to residential uses will include: Eight trees along the parking lot perimeter, as required per ordinance; six new trees below the parking lot that will assist in screening the retaining wall; and, five existing, mature trees that will be retained as part of the proposed plan. See Sheet L1.2 for planting details.

TREE CANOPY/GRIFFITH STREET

Currently the site features stands of mature trees along Griffith Street. Along with trees on the north side of the street, these create a canopy that frames the street. The stands are less formalized than the trees one block west along Griffith that line the street for the length of the CSD campus. The 2007 Conditional Master Plan revision included a 0.21-acre public open space along Griffith St. with the intent of preserving the existing tree stands. However, the 2010 amendment removed this provision. Retaining the tree stands means that the building must be set back further from the roadway, which potentially results in the following tradeoffs:

1. A building setback that is inconsistent with the DPO's setback standards for the Lakeshore Planning Area as well as new construction that has occurred throughout the Circles @ 30 area. However, pedestrian features such as plazas, walkways, and sidewalk cafes may be included as part of the front setback area.
2. A less viable commercial retail location at the corner of Davidson Gateway Dr. and Griffith Street.
3. A less formalized streetscape than occurs on adjacent properties and that is required throughout new development in the Circles @ 30 area.
4. Limitations on the building and site design, including the amount of parking able to be provided on-site.

These tradeoffs were carefully considered throughout the site design process, including with regards to feedback about amenities received at the 10/3/17 PIS; the tradeoffs noted above; and, town-adopted plans and goals (listed below in Plans & Policies). The revised plan reflects a building location consistent with town requirements and aims for targeted growth nodes, resulting in the replacement of the existing Griffith St. canopy with a plaza, formalized streetscape, and retail component. To address the loss of trees along Griffith St., the formalized streetscape contains mature tree plantings consistent with other development and, to the site's south/southeast, the plan proposes replantings as described above in the Adjacent Uses section.

PRELIMINARY PROPOSED CONDITIONS

The applicant requests specific conditions as part of this conditional rezoning. Please see Attachment A for a copy of the proposed conditions. Based upon public input and work session discussion, staff may propose additional conditions.

3. PUBLIC PLANS AND POLICIES

Below is a list of town-adopted plans and a brief summary of each plan's applicability to the proposed Davidson Commons East Conditional Planning Area Hotel:

- The ***General Principles for Planning in Davidson (2015)*** include tenets to guide development in Davidson. Principles relevant to this proposed development are listed below. They can be summarized as: Davidson should focus on appropriately-scaled, high-quality infill development that balances residential and commercial uses, and in all cases strives to create vibrant pedestrian environments and public spaces.
 1. We must preserve Davidson's character and sense of community.
 3. We must encourage alternative means of active transportation.
 - Development and redevelopment in walkable, mixed-use, connected neighborhoods.
 - Planning commercial centers so walking, bicycling, and riding public transit to these destinations are viable options.

4. We must use our scarce land resources wisely.
 - Encouraging development that uses green design, energy conservation, and flexible spaces.
 - Ensuring that development builds up and not out.
 6. We must manage growth so the town can provide public facilities and services apace with development.
 - Encouragement of economic growth without jeopardizing our sense of community.
 - Decisions based on the long-term goals of the comprehensive plan rather than a short term benefit.
 7. We must enhance our quality of life through architecture and design. Livable environments include well-designed buildings, a dynamic public realm, and seamless connections between the two. This means that:
 - Private buildings and public infrastructure must work together to shape public space and to build community character.
 - The design of our public spaces, parks, and plazas will encourage social interaction, cultural experiences, and recreational opportunities.
 - Public art will animate our civic spaces.
- The ***Davidson Comprehensive Plan (2010)*** establishes a wide-ranging set of goals for the community to pursue, many of which are listed below. The Core Values and Goals emphasize Davidson’s small-town character; the creation of commercial business opportunities; safe, interesting pedestrian areas and public spaces; and, prioritizing development in designated growth areas.

CORE VALUES

- Core Values, Character: Davidson’s traditional character is that of a small town, so land planning will reflect its historic patterns of village-centered growth, with connection of neighborhoods, reservation of rural area, and provision of public spaces (Pg. 4).
- Core Values, Economy: Davidson’s economic health is essential to its remaining a sustainable community, so town government will judiciously encourage and guide the location of new business opportunities (Pg. 4).

GOALS & RECOMMENDATIONS

- Diverse Business/Job Opportunities:
 - Goal 1: Encourage independent and/or specialty retail in downtown and the Exit 30 area (Pg. 47).
 - Goal 2: Support and expand hotel and conferencing capabilities (48).
- Safe & Vibrant Public Spaces:
 - Vision: “Eyes on the street” and lively community gathering spaces provide safe places for children, pedestrians, and visitors. The town and private developers should continue to design, build, and manage public spaces (such as streets, greenways, parks, civic buildings, and commercial centers) that allow people of all ages and abilities to interact, create, and learn (49).
 - Goal 1: Continue to require human-scale, pedestrian-friendly architecture, brick sidewalks, attractive lamp posts and welcoming store fronts (50).
 - Goal 2: Ongoing Initiatives: New amenities such as public art, play equipment, and landscaping will energize existing transportation corridors, the transit station area, and

park properties (50); Provide venues to display Davidson College student and faculty sculpture exhibits off campus (50).

- Goal 3: Consider traffic access management policies such as limited driveways along major roads; Improve crosswalk and lane marking visibility (50-51).
- Enable Faithful Stewardship:
 - Goal 3: Encourage rainwater capture and reuse in all new developments (61).
- Safe & Efficient Public Services:
 - Goal 2: Anticipate greater public safety concerns during the development review process (63).
- Maintain Quality Design & Sound Planning Principles:
 - Goal 1: Prioritize infill and mixed-use development within or near already developed areas (65); Provide additional mixed use centers close to existing neighborhoods (65).
 - Goal 2: Ensure compatibility and connectivity of new development with the surrounding context (66); Promote the use of green and local materials in new development (66); Coordinate new development proposals with approved small area plans (66); Continue to discourage franchise architecture (66).

TARGETED GROWTH PLAN

- Preferred Growth Framework Criteria (71):
 - Growth should create a balance of commercial and residential development.
 - Development should be walkable and vibrant public spaces.
 - Growth should create a full range of employment and housing opportunities.
 - Growth should result in a more balanced local property tax base.
 - Growth should create high-quality pedestrian environments.
- Regional Commercial Center - Circles at 30 Area (72):
 - The Exit 30 area offers development potential for larger footprint development that may not be accommodated in the downtown. The visibility and proximity of the Exit 30 area to I-77 and waterfront will provide opportunities for employment growth.
- The ***Circles @ 30 Small Area Plan (2013)*** aims to create a new, vibrant town center built according to the same principles as the historic downtown. Although not adopted, the plan contains several points that speak directly to the subject site. Recommendations relevant to this proposed development include:
 - Continued two to four story mixed-use development along Griffith Street (pg. 9);
 - Required retail frontage on Griffith Street (10);
 - Smaller-scale development along Davidson Gateway Drive (i.e. two to three stories, 16);
 - Consideration of angled parking on Davidson Gateway Drive (17).

4. PUBLIC INPUT SESSION

On October 3, 2016 about 75 citizens attended a Public Input Session to learn more about the proposal and share feedback. Staff collected feedback from conversations as well as from the comment cards

submitted (49) and provided them to the applicant, who produced a PIS Report accepted by staff on 10/26/17. The report summarized the breadth of the comments as follows:

- **Transportation:** Concern about increased traffic and regarding the amount and type of parking provided, including whether on-street parking should be provided or whether parking could be shared with Woodies.
- **Safety:** Concern about the hotel's proximity to nearby schools as well as the town's public safety units' ability to respond to a four- to six-story hotel fire.
- **Environmental:** Concern for impacts on the intermittent stream along the eastern boundary, and a desire to maintain existing trees along Griffith St.
- **Aesthetics:** Concern regarding the proposed six story building height and compatibility with surrounding uses.
- **Amenities:** Positive interest in the proposed amenities, including additional meeting spaces, lodging for visitors to the town (including businesses and the college), and potential restaurant and/or retail facilities on-site.

In the report the applicant provided a response to each of these items, which is posted on the project webpage. Notably, the revised plan responds directly to several of the issues raised, including: The completion of a Transportation Impact Analysis outlining the traffic impacts; the provision of a variety of parking arrangements to meet the projected demand; a reduction in height and the completion of advanced architectural renderings for clearer illustration of the building's character; and, additional landscaping to replace mature tree canopy cover and provide a buffer to adjacent residential uses.

Additional opportunities for public feedback with identified stakeholder groups are planned for August, and public hearings with the Board of Commissioners and Planning Board are scheduled for September.

5. STAFF RECOMMENDATION

The purpose of the Joint Work Session Staff Analysis is to assess the updated, proposed plan against existing standards; provide the public, Planning Board, and Board of Commissioners with the known facts; and, offer direction on which topics have been addressed and/or should be further explored.

PREVIOUSLY IDENTIFIED TOPICS

After reviewing the application and documentation, staff offers the following commentary from October 2016 and present:

1. Transitions:

- October 2016: The General Statement of Intent states that the building will be respectful of the surrounding uses, including neighborhoods, and will feature innovative design solutions. Further information is needed regarding how the building will be respectful of surrounding uses, such as creating suitable transitions to surrounding properties. Nor have innovative design solutions been specified.
- July 2017: Addressing context, the revised plans include a reduced building height, formalized streetscape with trees and spacious sidewalks, and proposed mature tree replantings along the eastern boundary. Worth exploring further:
 - » **Context/Connections:** For a project that anticipates many visitors arriving without an automobile, within walking distance of the Circles @ 30 amenities and downtown, along with its location close to schools and a park, the improvement of existing/inadequate

pedestrian facilities should be explored. A list of potential improvements is listed in the Additional Topics section below.

- » **Innovative Design Solutions:** Both the 2016 and 2017 General Statements of Intent assert that the building will incorporate “innovative design solutions.” The plaza represents a space that accommodates a variety of uses; but, beyond this feature, the application or plans do not specify what other innovative features are proposed. A better understanding of these proposed innovations is needed.

2. Height:

- » **October 2016:** The Davidson Planning Ordinance (DPO), documented plans, and existing uses/buildings all support multi-story, mixed-use development at this site. However, each of these indicates a range of two to four stories is most appropriate. The proposed height of 68’ exceeds the permitted height of similar by-right development and the height of existing buildings. Certain sites in the Circles @ 30 area may justify taller buildings – locations near the interstate or at key junctures such as each traffic circle, for example. The merits of such an increase as proposed at the subject site must be carefully examined in light of surrounding uses/buildings, future benefits, and Comprehensive Plan goals.
- » **July 2017:** The revised plans illustrate a significant reduction in height from six to four stories, although the linear height of the building has not been specified. A clearer understanding of the proposed linear height is needed.

3. Tree Canopy:

- » **October 2016:** The DPO contains a variety of definitions for trees, including mature, canopy, and specimen trees. It’s possible that the site, including Griffith St. frontage, contains several mature and perhaps a few canopy trees (i.e. those with a shade coverage greater than 1,200 SF), but it does not appear to contain any specimen trees. As noted earlier in the analysis, the existing tree stand creates attractive canopy coverage along Griffith Street, but this is not without tradeoffs. The potential benefits of a formalized streetscape (including new street trees and landscaping), building frontage consistent with the Town’s principles, and ability to support active retail at the site’s NW corner should be evaluated against the retention of the existing, informal tree stand along Griffith Street.
- » **July 2017:** The revised plans illustrate the building sited near the streets, which affords an array of benefits as described above. To address the existing trees lost, the proposal includes replantings as described earlier in the analysis’ Adjacent Uses section.

4. Active Uses/Ground Floor:

- » **October 2016:** Continuing from Item 3, the DPO, existing plans, and precedent all support the inclusion of at least one retail use at this site. The building’s NW corner seems a natural location for this use, and the Comprehensive Plan’s emphasis on engaging focal points/public space afford a unique opportunity at this site. Practically speaking, to be viable small-scale corner retail uses need: 1. Prominent placement on a primary street and/or corner; 2. A minimum of 10,000 vehicles per day (NCDOT current vehicle counts for Griffith Street range between 11,000 - 21,000 per day); and, 3. Convenient access (Principles of Urban Retail, Robert Gibbs, 3). Factors such as nearby residences or schools, both of which are adjacent to the site, augment the potential success of small-scale retail uses. The location of the building away from the primary street frontage along Griffith diminishes the viability of such uses.

Furthermore, although the developer has indicated that it's possible for the building to shift some of its planned in-house services such as a small coffee station towards the NW corner, the details of this arrangement and what type of public space it would yield are unclear. With the building set back significantly from Griffith Street, the opportunity for seamless pedestrian interaction with a potential retail use greatly diminishes. A continuous experience – where a pedestrian may stop to look at sidewalk or interior merchandise displays, or browse a menu without leaving their walking course – is a hallmark feature of good urban design and is integral to the success of buildings downtown and at Davidson Commons along Jetton Street. Significant building setbacks or unengaging uses such as passive or empty spaces (i.e. meeting rooms, gyms) aren't consistent with this approach. The building's placement on the site and uses along its primary and secondary streets must be judiciously studied.

- » July 2017: The revised plans include a retail component at the site's NW corner. Coupled with the inviting and accessible plaza design, the location positions this feature for success. Further thoughts on how to ensure the viability of this retail space as intended are included in the Additional Topics section below.

5. Public Spaces:

- » October 2016: This site presents a special opportunity to create a distinct, attractive public space at the corner of Davidson Gateway Drive and Griffith Street: An inviting focal point that marks the next punctuation in a vibrant streetscape extending from the second traffic circle on the way to Roosevelt Wilson Park. As detailed above, the building's placement on the site plays a critical role in achieving a pleasant, coherent pedestrian experience. A well-positioned retail use would certainly strengthen the corner's appeal; but, regardless of this result, great effort should be put into constructing an attractive, publicly-accessible public space and a unified, interesting pedestrian experience along both of this site's primary and secondary streets.
- » July 2017: The revised plans include a unique plaza that distinguishes this site from typical hotel plans. Its balanced design – with a variety of internal spaces, features, and accessibility options – holds the potential to set the standard for engaging semi-public spaces in town. As suggested below, exploration of public art components would further enhance this appealing space.

6. Transportation:

- » October 2016: The site's proximity to the Community School of Davidson's elementary-middle school campus merits exploring the potential transportation impacts of the proposed hotel. This is because of the high peak-hour trips generated by schools at certain times of day, as well as the developer's local experience with hotel guests' transportation choices and parking requirements. In some contexts commercial uses such as hotels may generate less trips than other commercial or residential uses (such as medical offices or detached single-family residential dwellings). Therefore, a detailed Transportation Impact Analysis (TIA) should be conducted to understand the potential on- and off-site impacts of this development.
- » July 2017: Beginning in late 2016 through early 2017 the applicant worked with town staff to produce a TIA, described in fuller detail in the Parking, Access, & Transportation section of this analysis. Overall, the report did not anticipate significant impacts from the proposal. However, the revised plans reflect citizens' concerns over parking through the provision of parking in a variety of formats to meet the projected demand. Moreover, as cited often in

this analysis and the TIA, Davidson places a premium on attractive, safe, and walkable streets. To that end, various ideas to further enhance the site and surrounding area have been included in the following section's potential improvements list.

ADDITIONAL TOPICS FOR CONSIDERATION

As noted throughout this report, the updated plans include targeted responses to many of the issues raised by the PIS Staff Analysis, citizens, and elected officials in the fall of 2016. Nonetheless, staff offers the following topics for consideration based on the latest plans:

1. **Retail Space:** A guarantee should be provided that the proposed retail component must meet the DPO definition of Retail Primary or Retail Secondary (DPO 16.3).
2. **Public Art:** The proposal should consider reserving space within the plaza or sidewalk areas along Griffith St. for public art, and the applicant should work with the town to provide a physical or financial contribution to public art (DPO 7.4.2.B.6, General Planning Principle 7, Comp. Plan Safe & Vibrant Public Spaces).
3. **Building Design:** The proposal should reflect the highest design standards, including a commitment to green building as articulated in the Comprehensive Plan (Maintain Quality Design & Sound Planning Principles, Goal 2). The project should consider pursuit and achievement of LEED certification under the USGBC's LEED Rating System, or an equivalent standard.
4. **Eastern Buffer:** The proposed plan includes replanting of the buffer area along the project's eastern boundary. Consideration should be given to the replanting of the eastern buffer of Woodies Automotive with mature plantings to create continuous coverage (DPO 9.7.1).
5. **Infrastructure:**
 - a. **Pedestrian Crossings and Crosswalks:** Four opportunities exist to improve connections to and from the project site:
 - i. **Mid-Block Crossing:** Construction of or contribution towards a pre-designed crossing with a pedestrian refuge from Spinnaker Cove Dr. across Griffith St. (Walks & Rolls Plan Figure 4-2/Approximate to Grocery Lane).
 - ii. **Crosswalks:** Construction of two textured/patterned crosswalks across Davidson Gateway Dr. – at its intersection with Griffith St. and at the parking lot entrance (DPO 6.8.1.H).
 - iii. **Stream Crossing:** Construction of a 10' multi-use bridge along Griffith St. to cross the stream on the property's eastern boundary and connect to Roosevelt Wilson Park (DPO 6.5.3.B, 6.8.3.A; Walks & Rolls Plan Figure 4-2).
 - b. **Benches:** As part of the plaza design, installation of at least two benches along Griffith St. (DPO 7.4.2.B.5).
 - c. **Transit Amenities:** As part of the mid-block crossing, on the north side of Griffith St., installation of a transit stop in accordance with CATS Standard 60.03C. Additionally, the establishment of a transit stop along Griffith St. at the project site (i.e. signage, bench per DPO 7.4.2.B.5).
 - d. **Parking:** Construction of on-street parking spaces and streetscape improvements on Griffith St. west of Davidson Gateway Dr. extending to Grocery Ln.

6. ATTACHMENTS/RESOURCES

- Attachment A: Applicant's Proposed General Notes & Conditions
- Attachment B: 2007 Davidson Commons East Conditional Master Plan

- Attachment C: 2010 Davidson Commons East Conditional Master Plan Amendment

ATTACHMENT A: GENERAL NOTES & CONDITIONS

GENERAL NOTES

- 1. Zoning:** The zoning of Tracts 4-A, 4-B, 4-C and 4-D of Davidson Commons East, consisting of 6.4 acres, more or less (the "Site"), is CPA (Conditional Planning Area), as shown on the Davidson Commons East Conditional Master Plan, as amended November 10, 2010 and April 9, 2013 (the "Plan"). The Site is to be developed in two phases. Phase II of the Plan was approved for a Change of Use on November 10, 2010 and an amendment to the conditions of Tract 4-C within Phase II was approved on April 9, 2013.
- 2. Building & Site Design:** The building configurations, placements, and sizes shown on the Master Plan are schematic in nature and may be altered and/or modified during design development and construction document phases in accordance with the approved plan. Parking layouts and open spaces may also be modified to accommodate final building configurations in accordance with the Planning Ordinance.
- 3. Ordinance Modifications:** If, at some point, modifications are made to the Ordinance by the Board of Commissioners, the Applicant may voluntarily agree to apply such modifications to the Plan in a manner consistent with the Ordinance as it changes from time to time. Such modifications to the Ordinance shall in no way impact the Applicant's vested rights established per the Ordinance once the Plan is approved.
- 4. Amendments:** The Applicant may request an amendment to the Plan and approved zoning without the written consent of any other owner of all or any portion of the property shown on the Plan so long as the recorded Declaration of Protective Covenants for the property contains a valid and enforceable provision with the stated purpose of granting power of attorney to the Declarant to execute an amendment to the Plan and approved zoning on behalf of such owners. Developer understands that the Town cannot waive the rights of property owners.
- 5. Plat Notes:** In the event the event of an amendment to the plat of the Site, entitled Davidson Commons East Map 1, recorded in Map Book 49, Pages 655 – 657, Mecklenburg County Public Registry, as amended in Map Book 55, Pages 623, Mecklenburg County Public Registry (the "Plat"), the notes included on the Plat shall be included on the subdivision plat of the Site; provided, however, Note 3 of the plat shall be revised to reflect the conditions provided below.

CONDITIONS

- 1. Building Type:** The hotel building shall be a Workplace building type in accordance with DPO 4.5.6.
- 2. Height:** The Tract 4-A and 4-B Height Restriction is hereby amended to provide that the height allowed for the building located on Tracts 4-A and 4-B, as shown on the amended Master Plan, is a Minimum of Two (2) Stories and a Maximum of Four (4) Stories.

3. Impervious Coverage:

Impervious Calculations	Approved	% of Total	Existing
Tract 4-A	26,180	21.72%	12,709.50
Tract 4-B	26,180	21.72%	12,709.50
Tract 4-C	34,161	28.34%	34,161
Tract 4-D	34,000	28.21%	Unimproved
Total	120,521	100%	59,580

The 52,360 square feet of impervious cover allocated to Tracts 4-A and 4-B may be distributed among such Tracts in accordance with the approved amended Master Plan and may also be redistributed between Tracts if requested by the Applicant and approved by the Planning Director was modified prior to completion of such improvements. After completion, modifications of such improvements shall be permitted with Planning Director approval if such modifications do not exceed the total permitted impervious area for the combined Tracts and do not constitute a major amendment.

- 4. Uses:** Permitted uses on Tracts 4-A and 4-B shall include Hotel, Commercial Services, Restaurant and Retail, Primary and Secondary.
- 5. Setbacks:** The hotel building shall front on Griffith Street with minimum front and side setbacks of 0'.
- 6. Open Space:** [At this time the amount is not known. Once determined, this condition will be revised to state that "XX acres or feet of open space is provided in accordance with DPO 7, as shown on the plan." The open space type - plaza, paseo, etc. – should be specified per DPO 7.4.]
- 7. Parking:** The parking requirement for lots 4-A and 4-B is 2 spaces per 1,000 square feet of building area, or 149 spaces; however, typical parking for a Hotel is 1 space per hotel room, or 115 spaces for this hotel. Parking provided on the plan totals 139 spaces, which is 120% of the typical requirement for a hotel. By comparison, at Homewood Suites in Davidson, the number of parking spaces typically used on a sold out night is approximately 84% of the number of hotel rooms. The majority of the Homewood Suites guests will need the parking spaces after 6:00 PM. Parking provided includes the shared parking in accordance with the Reciprocal Easement Agreement recorded in Book 30349, Page 645, Mecklenburg County Public Registry. This easement parking allows use of the additional spaces, which would only be required on sold out nights.
- 8. Bicycle Parking:** Bicycle Parking provided is 6 long term spaces and 12 short-term spaces because hotel occupants typically are not using bicycles. This bicycle parking is provided for shoppers and workers. By comparison, at the Homewood Suites hotel, only one employee currently rides his bike to work. Therefore, even with shoppers and workers, the bicycle parking provided should be more than sufficient.

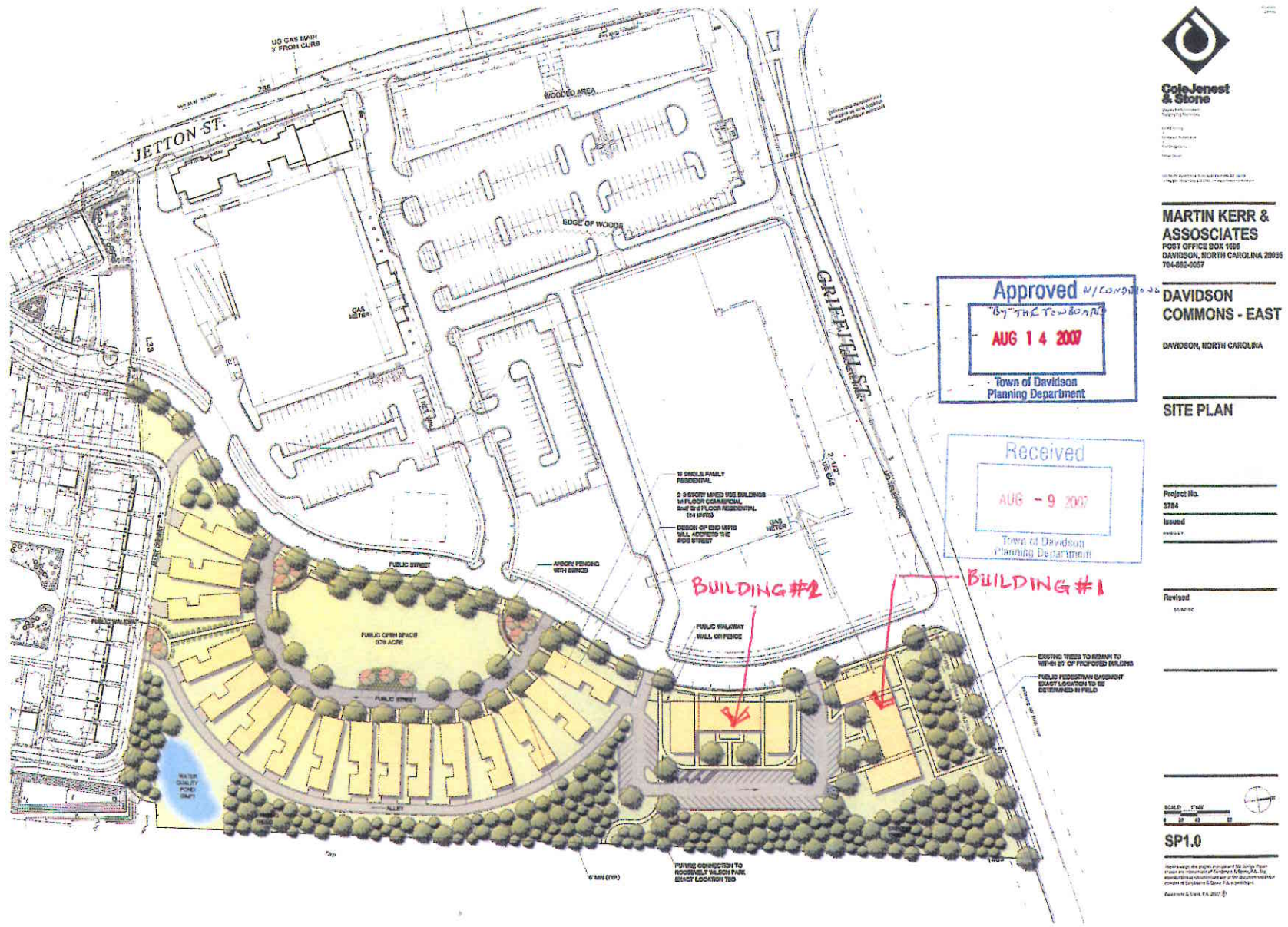
9. **Tree Canopy:** In order to fulfill the tree canopy requirements of 9.3.1A, Minimum Tree Coverage Requirements, 1.5 times the deficient trees, or 6 trees, will be planted in the southeast area of the property to help screen residential properties.
10. **Walkway:** DPO 8.4.5 Pedestrian Access, provides, that in large parking lots (36 spaces or greater), a sidewalk perpendicular to the main building shall be put in place. This cannot be accomplished due to the proximity to the eastern buffer and the impervious requirements.

REMOVED CONDITIONS

- The pedestrian trail shown on the Master Plan from the eastern portion of the Site to the Town of Davidson property is removed.

ATTACHMENT B: 2007 Davidson Commons East Conditional Master Plan

Exhibit VII-C



SECTION A-A

PHASE II

PHASE I

Dawson Drive

Griffith Street (S.R. 2158)

*** CAUTION ***

THERE MAY BE UTILITIES OTHER THAN THOSE SHOWN. THE SURVEYOR ASSUMES NO RESPONSIBILITY FOR UTILITIES NOT SHOWN HEREON. IT IS THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THEIR LOCATIONS.

CALL BEFORE YOU DIG
1-800-632-4343

Page 24 of 52



Conditional Planning Area

HYATT PLACE

(Name of Project)

Application Requirements

Date Received

5.31.17

5.31.17

5.31.17

5.31.17

5.31.17

4.4.16

5.31.17

DATE FOR TOWN



Application Fee per Town of Davidson Fee Schedule



Contact Information



Project Description
(including General Statement of Intent)



Statement of Compliance



Preliminary Sketch Plan in accordance with Section 7.5.2 F



Environmental Inventory in accordance with Section 8.2
(including adjacent properties and buildings)



Color Photos
(including existing and adjacent sites and building(s) taken from the perspective of the public streets adjacent to the site)



Master Plan Schematic Design in accordance with Section 8.3



Traffic Impact Analysis in accordance with Section 7.5.4.1



Additional Requirements as listed below

As the applicant, I hereby confirm that all the required materials for this application are authentic and have been submitted to the Town of Davidson Planning Department.

Beacon IMG, Inc.

By: Nishith Patel

Applicant's Signature

Nish Patel

5.31.17

Date



Conditional Planning Area

HYATT PLACE

(Name of Project)

Contact Information

Applicant's Information

Name: BEARON IMG, INC. (NISH PATEL)
E-Mail: NISH@BEARONIMG.COM
Mailing Address: 6428 BARRINGTON ROAD
Charlotte, N.C. 28226
Business Phone: 704.752.7901 Mobile Phone: 704.363.1230

Property Owner's Information

(If Different from Applicant)

Name: DAVIDSON COMMONS EAST CONDOMINIUM ASSOCIATES
E-Mail: MIKE@FLATCREEKCONSTRUCTION.COM
Mailing Address: PO Box 1696
DAVIDSON, NC 28036
Business Phone: 704.892.0057 Mobile Phone: 704.622.6172

Architect's Information

Name of Firm: RBA GROUP
Architect's Name: DAVE MALUSHIZKY
E-Mail: DAVE@RBA GROUP.COM
Mailing Address: 122 WEST BLAND STREET
Charlotte, NC 28203
Business Phone: 704.344.9098 Mobile Phone: 704.975.5960



Conditional Planning Area

HYATT PLACE

(Name of Project)

Project Description

Application Date: 5.31.17

Project Location: 131 DAVIDSON GATEWAY DRIVE
(Indicate street frontage, nearest intersection, and address, if assigned)

Tax Parcel(s): 003-23-190 AND 003-23-191

Acreage: 2.1 ACRES

Building Envelopes: 1

Existing Planning Area: CONDITIONAL

Existing Planning Area Overlay District: _____

General Statement of Intent: include a full description of the purpose of the request
CONSTRUCTION OF A HOTEL WITH ASSOCIATED
SURFACE PARKING

Project Details: include a full description of how the proposed conditional planning area deviates from the regulations and standards of the underlying planning area including but not limited to

Use(s): Hotel See Conditions
Building Type(s): Workplace
Setbacks: Min. 0' front and side
Height: 4
Number of Stories: 4
Signage: _____
Other: REDUCTION IN REQUIRED PARKING AND
REDUCTION IN STREET VIEWS

Existing Site Conditions: (include significant physical, environmental, and cultural features; significant and heritage trees, existing structures; and infrastructure and street layout)

EMPHERAL STREAM ON THE EAST
SIDE OF THE SITE



Mr. Trey Akers
Town of Davidson
216 South Main Street
Davidson, North Carolina 28036

Reference: Hyatt Place - Davidson
Statement of Compliance

Dear Mr. Akers:

The information provided below is intended to describe the project's compliance with the Town Code.

I. General Statement of Intent

The vision for Tracts 4-A and 4-B, Davidson Commons East (the "Site") will be designed to be a compatible building that is respectful of the neighborhood and incorporates some of its best and predominant characteristics in innovative design solutions. The first floor will be designed as a workplace building with at least 65% glass on the facade to allow for the hotel and retail and restaurant uses.

II. Statement of Compliance

A. Planning Ordinance

The planning area assigned to this Site is Conditional Planning Area (original planning area was Lakeshore Planning Area), and currently allows commercial and residential uses. The approved conditional plan for this site contemplates three-story mixed-use buildings, including residential. The amendment to allow Hotel, Commercial Services, Restaurant and Retail (Primary and Secondary) is in accordance with the General Principles of the Davidson Planning Ordinance to encourage economic growth without jeopardizing our sense of community, establishment of a healthy commercial tax base and create an environment that fosters diversity. The proposed Conditional Planning Area amendment is in accordance with the intent of the nearby Lakeshore Planning Area because the hotel and its ancillary commercial, restaurant and retail uses will support corporate development as well as the residential community by allowing business contacts and clients to stay near local businesses, providing conference areas for use by local businesses and providing a place for visitors to stay near people who live within our community.

B. Small Area Plans

1. **Griffith Street Corridor Plan:** The Griffith Street Corridor Plan, adopted by the Town in 2002, does not address the Site.
2. **Circles at 30 Small Area Plan:** The Circles at 30 Small Area Plan was not adopted by the Town, but is compatible with the proposal's commercial emphasis and retail component.

C. Planning Principles

The General Principles for Planning in Davidson are as follows:

1. **Preserving Davidson's small-town status and preserving and enhancing Davidson's downtown:** One of the critical elements of preserving the small-town status of Davidson is retention of a vibrant downtown, Circles at 30, Jetton Street and Lakeshore areas and the addition of a property that will allow people to stay within walkable access to downtown, enhancing and providing further economic development to the downtown, Circles at 30, Jetton Street and Lakeshore areas.
2. **Growth must be sustainable:** The design of the building to allow for future hotel, restaurant and retail uses provides a sustainable future of growth for the property.
3. **Preservation of substantial amounts of open space:** In this urban setting, the use of the common spaces creates urban open spaces that enable pedestrian engagement and energizes otherwise passive areas in accordance with the goals of the DPO.
4. **Re-establishment of our historic diversity of people:** The creation of hotel space near the commercial, civic and corporate areas of our community provides an opportunity for different economic and generational sectors to have access to and to engage in the Davidson civic and business community.
5. **Development must proceed no faster than the Town can provide public facilities:** The conference spaces and restaurant activities contemplated in the hotel will provide public spaces that support development of businesses in Davidson.
6. **Architectural design and planning will be used to enhance the quality of life:** A portion of the building will be set back from Griffith Street to provide for an open space area between the street and the building. Applicant and staff plan to work together to create a design that will engage the pedestrian to energize the space between the building and the street.

D. Mission Statement, Goals and Values

The Mission Statement, Goals and Values focus on sustainability, diversity, pedestrian orientation and focus on Davidson's economic health as essential to its remaining a sustainable community. The Mission Statement directs that town government will judiciously encourage and guide the location of new business opportunities. The hotel at Davidson Commons East will embrace these elements, providing a pedestrian interface that will enhance the quality of life of the residents and community and bring economic benefits to local businesses by creating additional client and customer bases and conference spaces to support the needs of area companies. The establishment of the hotel at Davidson Commons East addresses the need for an additional hotel, as identified by the (formerly named) Catalyst study, without requiring the hotel to be located at the center of downtown. With its proximity to I-77 and to downtown, the proposed hotel at Davidson Commons East serves both the Circles at 30 community and the downtown and college communities.

E. Board of Commissioners Goals 2015-2016

The goals of the Board of Commissioners for 2015 - 2016 are: To ensure financial stability and responsible stewardship; encourage community building and engagement to build civic strength; promote economic viability and sustainability; and enhance the physical, mental and emotional well-being of our residents. The vision for the proposed plan amendment is to be a critical component of the financial health of Davidson by providing a supportive and attractive amenity to the community, the corporate taxpayers and the college, thus promoting the economic health of both downtown and Circles at 30 businesses.

F. Comprehensive Plan

The Board of Commissioners adopted the Davidson Comprehensive Plan on August 10, 2010. One of the primary goals is to encourage economic growth that supports local assets and policies. The proposed full-service hotel will provide an economic base to support local businesses within a walkable proximity to the downtown, Lakeshore, Jetton Street and the Circles at 30 areas. The Targeted Growth Plan designates this area as a Regional Commercial Center to offer development potential for larger development that may not be accommodated in the downtown and other nearby commercial areas. The location of a full-service hotel in at this location addresses the needs identified in the initial (formerly named) Catalyst study for a full-service hotel to accommodate corporate and college demands. The community concerns raised in response to the Catalyst proposal will be addressed by locating the hotel closer to I-77, but within walking distance of downtown. The visibility and proximity of the Exit 30 area to I-77 and waterfront will support the corporate users in the area, as well as the local community, thereby encouraging corporate location and providing opportunities for employment growth.



G. Statement of Compliance – Davidson Economic Development Strategic Plan

The proposed hotel at Davidson Commons East supports the existing and proposed commercial model for the Town because it provides an identified need of lodging to promote tourism for the Town, corporate taxpayers and the college community in a location that is easily accessible from I-77 and downtown.

H. Environmental Inventory

Please refer to environmental inventory plan by Geoscience.

Additional Ordinances, Goals, Plans, Reports, or Studies: The site plan has been modified over the last 12 months based on input/recommendations from the Town and it is our understanding that the current plan addresses the goals of the Town.

Please let us know if you have any questions.

Respectfully,
GEOSCIENCE GROUP, INC.

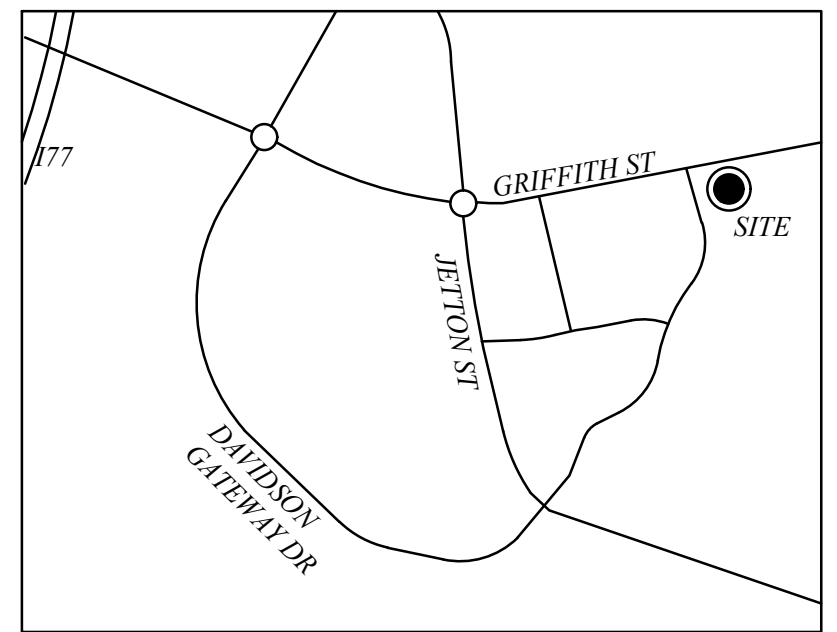
A handwritten signature in blue ink that reads "Kevin S. Caldwell".

Kevin S. Caldwell, P.E.
Senior Vice President

INDEX OF SHEETS

- CS COVER SHEET
- C0 EXISTING CONDITIONS AND DEMOLITION PLAN
- C1.0 GENERAL NOTES & CONDITIONS
- C1.1 SITE PLAN
- C1.2 SITE PLAN
- C1.3 OPEN SPACE PLAN
- C2.1 PHASE I EROSION CONTROL
- C2.2 PHASE 3 FINAL GRADING & DRAINAGE, EROSION CONTROL PLAN
- C4.1 SITE DETAILS
- C4.2 SITE DETAILS
- C4.3 SITE DETAILS
- C4.4 SITE DETAILS
- L1.1 EXISTING LANDSCAPE PLAN
- L1.2 LANDSCAPE PLAN

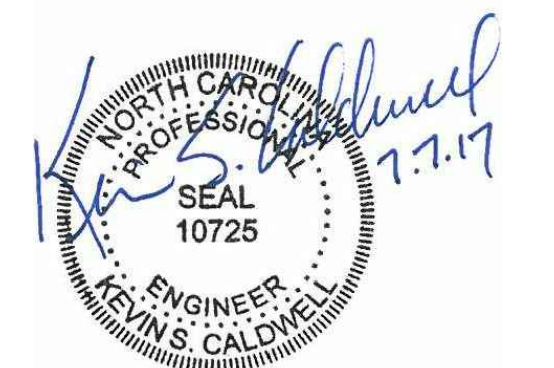
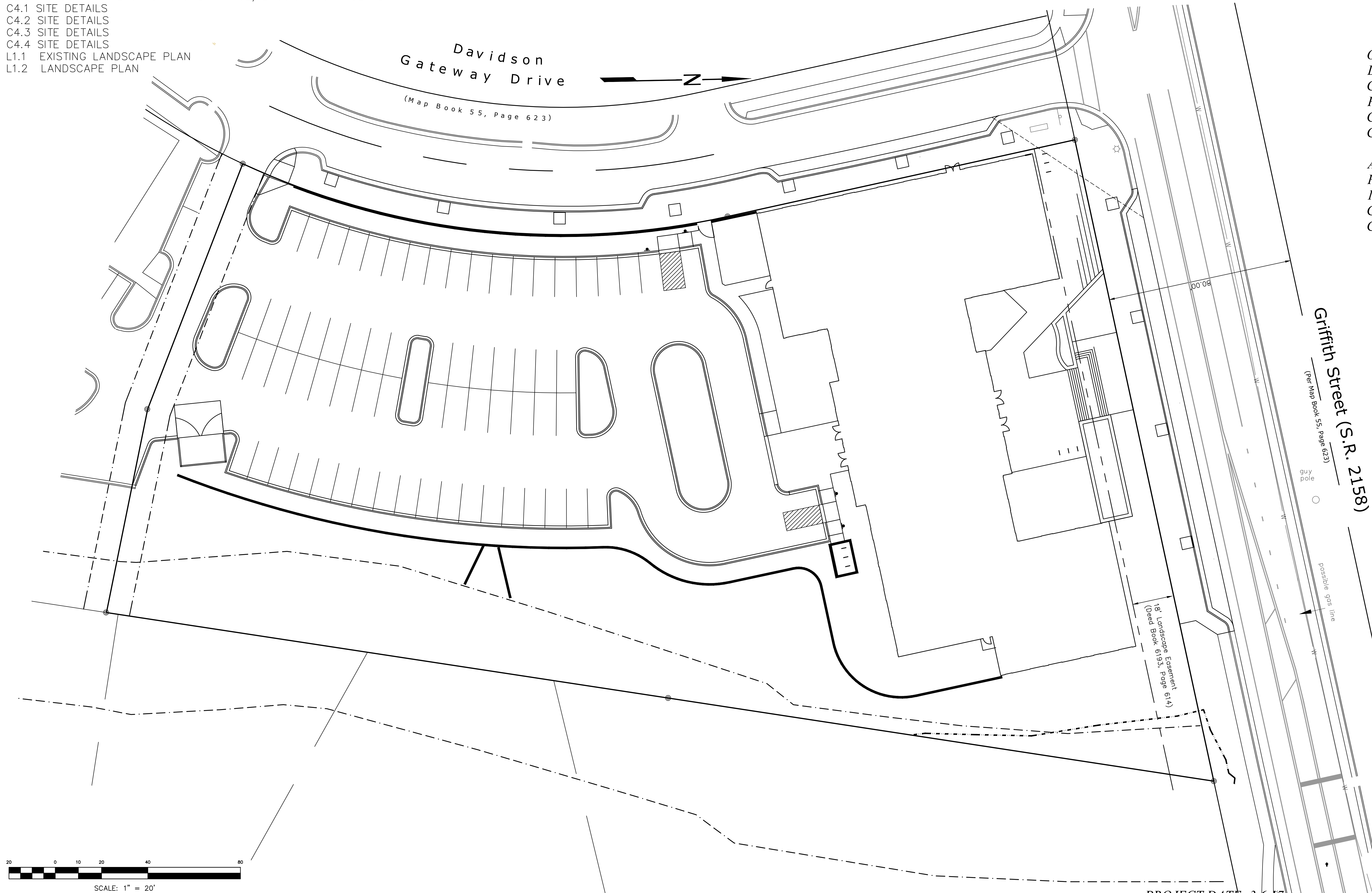
HYATT PLACE
DAVIDSON, NORTH CAROLINA
CONDITIONAL MASTER PLAN
PARCEL ID: 00323190 & 00323191
TOTAL SITE AREA= 2.1 AC.



VICINITY MAP
1"=700'

OWNER:
DAVIDSON COMMONS EAST
CONDOMINIUM ASSOCIATES LLC
PO BOX 1696
CHARLOTTE, NORTH CAROLINA
CONTACT: NISH PATEL

ARCHTECT:
RBA GROUP
122-B WEST BLAND STREET
CHARLOTTE, NORTH CAROLINA
CONTACT: DAVE MALUSHIZKY

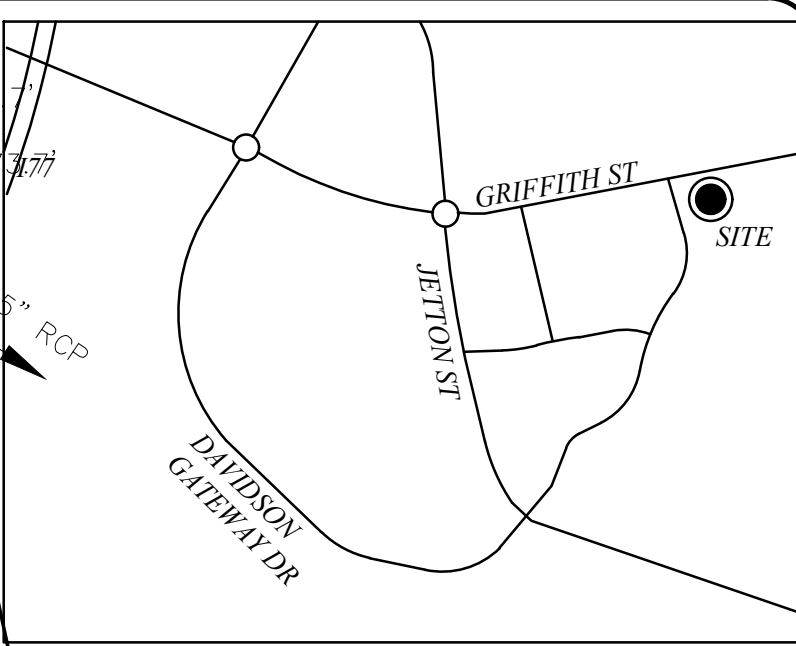
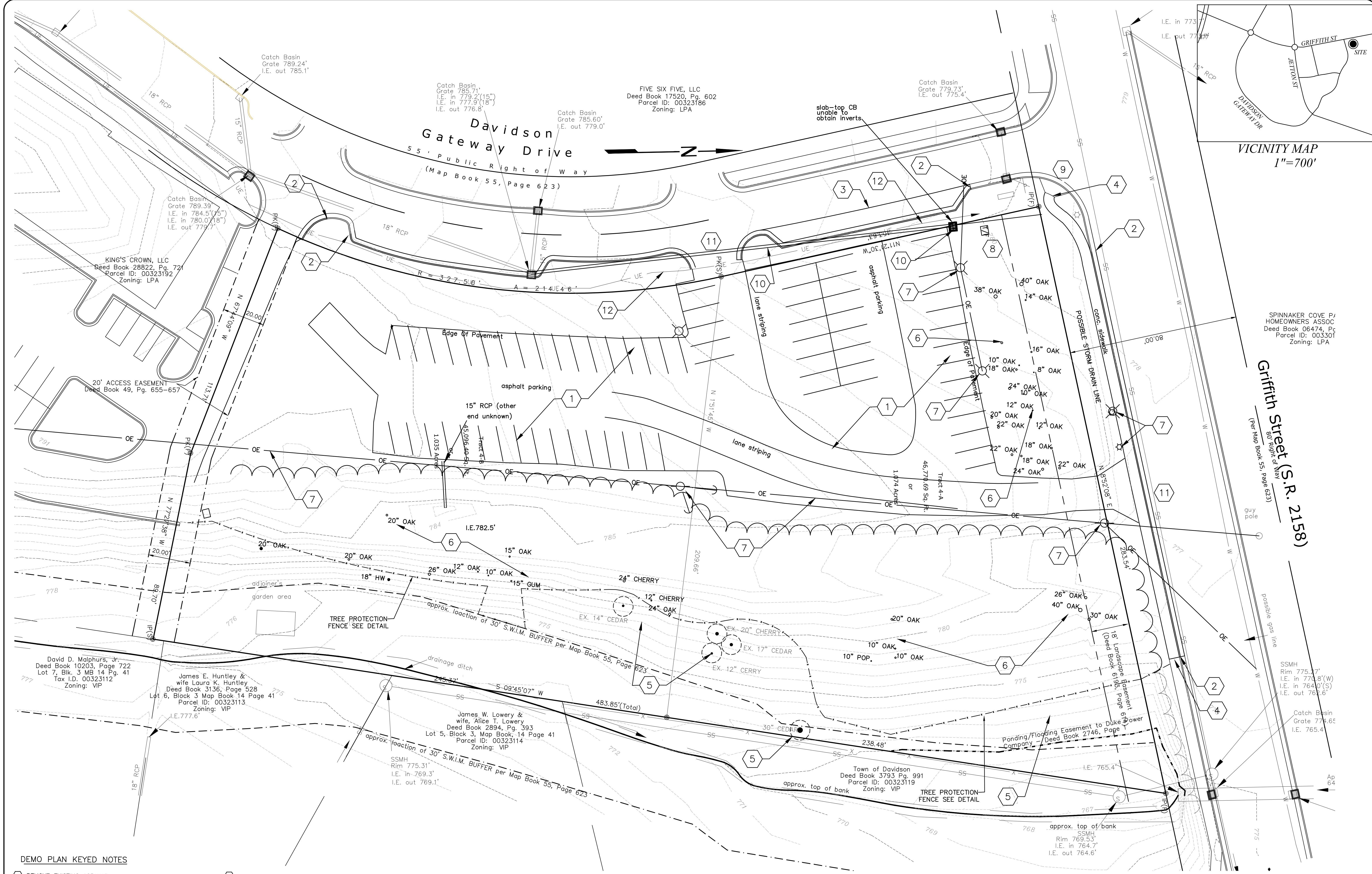


GEOSCIENCE GROUP
Incorporated
500-K Clanton Road
Charlotte, NC 28217
(704) 525-2003

NC FIRM LICENSE: F-0585(ENG)
NC FIRM LICENSE: C-279(LA)

CS

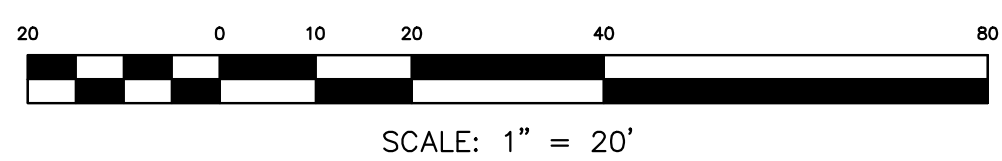
PROJECT DATE: 3.6.17



Griffith Street (S.R. 2158)
(see Map Book 55, Page 623)
80' Right of Way

DEMO PLAN KEYED NOTES

- 1 REMOVE EXISTING ASPHALT LOT
- 2 SAWCUT AND REMOVE CURB AND GUTTER
- 3 SAWCUT AND REMOVE ASPHALT
- 4 SAWCUT AND REMOVE SIDEWALK
- 5 TREES TO REMAIN (OUTSIDE TREE PROTECTION FENCE)
- 6 TREES TO BE REMOVED (INSIDE TREE PROTECTION FENCE)
- 7 REMOVE AND RELOCATE POWER POLES AND LINES, COORDINATE WITH DUKE POWER ON WHERE THE RELOCATION TAKES PLACE PRIOR TO ANY REMOVAL
- 8 REMOVE AND RELOCATE UTILITY BOX, COORDINATE WITH SPECIFIC UTILITY DEPARTMENT PRIOR TO ANY REMOVAL
- 9 ADA RAMP TO REMAIN
- 10 REMOVE AND RELOCATE STORM DRAIN AND PIPE. SEE SHEET C2.2 FOR RELOCATION. CONTRACTOR TO FIELD INVESTIGATE WHERE UNKNOWN PIPE TERMINUS IS AND COORDINATE WITH ENGINEER FOR SOLUTION OF RELOCATION
- 11 DRIVEWAY TO BE REMOVE, COORDINATE WITH TOWN OF DAVIDSON PRIOR TO REMOVAL
- 12 COORDINATE WITH DUKE POWER ABOUT UNDERGROUND ELECTRICAL LINE PRIOR TO CONSTRUCTION

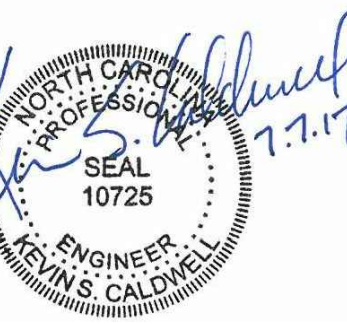


DATE	
REV.	
PROJECT NAME	
PROJECT NUMBER	
PROJECT DATE	
PROJECT LOCATION	
PROJECT PHASE	
PROJECT TIME	

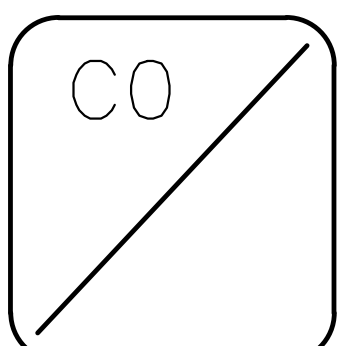
GEOSCIENCE GROUP
10000 Davidson Road
Charlotte, NC 28217
Phone: 704.742.2000
www.geosciencegroup.com
NC REG. LICENSE C-37861A

- PRELIMINARY NOT FOR CONSTRUCTION
- ISSUED FOR BIDDING
- ISSUED FOR PERMIT
- ISSUED FOR CONSTRUCTION

HYATT PLACE
DAVIDSON, NORTH CAROLINA



EXISTING CONDITIONS AND
DEMOLITION PLAN



General Notes:

1. **Zoning:** The zoning of Tracts 4-A, 4-B, 4-C and 4-D of Davidson Commons East, consisting of 6.4 acres, more or less (the "Site"), is CFA (Conditional Planning Area), as shown on the Davidson Commons East Conditional Master Plan, as amended November 10, 2010 and April 9, 2013 (the "Plan"). The Site is to be developed in two phases. Phase II of the Plan was approved for a Change of Use on November 10, 2010 and an amendment to the conditions of Tract 4-C within Phase II was approved on April 9, 2013.

2. **Building & Site Design:** The building configurations, placements, and sizes shown on the Master Plan are schematic in nature and may be altered and/or modified during design development and construction document phases in accordance with the approved plan. Parking layouts and open spaces may also be modified to accommodate final building configurations in accordance with the Planning Ordinance.

3. **Ordinance Modifications:** If, at some point, modifications are made to the Ordinance by the Board of Commissioners, the Applicant may voluntarily agree to apply such modifications to the Plan in a manner consistent with the Ordinance as it changes from time to time. Such modifications to the Ordinance shall in no way impact the Applicant's vested rights established per the Ordinance once the Plan is approved.

4. **Amendments:** The Applicant may request an amendment to the Plan and approved zoning without the written consent of any other owner of all or any portion of the property shown on the Plan so long as the recorded Declaration of Protective Covenants for the property contains a valid and enforceable provision with the stated purpose of granting power of attorney to the Declarant to execute an amendment to the Plan and approved zoning on behalf of such owners. Developer understands that the Town cannot waive the rights of property owners.

5. **Plat Notes:** In the event the event of an amendment to the plat of the Site, entitled Davidson Commons East Map 1, recorded in Map Book 49, Pages 655 - 657, Mecklenburg County Public Registry, as amended in Map Book 55, Pages 623, Mecklenburg County Public Registry (the "Plat"), the notes included on the Plat shall be included on the subdivision plat of the Site; provided, however, Note 3 of the plat shall be revised to reflect the conditions provided below.

Conditions:

1. **Building Type:** The hotel building shall be a Workplace building type in accordance with DPO 4.5.6.

2. **Height:** The Tract 4-A and 4-B Height Restriction is hereby amended to provide that the height allowed for the building located on Tracts 4-A and 4-B, as shown on the amended Master Plan, is a Minimum of Two (2) Stories and a Maximum of Four (4) Stories.

3. Impervious Coverage:

Impervious Calculations	Approved	% of Total	Existing
Tract 4-A	26,180	21.72%	12,709.50
Tract 4-B	26,180	21.72%	12,709.50
Tract 4-C	34,161	28.34%	34,161.00
Tract 4-D	34,000	28.21%	Unimproved
Total	120,521	100.00%	59,580.00

The 52,360 square feet of impervious cover allocated to Tracts 4-A and 4-B may be distributed among such Tracts in accordance with the approved amended Master Plan and may also be redistributed between Tracts if requested by the Applicant and approved by the Planning Director was modified prior to completion of such improvements. After completion, modifications of such improvements shall be permitted with Planning Director approval if such modifications do not exceed the total permitted impervious area for the combined Tracts and do not constitute a major amendment.

4. **Uses:** Permitted uses on Tracts 4-A and 4-B shall include Hotel, Commercial Services, Restaurant and Retail, Primary and Secondary.

5. **Setbacks:** The hotel building shall front on Griffith Street with minimum front and side setbacks of 0'.

6. **Parking:** The parking requirement for lots 4-A and 4-B is 2 spaces per 1,000 square feet of building area, or 149 spaces; however, typical parking for a Hotel is 1 space per hotel room, or 115 spaces for this hotel. Parking provided on the plan totals 139 spaces, which is 120% of the typical requirement for a hotel. By comparison, at Homewood Suites by Davidson, the number of parking spaces typically used on a sold out night is approximately 84% of the number of hotel rooms. The majority of the Homewood Suites guests will need the parking spaces after 6:00 PM. Parking provided includes the shared parking in accordance with the Reciprocal Easement Agreement recorded in Book 30349, Page 645, Mecklenburg County Public Registry. This easement parking allows use of the additional spaces, which would only be required on sold out nights.

7. **Bicycle Parking:** Bicycle Parking provided is 6 long term spaces and 12 short-term spaces because hotel occupants typically are not using bicycles. This bicycle parking is provided for shoppers and workers. By comparison, at the Homewood Suites hotel, only one employee currently rides his bike to work. Therefore, even with shoppers and workers, the bicycle parking provided should be more than sufficient.

8. **Tree Canopy:** In order to fulfill the tree canopy requirements of 9.3.1A, Minimum Tree Coverage Requirements, 1.5 times the deficient trees, or 6 trees, will be planted in the southeast area of the property to help screen residential properties.

9. **Walkway:** DPO 8.4.5 Pedestrian Access, provides, that in large parking lots (36 spaces or greater), a sidewalk perpendicular to the main building shall be put in place. This cannot be accomplished due to the proximity to the main buffer and the impervious requirements.

REMOVED CONDITIONS:

- The pedestrian trail shown on the Master Plan from the eastern portion of the Site to the Town of Davidson property is removed.

GENERAL SITE NOTES:

1. ALL DIMENSIONS ARE TO FACE OF CURB UNLESS OTHERWISE NOTED.
2. SITE BOUNDARY INFORMATION TAKEN FROM SURVEY BY LAND DESIGN
3. OMIT

4. CONTRACTOR TO COORDINATE ALL UTILITY RELOCATIONS, WATER LINES, STORM DRAINAGE, LIGHT POLES, POWER POLES, ETC. WITH APPROPRIATE UTILITY COMPANIES WHO WILL VERIFY LOCATION, MATERIALS AND ADEQUACY OF PROPOSED COVER AND PLACEMENT.

5. CONTRACTOR TO COORDINATE WITH OWNER AND PROJECT ENGINEER FOR EXISTING BUILDING DEMOLISHING AND ANY OTHER STRUCTURES WHICH MAY BE ON PROJECT SITE.

6. CONTRACTOR TO COORDINATE ALL CONSTRUCTION IN R/W'S WITH N.C.D.O.T. AND CITY OF CHARLOTTE.

7. ALL CONSTRUCTION TO CONFORM TO THE CHARLOTTE LAND DEVELOPMENT STANDARDS MANUAL DETAILS AND SPECIFICATIONS.

8. ALL DRAINAGE FACILITIES, CURB CUTS AND CURB RAMPS MUST BE CONSTRUCTED IN COMPLIANCE WITH THE CHARLOTTE LAND DEVELOPMENT STANDARDS MANUAL AND COORDINATED WITH ENGINEERING AND PROPERTY MANAGEMENT.

11. A RIGHT OF WAY ENCROACHMENT AGREEMENT IS REQUIRED FOR THE INSTALLATION OF ALL NON-STANDARD ITEMS (IRRIGATION SYSTEMS, DECORATIVE CONCRETE PAVEMENT, BRICK PAVERS, ETC.) WITHIN A PROPOSED/EXISTING CITY MAINTAINED STREET RIGHT OF WAY BY A PRIVATE INDIVIDUAL, GROUP, BUSINESS, OR HOMEOWNER'S/BUSINESS ASSOCIATION. AN ENCROACHMENT AGREEMENT MUST BE APPROVED BY CDOT PRIOR TO THE CONSTRUCTION/INSTALLATION OF THE NON-STANDARD ITEMS. CONTACT CDOT FOR ADDITIONAL INFORMATION CONCERNING COST, SUBMITTAL AND LIABILITY INSURANCE COVERAGE REQUIREMENTS.

12. TREE PROTECTION BARRICADES MUST MEET OR EXCEED TREE ORDINANCE GUIDELINES STANDARDS.

13. TREE BARRICADES MUST BE INSTALLED BEFORE ANY DEMOLITION/CLEARING/GRADING/CONSTRUCTION, AND NOT REMOVED UNTIL AFTER FINAL INSPECTION BY URBAN FORESTRY STAFF.

14. NO SOIL DISTURBANCE OR COMPACTION, CONSTRUCTION MATERIALS, TRAFFIC, BURIAL PITS, TRENCHING OR OTHER LAND DISTURBING ACTIVITY ALLOWED IN TREE SAVE AREAS.

15. VIOLATIONS OF THE TREE PROTECTION REQUIREMENTS ARE SUBJECT TO FINES, AND/OR IMMEDIATE CORRECTIVE ACTION/MITIGATION.

16. URBAN FORESTER MUST BE NOTIFIED OF THE PRE-CONSTRUCTION MEETING.

17. COORDINATE ALL CURB AND STREET GRADES IN INTERSECTION WITH INSPECTOR.

18. ALL ROAD IMPROVEMENTS AT PROVIDENCE ROAD ARE TO BE COORDINATED WITH THE NCDOT PRIOR TO CONSTRUCTION

19. DEVELOPER WILL PROVIDE STREET SIGNS PER CLDSM #50.05 (9" SIGNS ONLY).

20. SIGHT TRIANGLES SHOWN ARE THE MINIMUM REQUIRED.

21. OMIT

22. IN ROLLING AND HILLY TERRAINS, SWEEPING OF THE STONE BASE AND/OR APPLICATION OF A TACK COAT MAY BE REQUIRED NEAR INTERSECTIONS. THESE REQUIREMENTS WILL BE ESTABLISHED BY THE INSPECTOR AND BASED ON FIELD CONDITIONS.

23. APPROVAL OF THIS SITE IS NOT AN AUTHORIZATION TO GRADE ADJACENT PROPERTIES. WHEN FIELD CONDITIONS WARRANT OFF-SITE GRADING, PERMISSION MUST BE OBTAINED FROM THE AFFECTED PROPERTY OWNERS.

24. IN ORDER TO ENSURE PROPER DRAINAGE, KEEP A MINIMUM OF 0.5% SLOPE IN THE CURB.

25. SUBSURFACE DRAINAGE FACILITIES MAY BE REQUIRED IN THE STREET RIGHT-OF-WAY IF DEEMED NECESSARY BY THE INSPECTOR.

26. CURB AND GUTTER SHOWN ON PLANS ALONG PROVIDENCE ROAD. ROAD MAY BE ADJUSTED BASED UPON FIELD STAKING BY CITY ENGINEERING. ASSOCIATED STORM DRAINAGE MAY ALSO REQUIRE MODIFICATIONS BASED UPON FIELD CONDITIONS.

27. THE PURPOSE OF THE STORM DRAINAGE EASEMENT (SDE) IS TO PROVIDE STORM WATER CONVEYANCE AND ANY STRUCTURES AND/OR OBSTRUCTION TO STORM WATER FLOW IS PROHIBITED.






28. THE DEVELOPER SHALL MAINTAIN EACH STREAM, CREEK, OR BACKWASH CHANNEL IN AN UNOBSTRUCTED STATE AND SHALL REMOVE FROM THE CHANNEL AND BANKS OF THE STREAM ALL DEBRIS, LOGS, TIMBER, JUNK AND OTHER ACCUMULATIONS.

29. "AS-BUILT" DRAWINGS AND PLANS OF THE STORM DRAINAGE SYSTEM, INCLUDING DESIGNED DITCHES, MUST BE SUBMITTED PRIOR TO SUBDIVISION FINAL INSPECTION TO THE CITY/COUNTY ENGINEERING DEPARTMENT IN ACCORDANCE WITH THE CITY/COUNTY SUBDIVISION ORDINANCE.

30. THE DEVELOPER SHALL CONTACT THE CHARLOTTE DEPARTMENT OF TRANSPORTATION (GUS JORDI, 704-336-7086) TO IDENTIFY ANY CONFLICTS WITH TRAFFIC SIGNALIZATION EQUIPMENT. 60-90 DAYS WILL BE REQUIRED TO COORDINATE RELOCATION. DEVELOPER SHALL BE RESPONSIBLE FOR ALL RELATED RELOCATION COST AND/OR ANY REPAIR COST CAUSED BY THE CONTRACTOR/DEVELOPER.

EROSION CONTROL NOTES

1. ON-SITE BURIAL PITS REQUIRE AN ON-SITE DEMOLITION LANDFILL PERMIT FROM THE ZONING ADMINISTRATOR.
2. ANY GRADING BEYOND THE DENIED LIMITS SHOWN ON THE PLAN IS A VIOLATION OF THE CITY/COUNTY EROSION CONTROL ORDINANCE AND IS SUBJECT TO A FINE.
3. GRADING MORE THAN ONE ACRE WITHOUT AN APPROVED EROSION CONTROL PLAN IS A VIOLATION OF THE CITY/COUNTY EROSION CONTROL ORDINANCE AND IS SUBJECT TO A FINE.
4. ALL PERIMETER DIKES, SWALES, DITCHES, PERIMETER SLOPES AND ALL SLOPES STEEPER THAN 3:1 HORIZONTAL TO 1 VERTICAL (3:1) SHALL BE PROVIDED TEMPORARY OR PERMANENT STABILIZATION WITH GROUND COVER AS SOON AS PRACTICABLE BUT IN ANY EVENT WITHIN 7 CALENDAR DAYS FROM THE LAST LAND-DISTURBING ACTIVITY. ALL OTHER DISTURBED AREAS SHALL BE PROVIDED TEMPORARY OR PERMANENT STABILIZATION WITH GROUND COVER AS SOON AS PRACTICABLE BUT IN ANY EVENT WITHIN 14 CALENDAR DAYS FROM THE LAST LAND-DISTURBING ACTIVITY.
5. ADDITIONAL MEASURES TO CONTROL EROSION AND SEDIMENT MAY BE REQUIRED BY A REPRESENTATIVE OF THE MECKLENBURG COUNTY LUESA.
6. SLOPES SHALL BE GRADED NO STEEPER THAN 2:1. SLOPES GREATER THAN 10 FEET REQUIRE ADEQUATE TERRACING (INCLUDE #6 IR) SOILS ENGINEER TO VERIFY STABILITY OF SLOPES GREATER THAN 2:1.
7. APPROVAL OF THIS PLAN IS NOT AN AUTHORIZATION TO GRADE ADJACENT PROPERTIES. WHEN FIELD CONDITIONS WARRANT OFF-SITE GRADING, PERMISSION MUST BE OBTAINED FROM THE AFFECTED PROPERTY OWNERS.
8. ALL "STD" NUMBERS REFER TO THE MECKLENBURG COUNTY LAND DEVELOPMENT STANDARDS MANUAL (MCLDS).
9. A GRADING PLAN MUST BE SUBMITTED FOR ANY LOT GRADING EXCEEDING ONE ACRE THAT HAS NOT PREVIOUSLY APPROVED.
10. THE DEVELOPER SHALL MAINTAIN EACH STREAM, CREEK OR BACKWASH CHANNEL IN AN UNOBSTRUCTED STATE AND SHALL REMOVE FROM THE CHANNEL AND BANKS OF STREAM ALL DEBRIS, LOGS, TIMBER, JUNK AND OTHER ACCUMULATIONS.
11. TEMPORARY DRIVEWAY PERMIT FOR CONSTRUCTION ENTRANCES IN NCDOT RIGHT-OF-WAY MUST BE PRESENTED AT PRE-CONSTRUCTION MEETING.
12. ALL EMBANKMENTS MUST BE CONSTRUCTED PER SECTION 4.0.6 EMBANKMENT REQUIREMENTS IN THE BMP DESIGN MANUAL.
13. SOIL COMPACTION TESTS ARE REQUIRED ON ANY BERM >=5' IN HEIGHT FROM THE NATURAL GRADE. SOIL COMPACTION MUST BE AT 95% PROCTOR AND CERTIFIED BY A LICENSED SOIL ENGINEER.

NEW STABILIZATION TIMEFRAMES (Effective Aug. 3, 2011)		
SITE AREA DESCRIPTION	STABILIZATION	TIMEFRAME EXCEPTIONS
 Perimeter dikes, swales, ditches, slopes	5 days	None
 High Quality Water (HQW) Zones	5 days	None
 Slopes steeper than 3:1	5 days	If slopes are 10' or less in length and are not steeper than 2:1, 14 days are allowed.
 Slopes 3:1 or flatter	5 days	7 days for slopes greater than 50' in length.
 All other areas with slopes flatter than 4:1	5 days	None, except for perimeters and HQW Zones.

GENERAL GRADING & SITE NOTES:

1. THE UTILITIES LOCATIONS SHOWN ON THE DRAWINGS REPRESENTS THE DESIGNERS UNDERSTANDING OF EXISTING UTILITIES IN THE CONSTRUCTION AREA. THE CONTRACTOR SHALL VERIFY THE LOCATION, DEPTH AND EXISTENCE OF ALL UTILITIES (ELECTRICAL, MECHANICAL, WATER, TELEPHONE, GAS, ETC.) WITHIN THE CONSTRUCTION AREA WITH THE OWNER AND/OR THE APPROPRIATE UTILITY COMPANY PRIOR TO BEGINNING ANY EXCAVATION. THE OMISSION OF, OR THE INCLUSION OF UTILITY LOCATIONS ON PLANS IS NOT TO BE CONSIDERED AS THE NONEXISTENCE OF, OR A DEFINITE LOCATION OF EXISTING UNDERGROUND UTILITIES. ANY DAMAGE TO EXISTING UTILITIES SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE. CONTACT U-LOCO (800-632-4949).
2. ALL LANDSCAPE AREAS DISTURBED DURING CONSTRUCTION SHALL BE RESTORED TO THEIR ORIGINAL CONDITION AT THE CONTRACTOR'S EXPENSE.
3. ALL CONSTRUCTION AND CONSTRUCTION MATERIALS WITHIN STREET RIGHT-OF-WAY SHALL CONFORM TO THE CITY OF CHARLOTTE LAND DEVELOPMENT STANDARDS MANUAL.
4. ALL HANDICAP RAMPS, PARKING SPACES, ETC. TO MEET ALL ADA AND NC ACCESSIBILITY CODES.
5. THE CONTRACTOR SHALL REFER TO ARCHITECTURAL PLANS FOR THE LOCATION AND DIMENSIONS OF BUILDING AND SURROUNDING AREAS.
6. TOP SOIL TO BE STRIPPED AND STOCKPILED IN AREA DESIGNATED BY OWNER.
7. ANY UNSUITABLE MATERIALS ON SITE ARE TO BE QUALIFIED BY A GEOTECHNICAL ENGINEER PRIOR TO REMOVING. CONTRACTOR MUST NOTIFY OWNER OR OWNER REPRESENTATIVE IN CASE UNSUITABLE MATERIAL IS UNCOVERED.
8. APPROVAL OF THIS PLAN IS NOT AUTHORIZATION TO WORK ON ADJACENT PROPERTIES. WHEN CONDITIONS WARRANT OFF-SITE GRADING, UTILITY WORK, CLEARING OR OTHER WORK NOT ON THE OWNER OF RECORDS PROPERTY, THE CONTRACTOR MUST OBTAIN WRITTEN AGREEMENT, OR OBTAIN AN EASEMENT FROM THE OWNER(S) BEFORE PROCEEDING.
9. IN ORDER TO ENSURE PROPER DRAINAGE, KEEP A MINIMUM OF 0.5% SLOPE ON ALL CURB AND GUTTER.
10. SUBSURFACE DRAINAGE FACILITIES MAY BE REQUIRED IN THE STREET RIGHT-OF-WAY IF DEEMED NECESSARY BY THE INSPECTOR.
11. THE DEVELOPER SHALL MAINTAIN EACH STREAM, CREEK, OR BACKWASH CHANNEL IN AN UNOBSTRUCTED STATE AND SHALL REMOVE FROM THE CHANNEL AND BANKS OF THE STREAM ALL DEBRIS, LOGS, TIMBER, JUNK, AND OTHER ACCUMULATIONS.
12. THE DEVELOPER SHALL CONTACT THE CHARLOTTE DEPT OF TRANSPORTATION TO IDENTIFY ANY CONFLICTS WITH TRAFFIC SIGNALIZATION EQUIPMENT. 60-90 DAYS WILL BE REQUIRED TO COORDINATE RELOCATION. DEVELOPER SHALL BE RESPONSIBLE FOR ALL RELATED RELOCATION COST AND/OR ANY REPAIR COST CAUSED BY THE CONTRACTOR/DEVELOPER.
13. HOPE STORM PIPE INSTALLED WITHIN EXISTING OR PROPOSED STREET R/W MUST BE APPROVED BY THE CITY INSPECTOR PRIOR TO ANY BACKFILL BEING PLACED.
14. COORDINATE ALL CURB AND STREET GRADES IN INTERSECTION WITH INSPECTOR.
15. THE SWIMMING POOL AREA, INCLUDING POOL DECK GRADING AND STORM DRAINAGE WILL BE PERMITTED SEPARATELY.
16. GRADING AND STORM DRAINAGE FOR PHASE 3 RETAIL BUILDING, PHASE 3 OFFICE BUILDING AND ASSOCIATED PARKING WILL BE PERMITTED SEPARATELY.
17. CURB AND GUTTER SHOWN ON PLANS MAY BE ADJUSTED BASED UPON FIELD STAKING BY CITY ENGINEERING.
18. NON-STANDARD ITEMS (e.g. PAVERS, IRRIGATIONS SYSTEMS, ETC) IN THE RIGHT-OF-WAY REQUIRE A R/W ENCROACHMENT AGREEMENT WITH THE CHARLOTTE DEPT. OF TRANSPORTATION BEFORE INSTALLATION.
19. NO WORK PERFORMED IN THE PUBLIC RIGHT OF WAY LASTING 30 DAYS OR LESS REQUIRES A RIGHT OF WAY USE PERMIT. CONTACT BOB STALEY AT 704-432-1962 TO OBTAIN. ANY WORK IN PUBLIC R/W LASTING 31 OR MORE DAYS REQUIRES A RIGHT OF WAY LEASE. CONTACT LINDA POISSANT AT 704-336-2562 TO OBTAIN.
20. CERTIFICATION AND STREET CUT PERMITS ARE REQUIRED FOR UTILITY CUTS ON CITY STREETS. ALLOW 7 DAYS PROCESSING FOR PERMIT. FOR INFORMATION CONTACT CDOT AT (704)336-4025.

CONSTRUCTION & EROSION CONTROL SEQUENCE

1. OBTAIN GRADING/EROSION CONTROL PLAN APPROVAL FROM THE MECKLENBURG COUNTY LUESA.
2. SET UP AN ON-SITE PRECONSTRUCTION CONFERENCE WITH TEH MECKLENBURG COUNTY LUESA. EROSION CONTROL INSPECTOR TO DISCUSS EROSION CONTROL MEASURES. FAILURE TO SCHEDULE SUCH CONFERENCE 48 HOURS PRIOR TO ANY LAND DISTURBING ACTIVITY IS A VIOLATION OF THE EROSION CONTROL ORDINANCE AND CODE AND IS SUBJECT TO FINE.
3. INSTALL TEMPORARY CONSTRUCTION ENTRANCE THEN INSTALL TREE PROTECTION BARRICADES PRIOR TO ANY ADDITIONAL ON-SITE ACTIVITIES. THEN INSTALL SILT FENCE ALONG THE PROJECT PERIMETER AND OTHER MEASURES AS SHOWN ON THE PLANS. CLEARING ONLY AS NECESSARY TO INSTALL THESE DEVICES.
4. CALL FOR ON-SITE INSPECTION BY EROSION CONTROL INSPECTOR. WHEN APPROVED, INSPECTOR ISSUES THE GRADING PERMIT AND CLEARING AND GRUBBING MAY BEGIN.
5. THE CONTRACTOR SHALL DILIGENTLY AND CONTINUOUSLY MAINTAIN ALL EROSION CONTROL DEVICES AND STRUCTURES.
6. STABILIZE SITE AS AREAS ARE BROUGHT TO FINISHED GRADE, MAINTAIN EROSION CONTROL DEVICES AS NEEDED.
7. FOR PHASED EROSION CONTROL PLANS, CONTRACTOR SHALL MEET WITH EROSION CONTROL INSPECTOR PRIOR TO COMMENCING WITH EACH PHASE OF EROSION CONTROL MEASURES.
8. SEE SITE DEMOLITION PLAN SHEET CD FOR PHASING OF REMOVAL OF EXISTING CURB ALONG ONE HARBOUR PLACE PARKING. THE PURPOSE OF THIS IS TO DIRECT STORMWATER TO THE STORM DRAINAGE SYSTEM AND PREVENT RUNOFF FROM THE ASPHALT PARKING AREA ABOVE FROM ENTERING THE DISTURBED AREA OF THIS PROJECT.
9. COORDINATE WITH EROSION CONTROL INSPECTOR WHEN EROSION CONTROL MEASURES CAN BE REMOVED.
10. ALL EROSION CONTROL MEASURES SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE NC EROSION AND SEDIMENT CONTROL PLANNING AND DESIGN MANUAL, U.S. DEPT. OF AGRICULTURE, MECKLENBURG COUNTY EROSION CONTROL ORDINANCE, AND THE CHARLOTTE-MECKLENBURG LAND DEVELOPMENT STANDARDS.
11. THE CONTRACTOR SHALL FOLLOW ALL NPDES RULES AND REGULATIONS AND SHALL CHECK, MAINTAIN AND REPAIR ALL EROSION CONTROL DEVICES ON A WEEKLY BASIS OR AFTER 12" OR MORE RAINFALL. CONTRACTOR SHALL KEEP A RAIN GAUGE ON-SITE AT ALL TIMES, AND SHALL ALSO KEEP A DETAILED LOG OR JOURNAL OF RAIN GAUGE MEASUREMENTS AND MAINTENANCE PROCEDURES UTILIZED.
12. THE LAND DEVELOPMENT INSPECTOR SHALL BE CALLED TO CONDUCT INSPECTIONS ON STORM DRAINAGE, SIDEWALKS, DRIVEWAY IMPROVEMENTS, AND ALL ASPECTS OF ROAD CONSTRUCTION.

DEMOLITION NOTES:

1. CONTRACTOR IS RESPONSIBLE FOR OBTAINING ALL PERMITS REQUIRED FOR THE DEMOLITION AND REMOVAL OF THE EXISTING IMPROVEMENTS INDICATED TO BE REMOVED.
2. CONTRACTOR IS RESPONSIBLE FOR COORDINATING WITH THE LOCAL UTILITY COMPANIES FOR THE REMOVAL OR RELOCATION OF LIGHT POLES, POWER POLES/LINES, GAS LINES, ETC.
3. CONTRACTOR TO SAW-CUT EXISTING PAVEMENT AND CURB/GUTTER FOR REMOVAL AS REQUIRED.
4. INFORMATION CONCERNING UNDERGROUND UTILITIES WAS OBTAINED FROM AVAILABLE RECORDS AND FIELD LOCATIONS WHEN POSSIBLE, BUT THE CONTRACTOR MUST DETERMINE THE EXACT LOCATION AND ELEVATION OF ALL EXISTING UTILITIES BY DIGGING TEST PITS BY HAND AT ALL CROSSINGS WELL IN ADVANCE OF TRENCHING. IF CLEARANCES ARE LESS THAN SPECIFIED ON THE PLAN OR 12 INCHES, WHICHEVER IS LESS, CONTACT THE DESIGN ENGINEER AND THE OWNER PRIOR TO PROCEEDING.
6. DEMOLITION SHALL BE PERFORMED IN ACCORDANCE WITH FEDERAL, STATE, AND LOCAL REQUIREMENTS.
7. ALL DEMOLITION DEBRIS SHALL BE REMOVED AND TRANSPORTED TO A LICENSED LANDFILL OR OTHER FACILITY.
8. THE TRENCHES WHERE EXISTING UTILITIES HAVE BEEN REMOVED OR RELOCATED SHALL BE COMPACTED TO 95% STANDARD PROCTOR.
9. THE CONTRACTOR SHALL NOTIFY ALL UTILITY COMPANIES 48 HOURS IN ADVANCE OF ANY DEMOLITION WORK.

EROSION CONTROL & WATER QUALITY INSPECTOR:
~~CONTRACTOR~~ TOWN OF DAVIDSON
NICK FINELLI 980.721.9390

LAND DEVELOPMENT INSPECTOR:
TOMMY KEZIAH, TOWN OF DAVIDSON
(704) 634-6753

ZONING INSPECTOR:
BRIAN SIFFORD, TOWN OF DAVIDSON
(980) 721-0924

ENHANCED EROSION CONTROL MEASURES

1. ARE REQUIRED TO BE INSTALLED IN GOOSE CREEK WATERSHED AREA, MCDOWELL AREA, CRITICAL AND PROTECTED WATERSHED DISTRICTS FOR LAKE NORMAN, MY. ISLAND AND LAKE WYLIE, AND 303(d) LISTED STREAMS INCLUDING LAND WITHIN 500' OF THE STREAM (McDOWELL CREEK, ROCKY RIVER, CLARKE CREEK, LONG CREEK IRWIN CREEK, SUGAR CREEK, LITTLE SUGAR CREEK, MCALPINE CREEK/MCKEE CREEK, SIXMILE CREEK, NORTH FORK CROOKED CREEK AND GOOSE CREEK.
2. SURFACES WATER DRAW DOWN DEVICES (RISERS OR SKIMMER SHALL BE INSTALLED IN ALL SEDIMENT BASINS. FOREBAYS SHALL BE USED IN CONJUNCTION WITH ALL SEDIMENT BASIN. ROCK FOREBAY EMBANKMENTS MAY BE IN LIEU OF POROUS Baffles.
3. POLYACRYLAMIDES (PAM) SHALL BE USED TO REDUCE TURBIDITY AND SUSPENDED SOLIDS WHENEVER A SEDIMENT TRAP, BASIN, PIT, HOLE OR BUILDING FOUNDATION IS BEING PUMPED OUT TO REMOVE SEDIMENT LADEN WATER. PAM IS NOT REQUIRED WHEN ANY OF THE ABOVE IS BEING PUMPED TO AN APPROVED SEDIMENT BASIN ON SITE. THIS ACTIVITY MUST BE INSPECTED AND APPROVED BY THE MECKLENBURG COUNTY EROSION CONTROL INSPECTOR.
4. DOUBLE SILT FENCE SHALL BE USED ALONG WETLANDS, STREAMS, LAKES OR OTHER SURFACE WATER BODIES AS WELL AS ADJACENT TO ALL S.W.I.M. OR OTHER WATER QUALITY BUFFER. HIGH HAZARD SILT FENCE WITH WIRE BACKING AND WASHED STONE WILL BE INSTALLED AS DETERMINED NECESSARY BY THE COUNTY ENGINEER OR FIELD INSPECTOR.
5. TEH AMOUNT OF UNCOVERED AREA AT ANY ONE TIME SHALL BE LIMITED TO NO MORE THAN 20 ACRES, UNLESS APPROVED BY THE COUNTY ENGINEER.
6. A 10-FOOT BUFFER SHALL BE PROVIDED AROUND THE OUTSIDE EDGE OF DRAINAGE FEATURE SUCH AS INTERMITTENT AND PERENNIAL STREAMS, PONDS AND WETLANDS. INCIDENTAL DRAINAGE IMPROVEMENTS OR REPAIRS WILL BE PERMITTED WITHIN THE BUFFER S APPROVED BY COUNTY STAFF.
7. INSTALLATION OF TEMPORARY GROUND COVER OR SEEDING MUST BE PERFORMED WITHIN 5 WORKING DAYS OR SLOPE DRAINS INSTALLED AFTER FILL SLOPES ARE BROUGHTUP TO HEIGHT.
8. PERMANENT TERRACES SHALL BE INSTALLED ON 2:1 OR STEEPER SLOPES OVER 19 FEET IN HEIGHT TO REDUCE RUNOFF VELOCITY COMING DOWN THE SLOPES.

PLANTING NOTES:

1. ALL PLANTS SHALL MEET OR EXCEED THE MINIMUM STANDARDS SET FORTH IN "THE AMERICAN STANDARDS FOR NURSERY STOCK" BY THE AMERICAN ASSOCIATION OF NURSERYMEN, INC. WASHINGTON, D.C.
2. ALL PLANTS SHALL BE COMPACT, UNIFORM AND WELL GROWN. PLANTS SHALL NOT BE LOOSE, OPEN PLANTS. THE CLIENT'S LANDSCAPE ARCHITECT RESERVES THE RIGHT TO REJECT ANY AND ALL MATERIALS WHICH DO NOT MEET THESE REQUIREMENTS.
3. ALL PLANTING BEDS SHALL BE MULCHED WITH 3" THICK COMPOSTED/MILLED PINE BARK.
4. ALL PLANTS SHALL BE FREE FROM DISEASE, INSECT INFESTATIONS, AND INJURIES.
5. ALL PLANT BEDS SHALL HAVE A 4" V-CUT TRENCH INSTALLED AT THE PERIMETER OF THE BED.
6. CONTRACTOR MUST PROVIDE A ONE YEAR WRITTEN GUARANTEE FOR ALL PLANT MATERIALS FROM THE DATE OF FINAL ACCEPTANCE BY THE LANDSCAPE ARCHITECT.
7. THE SPECIES, VARIETIES, AND SIZE LISTED SHALL BE PROVIDED AS SPECIFIED. SUBSTITUTIONS WILL BE PERMITTED ONLY UPON WRITTEN APPLICATION BY THE CONTRACTOR TO THE LANDSCAPE ARCHITECT, AND WHEN APPROVAL BY SAID LANDSCAPE ARCHITECT IS IN WRITING.
8. SYMBOLS: BAB = BALLED AND BURLAPPED; O.C.=ON CENTER; GAL.=GALLON CONTAINER, M.S.=MULTI-STEM; HT.=HEIGHT, CAL.=CALIPER.
9. THE LANDSCAPE CONTRACTOR IS RESPONSIBLE FOR PROVIDING ALL PLANTS ILLUSTRATED ON THE PLANTING PLAN. IF ANY DISCREPANCIES EXIST BETWEEN THE QUANTITIES LISTED ON THE PLANT LIST AND THE QUANTITIES SHOWN ON THE PLAN, THE CONTRACTOR SHALL PROVIDE ALL QUANTITIES ILLUSTRATED ON THE PLAN. IF ANY PLANTS ARE SHOWN NOT LABELED, THE CONTRACTOR SHALL VERIFY THE PLANT IDENTITY WITH THE LANDSCAPE ARCHITECT AND THESE PLANTINGS SHALL BE INCLUDED IN THE CONTRACTOR'S INITIAL BID.
10. SOIL AMENDMENTS SHALL BE UNIFORMLY SPREAD AND CULTIVATED THOROUGHLY BY A MECHANICAL TILLER INTO THE TOP 8" OF SOIL THROUGHOUT SHURB BEDS.
11. THE LANDSCAPE CONTRACTOR SHALL NOTIFY THE LANDSCAPE ARCHITECT AND THE OWNER IN WRITING OF ALL SOIL CONDITIONS THE CONTRACTOR CONSIDERS DETRIMENTAL TO THE GROWTH OF PLANT MATERIALS. PROPER DRAINAGE MUST BE ASSURED.
12. FOR NEW PLANTING AREAS, REMOVE ALL PAVEMENT, GRAVEL SUB-BASE AND CONSTRUCTION DEBRIS BEFORE PREPARING SOIL AND PLANTING TREES.
13. NO TREE SHALL BE PLANTED ON A SLOPE GREATER THAN 3:1.
14. PROVIDE AND INSTALL PREPARED PLANTING BED FOR ALL AREAS SHOWN TO RECEIVE PLANTING. TOP 12" SHALL BE 25% COMPOSTED PINE BARK, SOIL CONDITIONER AND 75% NATIVE TOPSOIL, THOROUGHLY MIXED (3" LAYER OF SOIL CONDITIONER ROTOTILLED TO MIX 12" DEEP). PREPARED SOIL SHALL BE FINE TEXTURED AND FRIABLE AND RAKED TO CREATE A SMOOTH SURFACE. MULCH COMPLETED PLANTING BED W/ 3" THICK LAYER OF DOUBLE HAMMERED PINE BARK MULCH. (THE USE OF FINE BARK MULCH IS NOT ALLOWED).
15. ALL TREES SHALL BE PLANTED IN ACCORDANCE WITH CMLD STANDARD 40.01, SEE DETAIL 40.01, SHEET C2.
16. LANDSCAPE CONTRACTOR MUST PROVIDE BILL OF SALE OR NURSERY DOCUMENTATION FOR ALL PLANTS SOURCED FOR THIS PROJECT AS A REQUIRED SUBMITTAL TO VERIFY THAT THE PLANTS USED IN THIS PLANTING ARE TRUE TO THE SPECIES, SIZE AND CULTIVAR/SELECTION SPECIFIED. ANY TREE OR PLANT FOUND TO BE OTHER THAN THE SPECIFIC CULTIVAR/SELECTION SPECIFIED SHALL BE REMOVED AND REPLACED WITH THE CORRECT CULTIVAR/SELECTION AT THE CONTRACTOR'S EXPENSE.

IRRIGATION NOTES

1. PROVIDE AND INSTALL A MULTI-ZONE IRRIGATION SYSTEM WITH ELECTRONIC PROGRAMMABLE CONTROLLER FOR ALL AREAS TO RECEIVE PLANTING. ALL TREE, SHRUB AND GROUNDCOVER PLANTINGS SHALL RECEIVE DRIP IRRIGATION. ALL TURF AREAS SHALL RECEIVE SPRAY IRRIGATION. A SHOP DRAWING SUBMITTAL FOR THE IRRIGATION SYSTEM IS REQUIRED FOR APPROVAL PRIOR TO CONSTRUCTION. IRRIGATION SHOP DRAWING SHALL BE PREPARED BY AN IRRIGATION ASSOCIATION CERTIFIED DESIGNER. IRRIGATION DESIGN AND CONSTRUCTION SHALL INCLUDE ALL NECESSARY ELECTRICAL AND PLUMBING, INCLUDING IRRIGATION METER AND BACKFLOW PREVENTER.

DATE	REV.
PROJECT MANAGER	PROJECT DATE
DESIGNED BY	7.7.17
CHECKED BY	PROJECT NUMBER
DATE	DATE
FILE NAME	POST DATE

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Fax: 704.744.2501
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HYATT PLACE

DAVIDSON, NORTH CAROLINA

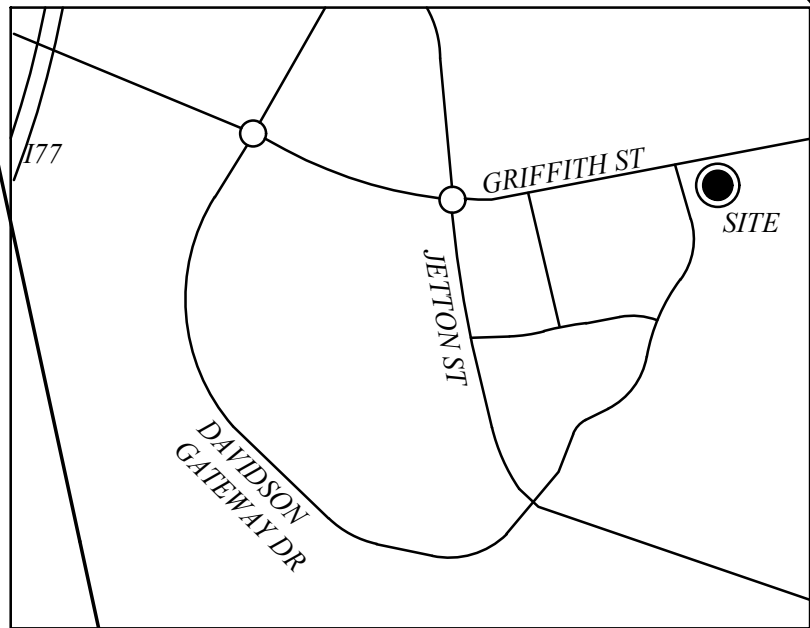
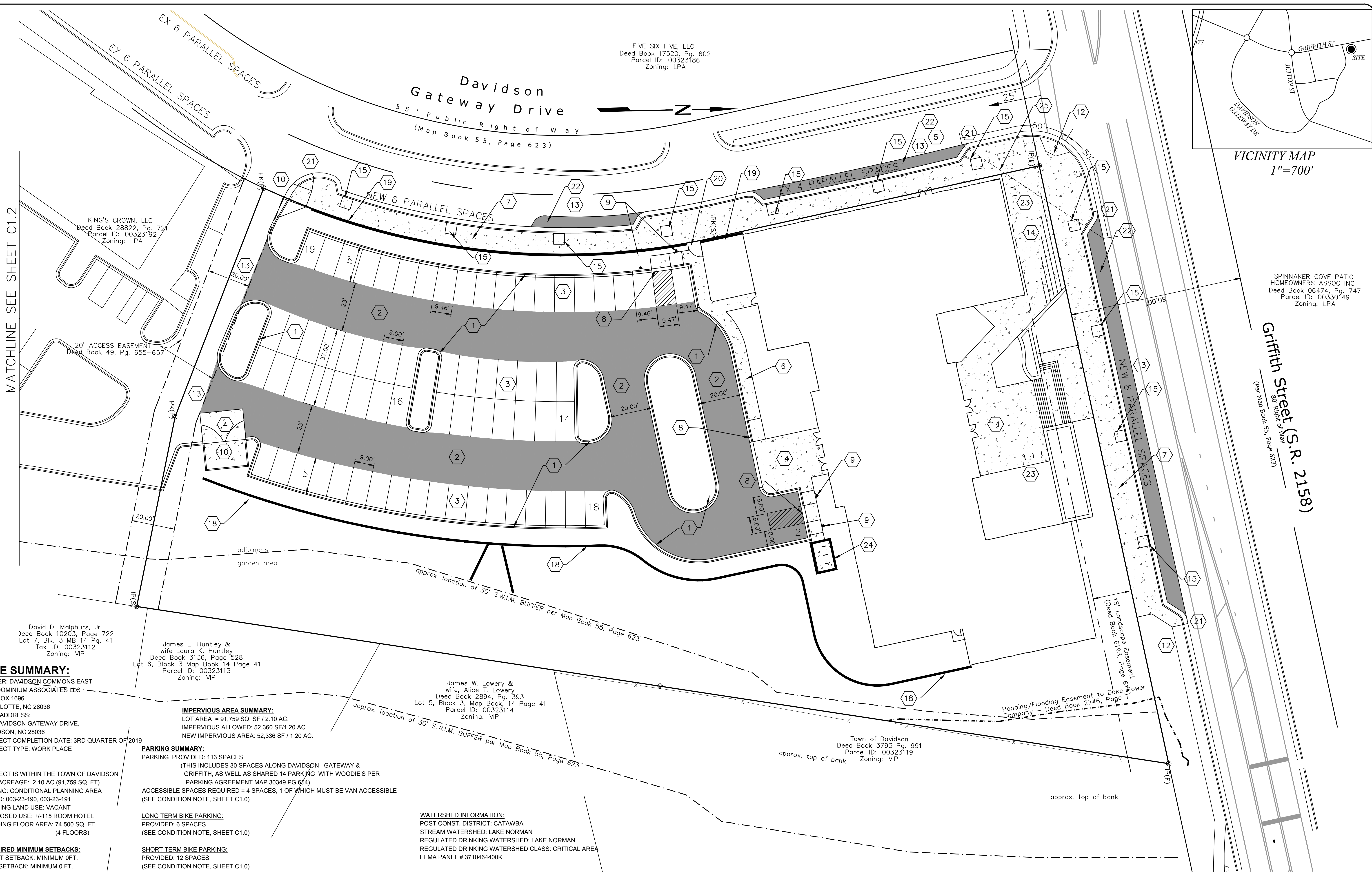


GENERAL NOTES

& CONDITIONS

C1.0

MATCHLINE SEE SHEET C1.2



SPINNAKER COVE PATIO
HOMEOWNERS ASSOC INC
Deed Book 06474, Pg. 747
Parcel ID: 00330149
Zoning: LPA

Griffith Street (S.R. 2158)
(see Map Book 55, Page 623)

David D. Malphurs, Jr.
Deed Book 10203, Page 722
Lot 7, Blk. 3 MB 14 Pg. 41
Tax I.D. 00323112
Zoning: VIP

James E. Huntley &
wife Laura K. Huntley
Deed Book 3136, Page 528
Lot 6, Block 3 Map Book 14 Page 41
Parcel ID: 00323113
Zoning: VIP

James W. Lowery &
wife, Alice T. Lowery
Deed Book 2894, Pg. 393
Lot 5, Block 3, Map Book, 14 Page 41
Parcel ID: 00323114
Zoning: VIP

Town of Davidson
Deed Book 3793 Pg. 991
Parcel ID: 00323119
Zoning: VIP

SITE SUMMARY:

OWNER: DAVIDSON COMMONS EAST
CONDOMINIUM ASSOCIATES LLC
P.O. BOX 1696
CHARLOTTE, NC 28036
SITE ADDRESS:
127 DAVIDSON GATEWAY DRIVE,
DAVIDSON, NC 28036
PROJECT COMPLETION DATE: 3RD QUARTER OF 2019
PROJECT TYPE: WORK PLACE

IMPERVIOUS AREA SUMMARY:

LOT AREA = 91,759 SQ. SF / 2.10 AC.
IMPERVIOUS ALLOWED: 52,360 SF / 1.20 AC.
NEW IMPERVIOUS AREA: 52,336 SF / 1.20 AC.

PARKING SUMMARY:

PARKING PROVIDED: 113 SPACES
(THIS INCLUDES 30 SPACES ALONG DAVIDSON GATEWAY &
GRIFFITH, AS WELL AS SHARED 14 PARKING WITH WOODIE'S PER
PARKING AGREEMENT MAP 30349 PG 664)
ACCESSIBLE SPACES REQUIRED = 4 SPACES, 1 OF WHICH MUST BE VAN ACCESSIBLE
(SEE CONDITION NOTE, SHEET C1.0)

LONG TERM BIKE PARKING:

PROVIDED: 6 SPACES
(SEE CONDITION NOTE, SHEET C1.0)

SHORT TERM BIKE PARKING:

PROVIDED: 12 SPACES
(SEE CONDITION NOTE, SHEET C1.0)

WATERSHED INFORMATION:

POST CONST. DISTRICT: CATAWBA
STREAM WATERSHED: LAKE NORMAN
REGULATED DRINKING WATERSHED: LAKE NORMAN
REGULATED DRINKING WATERSHED CLASS: CRITICAL AREA
FEMA PANEL # 3710464400K

REQUIRED MINIMUM SETBACKS:

FRONT SETBACK: MINIMUM 0 FT.
SIDE SETBACK: MINIMUM 0 FT.
SIDE SETBACK: MINIMUM 0 FT.
REAR SETBACK: MINIMUM 0 FT.
KEY NOTES

(1) NEW 1-6" CONC. CURB AND GUTTER(TYP) SEE DETAIL.

(2) HEAVY DUTY ASPHALT PAVEMENT SEE DETAIL

(3) LIGHT DUTY ASPHALT PAVEMENT TO SUPPORT 80,000 FIRE APPARATUS.

(4) REINFORCED CONCRETE PAVEMENT SEE DETAIL

(5) NEW 7" CONC. SIDEWALK (TYP) SEE DETAIL

(6) NEW 6" CONC. SIDEWALK (TYP) SEE DETAIL

(7) NEW CONC. SIDEWALK WIDTH VARIES SEE DETAIL

(8) DEPRESSED CURB/GUTTER FLUSH WITH PAVEMENT FOR ACCESSIBILITY WITH
VERTICAL CURB TRANSITION TO 6" HIGH BACK CURB.

(9) ACCESSIBLE PARKING SIGN IN ACCORDANCE WITH APPLICABLE CODES (TYP), RAISE SIGNAGE TO 7 FEET PER DETAIL.

(10) TRASH AND RECYCLE RECEPTACLES WITHIN OPAQUE SCREENING ENCLOSURE WITH OPAQUE GATES. SEE ARCH PLANS

(11) ADA ACCESSIBLE RAMP

(12) TIE NEW SIDEWALK INTO EXISTING SIDEWALK

(13) TIE NEW ASPHALT INTO EXISTING ASPHALT

(14) HARDSCAPE TO BE DESIGNED PER DPO CRITERIA

(15) TREE PITS, SEE DETAIL

(16) OMIT

(17) TRANSFORMER INSTALLED PER DUKE ENERGY SPECIFICATIONS

(18) RETAINING WALL DESIGNED PER DPO CRITERIA

(19) SCREEN WALL DESIGNED PER DPO CRITERIA

(20) PEDESTRIAN GATE DESIGNED PER DPO CRITERIA

(21) TIE NEW CURB AND GUTTER INTO EXISTING CURB AND GUTTER

(22) FULL DEPTH ASPHALT, SEE DETAIL

(23) 6 SHORT TERM BIKE PARKING SPACES. (3) INVERTED U-RACKS W/4" CONC. PAD, SEE DETAIL, SHEET C4.2)

(24) 6 COVERED LONG TERM BIKE PARKING SPACES. (3) INVERTED U-RACK W/4" CONC. PAD., SEE DETAIL, SHEET C4.2)

COVERED STRUCTURE SHALL BE DESIGNED PER DPO CRITERIA

SEE SHEET C4.2 FOR STREET SECTIONS
FOR DAVIDSON GATEWAY DRIVE & GRIFFITH STREET



SCALE: 1" = 20'

PROJECT MANAGER	DATE
DATE	
REV.	
PROJECT SCALE	
DESIGNED BY	
CHECKED BY	
DATE	
PROJECT NUMBER	
PROJECT NAME	
PROJECT PHASE	
PROJECT LOCATION	

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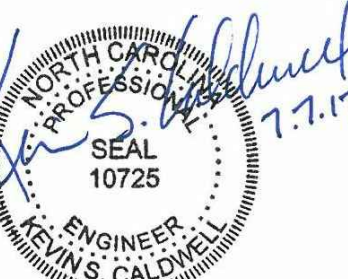
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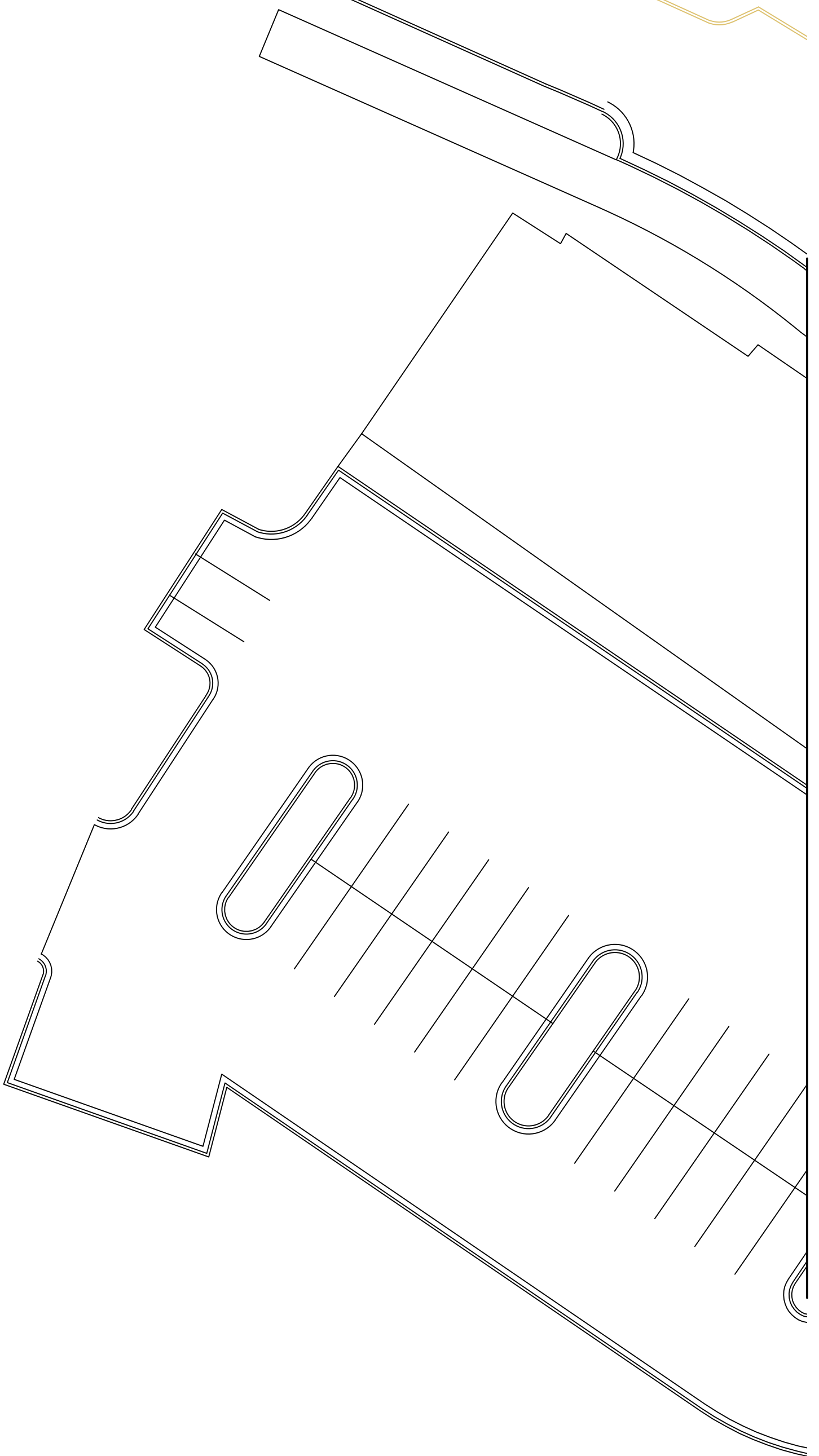
HYATT PLACE
DAVIDSON, NORTH CAROLINA



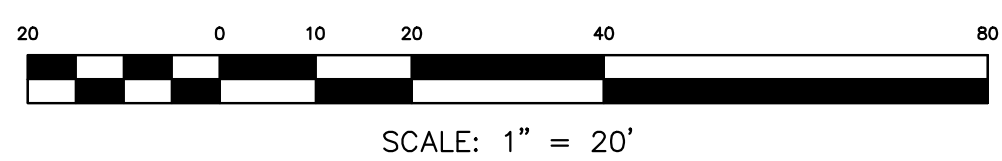
SITE PLAN

C1.1

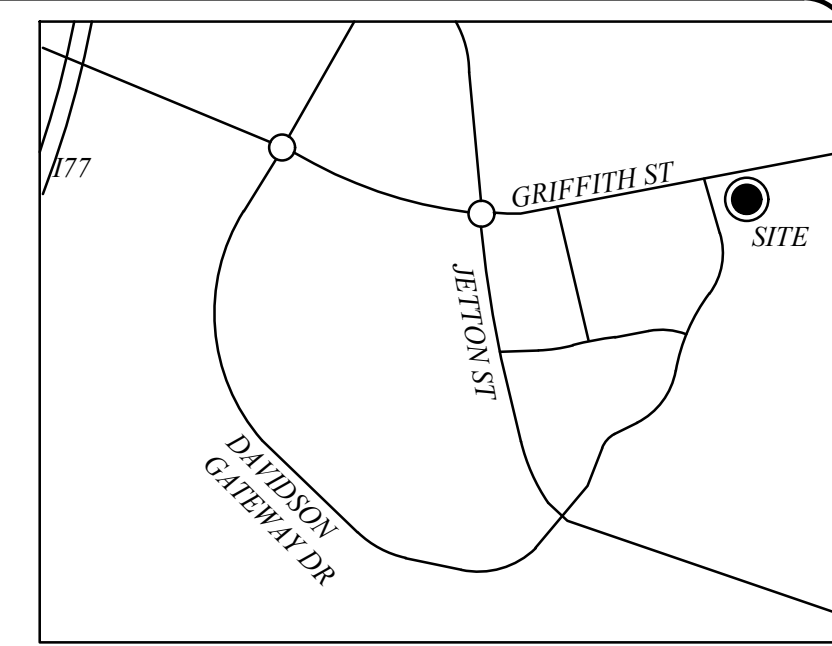
UTS AREA
CHECKED



MATCHLINE SEE SHEET C1.1



SCALE: 1" = 20'



VICINITY MAP
1"=700'



SITE PLAN

HYATT PLACE
DAVIDSON, NORTH CAROLINA

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Charlotte, NC 28217
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PROJECT MANAGER
JLR

DESIGN BY
JLR

DESIGNED BY
JLR

FILE NAME
JLR

PROJECT SCALE
1"=20'

ISSUED DATE
7.7.17

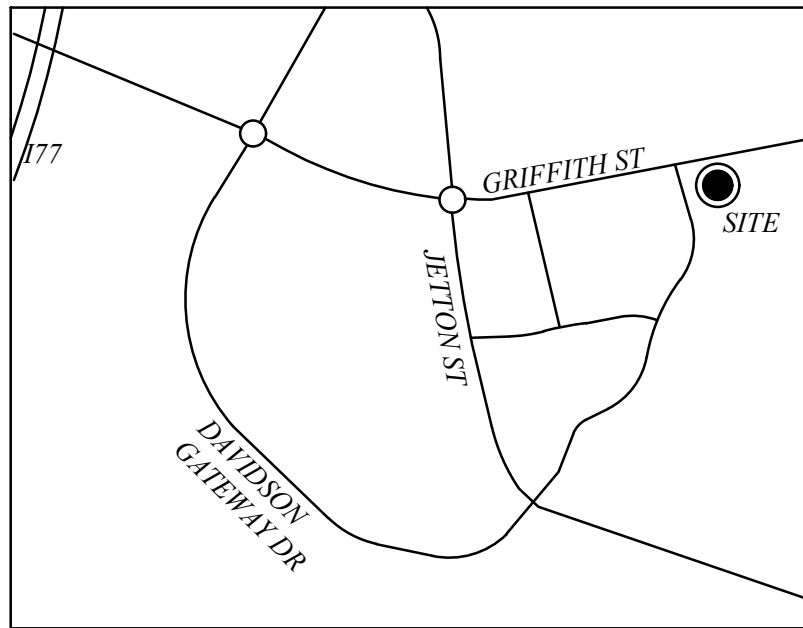
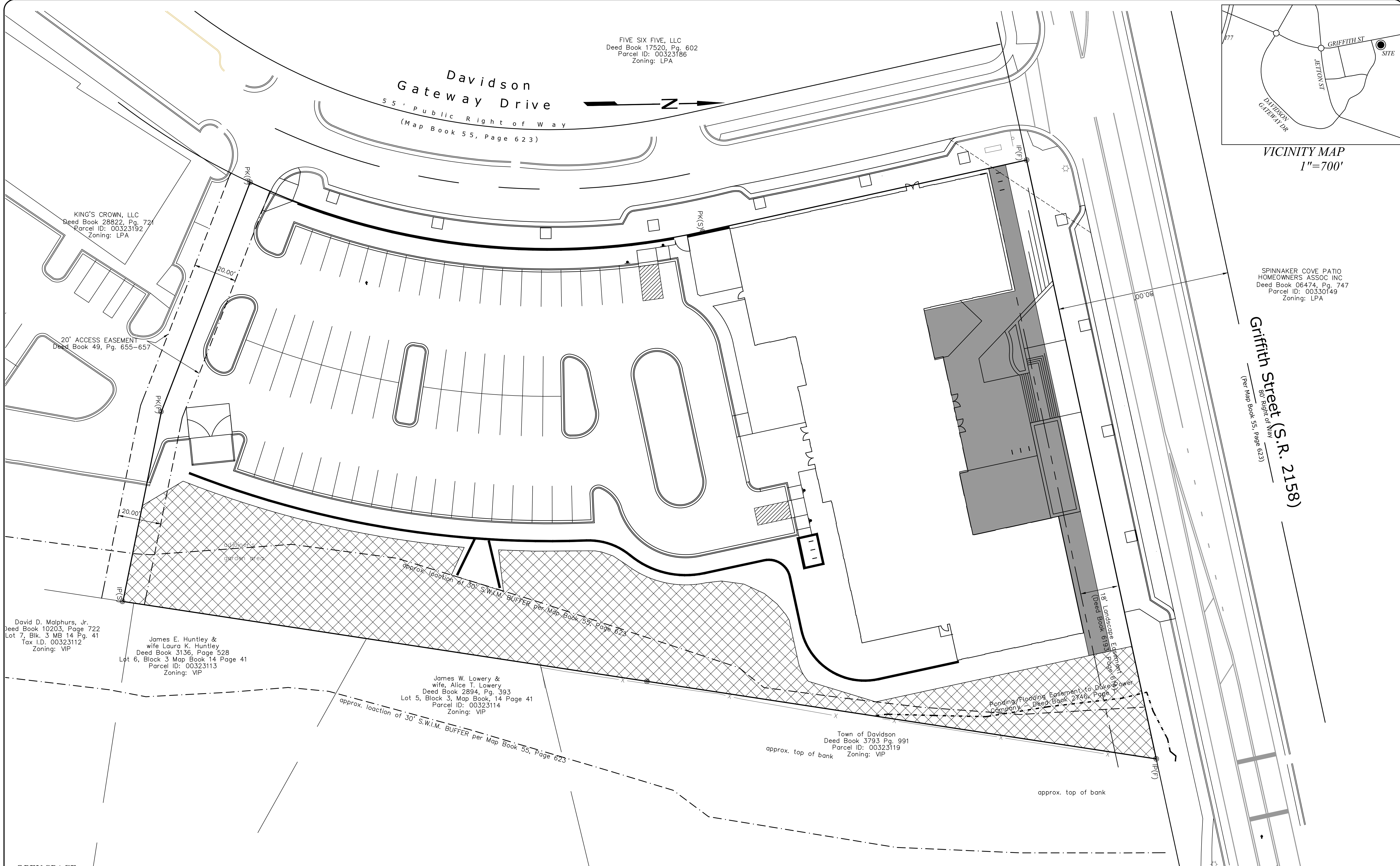
PROJECT NUMBER
JLR

PHASE
JLR

POST DATE
JLR

REV.

DATE



SPINNAKER COVE PATIO
HOMEOWNERS ASSOC INC
Deed Book 06474, Pg. 747
Parcel ID: 00330149
Zoning: LPA

Griffith Street (S.R. 2158)
(Per Map Book 55, Page 623)

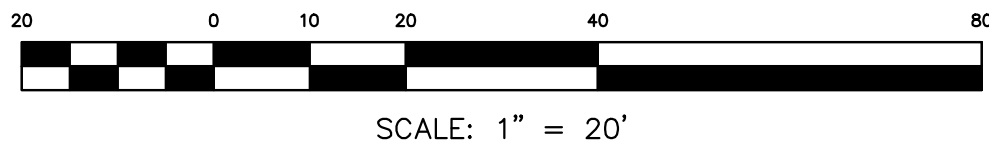
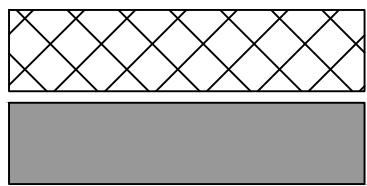
OPEN SPACE:

TOTAL OPEN SPACE REQUIRED (5% OF TOTAL AREA): 2.1 (0.05) = 4,574 FT²
TOTAL POST CONSTRUCTION OPEN SPACE REQUIRED (10% OF TOTAL AREA: 2.1(0.1)= 9,148 FT²

PROVIDED:
PRIMARY CONSERVATION AREA: 19,751 FT²(21.5%)

ADDITIONAL OPEN SPACE: 6,142 FT²

TOTAL: 25,893 FT²



PROJECT MANAGER	DESIGNER	DATE	REV.	DATE
ALP	ALP	7.7.17		
ALP	ALP	7.7.17		
ALP	ALP	7.7.17		
ALP	ALP	7.7.17		
ALP	ALP	7.7.17		
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ALP	ALP	7.7.17		

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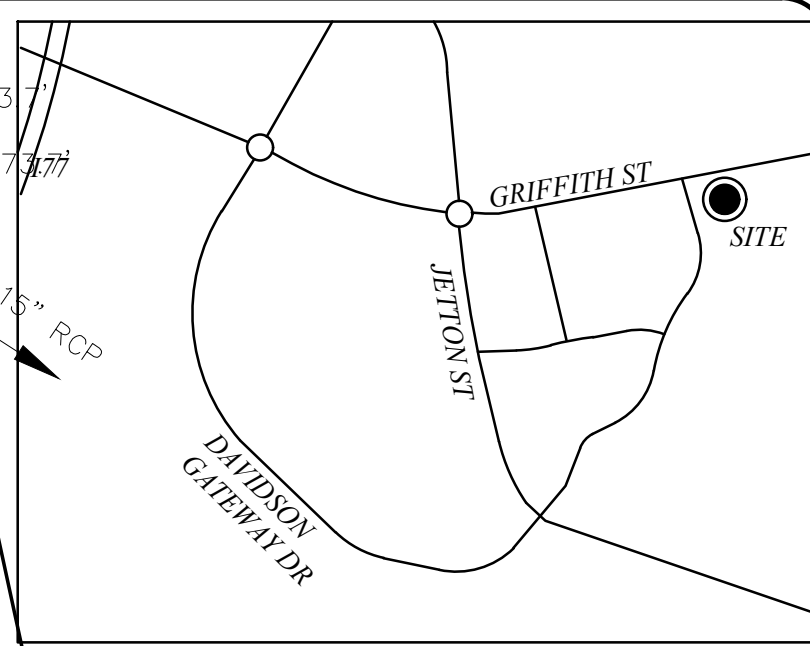
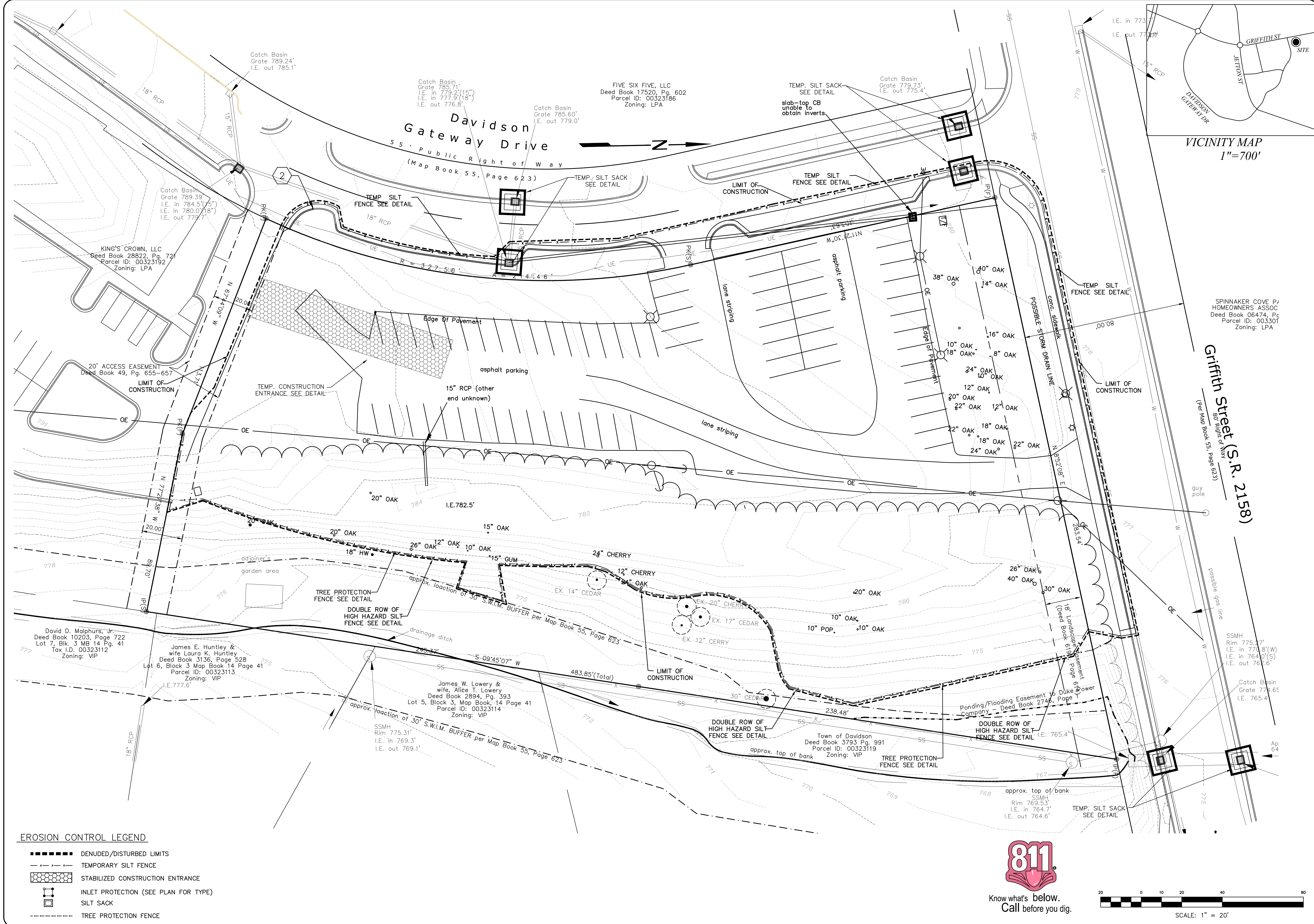
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HYATT PLACE
DAVIDSON, NORTH CAROLINA



OPEN SPACE PLAN

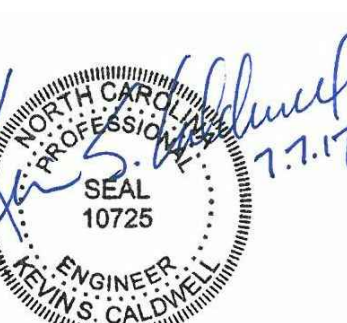
C1.3



DATE	
REV.	
PROJECT MANAGER	
DESIGNER	
PROJECT NUMBER	
DATE	
FILE NAME	

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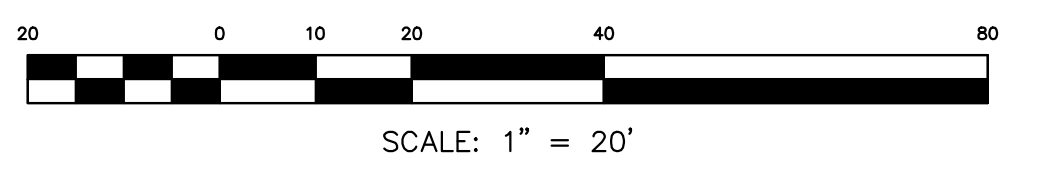
HYATT PLACE
DAVIDSON, NORTH CAROLINA



PHASE 1 –
EROSION CONTROL PLAN

C2.1

- EROSION CONTROL LEGEND**
- DENUDED/DISTURBED LIMITS
 - TEMPORARY SILT FENCE
 - STABILIZED CONSTRUCTION ENTRANCE
 - INLET PROTECTION (SEE PLAN FOR TYPE)
 - SILT SACK
 - TREE PROTECTION FENCE





Know what's below.
Call before you dig.

FIVE SIX FIVE, LLC
Deed Book 17520, Pg. 602
Parcel ID: 00323186
Zoning: LPA

Catch Basin,
Grate 785.60'
I.E. out 779.0'

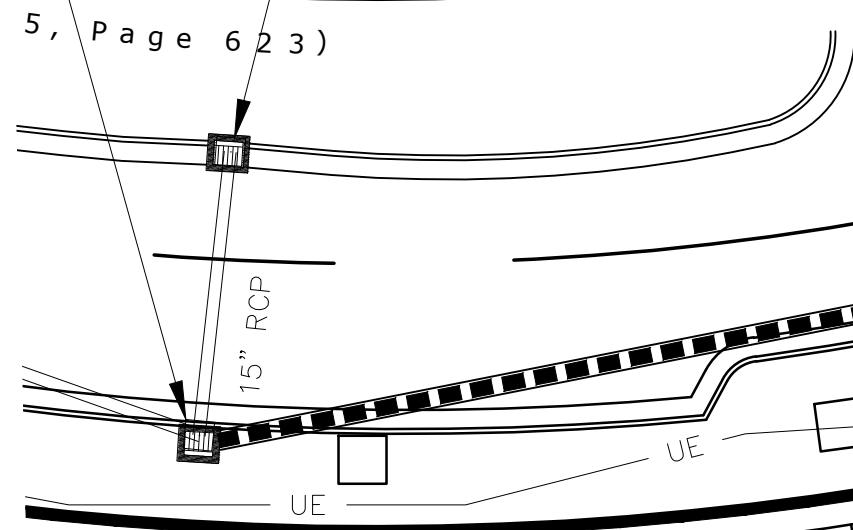
Catch Basin
Grate 779.73'
I.E. in 773.7'
I.E. out 775.4'

Catch Basin
Grate 778.81'
I.E. in 773.7'
I.E. out 773.7'

15" RCP

Davidson
Way Drive

5, Page 623)



PCCE ESMT.

UNDERGROUND
PRE-CAST BMP
SEE DETAIL SHT.C4.4

CONTROL BOX
SEE DETAIL SHT.C4.4
RIM+FLUSH

10" RCP @ 1%
INV. 774.40

EX. 14" CEDAR

EX. 20" CHERRY

EX. 17" CEDAR

EX. 12" CHERRY

A INTERNAL BACKFLOW PREVENTOR
INSIDE FOR 8" FIRE LINE
SEE PLUMBING PLANS
SS CO INV: 770.0

LOCATIONS OF UTILITY BOXES ARE FOR
REFERENCE ONLY AND LOCATIONS
TO BE DETERMINED AND WILL
MEET ALL DPO CRITERIA.

18' (approx) Easement (614)

8" FIRE
4" DOM

NEW DOGHOUSE MANHOLE
RIM 776.8
INVERT 771.23 (FV)

SSMH
Rim 775.27'
I.E. in 770.8'(W)
I.E. in 764.0'(S)
I.E. out 762.6'

Catch Basin
Grate 774.65'
I.E. 765.4'

Approx. loc
64" RCP

Catch
Grate
I.E. 764

SSMH
Rim 769.53'
I.E. in 764.7'
I.E. out 764.6'

Town of Davidson
Deed Book 3793 Pg. 991
Parcel ID: 00323119
Zoning: VIP

very &
owery
Pg. 393
ok, 14 Page 41
23114
P

Griffith Street (S.R. 2158)
(per Map Book 55, page 623)

8" REDUCED PRESSURE PRINCIPLE BACKFLOW PREVENTION ASSEMBLY INSTALLED ABOVE
GROUND WITHIN AN INSULATED AND HEATED ENCLOSURE PER CHARLOTTE WATER STANDARDS.
ENCLOSURE TO INCLUDE DRAIN PORTS FOR DISCHARGE WATER PER CHARLOTTE WATER
REQUIREMENTS. PROVIDE TAMPER SWITCHES ON GATE VALVES, WIRED TO FIRE CONTROL PANEL.
SEE DETAIL "STANDARD NO. 2" ON SHEET C4.1. BACKFLOW PREVENTER SHALL BE BEHIND SETBACK.

NEW 1" IRRIGATION LINE TO BE STUBBED OUT FROM BUILDING SIDE OF THE BACKFLOW
PREVENTER FOR EXTENSION BY THE IRRIGATION SUBCONTRACTOR.

1" REDUCED PRESSURE PRINCIPLE BACKFLOW PREVENTION ASSEMBLY (IRRIGATION) INSTALLED ABOVE
GROUND WITHIN AN INSULATED AND HEATED ENCLOSURE PER CHARLOTTE WATER STANDARDS.
ENCLOSURE TO INCLUDE DRAIN PORTS FOR DISCHARGE WATER PER CHARLOTTE WATER
REQUIREMENTS. PROVIDE TAMPER SWITCHES ON GATE VALVES, WIRED TO FIRE CONTROL PANEL.
SEE DETAIL "STANDARD NO. 13" ON SHEET C4.1.

UTILITY NOTES:

1. THE UTILITIES AND THE LOCATIONS THEREOF, SHOWN ON THE DRAWING, REPRESENT THE DESIGNER'S UNDERSTANDING OF EXISTING UTILITIES IN THE CONSTRUCTION AREA. THE CONTRACTOR SHALL VERIFY THE LOCATION, DEPTH AND EXISTENCE OF ALL UTILITIES (ELECTRICAL, MECHANICAL, WATER, TELEPHONE, GAS, ETC.) WITHIN THE CONSTRUCTION AREA WITH THE OWNER AND/OR THE APPROPRIATE UTILITY COMPANY PRIOR TO BEGINNING ANY EXCAVATION. THE OMISSION OF OR THE INCLUSION OF UTILITY LOCATIONS ON THE PLANS IS NOT TO BE CONSIDERED AS THE NON-EXISTENCE OF OR A DEFINITE LOCATION OF EXISTING UNDERGROUND UTILITIES. ANY DAMAGE TO EXISTING UTILITIES SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE. CONTACT U-LOCO (1-800-632-4949) PRIOR TO DIGGING.
2. CONTRACTOR TO VERIFY LOCATION AND DEPTH OF ALL EXISTING UTILITIES PRIOR TO CONSTRUCTION. CARE SHALL BE TAKEN TO PREVENT DAMAGE TO EXISTING UTILITIES DURING CONSTRUCTION. ANY DAMAGE TO THESE UTILITIES SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.
3. CONTRACTOR TO COORDINATE WITH OTHER UTILITY COMPANIES TO PREVENT CONFLICTS (I.E., PIPE CROSSINGS) WHEN LAYING PIPE. SOME UTILITIES MAY NEED TO BE ADJUSTED IN FIELD. CONTACT ENGINEER IMMEDIATELY IF SUCH A CASE ARISES.
4. CONTRACTOR TO COORDINATE ANY UTILITY REMOVALS AND RELOCATIONS WITH CMUD, DUKE POWER, PIED. NAT. GAS, AND OWNER.
5. USE WYES, BENDS & TEES AS NECESSARY FOR UTILITY CONSTRUCTION.
6. CONTRACTOR TO OBTAIN APPROVED LISTS FOR MAKES & MODELS OF ALL METERS AND BACKFLOW DEVICES FROM CHARLOTTE WATER.
7. MINIMUM COVER OVER ALL WATER LINES IS TO BE 3'.
8. MINIMUM SEPARATION DISTANCES FOR SANITARY SEWER LINES FROM:
A. WATER LINES - 18" VERTICAL OR 10' HORIZONTAL
B. STORM SEWERS - 12" VERTICAL
9. D.I.P. WITH MECHANICAL JOINT ENDS MAY BE SUBSTITUTED WHERE SEPARATION DISTANCES BETWEEN THE SANITARY SEWER LINE AND WATER LINE OR STORM SEWER CANNOT BE MAINTAINED. PIPE MUST BE LAID SUCH THAT FULL SECTIONS OF PIPE ARE CENTERED ON THE CROSSING POINT & EXTEND A DISTANCE OF 10' ON EACH SIDE OF THE POINT OF CROSSING.
10. SEWER SERVICE LATERALS ARE SHOWN AT ANTICIPATED LOCATIONS. CONTRACTOR SHALL COORDINATE FINAL LOCATIONS WITH DEVELOPER.
11. ALL CONSTRUCTION AND CONSTRUCTION MATERIALS SHALL CONFORM TO CHARLOTTE WATER SPECIFICATIONS AND DETAILS.
12. CONTRACTOR TO PROVIDE ALL EROSION CONTROL MEASURES AS REQUIRED BY STATE AND LOCAL AUTHORITIES.
13. ALL TAP FEES FOR WATER METER, SANITARY SEWER, GAS, ELECTRICAL, ETC, AS WELL AS CAPACITY CHARGES, SHALL PAID BY THE OWNER.
14. ALL SITE WATER AND SEWER SHOWN SHALL BE INSPECTED AND APPROVED BY THE MECKLENBURG COUNTY LUESA PLUMBING INSPECTOR PRIOR TO TRENCH BACKFILL.
15. WATERLINE, WATER METER AND BACKFLOW PREVENTER SIZES SHOWN ARE APPROXIMATE PENDING FINAL PLUMBING DESIGN TO BE PROVIDED BY OTHERS. CONTRACTOR SHALL CONFIRM WATERLINE SIZE AND COORDINATE WATERLINE SYSTEM WITH THE PLUMBING ENGINEER AND FIRE PROTECTION ENGINEER PRIOR TO CONSTRUCTION.
16. ALL UTILITIES SHALL BE INSTALLED BELOW GRADE.

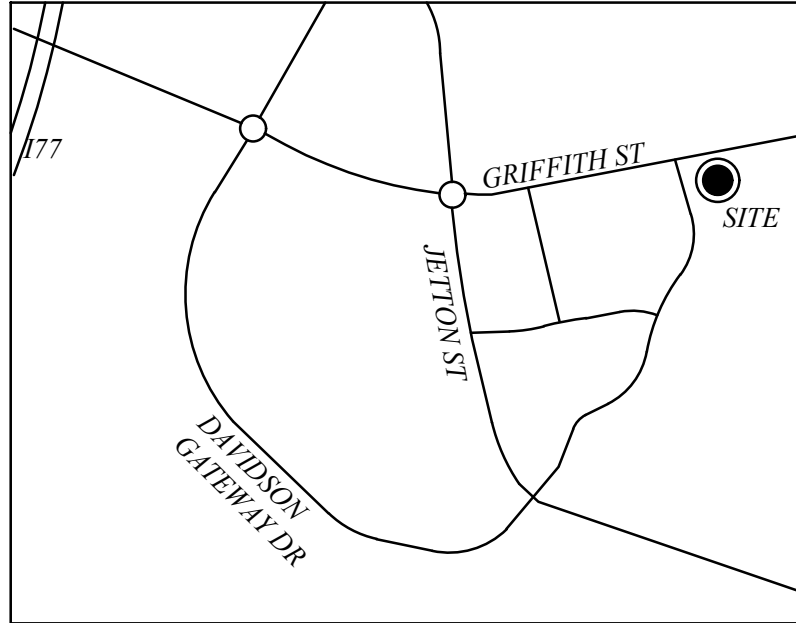
EACH CHARLOTTE WATER REQUIRED BPA IS REQUIRED TO BE
TESTED BY CHARLOTTE WATER APPROVED CERTIFIED TESTER
PRIOR TO PLACING THE WATER SYSTEM IN SERVICE.

CONTRACTOR TO COORDINATE WITH CHARLOTTE
WATER WITH REGARD TO THE CONNECTIONS
OF THE PROPOSED WATER & SANITARY SEWER
LINES. CONTRACTOR TO LOCATE & VERIFY EXISTING
WATER MAIN & SANITARY SEWER LATERALS AND
NOTIFY DESIGN ENGINEER OF ANY CONFLICTS IN
PROPOSED DESIGN PRIOR TO CONSTRUCTION.

THERE SHALL BE NO TAPS, PIPING BRANCHES,
UNAPPROVED BYPASS PIPING, HYDRANTS, FIRE
DEPT. CONNECTIONS POINTS, OR ANY OTHER
WATER-USING APPURTENANCES CONNECTED
TO THE WATER SUPPLY LINES BETWEEN ANY
WATER METER AND ITS CHARLOTTE WATER
REQUIRED BACKFLOW PREVENTER.

NOTE: CONTRACTOR TO REFER TO
PLUMBING PLANS FOR ADDITIONAL
INFORMATION OF ALL UTILITY
CONNECTIONS TO BUILDING

CONTRACTOR TO COORDINATE
ELECTRICAL SERVICE SIZE
AND LOCATION WITH ELECTRIC
UTILITY.



VICINITY MAP
1"=700'



SCALE: 1" = 20'

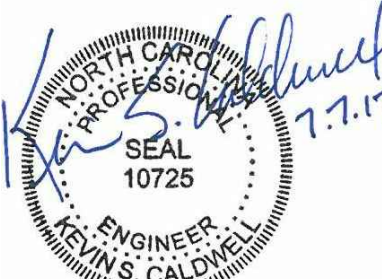
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REV.	
PROJECT MANAGER	
DESIGNER	
CHECKED BY	
DATE	
PROJECT NAME	
LOCATION	
FILE NAME	
POST DATE	

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Charlotte, NC 28217
Phone: 704.242.2000
www.geosciencegroup.com
NC REG. LICENSE C-37804

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Drawing Status

HYATT PLACE
DAVIDSON, NORTH CAROLINA



UTILITY PLAN

C3.1

NOTES:

1. A STABILIZED ENTRANCE PAD OF 2'-3" WASHED STONE SHALL BE LOCATED WHERE TRAFFIC WILL ENTER OR LEAVE THE CONSTRUCTION SITE ONTO A PUBLIC STREET.

2. FILTER FABRIC OR COMPACTED CRUSHER RUN STONE SHALL BE USED AS A BASE FOR THE CONSTRUCTION ENTRANCE.

3. THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION WHICH WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO PUBLIC STREETS OR EXISTING PAVEMENT. THIS MAY REQUIRE PERIODIC TOP DRESSING WITH ADDITIONAL STONE AS CONDITIONS WARRANT AND REPAIR OR CLEANOUT OF ANY MEASURES USED TO TRAP SEDIMENT.

4. ANY SEDIMENT SPILLED, DROPPED, WASHED, OR TRACKED ONTO PUBLIC STREETS MUST BE REMOVED IMMEDIATELY.

5. WHEN APPROPRIATE, WHEELS MUST BE CLEANED TO REMOVE SEDIMENT PRIOR TO ENTERING A PUBLIC STREET. WHEN WASHING IS REQUIRED, IT SHALL BE DONE IN AN AREA STABILIZED WITH CRUSHED STONE WHICH DRAINS INTO AN APPROVED SEDIMENT BASIN SEE STD. NO. 30.11B.

6. COUNTY MAY REQUIRE A STANDARD COMMERCIAL DRIVEWAY (STD. 10.24 & 10.25) TO ACCESS THE CONSTRUCTION SITE IF THE DRIVEWAY IS ON A THOROUGHFARE.

EXISTING GROUND

100' MIN.

PUBLIC STREET

SOL STABILIZATION FABRIC UNDER 2'-3" WASHED STONE

15' MIN.

100' MIN.

PUBLIC STREET

APPROVED DATE: 02/2007

NOT TO SCALE

MECKLENBURG COUNTY LAND DEVELOPMENT STANDARDS

STABILIZED CONSTRUCTION ENTRANCE

STD. NO. 1 REV. 30.11A

GENERAL NOTES:

1. UNIFORMLY GRADE A SHALLOW DEPRESSION APPROACHING THE INLET.

2. DRIVE 5-FOOT STEEL POSTS 2 FEET INTO THE GROUND SURROUNDING THE INLET. SPACE POSTS EVENLY AROUND THE PERIMETER OF THE INLET, A MAXIMUM OF 4 FEET APART.

3. SURROUND THE POSTS WITH WIRE MESH HARDWARE CLOTH. SECURE THE WIRE MESH TO THE STEEL POSTS AT THE TOP, MIDDLE, AND BOTTOM, PLACING A 2-FOOT FLAP OF THE WIRE MESH UNDER THE GRAVEL FOR ANCHORING IS RECOMMENDED.

4. PLACE CLEAN GRAVEL (NC DOT #5 OR #57 STONE) ON A 2:1 SLOPE WITH A HEIGHT OF 16 INCHES AROUND THE WIRE, AND SMOOTH TO AN EVEN GRADE.

5. SINCE THE CONTRIBUTING DRAINAGE AREA HAS BEEN STABILIZED, REMOVE ACCUMULATED SEDIMENT, AND ESTABLISH FINAL GRADING ELEVATIONS.

6. COMPACT THE AREA PROPERLY AND STABILIZE IT WITH GROUND COVER.

STEEL POST

4" MAX.

19-GAUGE HARDWARE CLOTH (2" MESH OPENINGS)

2'

16" MIN.

2'

NC DOT #5 OR #57 WASHED STONE

NC DOT #5 OR #57 WASHED STONE

FILTERED WATER

APPROVED DATE: 02/2007

NOT TO SCALE

MECKLENBURG COUNTY LAND DEVELOPMENT STANDARDS

HARDWARE CLOTH AND GRAVEL INLET PROTECTION

STD. NO. 1 REV. 30.09

GENERAL NOTES:

1. FILTER FABRIC FENCE SHALL BE A MINIMUM OF 32" IN WIDTH AND SHALL HAVE A MINIMUM OF 6 LINE WIRES WITH 12" STAY SPACING.

2. WOVEN FILTER FABRIC BE USED WHERE SILT FENCE IS TO REMAIN FOR A PERIOD OF MORE THAN 30 DAYS.

3. STEEL POSTS SHALL BE 5'-0" IN HEIGHT AND BE OF THE SELF-FASTENER ANGLE STEEL TYPE.

4. TURN SILT FENCE UP SLOPE AT ENDS.

5. ORANGE SAFETY FENCE IS REQUIRED AT BACK OF SILT FENCE WHEN GRADING IS ADJACENT TO SWIM BUFFERS, STREAMS OR WETLANDS. (REFER TO SWIM BUFFER GUIDELINES). THE COLOR ORANGE IS RESERVED FOR VISUAL IDENTIFICATION OF ENVIRONMENTALLY SENSITIVE AREAS.

6. DRAINAGE AREA CAN NOT BE GREATER THAN 1/4 ACRE PER 100 FT. OF FENCE.

7. SLOPE LENGTHS CAN NOT EXCEED CRITERIA SHOWN IN TABLE 6.6.2A NORTH CAROLINA EROSION AND SEDIMENT CONTROL PLANNING AND DESIGN MANUAL.

8. DO NOT INSTALL SEDIMENT FENCE ACROSS STREAMS, DITCHES, WATERWAYS OR OTHER AREAS OF CONCENTRATED FLOW.

STEEL POST

6" MAX.

WOVEN FILTER FABRIC

30' MIN.

2'-0" MIN.

STEEL POST

30' MIN.

2'-0" MIN.

FILTER FABRIC

FLOW

2:1 SLOPE

ANCHOR SKIRT, EXCAVATE TRENCH AND BACKFILL WITH STONE

APPROVED DATE: 02/2007

NOT TO SCALE

MECKLENBURG COUNTY LAND DEVELOPMENT STANDARDS

TEMPORARY SILT FENCE

STD. NO. 1 REV. 30.06A

TEMPORARY SEEDING FOR WARM AND COOL SEASON

EARLY SUMMER SEASON

STEEL SLOPES

SEEDING MIXTURE

40 lbs/acre of German millet
80 lbs/acre of tall fescue

120 lbs/acre Rye (grain)
80 lbs/acre tall fescue

SEEDING DATES

May 1 – August 15

October 25 – December 30

SEEDING AMENDMENTS

Refertilize if growth is not fully adequate.
Apply 4000 lbs/acre straw or equivalent hydroseeding.

Between December 30 – February 15,
add 50 lbs/acre of annual Kobe lespedeza.
Apply 4000 lbs/acre straw or equivalent hydroseeding.

SEEDING AMENDMENTS

Apply lime and fertilizer per soil tests, or 2000 lbs/acre limestone and 750 lbs/acre 10-10-10 fertilizer.

Apply lime and fertilizer per soil tests, or 2000 lbs/acre limestone and 750 lbs/acre 10-10-10 fertilizer.

APPROVED DATE: 02/2007

NOT TO SCALE

MECKLENBURG COUNTY LAND DEVELOPMENT STANDARDS

SEEDING SCHEDULE (SEASONAL)

STD. NO. 1 REV. 30.17B

GENTLE SLOPES

STEEL SLOPES

SEEDING MIXTURE

80 lbs/acre of tall fescue

100 lbs/acre tall fescue
30 lbs/acre Sericea lespedeza (unscarified after August 15)
10 lbs/acre Kobe lespedeza

SEEDING DATES

FALL: August 25 – October
Late winter: February 15 – April 15
To extend spring seeding into June, add 15 lbs/acre hulled Bermudagrass
Overseeding of Kobe lespedeza over fall-seeded tall fescue is very effective.

FALL: August 25 – October 15
Late winter: February 15 – April 15
To extend spring seeding into June, add 15 lbs/acre hulled Bermudagrass
Overseeding of Kobe lespedeza over fall-seeded tall fescue is very effective.

SEEDING AMENDMENTS

Apply lime and fertilizer per soil tests, or 4000 lbs/acre limestone and 1000 lbs/acre 10-10-10 fertilizer.

Apply lime and fertilizer per soil tests, or 4000 lbs/acre limestone and 1000 lbs/acre 10-10-10 fertilizer.

NOTE 1
Ground Cover-- Protective cover must be established on all disturbed areas within 5 calendar days after land disturbing activity is completed or has temporarily ceased.

NOTE 2
Graded slopes and fills-- Protective cover must be established on all graded slopes and fills within 5 calendar days after a phase of grading is completed or has temporarily ceased.

APPROVED DATE: 02/2007

NOT TO SCALE

MECKLENBURG COUNTY LAND DEVELOPMENT STANDARDS

SEEDING SCHEDULE

STD. NO. 1 REV. 30.17A

NOTES

1. INLET MAINTENANCE SHALL BE DOCUMENTED IN PROJECT LOG BOOK.

2. FILTER TYPES SHALL BE APPROVED BY THE INSPECTOR PRIOR TO INSTALLATION.

3. FILTER BAGS MAY BE REMOVED WHEN SITE IS STABILIZED AT THE DIRECTION OF THE ENGINEER.

4. FILTER BAGS SHALL BE REMOVED PRIOR TO STREET ACCEPTANCE.

5. FILTER BAGS SHALL BE CLEANED OR REPLACED ON A REGULAR BASIS (NOT BE MORE THAN HALF FULL AT ANY TIME).

6. FILTER BAGS SHALL NOT BE ALLOWED IN EXISTING TOWN OR NC DOT ROADS.

SECTION

EXPANSION RESTRAINT

GRATE

HOOD

INSTALLATION

1" REBAR FOR BAG REMOVAL FROM INLET

GRATE

DEFLECTOR

FILTER BAG

DUMP LOOPS

CATCH BASIN

OUTLET

APPROVED DATE: 02/2007

NOT TO SCALE

MECKLENBURG COUNTY LAND DEVELOPMENT STANDARDS

CATCH BASIN INLET PROTECTION

STD. NO. 1 REV. 30.15

NOTES:

1. REMOVE ALL BARRIERS UPON COMPLETION OF PROJECT.

2. LANDSCAPING PLANS SHALL SHOW THE LOCATIONS OF ALL TREE PROTECTION FENCES.

3. REFER TO CITY OF CHARLOTTE LANDSCAPE CONSTRUCTION STANDARDS SECTION 01000 FOR GENERAL SPECIFICATION REGARDING TREE PROTECTION.

PLAN VIEW OF ROOT ZONE

ONE FOOT FOR EACH INCH OF TRUNK DIAMETER OR 1/2 HEIGHT OF TREE WHICHEVER IS GREATER

6" MINIMUM WIDTH FOR 2" TALL TREES FOR 2' TALL TREES

2"x4" STANDARDS + 1"x4" RAILS OR ORANGE SAFETY FENCING MAY BE USED.

DEAD TREES AND SCRUB OR UNDERGROWTH SHALL BE CUT FLUSH WITH ADJACENT GRADE. NO GRUBBING ALLOWED UNDER DRIP LINE.

6" BARK MULCH, PLACE BARK MULCH AT AREAS NOT PROTECTED BY BARRIER.

APPROVED DATE: 02/2007

NOT TO SCALE

MECKLENBURG COUNTY LAND DEVELOPMENT STANDARDS

TREE PROTECTION

STD. NO. 1 REV. 40.02

GENERAL NOTES:

1. FILTER FABRIC FENCE SHALL BE A MINIMUM OF 32" IN WIDTH AND SHALL HAVE A MINIMUM OF 6 LINE WIRES WITH 12" STAY SPACING.

2. WOVEN FILTER FABRIC BE USED WHERE SILT FENCE IS TO REMAIN FOR A PERIOD OF MORE THAN 30 DAYS.

3. STEEL POSTS SHALL BE 5'-0" IN HEIGHT AND BE OF THE SELF-FASTENER ANGLE STEEL TYPE.

4. WIRE FENCING SHALL BE AT LEAST #10 GAGE WITH A MINIMUM OF 6 LINE WIRES WITH 6" STAY SPACING.

5. TURN SILT FENCE UP SLOPE AT ENDS.

6. WIRE AND WASHED STONE IS REQUIRED TO BE SHOWN ON PLANS AT THE TOE OF SLOPES GREATER THAN 10 FEET VERTICAL (2:1 SLOPE).

7. ORANGE SAFETY FENCE IS REQUIRED AT BACK OF SILT FENCE WHEN GRADING IS ADJACENT TO SWIM BUFFERS, STREAMS OR WETLANDS. (REFER TO SWIM BUFFER GUIDELINES). THE COLOR ORANGE IS RESERVED FOR VISUAL IDENTIFICATION OF ENVIRONMENTALLY SENSITIVE AREAS.

8. DRAINAGE AREA CAN NOT BE GREATER THAN 1/4 ACRE PER 100 FT. OF FENCE.

9. SLOPE LENGTHS CAN NOT EXCEED CRITERIA SHOWN IN TABLE 6.6.2A NORTH CAROLINA EROSION AND SEDIMENT CONTROL PLANNING AND DESIGN MANUAL.

10. DO NOT INSTALL SEDIMENT FENCE ACROSS STREAMS, DITCHES, WATERWAYS OR OTHER AREAS OF CONCENTRATED FLOW.

STEEL POST

6" MAX.

WIRE FENCING

WOVEN FILTER FABRIC

2'-0"

STEEL POST

30' MIN.

2'-0" MIN.

FILTER FABRIC

FLOW

2:1 SLOPE

ANCHOR SKIRT, EXCAVATE TRENCH AND BACKFILL WITH STONE

APPROVED DATE: 02/2007

NOT TO SCALE

MECKLENBURG COUNTY LAND DEVELOPMENT STANDARDS

HIGH HAZARD TEMPORARY SILT FENCE

STD. NO. 1 REV. 30.06B

DATE

REV.

PROJECT SCALE 1"=20'

PROJECT NUMBER

PROJECT DATE 7.7.17

DESIGN BY

PROJECT NUMBER

DESIGNED BY

FILE NAME

POST DATE

MECKLENBURG COUNTY LAND DEVELOPMENT STANDARDS

HYATT PLACE

DAVIDSON, NORTH CAROLINA

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MECKLENBURG COUNTY LAND DEVELOPMENT STANDARDS

HYATT PLACE

DAVIDSON, NORTH CAROLINA

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MECKLENBURG COUNTY LAND DEVELOPMENT STANDARDS

HYATT PLACE

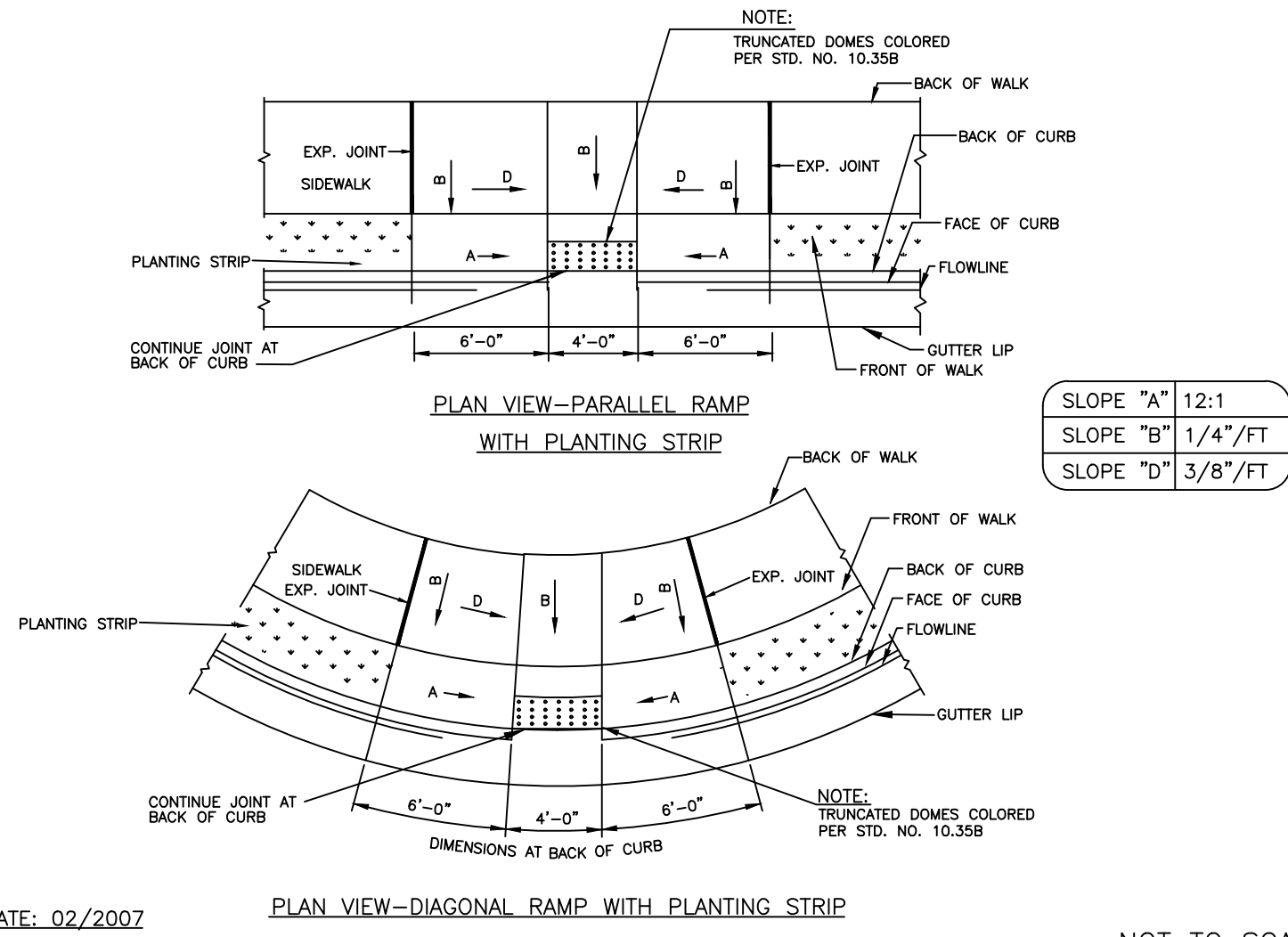
DAVIDSON, NORTH CAROLINA

MECKLENBURG COUNTY LAND DEVELOPMENT STANDARDS

HYATT PLACE

DAVIDSON, NORTH CAROLINA

Page 41 of 52

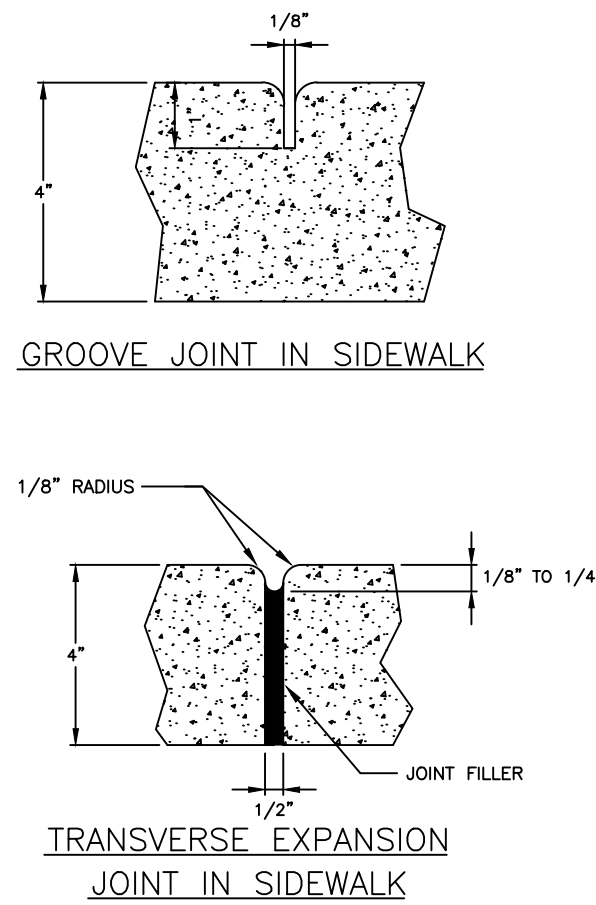


MECKLENBURG COUNTY LAND DEVELOPMENT STANDARDS

ACCESSIBLE RAMP STANDARD WITH PLANTING STRIP 2'-6" CURB AND GUTTER

STD. NO. 10.31A

REV. 1



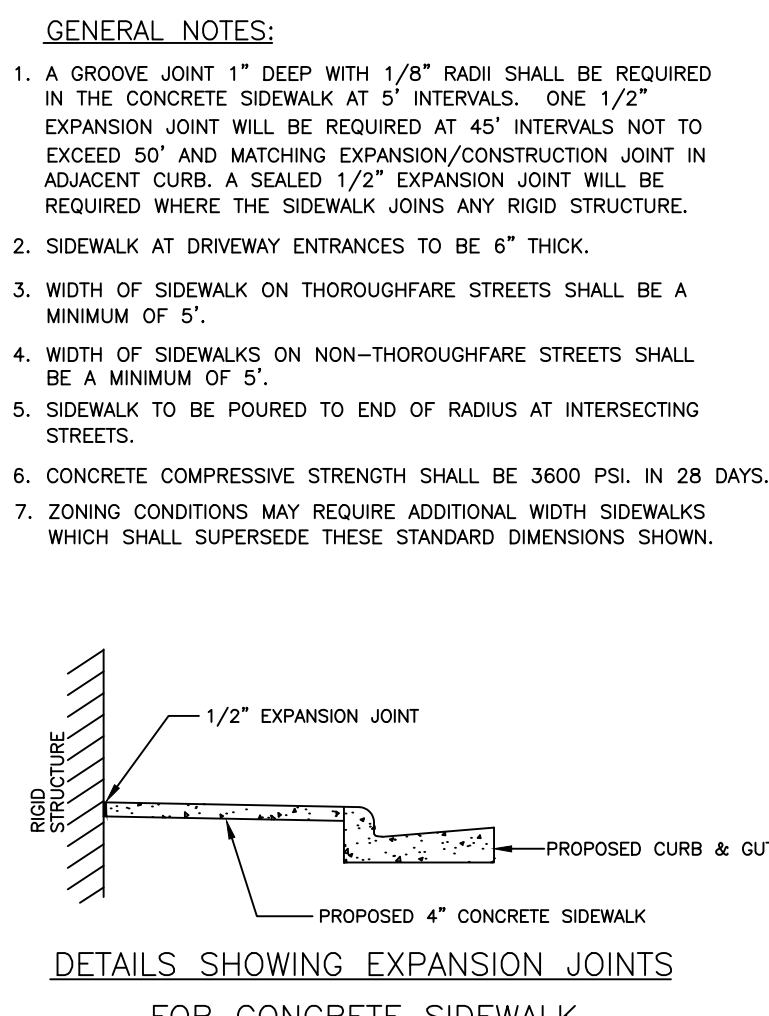
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MECKLENBURG COUNTY LAND DEVELOPMENT STANDARDS

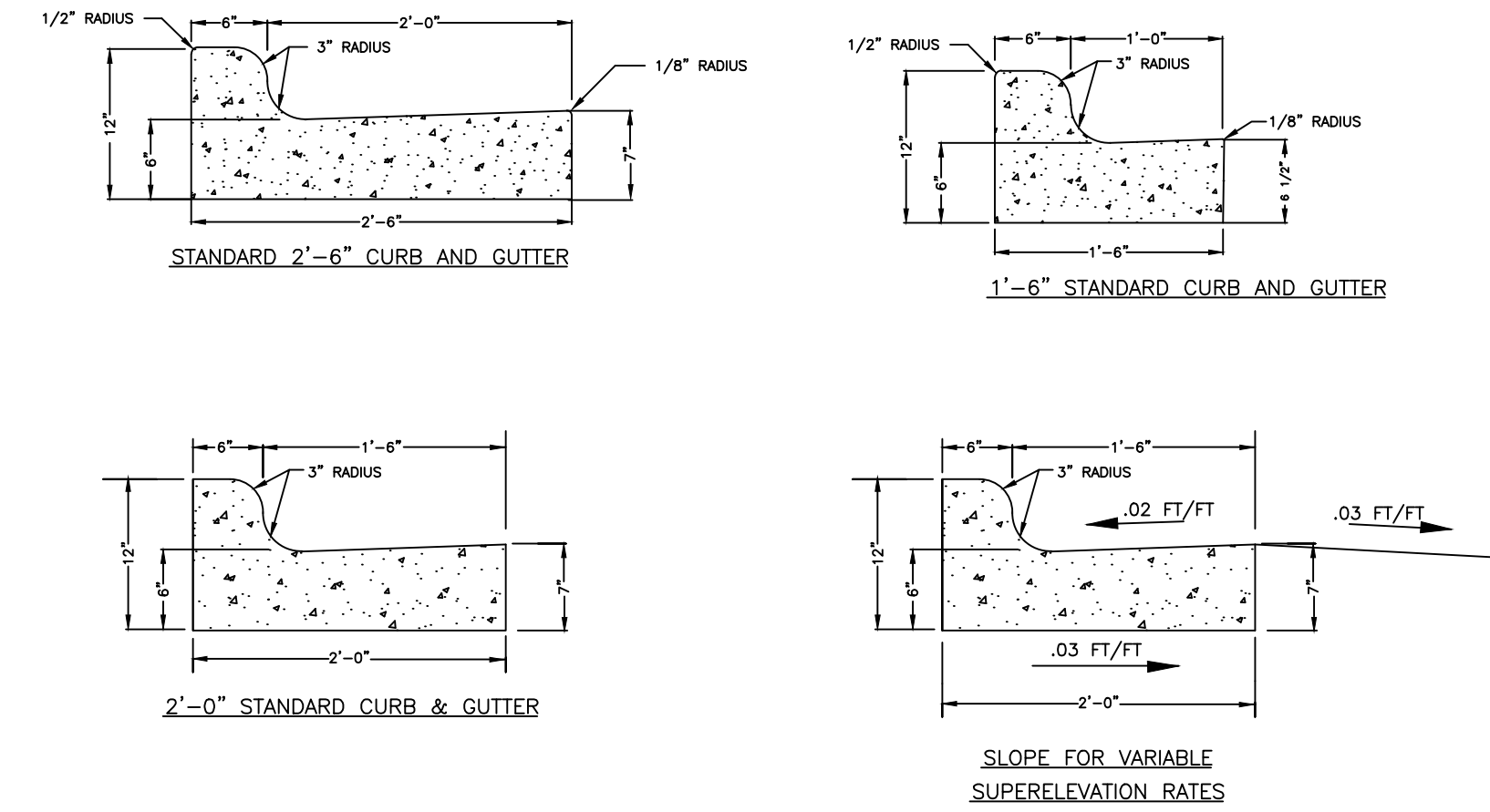
CONCRETE SIDEWALKS

STD. NO. 10.22

REV. 1



NOT TO SCALE



APPROVED DATE: 02/2007

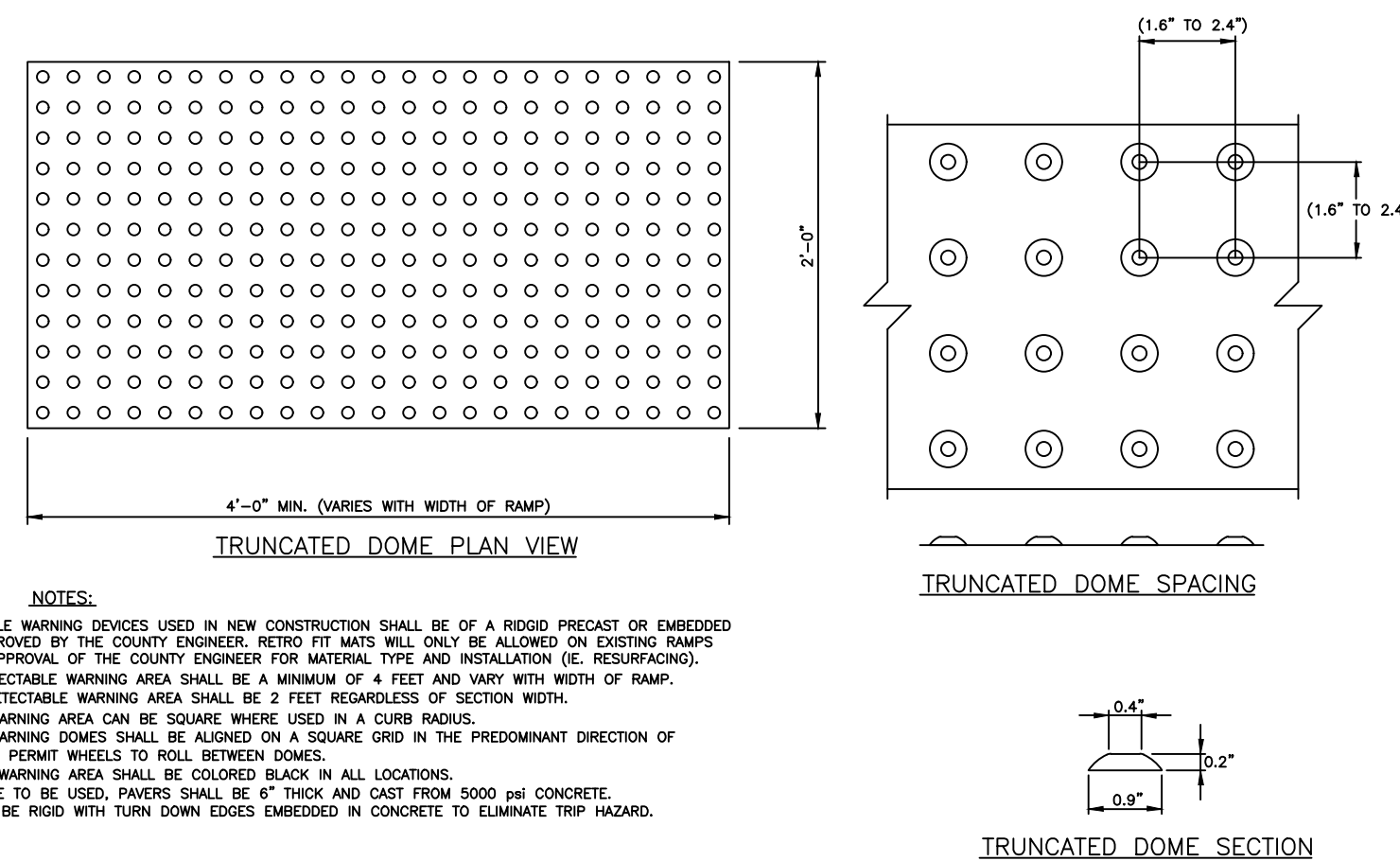
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MECKLENBURG COUNTY LAND DEVELOPMENT STANDARDS

STANDARD CURB AND GUTTER

STD. NO. 10.17A

REV. 1



APPROVED DATE: 02/2007

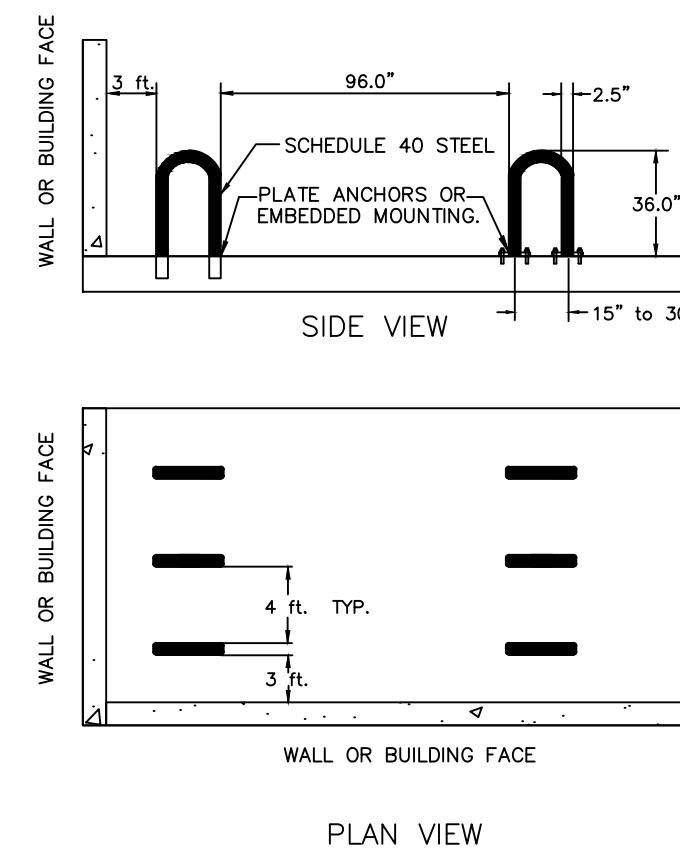
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MECKLENBURG COUNTY LAND DEVELOPMENT STANDARDS

TRUNCATED DOMES PLAN AND CROSS-SECTION

STD. NO. 10.35B

REV. 1



APPROVED DATE: 02/2007

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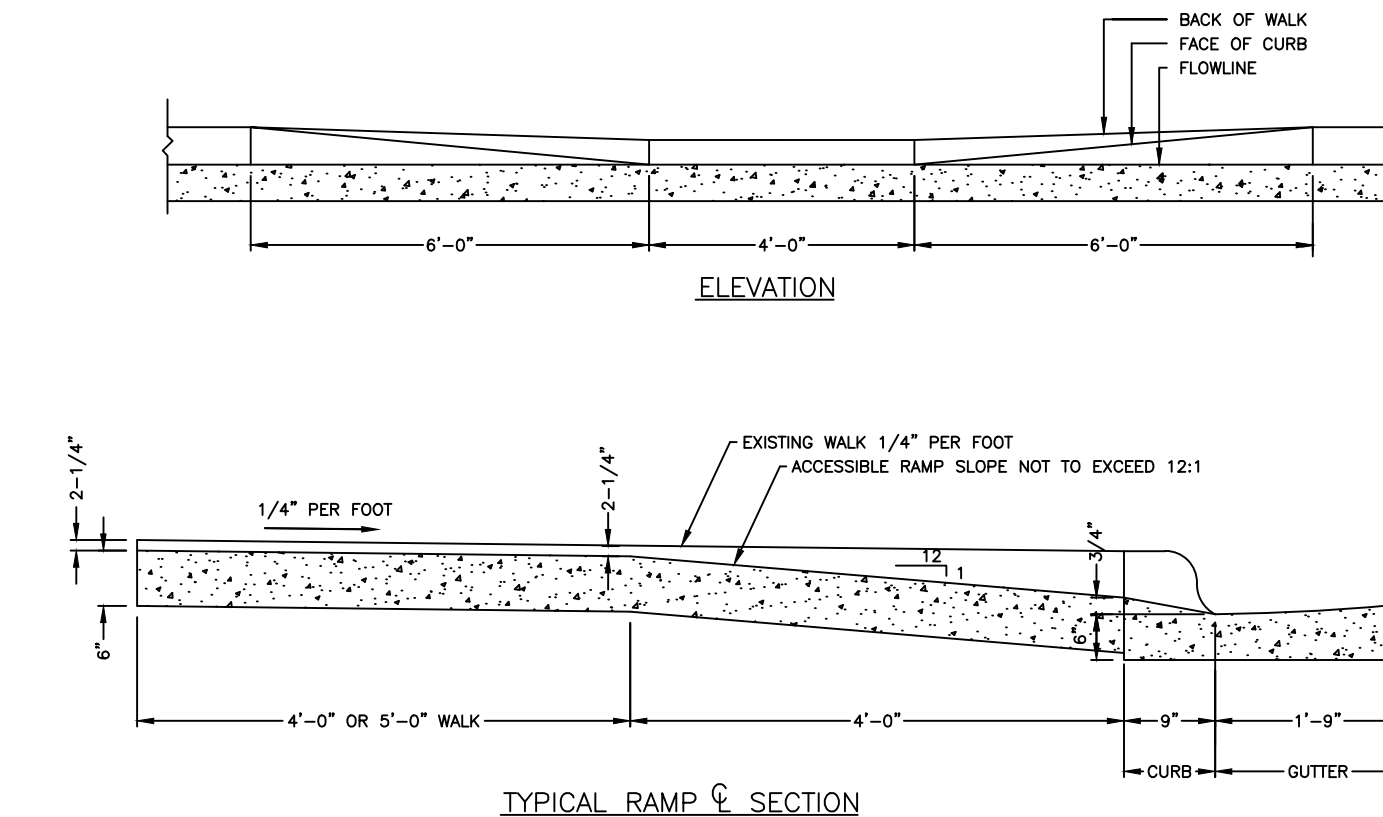
MECKLENBURG COUNTY LAND DEVELOPMENT STANDARDS

INVERTED "U" RACK FOR BICYCLE PARKING

STD. NO. 50.20

REV. 1

- NOTES:
- BIKE RACKS SHOULD BE INSTALLED AS PER MANUFACTURER'S RECOMMENDED INSTALLATION PROCEDURES.
 - ALTERNATIVE BIKE RACKS OR LOCKERS MAY BE USED BUT ARE SUBJECT TO APPROVAL BY THE TOWN AND/OR COUNTY.
 - ALL DIMENSIONS SHOWN ARE MINIMUM.



APPROVED DATE: 02/2007

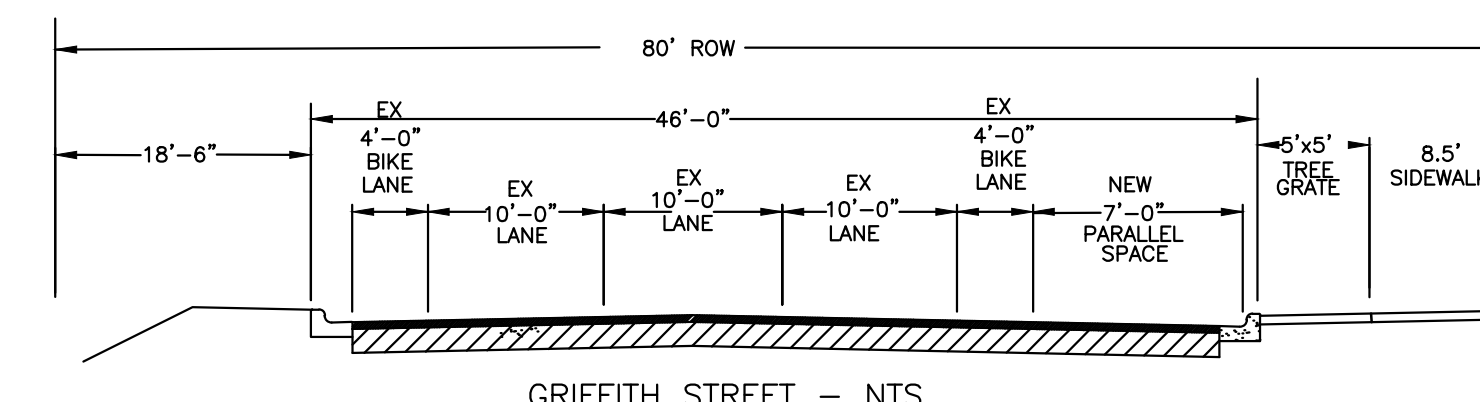
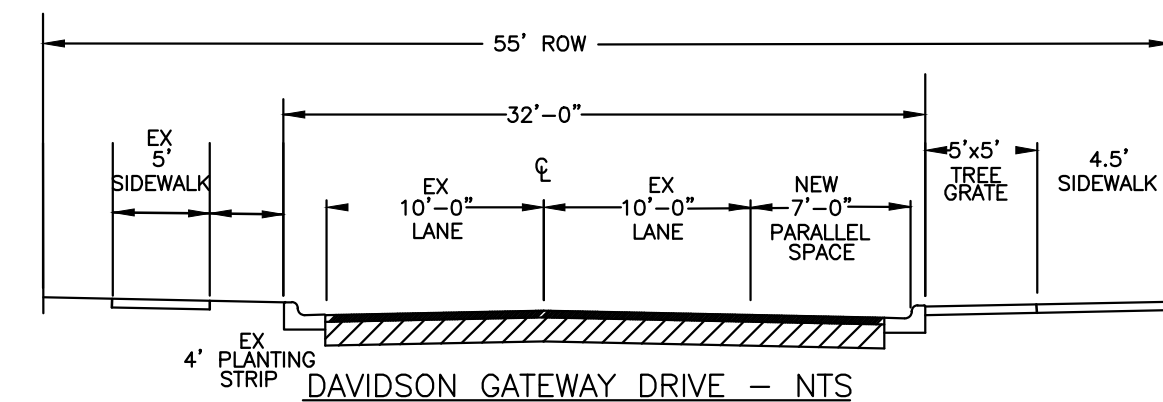
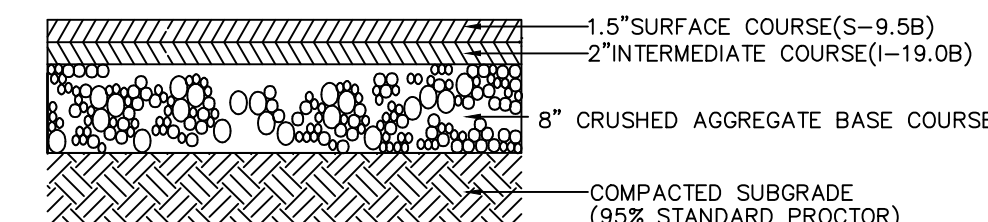
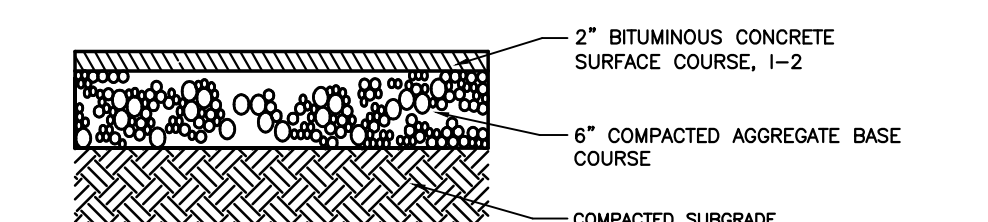
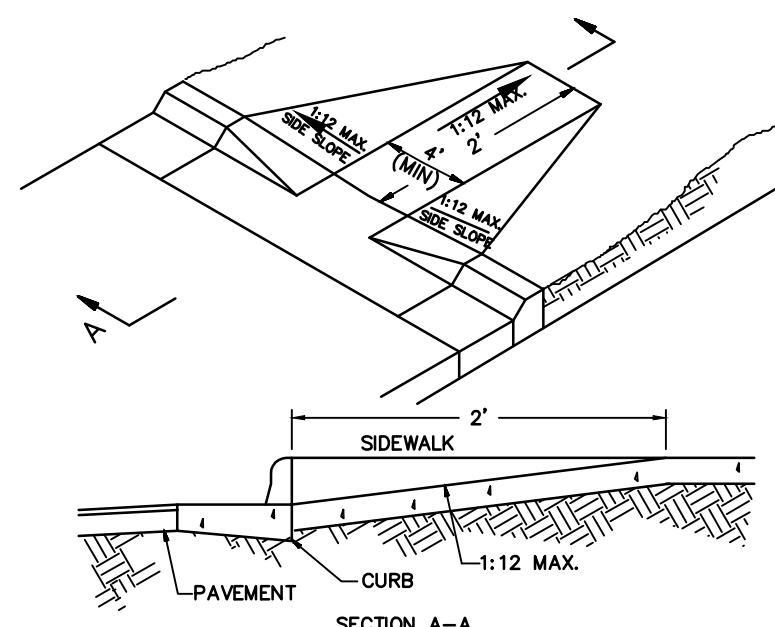
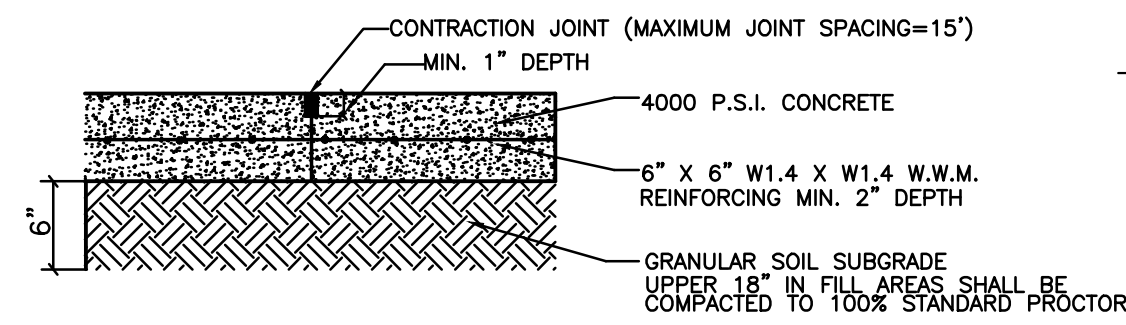
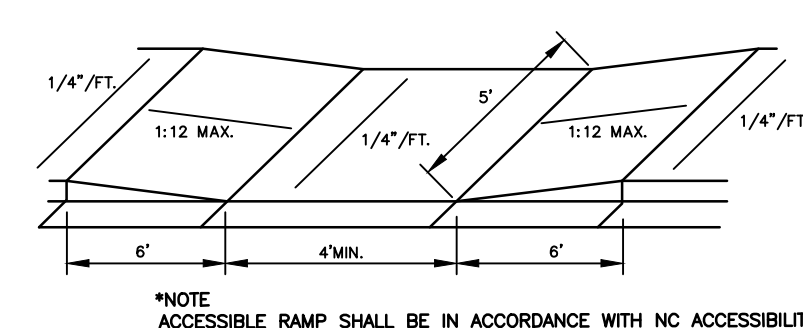
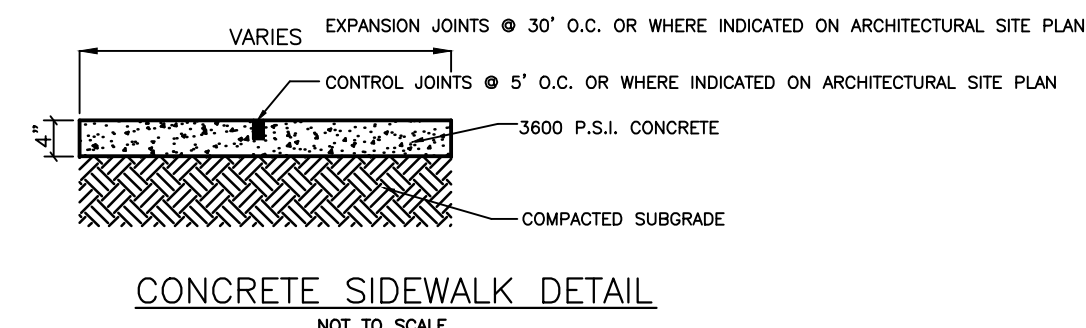
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MECKLENBURG COUNTY LAND DEVELOPMENT STANDARDS

ACCESSIBLE RAMP SECTIONS WITH PLANTING STRIP 2'-6" CURB AND GUTTER

STD. NO. 10.31B

REV. 1



DATE	
REV.	
PROJECT MANAGER	
DESIGNED BY	
CHECKED BY	
DATE	
PROJECT NAME	
PROJECT NUMBER	
PROJECT LOCATION	
PROJECT DESCRIPTION	

GEOSCIENCE GROUP

10000 Old Highway Road
Charlotte, NC 28217
Phone: 704.375.2500
Fax: 704.375.2501
www.geosciencegroup.com
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Drawing Status

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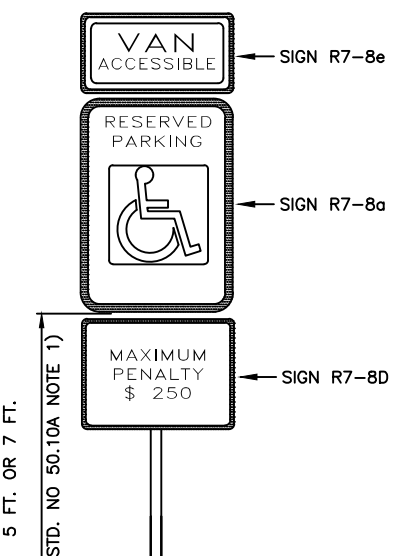
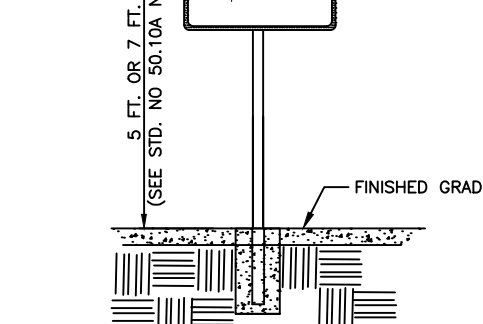
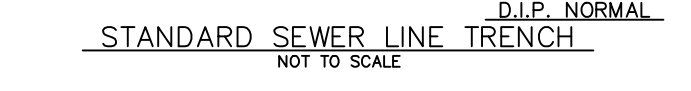
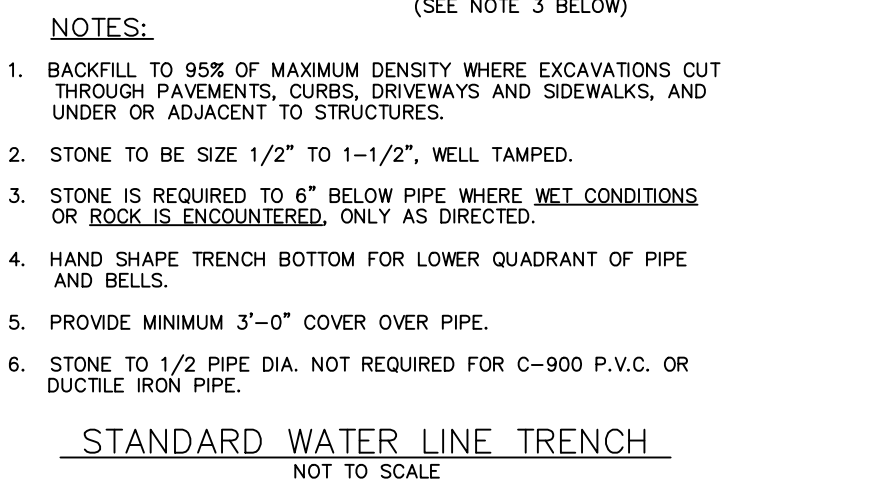
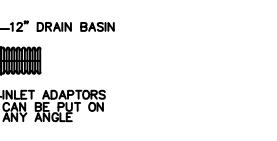
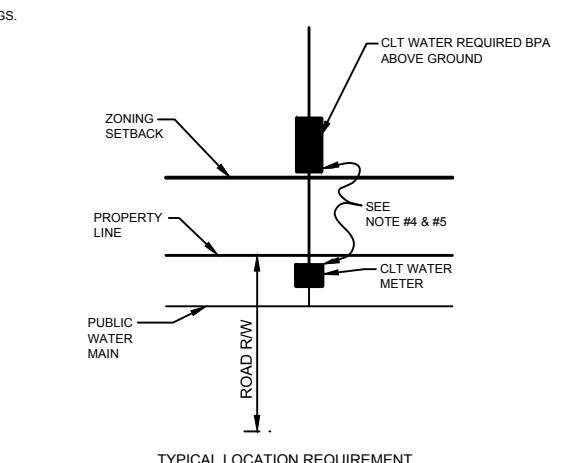
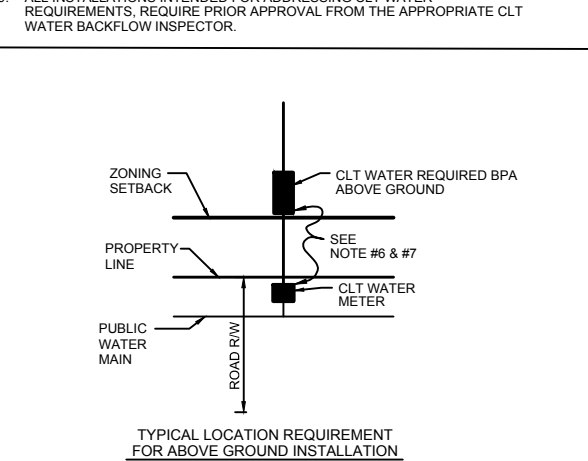
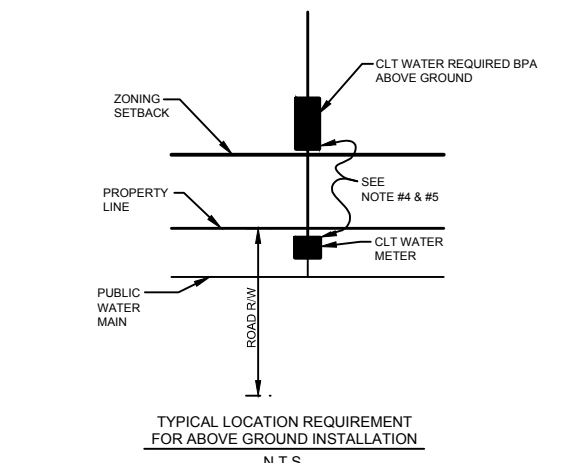
DAVIDSON, NORTH CAROLINA

100% NORTH CAROLINA PROFESSIONAL SEAL
7.7.17

ENGINEER
KEVIN S. CALDWELL

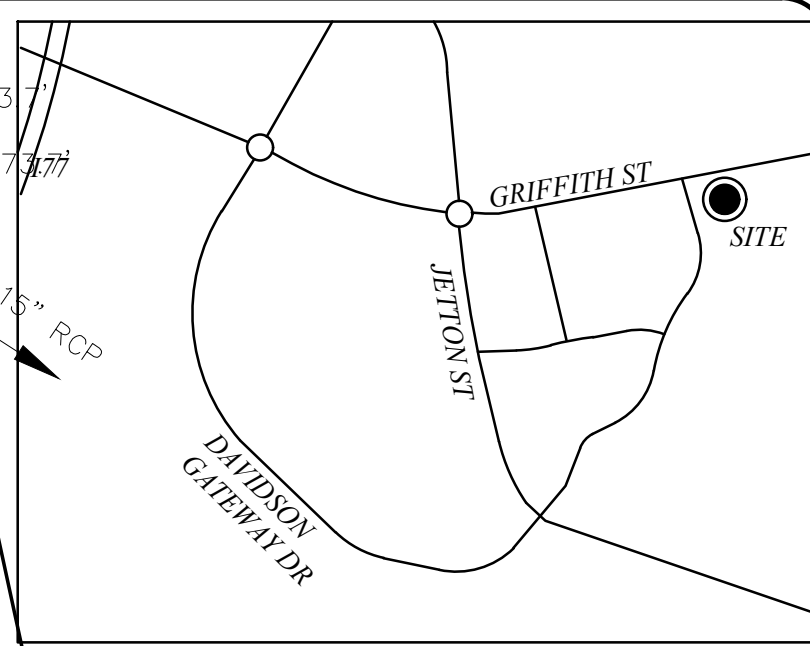
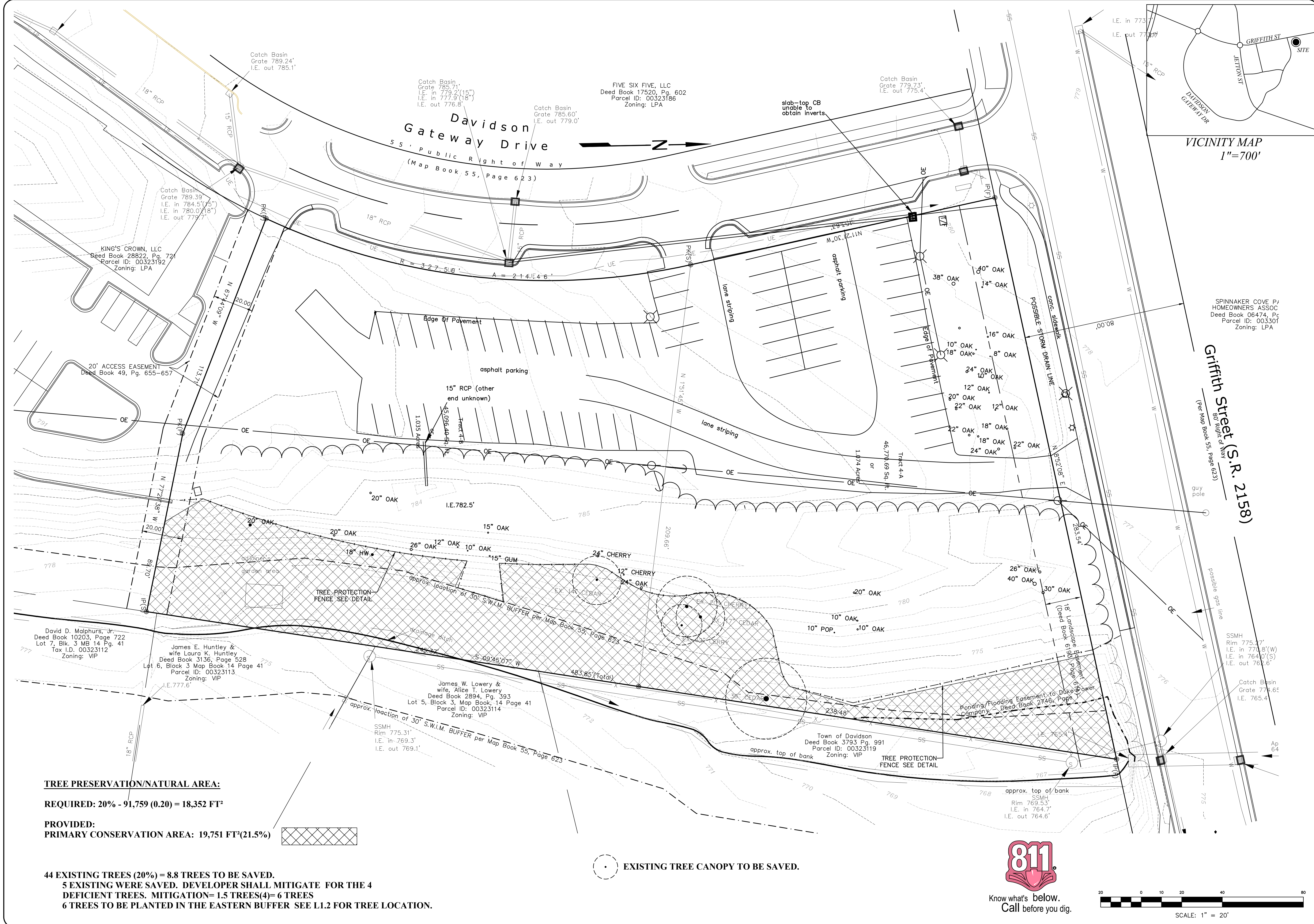
SITE DETAILS

C4.2



1. ALL 12"x18" ACCESSIBLE SIGNS (R7-80 & R7-1) SHALL BE MOUNTED AT 7 FEET FROM GRADE TO BOTTOM EDGE OF SIGN FACE (MUTCD). MOUNTING HEIGHT CAN BE REDUCED 5 FEET IF PLACED IN AN AREA BETWEEN SIDEWALK AND BUILDING FACE IN WHICH PEDESTRIANS ARE NOT EXPECTED TO USE.
2. REFER TO MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, (MUTCD) U.S. DEPARTMENT OF TRANSPORTATION AND NORTH CAROLINA DEPARTMENT OF TRANSPORTATION SUPPLEMENT.
3. IF ACCESSIBLE ROUTE IS A RAISED SIDEWALK AREA, THEN RAMPS ARE REQUIRED AT LOADING ZONE AREA.





PROJECT MANAGER
DESIGNED BY
CHECKED BY
DATE

PROJECT NUMBER
PROJECT NAME
PROJECT DATE
PROJECT LOCATION

DATE
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PROJECT MANAGER
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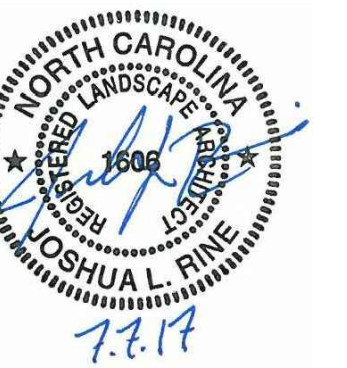
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- Drawing Status

HYATT PLACE

DAVIDSON, NORTH CAROLINA



EXISTING

LANDSCAPE PLAN

L1.1

TREE PRESERVATION/NATURAL AREA:

REQUIRED: 20% - 91,759 (0.20) = 18,352 FT²

PROVIDED:

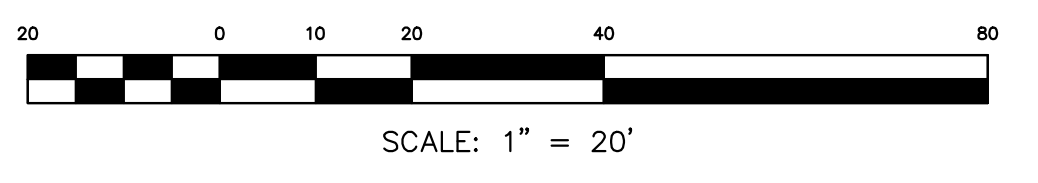
PRIMARY CONSERVATION AREA: 19,751 FT²(21.5%)

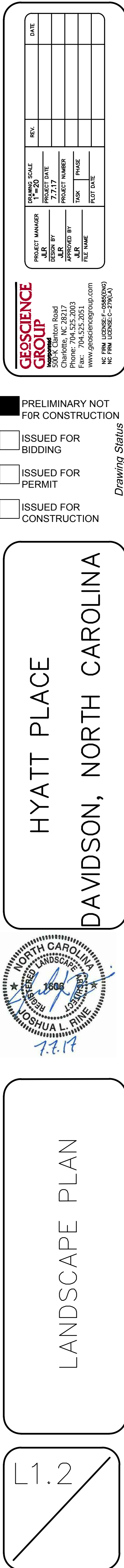
44 EXISTING TREES (20%) = 8.8 TREES TO BE SAVED.

5 EXISTING WERE SAVED. DEVELOPER SHALL MITIGATE FOR THE 4 DEFICIENT TREES. MITIGATION= 1.5 TREES(4)= 6 TREES

6 TREES TO BE PLANTED IN THE EASTERN BUFFER SEE L1.2 FOR TREE LOCATION.

EXISTING TREE CANOPY TO BE SAVED.





PLANTING SCHEDULE (TYP)							
** QUANTITIES ARE FOR CONVENIENCE ONLY. CONTRACTOR IS RESPONSIBLE FOR ACTUAL PLANT MATERIAL SHOWN ON PLANS.							
	SYM.	QTY.	BOTANICAL NAME	COMMON NAME	ROOT/CONTAINER	HEIGHT/SIZE	COMMENTS
SHRUB	H	6	ILEX GLABRA "SHAMROCK"	"SHAMROCK" INKBERY HOLLY	3 GAL.	MIN. 24" TALL	
GRASS	S	3	PLANTAGIN VIRGINIANA "SHENANDOAH"	"SHENANDOAH" SWITCHGRASS	3 GAL.		
GRASS	C	3	PLANTAGIN VIRGINIANA "NORTH WIND"	"NORTH WIND" SWITCHGRASS	3 GAL.		
HERBACEOUS	FW	10	EUPATORIUM DUBIUM "LITTLE JOE"	"LITTLE JOE" JOE PYE WEED	1 GAL.		
HERBACEOUS	GR	24	SOLIDAGO RUPESTRIS "FIREWORKS"	"FIREWORKS" GOLDENROD	1 GAL.		
LR TREE	MD	6	MAGNOLIA GRANDIFLORA	SOUTHERN MAGNOLIA	9 ½ B	3" - 3.5" CAL	
LR TREE	PE	15	ULMUS AMERICANA "PRINCETON"	PRINCETON ELM	8 B	3" - 3.5" CAL	
SM TREE	QM	18	LAESETRODIA INDICA "SILQI"	SIQI CRAWFLE MYRTLE	8 ½ B	2"-2.5" CAL. MIN. 8'	
LR TREE	WO	13	QUERCUS PHellos "HIGHTOWER"	WILLOW OAK	8 ½ B	3"-3.5" CAL. MIN. 8'	
SHRUB	NPH	95	ILEX CORNUTA "NEEDELPOINT"	"NEEDELPOINT" HOLLY	7 GAL CONTAINER	MIN. 24" W X 24" T	
SHRUB	YH	79	RHAPHIOLEPIS UMBELLATA "MINOR"	DWARF YEDDA Hawthorne	5 GAL CONTAINER	MIN. 24" W X 24" T	

1 INDICATES TURF AREAS TO RECEIVE SOD. ALL TURF AREAS SHALL BE 'GEO' ZOYSIA (OR APPROVED EQUIVALENT) SOD INSTALLED OVER A SMOOTH AND LEVEL PREPARED PLANTING BED THAT HAS BEEN AMENDED WITH TOPSOIL









Agenda Title: Proposal Update - Beaty St./Luminous Development

Summary: Assistant Town Manager Dawn Blobaum will deliver a presentation to the Planning Board regarding the proposal history and next steps.



Agenda Title: Permit Activity Report

Summary: Staff will provide a summary of monthly building permit activity.



Agenda Title: Planning Staff Report

Summary: Staff will provide a summary of planning-related issues, including relevant updates on approved and current projects.
