



**TOWN OF DAVIDSON
BOARD OF COMMISSIONERS
Town Hall Board Room - 216 S. Main Street**

October 24, 2017

WORK SESSION - 4:00 PM

(Held in the Town Hall Meeting Room)

I. DISCUSSION ITEMS

- (a) Charlotte Mecklenburg Schools Bond Discussion - Ann Clark
- (b) Livability Board Bi-annual Update - Livability Board Chair Marty Metzker
- (c) Proposed Text Amendments for Information and Discussion Only - Planning Director Jason Burdette
- (d) Addendum - moved to item (e.) of regular meeting Discussion agenda item - Proposed Street Acceptance Ordinance Changes - Public Works Director Doug Wright

REGULAR BOARD OF COMMISSIONERS MEETING - 6:00 PM

(Held in the Town Hall Meeting Room)

I. CALL TO ORDER

II. ANNOUNCEMENTS

III. CHANGES TO AGENDA

- (a) Addendum - Item added - Resolution 2107-28 - A Resolution to Support the 2017 Bonds for the Charlotte-Mecklenburg Schools
- (b) Addendum - Item added - Resolution 2017-29 - Appreciation for Jim Garges Mecklenburg County Parks & Recreation Director 2007 - 2017

IV. DISCUSSION

- (a) North Mecklenburg Recreation Center Update - Mecklenburg County Parks and Recreation Department Director Jim Garges
- (b) Potts - Sloan - Beaty Project Discussion with North Carolina Department of Transportation (NCDOT), Kimley-Horn - Town Manager Jamie Justice and Public Works Director Doug Wright

- (c) Planning Board Bi-annual Update - Planning Board Chair Mickey Pettus
- (d) Proposed Davidson Commons East Hotel Update - Planning Director Jason Burdette

1. Planning staff will provide an update on proposed conditions including an updated landscape plan.
2. Board of Commissioners will discuss the Planning Board's Inconsistency Statement with two members of the Planning Board.

V. COMMISSIONER REPORTS

- (a) Mayor John Woods: Centralina Council of Governments (CCOG) and Metropolitan Transit Commission (MTC)
Commissioner Stacey Anderson: Arts & Science Council (ASC)
Commissioner Beth Cashion: Visit Lake Norman (VLN) and North Mecklenburg Alliance
Commissioner Jim Fuller: Lake Norman Chamber (LNC)
Commissioner Rodney Graham: Lake Norman Regional Economic Development Organization (LNREDC)
Commissioner Brian Jenest: Charlotte Regional Transportation Planning Organization (CRTPO) and Lake Norman Transportation Commission (LNTC)

VI. SUMMARIZE MEETING ACTION ITEMS

VII. ADJOURN



Agenda Title: Charlotte Mecklenburg Schools Bond Discussion - Ann Clark

Summary: Former Superintendent Ann Clark and other Charlotte Mecklenburg School officials will present information on the proposed school bonds referendum on the November 7 ballot.

ATTACHMENTS:

Description	Upload Date	Type
No Attachments Available		



**Agenda
Title:**

Livability Board Bi-annual Update - Livability Board Chair Marty Metzker

Summary: Dave Cable and Marty Metzker of the Livability Board will provide an update on work related to proposed changes to the Tree Ordinance and development of the park at Bailey Springs.

ATTACHMENTS:

	Description	Upload Date	Type
□	Livability Board presentation regarding Tree Ordinance	10/19/2017	Cover Memo



The Town *of*
Davidson

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Proposed Amendments to Town of Davidson Tree Ordinance

Prepared and Presented by the Livability Board
October 24, 2017



Coverage Points

Amendments to the Tree Ordinance

I. Reasons for Recommended Changes

II. Key Recommended Changes

III. Comments & Limitations

IV. Request



Reasons for Recommended Changes

Context of the Ordinance

There are four important pillars to any successful urban forestry program:

1. Tree coverage goal;
- 2. Effective tree ordinance to preserve canopy;**
3. Street tree inventory and effective street tree management program; and
4. Robust community engagement, volunteer planting, and education programs.



Proposed Amendments to Town of Davidson Tree Ordinance

Why are we proposing amendments to the ordinance? Changes to the ordinance are needed to:

- Recognize the tree canopy as an important community asset for the health and welfare of the citizens of Davidson and to its future as a unique, special place to live and visit.
- Recognize that trees located throughout the heart of neighborhoods benefit people more than perimeter trees.
- Recognize that Davidson's tree canopy is about 48% (as of 2012) and the Town's goal is to maintain or increase the canopy, not lose trees.
- Address deficiencies in the existing ordinance with respect to the approval of multi-lot developments and the preservation of large trees and existing tree canopy, and provide Town with tools for monitoring compliance and enforcement.

What are the key recommended revisions?

- I. Requires the use of certified arborists for development plan review, site assessment, tree preservation and protection during construction, and other aspects of monitoring compliance with the ordinance.
- II. Requires performance bonds for project landscaping and specifies that the bond may be drawn if damaged or dead trees are not replaced in a timely manner.
- III. Requires trees planted under the ordinance be a minimum of 2.5” caliper.
- IV. Increases the tree coverage requirements for new developments by excluding street trees in calculating the minimum mature canopy and tree planting requirements.
- V. Expands the required approval for removal of 12” caliper trees to include consideration of alternative construction design to avoid tree removal, when possible.

What are the key recommended revisions (cont'd)?

- VI. Provides for payment of a remediation fee (\$ to be determined) for unpermitted removal of trees or removal of trees resulting in non-compliance with lot canopy coverage requirements.
- VII. Establishes a Tree Fund to receive payments from violation fees and performance bonds. The Fund would help pay for monitoring and compliance by arborists, tree planting, and care of street trees.
- VIII. Expands the definition of development to include construction on multiple, previously approved lots that are yet unbuilt.
- IX. Requires preservation of existing mature trees as priority to meet canopy requirements. Tree planting is a secondary means of meeting coverage requirements.
- X. Discourages reliance of trees located at the perimeter or in set-back areas of a development to meet the canopy coverage requirements.

Comments & Limitations

- I. Longer term, the Livability Board (LB) is interested in exploring expansion of the scope of the ordinance to cover minimum tree coverage and any removal of large trees (12” caliper* and greater) from pre-existing, established single family residential lots. *These lots are exempt from the current ordinance.* We encourage the town to track the frequency of tree removals on existing lots to determine the extent to which the canopy is impacted.

- II. Given the high demands on the planning staff, the LB drafted these proposed amendments without assistance from the town staff. There are undoubtedly conflicts and inconsistencies with the proposed changes; *professional staff review and editing is critical.*

- III. The LB’s review of the ordinance touched on the ordinance’s required width of street tree planting strips. *Our review of minimum width strips was cursory.* It is vital that the ordinance review include consideration to the planting strip width requirements. Street tree planting strips should be no narrower than 8 feet in most cases.

Request

The Livability Board requests that the Town Board:

- I. Ask that review of the propose amendments be a priority for town staff;
- II. Ask town staff to evaluate feasibility of tracking tree removal on existing single family lots now exempt from the ordinance, and begin tracking removals, if possible; and
- III. Ask staff to review the current planting strip requirements to ensure that 8' strips are specified, and if they are not, for staff to recommend amendments to ensure wider planting strips.



Agenda Title: Proposed Text Amendments for Information and Discussion Only - Planning Director Jason Burdette

Summary: The Board of Commissioners asked planning staff to explore "missing middle" housing types in the Village Infill Planning Area.

ATTACHMENTS:

Description	Upload Date	Type
□ Text Amendment Presentation	10/19/2017	Presentation

TEXT AMENDMENTS – OVERVIEW

TOPICS COVERED

1. **Purpose Overview**
2. **Proposed Changes**
3. **Current Status & Next Steps**



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DPO Text Amendments
Board of Commissioners Work Session
Jason Burdette, Planning Director
October 24, 2017

SECTION 2 & 4- TEXT AMENDMENTS

PURPOSE

The board of commissioners asked that planning staff review the use of “multi-family” building type in the Village Infill Planning Area.

Initially, staff was reluctant to remove multi-family as a building type (housing choices, affordability).

In September, planning staff presented the “missing middle” as a potential strategy to address concerns about perceived density and context.

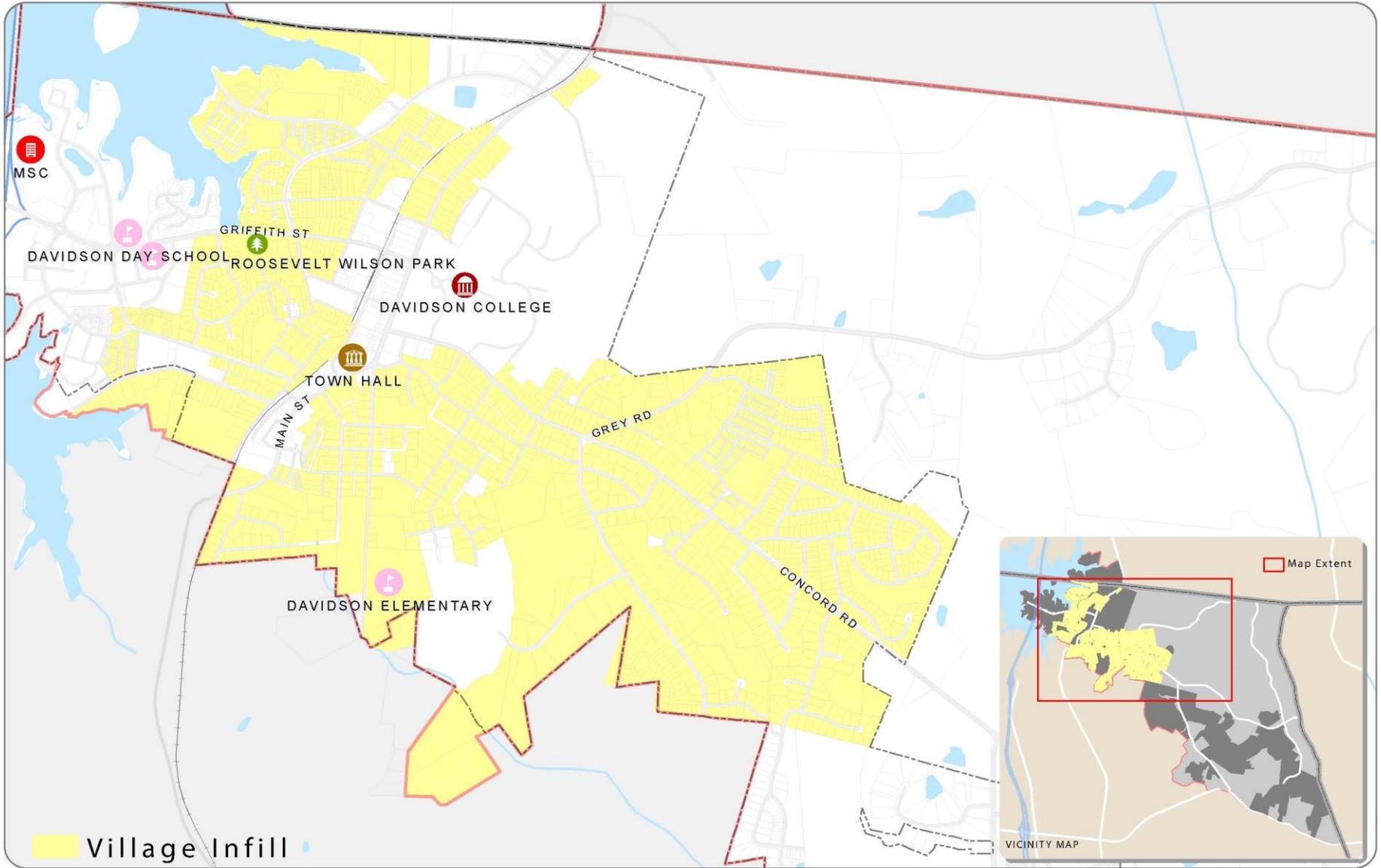
- **Summary of Proposed Changes:**
 - Section 2: Village Infill permitted building types
 - Section 4: Introduce two new building types

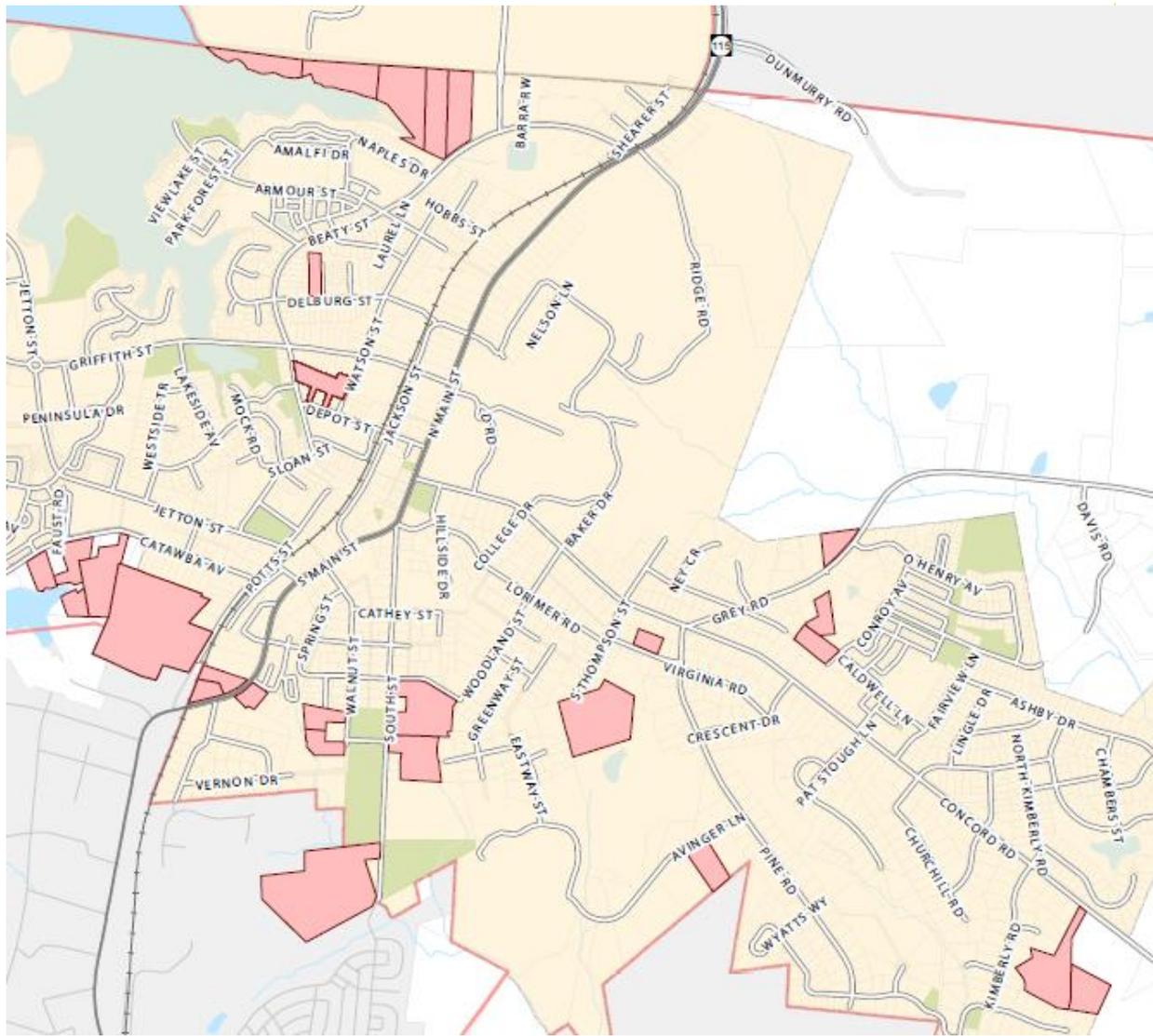


THE MISSING MIDDLE



DEFINED: A range of multi-unit or clustered housing types compatible in scale with single-family homes that help meet the growing demand for walkable urban living.





There are a limited number of parcels impacted by this proposed change.



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DPO Text Amendments
Board of Commissioners Work Session
Jason Burdette, Planning Director
October 24, 2017

SECTION 2 & 4- TEXT AMENDMENTS

NEW BUILDING TYPES

Remove Multi-Family from VIP

Replace with “Mixed Village Housing” Type

Mixed Village includes:

- Village Walk-Up
- Village Courtyard



SECTION 2 & 4- TEXT AMENDMENTS

VILLAGE WALK-UP

- **Units:** 4-10 dwelling units
- **Height:** Minimum 2 stories, Maximum 3 stories, Overlay District
- **Setbacks:**
 - Front: 5' (min.) 10' (max.)
 - Side: 10' (min.)
 - Rear: 5' (min)







SECTION 2 & 4- TEXT AMENDMENTS

VILLAGE COURTYARD

- **Units:** 10-20 dwelling units
- **Height:** Minimum 2 stories, Maximum 3 stories, Overlay District
- **Setbacks:**
 - Front: 5' (min.) 10' (max.)
 - Side: 10' (min.)
 - Rear: 5' (min)





SECTION 2 & 4- TEXT AMENDMENTS

MIXED VILLAGE

Incenting a mix of building types

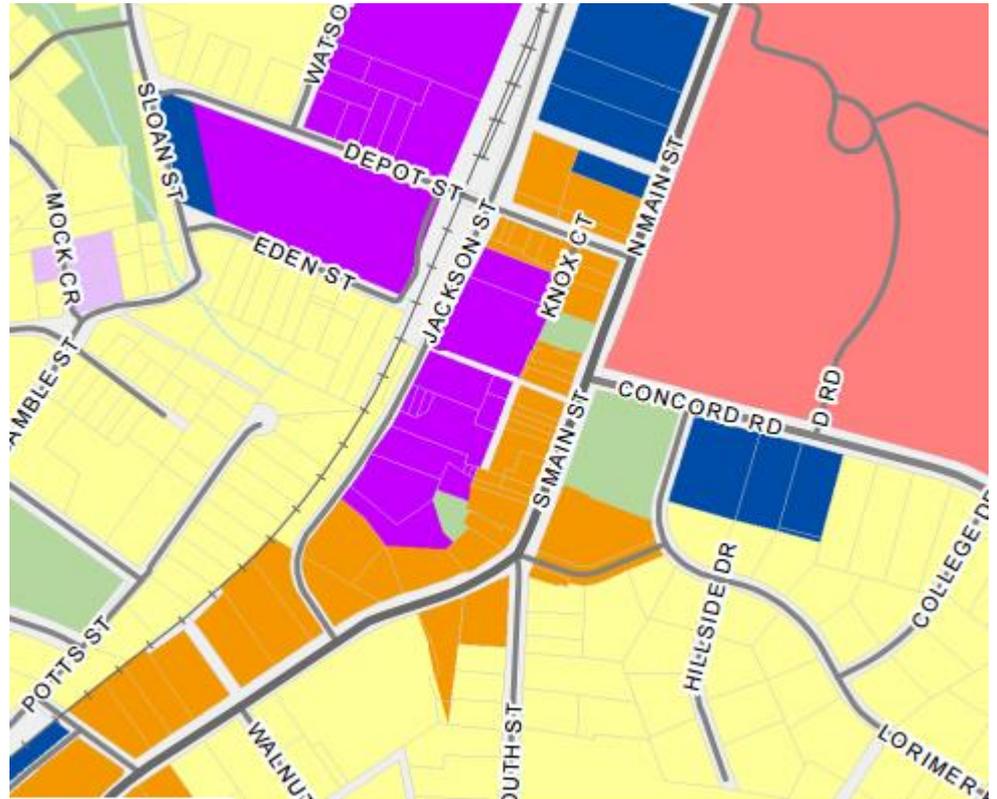
- No more than 60 percent of the units in each Master Plan development shall be single-family residential Detached House or Townhouse building types
- No more than 60 percent of the units in each Master Plan development shall be Attached House, Live/Work, and Mixed Village building types.
- Applicable to master plans two acres or greater



SECTION 2 - TEXT AMENDMENTS

VILLAGE CENTER & RETAIL OVERLAY DISTRICT

- **Village Center Use Table:**
“Government Services” is an existing non-conforming use in the Village Center Planning Area (i.e. Town Hall). Staff proposes adding this as a permitted use.



SECTION 2 - TEXT AMENDMENTS

VILLAGE CENTER & RETAIL OVERLAY DISTRICT

Retail Overlay District:

- Current Retail Frontage Overlay District requires the first 35' of all new development, redevelopment , and changes of use to include retail on the ground level.
- This impacts buildings whose primary use is civic/educational/institutional
- Staff proposes that in these buildings, 20 percent of the first floor square footage must be reserved for publically-accessible gathering (including galleries/lobbies) and/or community meeting or programming. This gathering and/or community space must be located along a street-facing façade.



SECTION 2 - TEXT AMENDMENTS

VILLAGE CENTER & RETAIL OVERLAY DISTRICT



TEXT AMENDMENTS

CURRENT STATUS & NEXT STEPS

- **STATUS:** Input from BoC, PB; Finalize text
- **NEXT STEPS:** Public Hearing in November



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DPO Text Amendments
Board of Commissioners Work Session
Jason Burdette, Planning Director
October 24, 2017

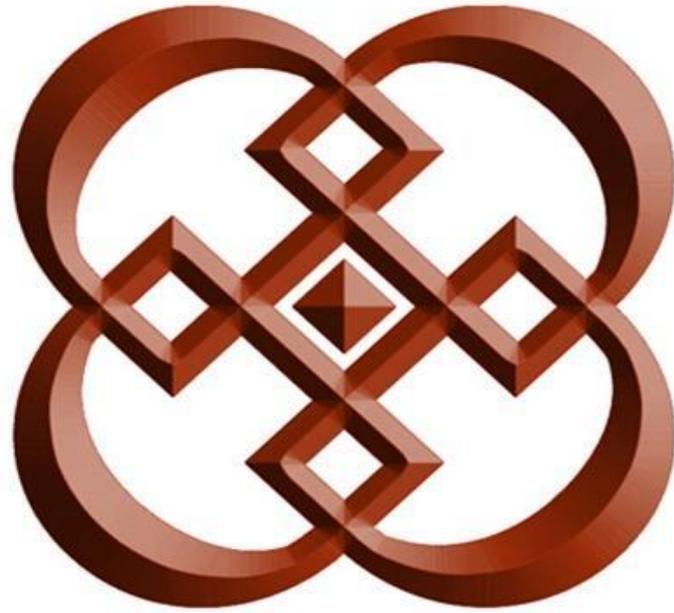


Agenda Title: Addendum - moved to item (e.) of regular meeting Discussion agenda item - Proposed Street Acceptance Ordinance Changes - Public Works Director Doug Wright

Summary: Public Works Director Doug Wright will provide information regarding proposed ordinance changes related to the Town's acceptance of streets completed by developers for Town ownership and maintenance. The proposed changes are being considered by all the towns in Mecklenburg County.

ATTACHMENTS:

	Description	Upload Date	Type
▣	Proposed Changes Development Streets Presentation October 2017	10/23/2017	Presentation



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Development Streets

- Process by which streets go from a development plan to become town-maintained
- Quality-control starts at planning level
 - Design guidelines
 - Specifications
 - Inspections



Current Process

- Development plat submitted
- Bond required
 - Mecklenburg County uses plat to estimate bond requirements
 - Developer posts bond with surety
- Streets built
 - Inspections occur during construction phases
 - Top “lift” or 1-inch of asphalt left off



Current Process

- Development is 75% built out
 - Developer can request inspection and initiate repairs / install top lift of asphalt
 - Following inspection, bond is reduced to 25% of original amount
- 25% Bond is place for one year
 - Development is inspected again
 - Once deficiencies are corrected developer may petition the town to accept streets for maintenance



BOND ESTIMATE

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Seal	<p>_____, a Registered Licensed Professional, do hereby certify that I have personally supervised the measurement thereof and that the quantities expressed herein represent an accurate measurement of the work to be completed on this project. This bond estimate covers all the infrastructure improvements on the project referenced above.</p> <p>Please sign in this box.</p>																																																																				
<table border="1"> <thead> <tr> <th>STREETS:</th> <th>LINEAR FEET:</th> <th>WIDTH (FT):</th> <th>UNIT COST (SY):</th> <th>TOTAL:</th> </tr> </thead> <tbody> <tr> <td>1" Final Surface Course</td> <td></td> <td></td> <td>6.93 \$</td> <td>-</td> </tr> <tr> <td>1.5" Final Surface Course</td> <td></td> <td></td> <td>10.08 \$</td> <td>-</td> </tr> <tr> <td>2" Final Surface Course</td> <td></td> <td></td> <td>13.86 \$</td> <td>-</td> </tr> <tr> <td>1" Initial Surface Course</td> <td></td> <td></td> <td>6.93 \$</td> <td>-</td> </tr> <tr> <td>1.5" Initial Surface Course</td> <td></td> <td></td> <td>10.08 \$</td> <td>-</td> </tr> <tr> <td>2" Initial Surface Course</td> <td></td> <td></td> <td>13.86 \$</td> <td>-</td> </tr> <tr> <td>6" Base Course</td> <td></td> <td></td> <td>11.94 \$</td> <td>-</td> </tr> <tr> <td>8" Base Course</td> <td></td> <td></td> <td>14.87 \$</td> <td>-</td> </tr> <tr> <td>10" Base Course</td> <td></td> <td></td> <td>18.08 \$</td> <td>-</td> </tr> <tr> <td>Full Reclamation</td> <td></td> <td></td> <td>10.00 \$</td> <td>-</td> </tr> <tr> <td>6" Full Depth Asphalt (Tons)</td> <td></td> <td></td> <td>119.70 \$</td> <td>-</td> </tr> <tr> <td>Milling</td> <td></td> <td></td> <td>10.71 \$</td> <td>-</td> </tr> </tbody> </table>					STREETS:	LINEAR FEET:	WIDTH (FT):	UNIT COST (SY):	TOTAL:	1" Final Surface Course			6.93 \$	-	1.5" Final Surface Course			10.08 \$	-	2" Final Surface Course			13.86 \$	-	1" Initial Surface Course			6.93 \$	-	1.5" Initial Surface Course			10.08 \$	-	2" Initial Surface Course			13.86 \$	-	6" Base Course			11.94 \$	-	8" Base Course			14.87 \$	-	10" Base Course			18.08 \$	-	Full Reclamation			10.00 \$	-	6" Full Depth Asphalt (Tons)			119.70 \$	-	Milling			10.71 \$	-
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STREETS BUILT MINUS TOP LIFT



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Proposed Changes Streets Development Ordinance
Doug Wright, Public Works Department
October 24th, 2017

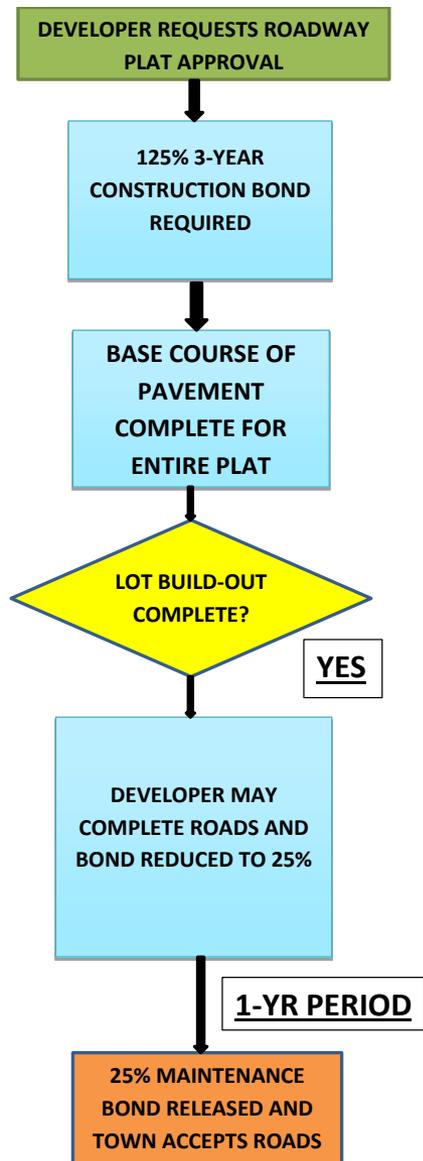
STREETS COMPLETE



College Town. Lake Town. *Your Town.*

Proposed Changes Streets Development Ordinance
Doug Wright, Public Works Department
October 24th, 2017

Current Process



Current Issues

- Road life compromised by long-term absence of top layer of asphalt
- Potential hazard from raised manholes; water trapped on roadway due to storm drain elevations
- Not able to enforce speeding, very difficult to plow roads



Diminished Road Life due to exposure

Basic Structural Elements

Material layers are usually arranged within a pavement structure in order of descending load bearing capacity with the highest load bearing capacity material (and most expensive) on the top and the lowest load bearing capacity material (and least expensive) on the bottom. A typical flexible pavement structure (see Figure 2) consists of:

- **Surface Course.** The layer in contact with traffic loads. It provides characteristics such as friction, smoothness, noise control, rut resistance and drainage. In addition, it prevents entrance of surface water into the underlying base, subbase and subgrade (NAPA, 2001^[1]). This top structural layer of material is sometimes subdivided into two layers: the wearing course (top) and binder course (bottom). Surface courses are most often constructed out of HMA.
- **Base Course.** The layer immediately beneath the surface course. It provides additional load distribution and contributes to drainage. Base courses are usually constructed out of crushed aggregate or HMA.
- **Subbase Course.** The layer between the base course and subgrade. It functions primarily as structural support but it can also minimize the intrusion of fines from the subgrade into the pavement structure and improve drainage. The subbase generally consists of lower quality materials than the base course but better than the subgrade soils. A subbase course is not always needed or used. Subbase courses are generally constructed out of crushed aggregate or engineered fill.

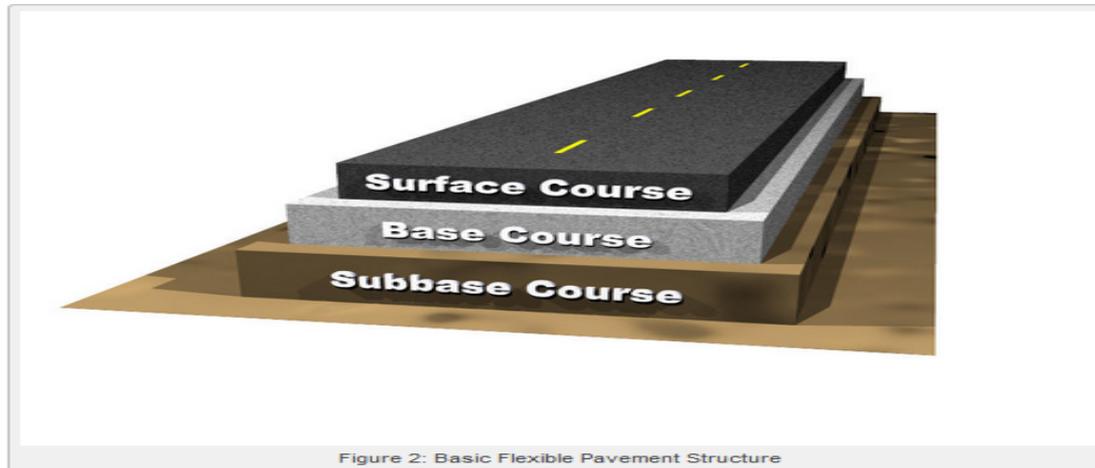
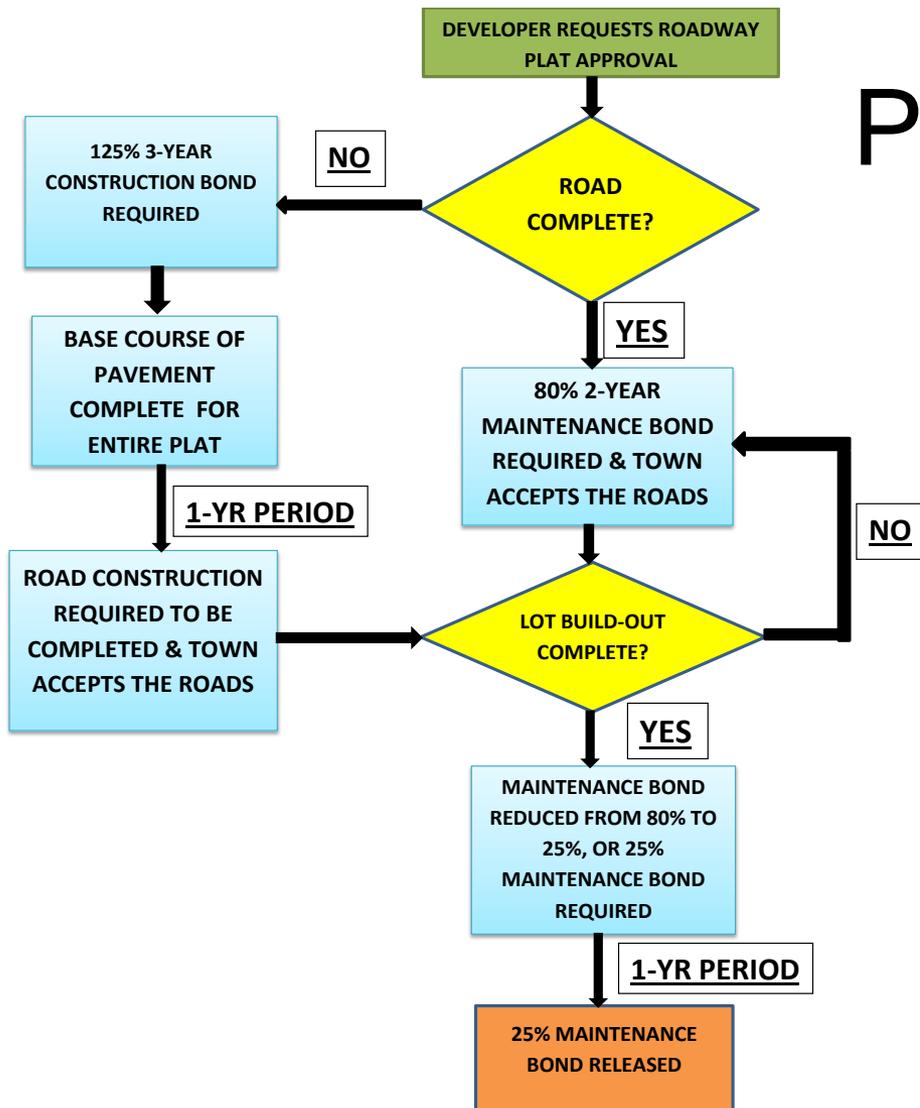


Figure 2: Basic Flexible Pavement Structure

Proposed Process



Comparison

Existing

- Roads can take up to 10 years to complete
- Reduced pavement life
- Don't collect gas tax revenue until complete
- Manhole covers can be hazardous
- Potential for standing water
- New road appearance when development complete
- Roads completed on developer's schedule
- No speed enforcement until development complete

Proposed

- Roads must be completed within 1 year
- Collect gas tax revenue after 1 year
- Can plow roads
- Can enforce speeds sooner
- Potential for patching on final pavement



Managing Final Repairs

- Avoid excessive patching; “quilt work” patching



Managing Final Repairs

- Overlay patches must encompass the travel lane of roadways
- Minimum patch size is 10 ft. x 10 ft.
- Patch areas cannot be any closer than 150 ft. of each other, else the entire area must be repaved



QUESTIONS?



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Proposed Changes Streets Development Ordinance
Doug Wright, Public Works Department
October 24th, 2017



Agenda Addendum - Item added - Resolution 2107-28 - A Resolution to Support the 2017
Title: Bonds for the Charlotte-Mecklenburg Schools

Summary:

ATTACHMENTS:

Description	Upload Date	Type
□ R2017-28 - CMS Bonds	10/25/2017	Cover Memo



RESOLUTION 2017-28

A Resolution to Support the 2017 Bonds for the Charlotte-Mecklenburg Schools

WHEREAS, the Mecklenburg County Board of County Commissioners voted to put \$922 million in bonds for education facilities for Charlotte-Mecklenburg Schools (CMS) to a referendum vote; and

WHEREAS, the bonds will not result in a Mecklenburg county property tax increase, and

WHEREAS, the Charlotte-Mecklenburg region continues to grow rapidly; and

WHEREAS, CMS currently has capital needs that amount to \$2 billion; and

WHEREAS, four out of five schools in CMS are at or over capacity with nearly half of them being built more than 50 years ago; and

WHEREAS, the success of our economic development is tied directly to CMS; and

WHEREAS, teachers need optimized classrooms and other learning spaces to be effective; and

WHEREAS, the 2017 school bonds are imperative to relieve overcrowding, to upgrade outdated facilities, to modernize classrooms; and to deliver more academic options for students and families; and

WHEREAS, these capital investments are critical for sustainability of our communities and future of our youth; and

WHEREAS, bond packages in the past were directly slated to support the Town of Davidson and the Town of Davidson wishes to support the greater Mecklenburg community.

NOW, THEREFORE, BE IT RESOLVED that the Mayor and Board of Commissioners of the Town of Davidson, do hereby endorse the \$922 million bond referendum for CMS which will appear on the ballot on November 7, 2017 and urge everyone to Vote Yes to invest in our schools.

Adopted this 24th of October, 2017.

Attest

John M. Woods
Mayor

Carmen Clemsic
Town Clerk



Agenda Addendum - Item added - Resolution 2017-29 - Appreciation for Jim Garges
Title: Mecklenburg County Parks & Recreation Director 2007 - 2017

Summary:

ATTACHMENTS:

Description

Upload Date

Type

No Attachments Available



Agenda Title: North Mecklenburg Recreation Center Update - Mecklenburg County Parks and Recreation Department Director Jim Garges

Summary: Voters approved the North Meck Rec Center as part of the 2008 bond referendum however funding for the project was not ultimately included in the package. The county purchased land in Cornelius off Old Stateville Road (Rt. 115) for the facility. Planning/Design funding for the project is included in this year's county budget and the county's Capital Improvement Program (CIP) for FY19-23 includes approximately \$40 million for the North Meck Rec Center.

This evening, Meck County Parks & Recreation Director Jim Garges will give a presentation on the project, including the proposed timeline, potential program elements, and opportunities for community engagement.

ATTACHMENTS:

Description	Upload Date	Type
▣ Northern_Regional_RecreationCenter_DavidsonBOC102417	10/20/2017	Cover Memo

MECKLENBURG COUNTY REGIONAL RECREATION CENTERS

NORTHERN REGIONAL



NORTHERN REGIONAL



MISSION STATEMENT



TO MEET A VARIETY OF INDOOR
PUBLIC RECREATIONAL NEEDS
THAT ENRICH THE LIVES OF OUR
CITIZENS.

PROJECT TEAM



**BARKER
RINKER
SEACAT
ARCHITECTURE**

Katie Barnes, AIA
Design Principle
Jason Ringdahl, RA
Design Project Manager

James M. Williams, AIA
Principle of Record
Sharon A. Hout, AIA
Project Manager
David M. Burn, AIA
Project Architect



Subconsultants

Councilman-Hunsaker
Aquatics

Hass & Kennedy
MEP Engineering

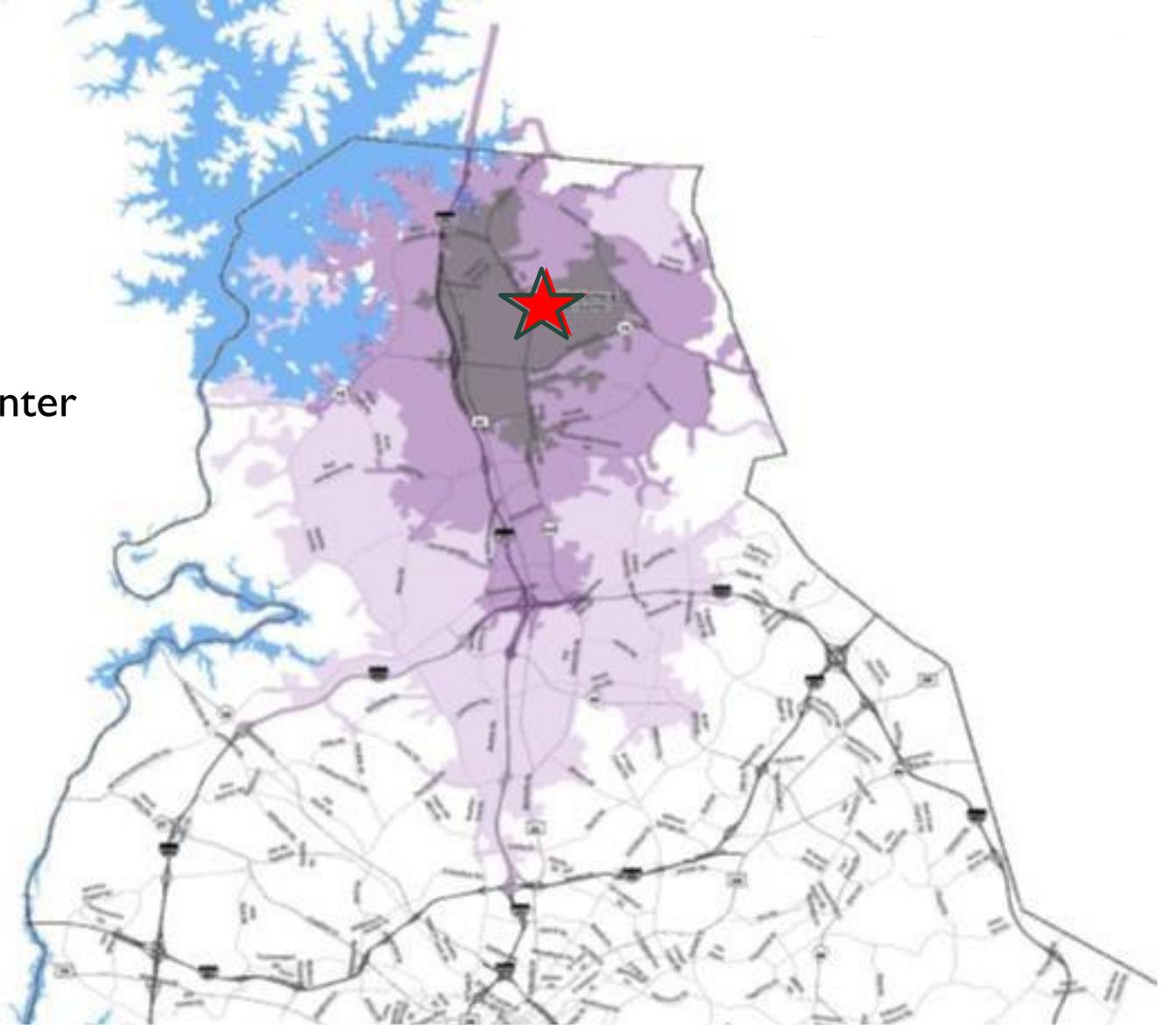
Stewart
Civil Engineering &
Landscape Architecture

MMSA
Structural Engineering

DEMOGRAPHICS

Northern Mecklenburg Regional Recreation Center

- 0 -5 Minute DriveTime
- 5 -10 Minute DriveTime
- 10 – 15 Minute DriveTime



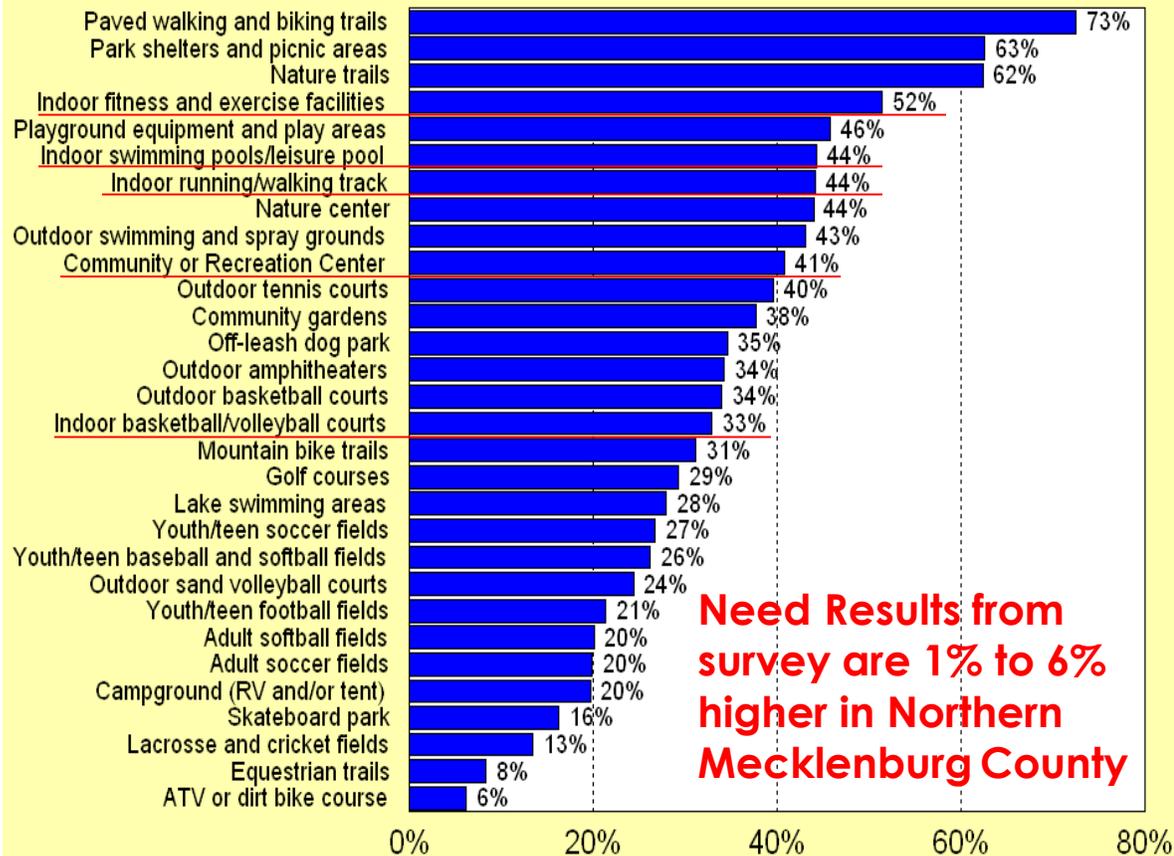
Rec. Center	Drive Time (Minutes)	Avg .Median Household Income	Total Pop	White Pop	Black Pop	Hispanic Pop	Asian Pop	Age 0-19	Age 60+
North	0-5	94,287.04	23,471.70	18,426.12	2,840.51	2,106.64	1,027.03	6,823.90	3,151.99
North	5-10	89,395.23	43,853.91	34,730.78	5,195.36	3,251.26	1,833.83	11,837.08	7,149.38
North	10-15	70,073.01	67,368.53	34,416.38	24,633.07	6,343.65	3,479.16	18,724.36	9,213.94

NEED/DEMAND

Results from 2017 Mecklenburg County Park and Recreation Master Plan

Q6. Parks and Recreation Facilities That Households Have a Need For

by percentage of respondents (multiple choices could be made)



Need Results from survey are 1% to 6% higher in Northern Mecklenburg County

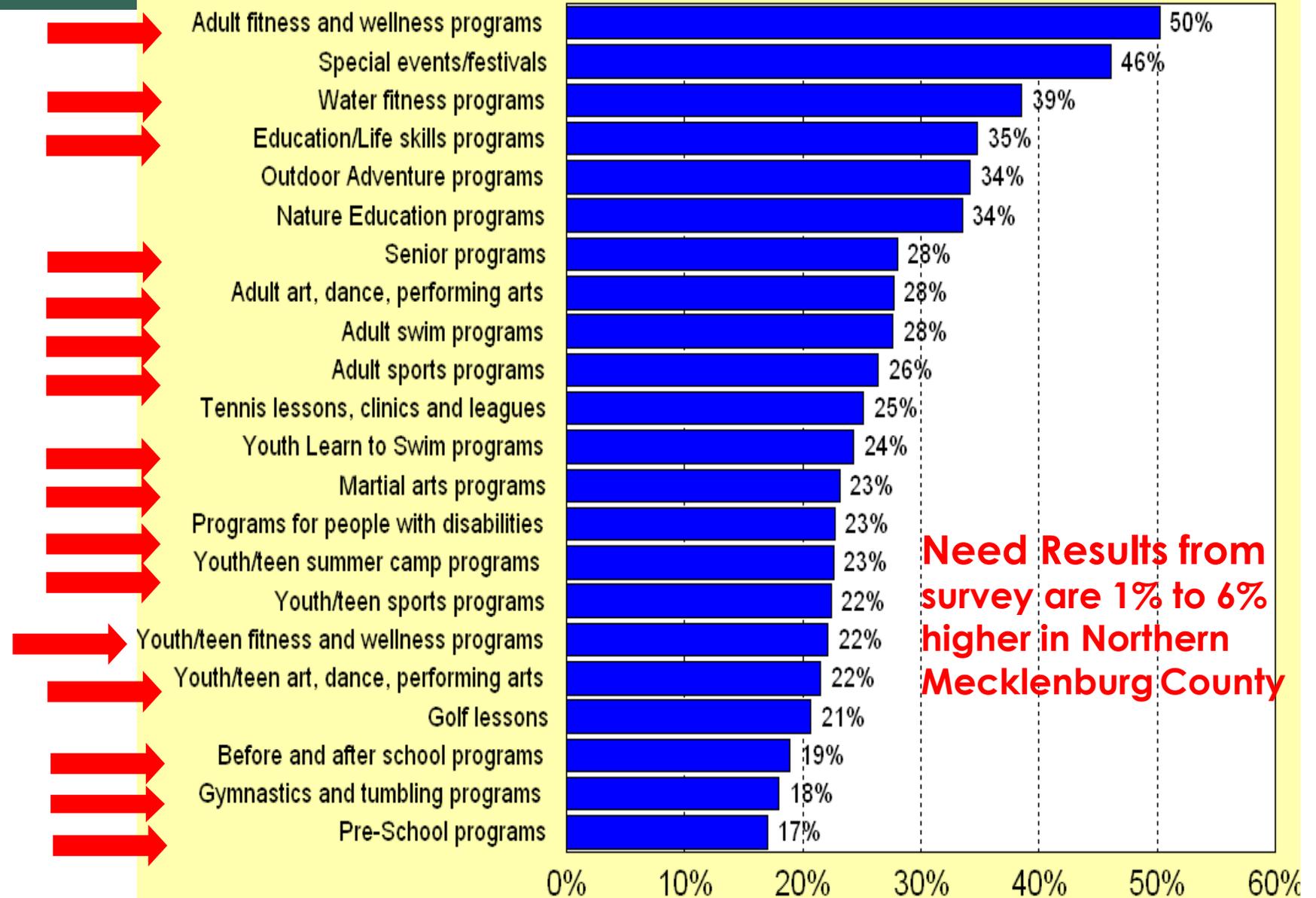
Needs potentially met by Northern Regional Recreation Center

- Indoor fitness and exercise facilities
- Indoor swimming pools/leisure pool
- Indoor running/walking track
- Community or Recreation Center
- Indoor basketball/volleyball courts

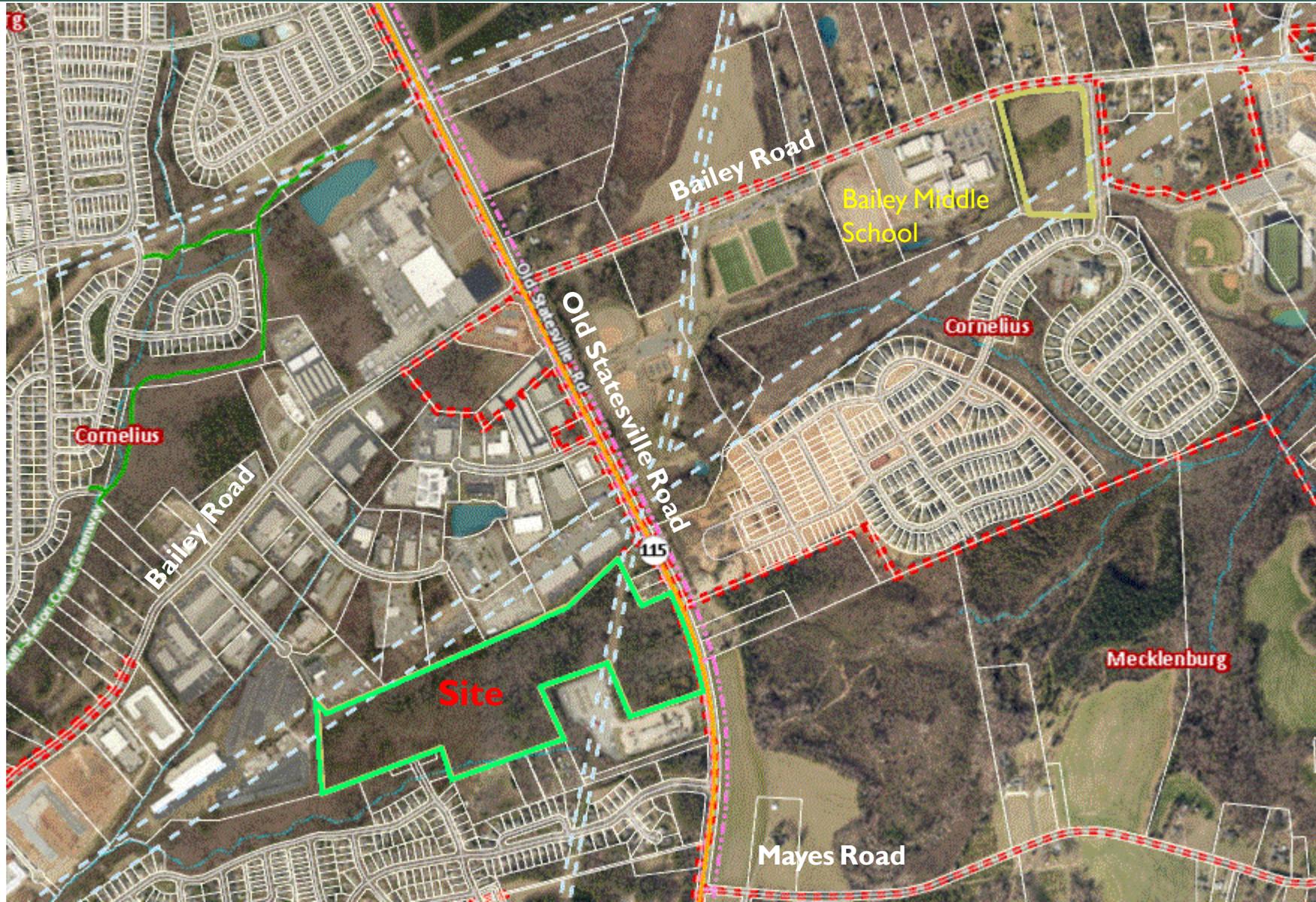
NEED / DEMAND

Q8. Recreation Programs That Households Have a Need For

by percentage of respondents (multiple choices could be made)



PROJECT SITE 18121 OLD STATESVILLE ROAD, CORNELIUS, NC 28031



THE “WOW” OF REGIONAL CENTERS



BARKER
RINKER
SEAGAT
ARCHITECTURE

THE “WOW” OF REGIONAL CENTERS



Cal Poly Rec Center, San Luis Obispo, California



Burleson Recreation Center, Burleson, Texas



David Braley Athletic + Recreation Center, Hamilton, Ontario, Canada

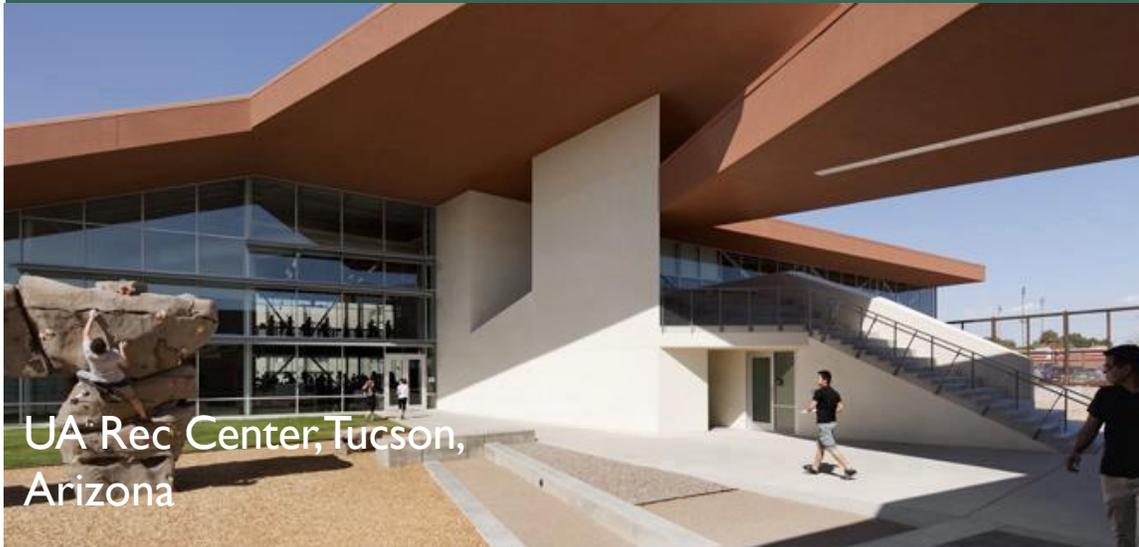


Florida International University Recreation Center, Miami, Florida



Largo Community Center, Largo, Florida

THE “WOW” OF REGIONAL CENTERS



UA Rec Center, Tucson,
Arizona



Brampton Center,
Brampton, Ontario, Canada



UA Rec Center, Tucson,
Arizona

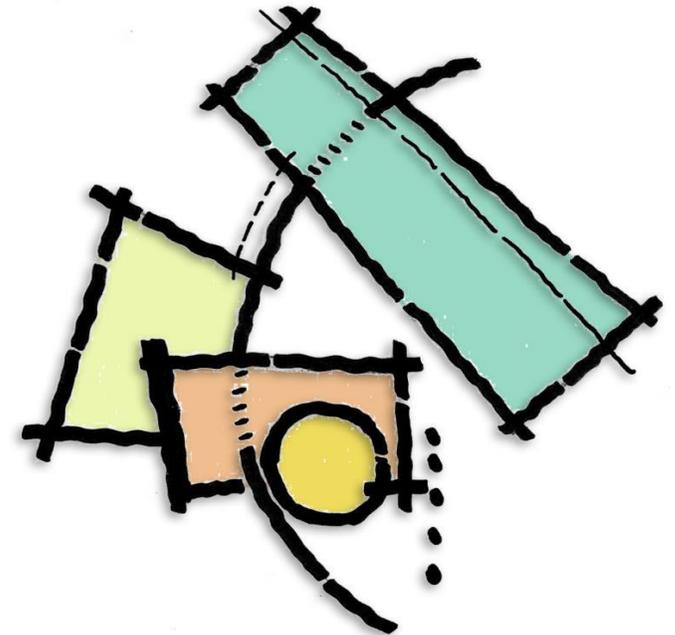


University Missouri-St. Louis
Recreation and Wellness Center

PROGRAMMING / ENVISIONING

Trends

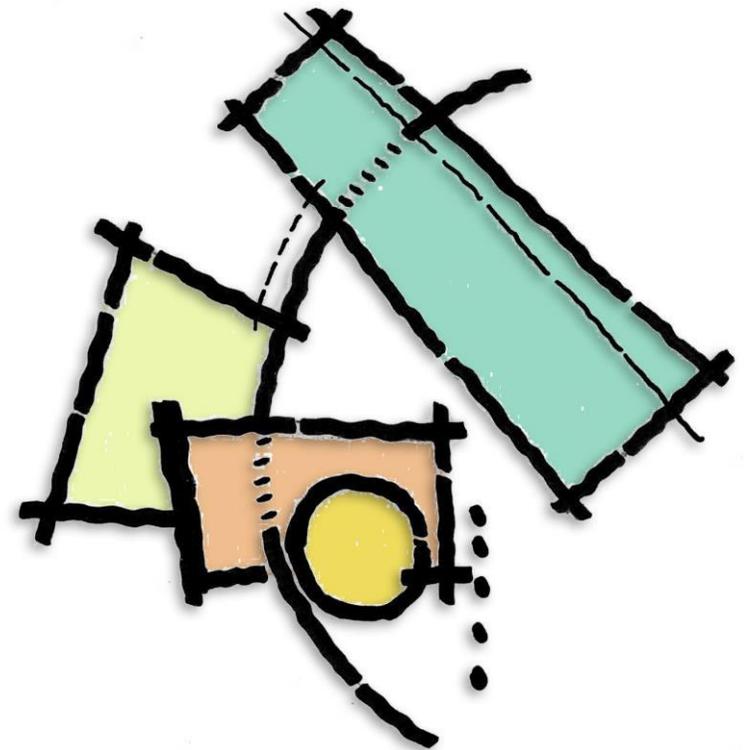
- Large regional base centers near campuses and other regional amenities.
- Integration of various types of services.
- Serve variety of recreation needs.
- Integrates with outdoor amenities.
- Connectivity
- Sustainability / Environmental Context



PROGRAMMING / ENVISIONING

Recreation Amenities

- Community
- Health and Wellness
- Sports
- Aquatics
- Education
- Natural Resources
- Age Focus
- Arts and Culture



PROGRAMMING / ENVISIONING

Community



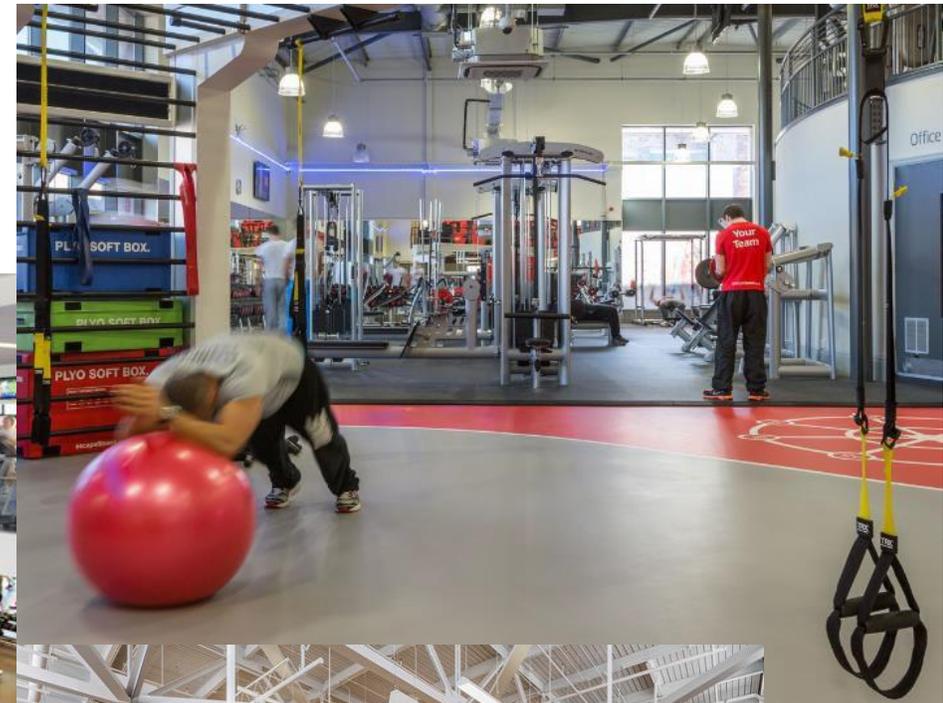
PROGRAMMING / ENVISIONING

Health and Wellness



PROGRAMMING / ENVISIONING

Health and Wellness



PROGRAMMING / ENVISIONING

Health and Wellness



PROGRAMMING / ENVISIONING

Aquatics



PROGRAMMING / ENVISIONING

Sports



PROGRAMMING / ENVISIONING

Sports



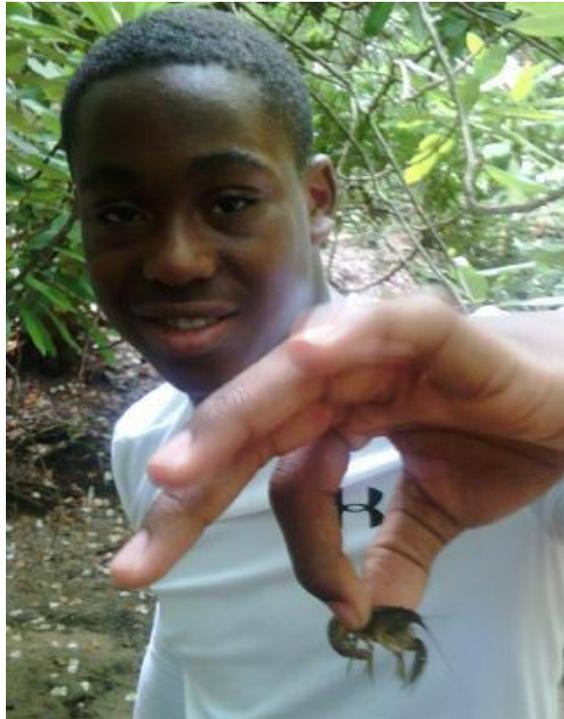
PROGRAMMING / ENVISIONING

Education



PROGRAMMING / ENVISIONING

Natural Resources



PROGRAMMING / ENVISIONING

Age Focus



PROGRAMMING / ENVISIONING

Arts and Culture

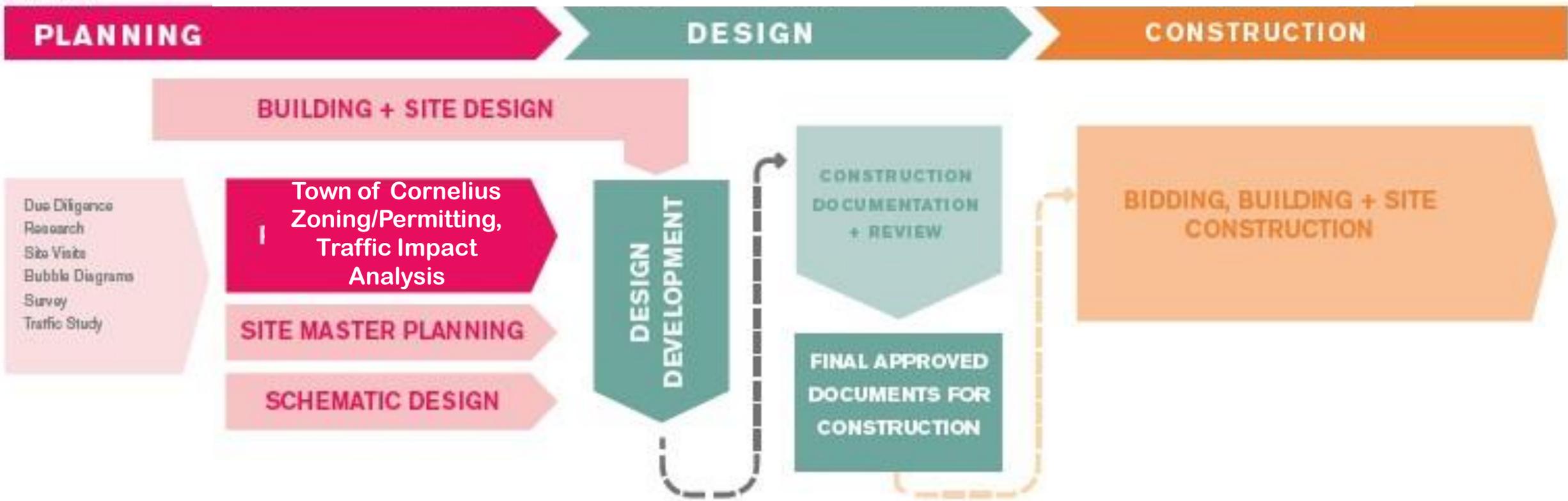


PROCESS SCHEDULE

Complete RFQ Language	7/15/17
Advertise	Week of July 17
Submittals Due	8/22/17
Distribute Submittals to Shortlist Committee	8/25/17
Shortlist Selection	8/31/17
Notify Shortlisted Firms	9/5/17
Distribute Shortlist and Submittals To Shortlist Committee	Week of September 5
Shortlisted Firms Interview Prep Time	9/5 – 9/25/17
Selection Committee Meeting / Interviews	9/25 – 9/29/17
Agenda Item (RFBA) Due	10/23/17
BOCC Approval	11/8/17

PROJECT SCHEDULE

Fall 2017 Spring 2018 Summer 2018 Fall 2018 Summer 2019 Spring 2019 Fall 2019 – Winter 2021





MECKLENBURG COUNTY
Regional Recreation Center

www.northmeckrec.com

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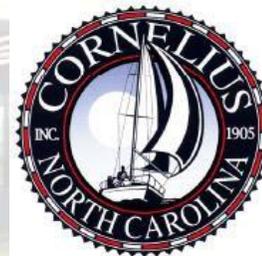
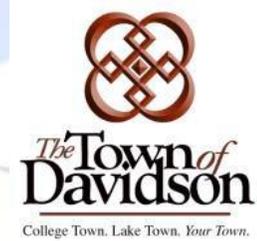
Troy Fitzsimmons

Town of Cornelius

Director, Parks, Arts, Recreation & Culture

704-892-6031 x163

tfitzsimmons@cornelius.org





thank you!



Agenda Title: Potts - Sloan - Beaty Project Discussion with North Carolina Department of Transportation (NCDOT), Kimley-Horn - Town Manager Jamie Justice and Public Works Director Doug Wright

Summary: Town staff, NCDOT, and consulting engineering firm Kimley-Horn will provide a status report on the proposed Potts-Sloan-Beaty transportation project and the proposed Highway 115, Potts Street, and Davidson Street intersection project in the Town of Cornelius. The information that will be reviewed will include the origin and historical planning for the Potts-Sloan-Beaty Project, the review of the public comments received by NCDOT and Kimley-Horn, and a review of the process and tentative schedule. This item is for information purposes only. The presentation from Kimley-Horn will be attached to the agenda on Monday, Oct 23, 2017.

ATTACHMENTS:

Description	Upload Date	Type
☐ 2017-10-19 PSB Presentation for Board	10/20/2017	Presentation
☐ Kimley-Horn Presentation	10/23/2017	Presentation



The Town *of*
Davidson

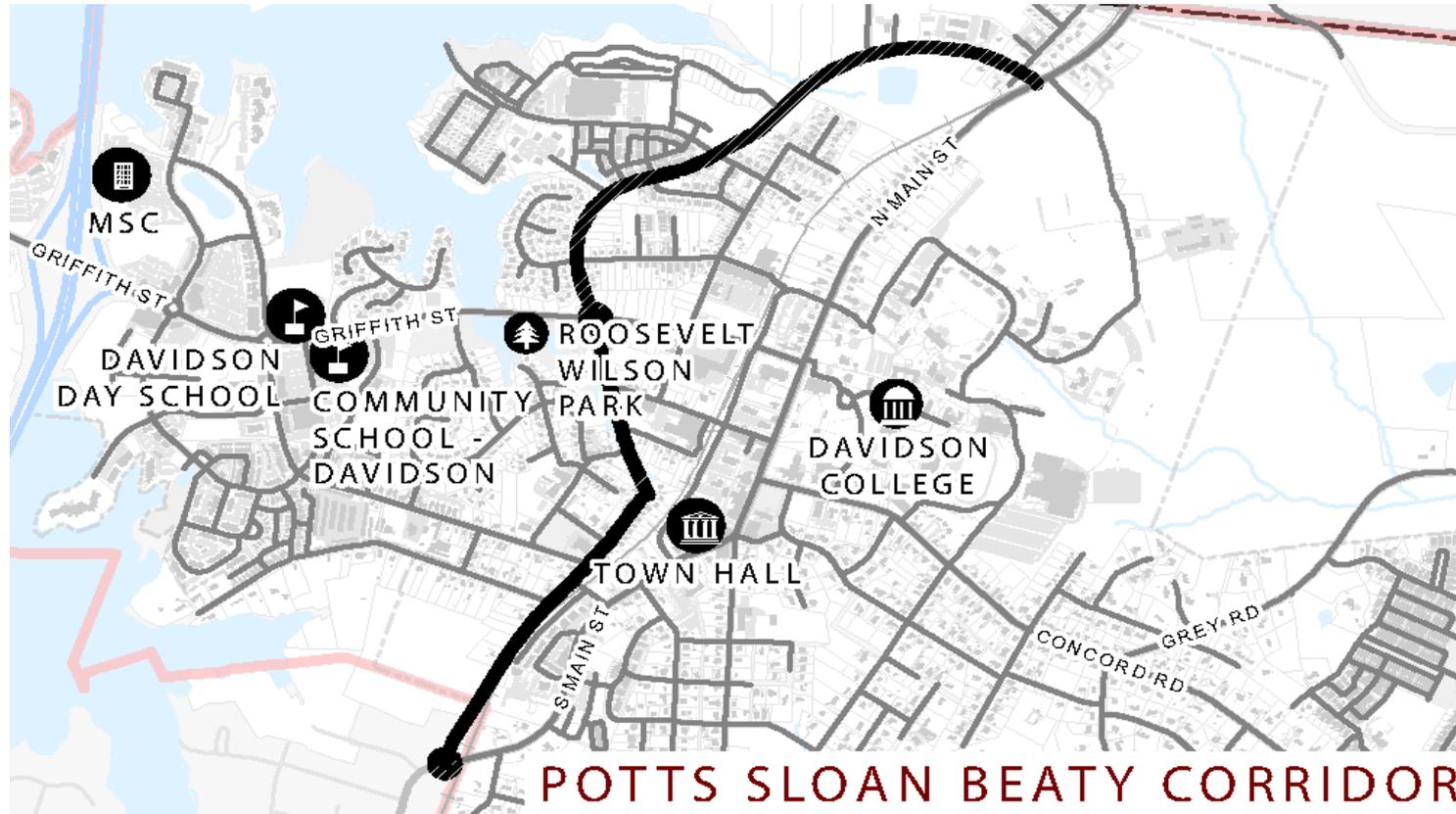
College Town, Lake Town, Your Town

Potts-Sloan-Beaty Project Presentation Overview

- Project Vision
- Origin of project
- History of planning efforts
- Connection to other plans and projects
- Process since 2011
- Kimley-Horn/NCDOT presentation



Providing Another Option for Mobility In Town



College Town. Lake Town. *Your Town.*

Potts/Sloan/Beaty Corridor
Town Manager Jamie Justice
October 24, 2017

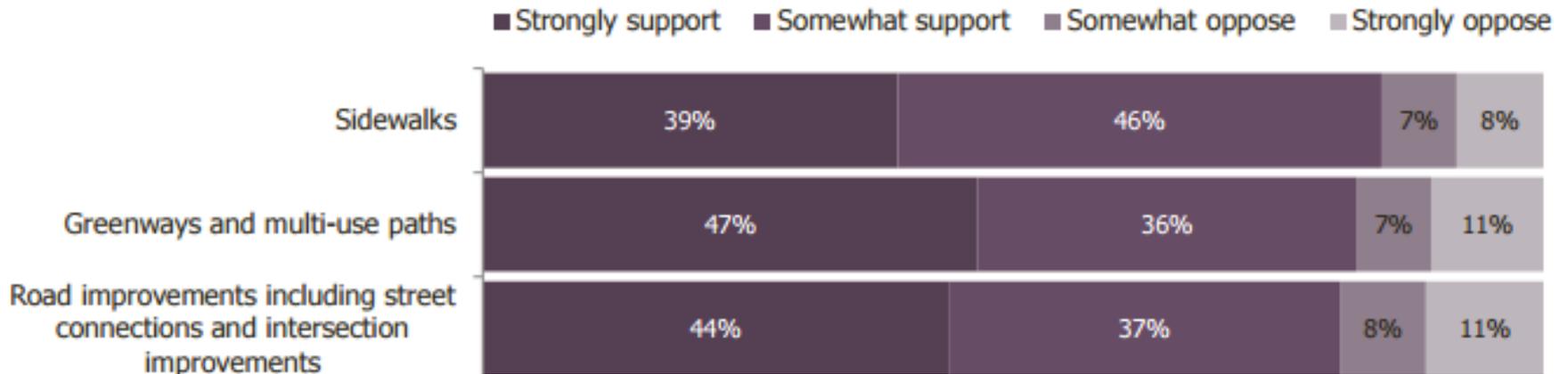
Citizen Surveys

- Multiple years (2007, 2014, 2017)
- Request relief from traffic congestion
- Multi-Use Paths

Citizen Surveys

Figure 5: Support for a Property Tax Increases for Facility and Program Improvements

To what extent would you support or oppose using a property tax increase to finance improvements to the following facilities and programs:



Plans Dating From 1981

ilic Road (NC 115) This facility
 shown route through Davidson
 out of Hickory Street is
 Planning Area Boundary.

Street-beaty street A connec-
 s recommended to provide an
 own route to the west of the
 a. Several alternative alignments
 ut were investigated but not
 residential development that
 Street and Jetton Street.

p proposed in the thoroughfare
 around the east side of the
 and will enable traffic to
 planning area to another without
 area.

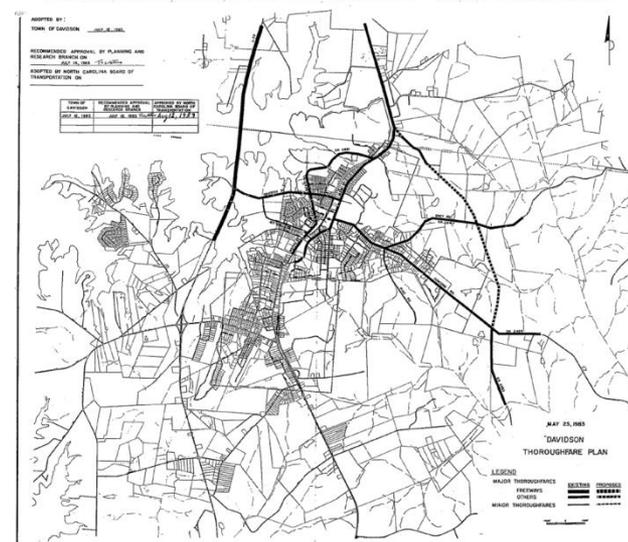
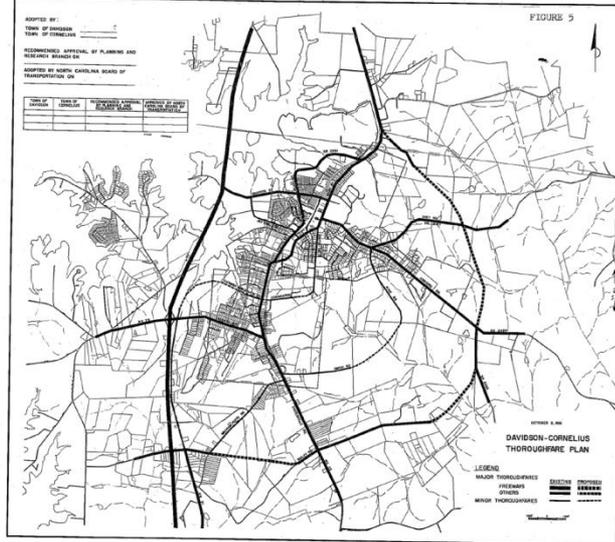
ts of a Westmoreland-Bally Road
 a connector to NC 115, SR 2416
 593 connector, a SR 2416-SR 1693
 connector to SR 2420, and a long
 loop in to Main Street at a
 north of the Davidson corporate

ts of one bypass, Interstate 77,
 two towns.

roughfares
 Davidson and Cornelius will
 traffic from local access
 ajor thoroughfare system. The
 are as follows:

th Street and Connector. This
 this function as an east-west
 the area north of the Cornelius
 as and south-east of the Davidson
 as.

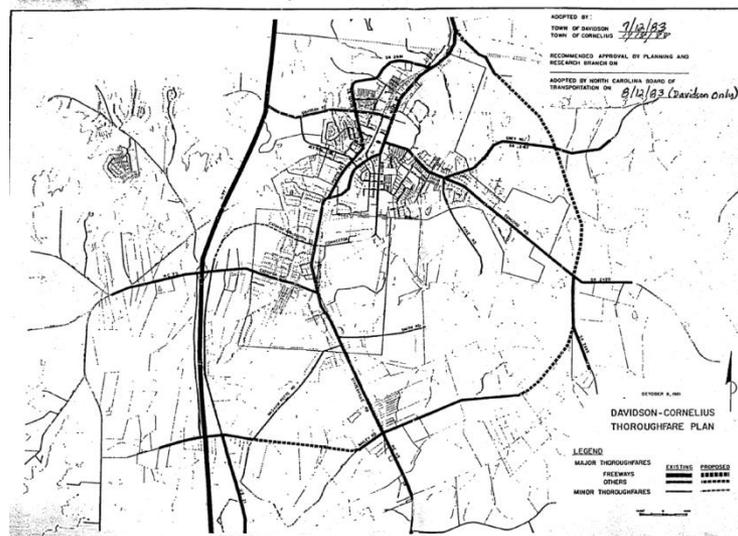
intersection of Jetton Street
 should be improved.



*As adopted
 by Davidson
 only.*

Original Plan,
 1981

Davidson Plan, 1983



*As finally
 adopted by
 Cornelius*

Map 13

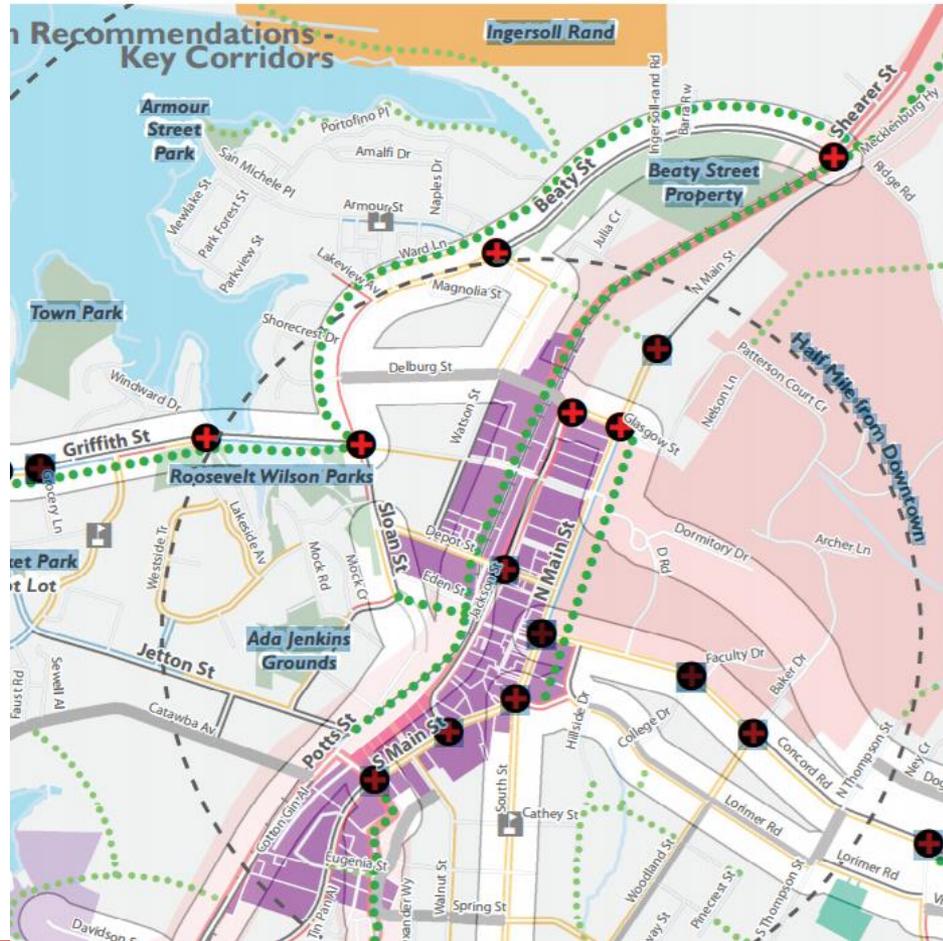
Cornelius Plan, 1988

Other Plans Showing the Potts/Sloan/Beaty Connection

- Town Center Plan (1998)
- Circulation Plan (2003)
- Connectivity and Traffic Calming (2004)
- Station Area Plan (2005)
- PSB Corridor Land Use Plan (2007)
- Comprehensive Plan (2010)
- Walks and Rolls Active Transportation Plan (2013)



2013 Walks & Rolls Plan

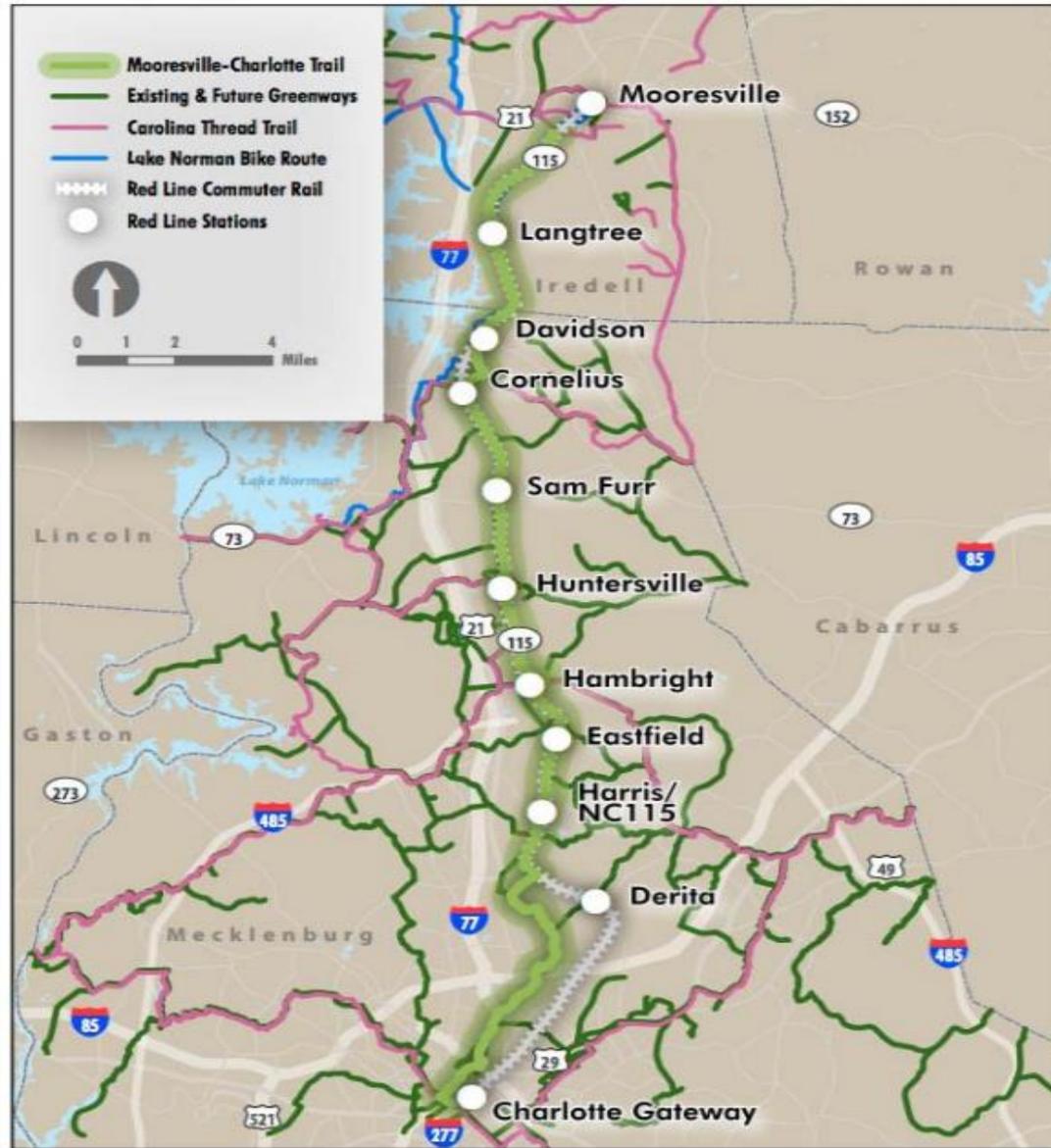


College Town. Lake Town. *Your Town.*

Potts/Sloan/Beauty Corridor
Town Manager Jamie Justice
October 24, 2017

Mooresville-Charlotte Trail

A 30 Mile Bicycle & Pedestrian Corridor



Mooresville to Charlotte Trail

Benefits

- Exceptional connectivity with already planned bicycle and pedestrian corridors
- Adds approximately 30 miles to currently planned bicycle and pedestrian corridors
- Mutual benefit between the Mooresville to Charlotte Trail and the proposed Red Line Rail Project, including enhanced ridership
- Collaborative effort will include many partners, public and private, who will benefit from the trail
- Trail will connect proposed transit stations and bike/ped facilities in Mooresville, Iredell County, Davidson, Cornelius, Huntersville, Mecklenburg County, and Charlotte



Kincaid Trail Extension Project



Communications and Citizen Involvement

Newsletters:	July 2015
January 2013	October 2015
April 2013	April 2016
July 2013	July 2016
October 2013	January 2017
July 2014	April 2017
April 2015	July 2017





2011

\$2M

Allocated for Davidson Downtown Parking Deck



April 2012

Reallocate parking deck funds for Potts-Sloan-Beaty Corridor project



March 2012

Parking deck project and red line project put on hold



July 2013

Town commissioned Alta Planning to assist with corridor design



College Town. Lake Town. Your Town.

Potts/Sloan/Beaty Corridor
Town Manager Jamie Justice
October 24, 2017

December 2013 Two-Day Charrette

The Charrette



Charrette Outcomes – What We Heard

- No more than two lanes
- Better pedestrian connections – fill gaps
- Better bicycle facilities
- Connect Potts to Sloan
- Address issues such as congestion and crossing conflicts at Griffith Street and Armour Street



College Town. Lake Town. *Your Town.*

Potts/Sloan/Beaty Corridor
Town Manager Jamie Justice
October 24, 2017

2014
Federal
funding no
longer
available



May 13 2014
Presentation
at Town Board
Meeting

Potts/Sloan Beaty
Corridor Study

Town Board Presentation
Davidson, NC
May 13, 2014

Kimley»Horn



**Potts-Sloan-Beaty Roadway
Corridor Improvements**

Environmental Services
Presentation of Findings



Aug 2014

**Town
contracted
with Kimley-
Horn for
environmental
assessment**

April 14
2015

Presentation
at town board
meeting

Project Overview

- North-South Corridor
- Start – Intersection of Beaty St and North Main St
- Roundabout Griffith St and Beaty St
- Connection – Potts St to Sloan St
 - 2 Options
- End – Intersection of Potts St and Hwy 115 (Cornelius)
- Traffic, Pedestrian, and Bicycle Improvements



Potts-Sloan-Beaty Corridor Update
Doug Wright, Public Works Department
April 2015

April 2015

Davidson and Cornelius staff met
with NCDOT and LNTC staff to
discuss projects and coordination



March 2015

Davidson
awarded \$2.2M
from I-77 project
Bonus Allocation
funds for Potts-
Sloan-Beaty
Corridor Project



October 2016

To facilitate the
project, Davidson
temporarily
transferred Potts St,
Sloan St, and Beaty
St. to the NCDOT



College Town. Lake Town. *Your Town.*

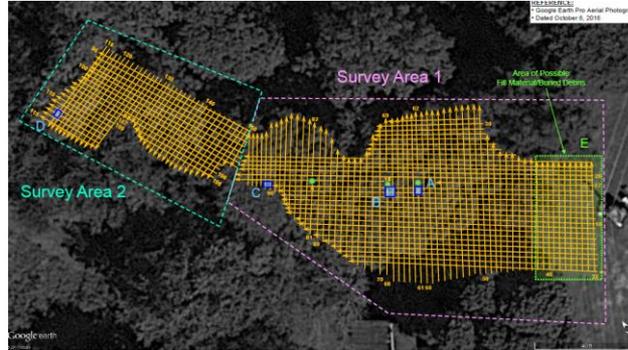
Potts/Sloan/Beaty Corridor
Town Manager Jamie Justice
October 24, 2017

Dec 2016

The NCDOT commissioned Kimley-Horn to design and manage construction of the corridor

July 2017

Town of Davidson commissions soil engineers to perform investigation for potential burial sites



2017 Environmental Protection Agency conducts asbestos remediation through area

U.S. Environmental Protection Agency
Davidson Asbestos Site
Davidson, N.C. 

Fact Sheet #5 September 2017

Public Meeting Tuesday, October 3, 2017 6:00 pm to 8:00 pm Gethsemane Baptist Church 565 Jetton Street in Davidson	Meeting Details EPA will host its final public meeting to discuss removal activities conducted on properties near the Davidson Asbestos Site. Following EPA's presentation, a question and answer session will be held. Representatives from NCDOT, NCDHHS and the Town of Davidson will be present.
---	--

Removal Action is complete!
 EPA sampled 77 properties and, of those, 20 were found to require further action. Sampling results allowed EPA to identify the properties that have soil or fill believed to be associated with the former asbestos manufacturing facility, Carolina Asbestos Company.

EPA developed a removal plan to address the asbestos-contaminated soils, which included: excavating the soil, replacing with clean fill, logging the areas with sod, and restoring areas to their original condition. EPA temporarily restricted families on an as-needed basis while removal activities took place. The removal action began May 8, 2017 and was completed August 30, 2017.

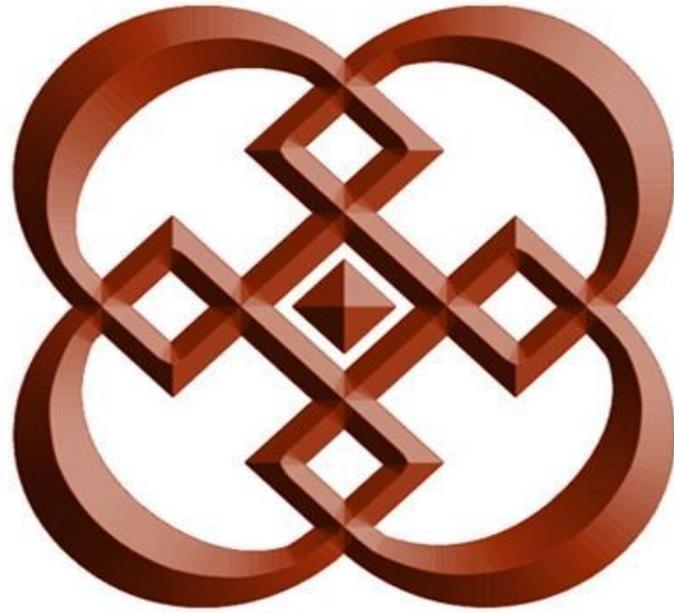
OCT 5 2017

NCDOT / Kimley-Horn Open House Public Meeting In Cornelius



College Town. Lake Town. *Your Town.*

Potts/Sloan/Beaty Corridor
Town Manager Jamie Justice
October 24, 2017



The **Town** *of*
Davidson

College Town. Lake Town. *Your Town.*

Agenda

- Where we are
- Overview of the project elements
 - Connector from Potts to Sloan
 - Multi-use trail along Potts/Sloan
 - Roundabout (Beaty/Griffith)
- Update on U-5873 (Potts/NC 115 Intersection)
- Schedule

Design Process

- ▶ Functional plans –
No survey. A starting point for planning.
 - ▶ Preliminary/Final Design – Survey and real impacts are developed
 - ▶ At Functional, we want feedback because the public knows more about the area than we do
 - ▶ At Preliminary/Final, we take into account concerns and refine the design on survey
- 

Design Process

- ▶ Our concepts are not final – they are flexible
 - ▶ Examples:
 - A multiuse trail – We will try to minimize disturbance as best we can. It may require the trail to meander to avoid impacts.
 - Realignment – Once we get survey, we will have detailed information about trees, utilities, and other features that will help drive the design.
 - Building impacts – We can evaluate curves to try to reduce impacts.
- 

Connector Alignment Alternatives

- 3 Alternatives

Goals

- Provide connectivity
 - Minimize neighborhood impacts
 - Minimize stream impacts
 - Minimize wetland impacts
- 

Connector Typical Sections

- Two 11' Lanes
- 2'-6" Curb and gutter
- 5' sidewalk, 10' Multi-use trail

Environmental Items

▸ Asbestos

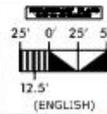
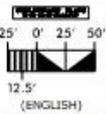
- Study complete

▸ Burial sites

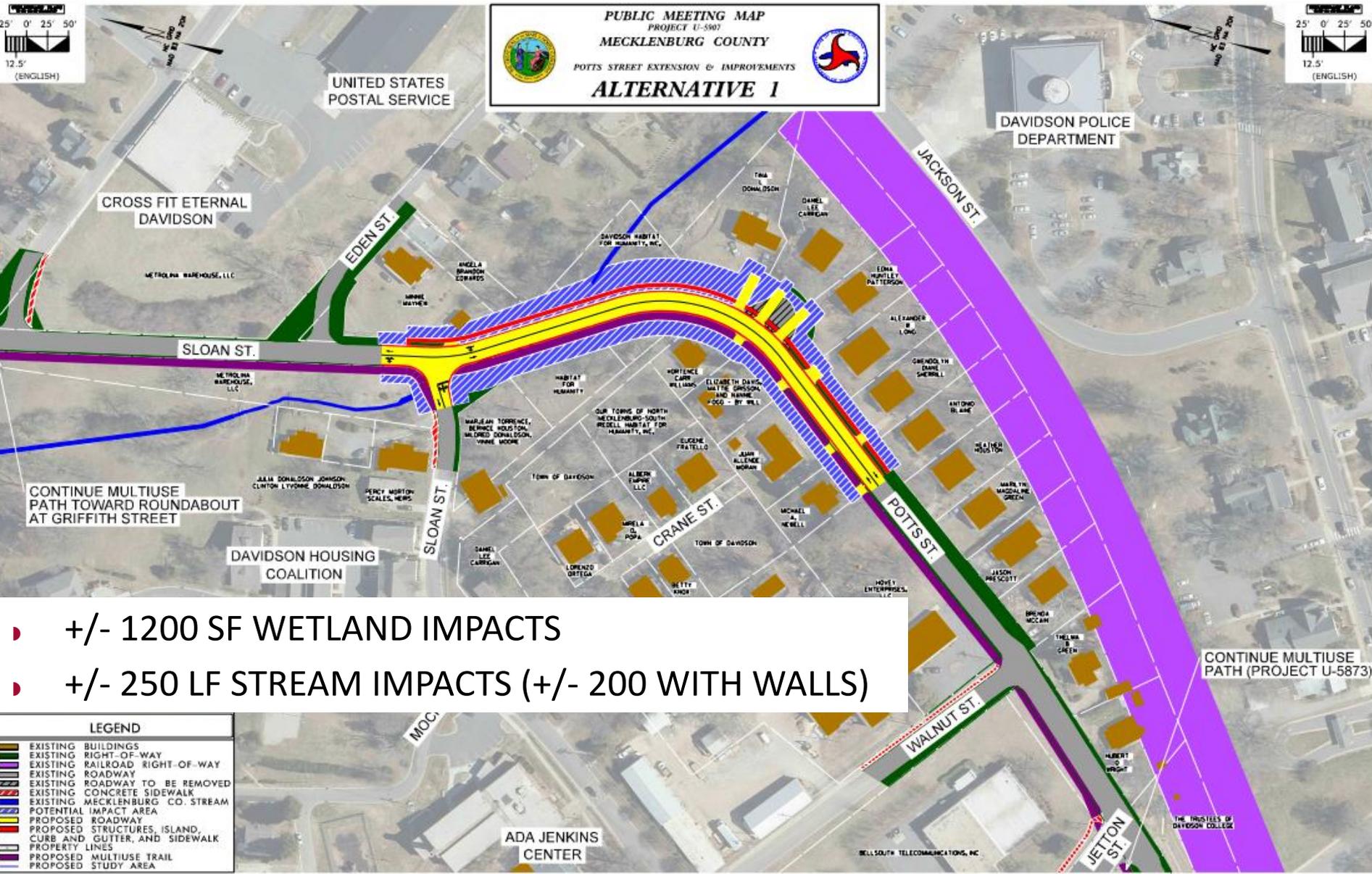
- No burials within the project limits found

▸ Stream and Wetlands

- All alternatives expected to have similar impacts
- Within lowest-level permit threshold



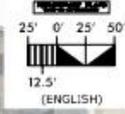
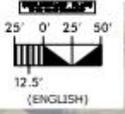
PUBLIC MEETING MAP
 PROJECT U-5907
MECKLENBURG COUNTY
 POTTS STREET EXTENSION & IMPROVEMENTS
ALTERNATIVE 1



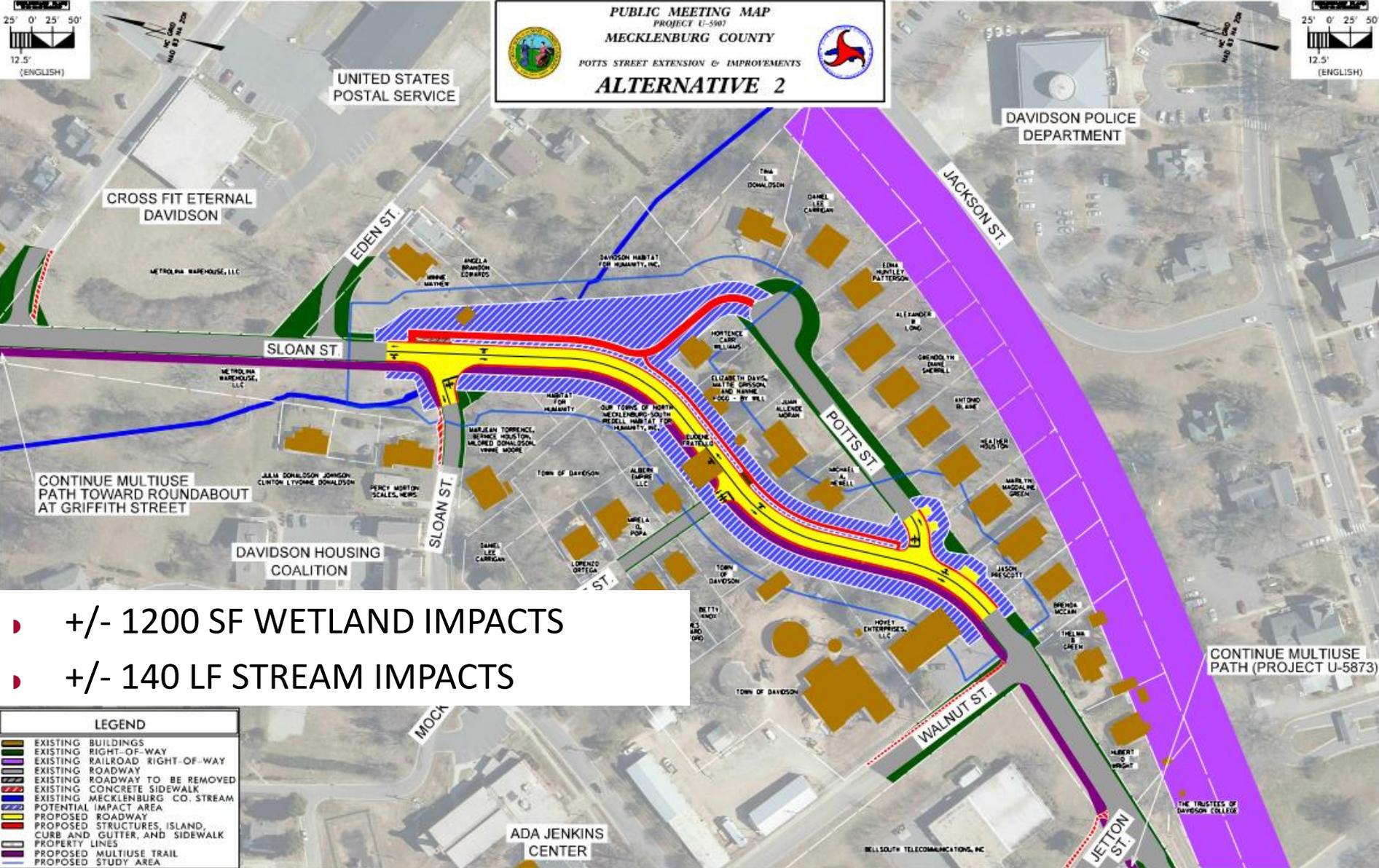
- ▶ +/- 1200 SF WETLAND IMPACTS
- ▶ +/- 250 LF STREAM IMPACTS (+/- 200 WITH WALLS)

LEGEND	
	EXISTING BUILDINGS
	EXISTING RIGHT-OF-WAY
	EXISTING RAILROAD RIGHT-OF-WAY
	EXISTING ROADWAY
	EXISTING ROADWAY TO BE REMOVED
	EXISTING CONCRETE SIDEWALK
	EXISTING MECKLENBURG CO. STREAM
	POTENTIAL IMPACT AREA
	PROPOSED ROADWAY
	PROPOSED STRUCTURES, ISLAND, CURB AND GUTTER, AND SIDEWALK
	PROPERTY LINES
	PROPOSED MULTIUSE TRAIL
	PROPOSED STUDY AREA

CONTINUE MULTIUSE PATH (PROJECT U-5873)

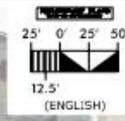
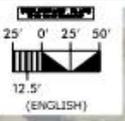


PUBLIC MEETING MAP
 PROJECT U-5807
MECKLENBURG COUNTY
 POTTS STREET EXTENSION & IMPROVEMENTS
ALTERNATIVE 2

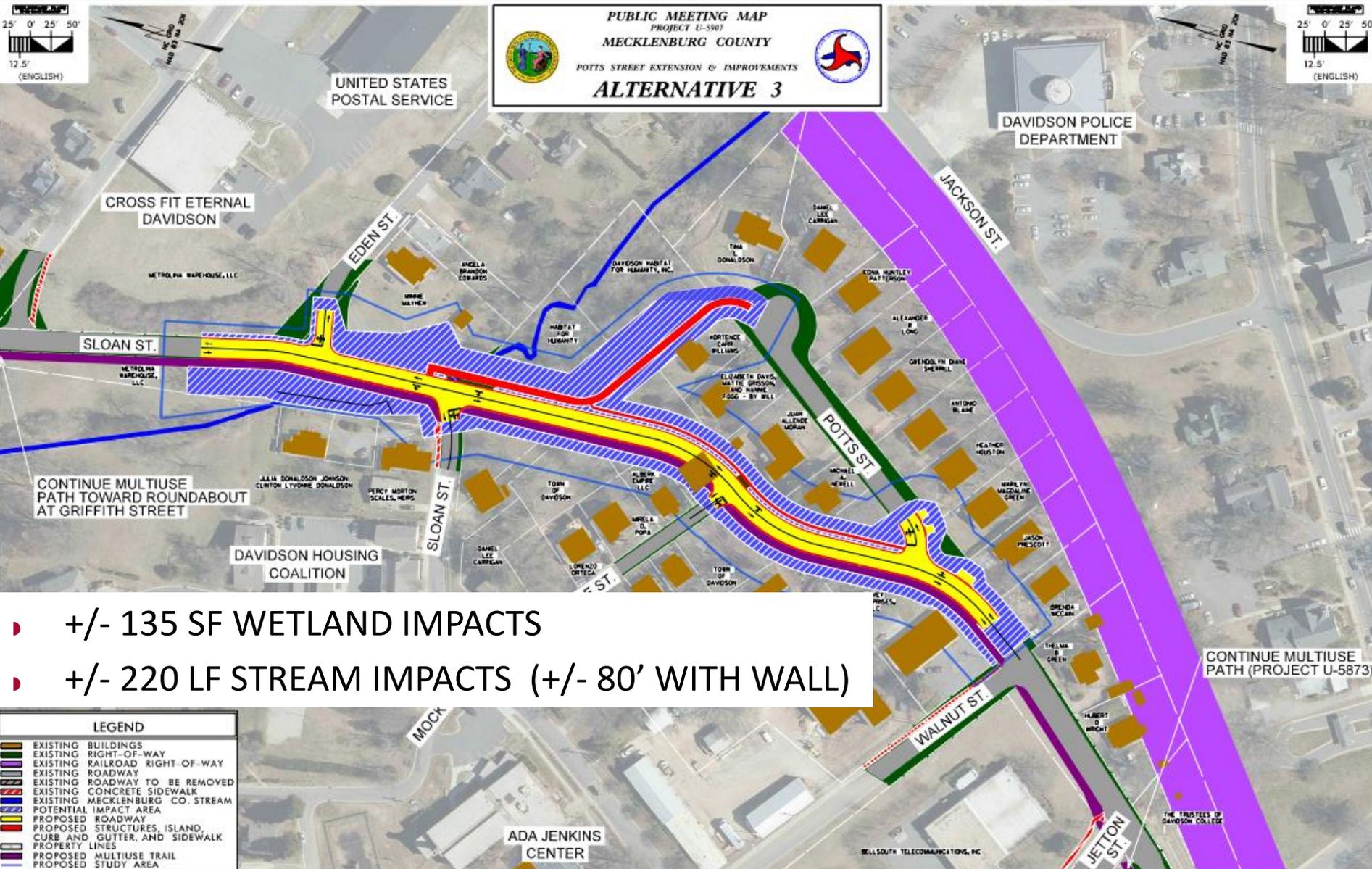


- ▶ +/- 1200 SF WETLAND IMPACTS
- ▶ +/- 140 LF STREAM IMPACTS

LEGEND	
	EXISTING BUILDINGS
	EXISTING RIGHT-OF-WAY
	EXISTING RAILROAD RIGHT-OF-WAY
	EXISTING ROADWAY
	EXISTING ROADWAY TO BE REMOVED
	EXISTING CONCRETE SIDEWALK
	EXISTING MECKLENBURG CO. STREAM
	POTENTIAL IMPACT AREA
	PROPOSED ROADWAY
	PROPOSED STRUCTURES, ISLAND, CURB AND GUTTER, AND SIDEWALK
	PROPERTY LINES
	PROPOSED MULTIUSE TRAIL
	PROPOSED STUDY AREA

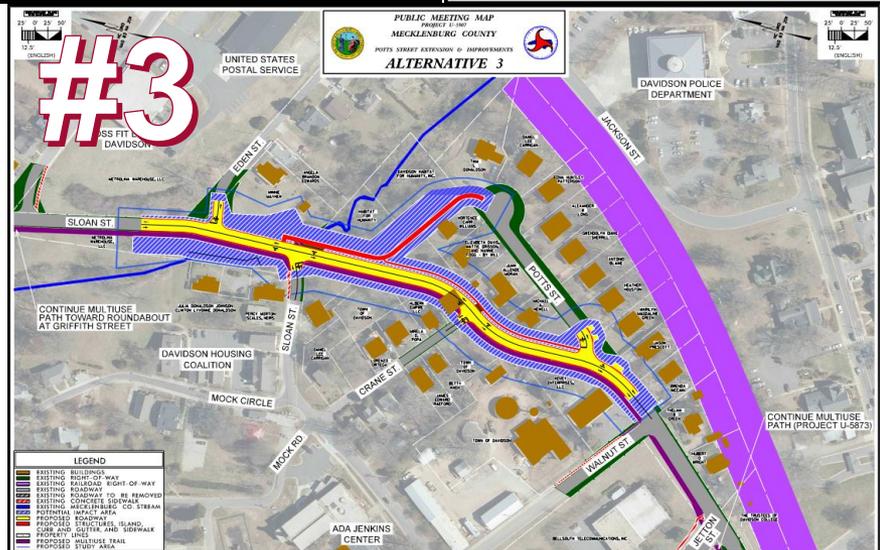
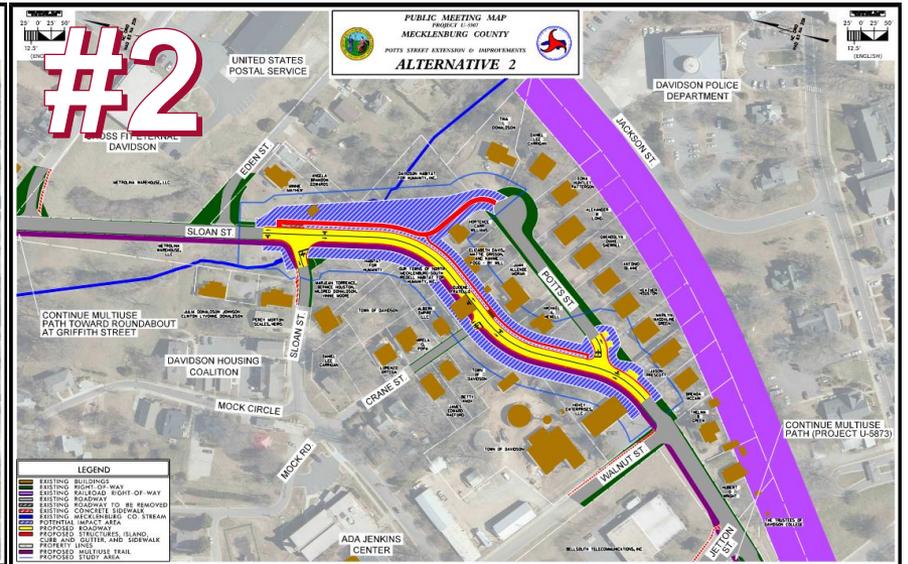
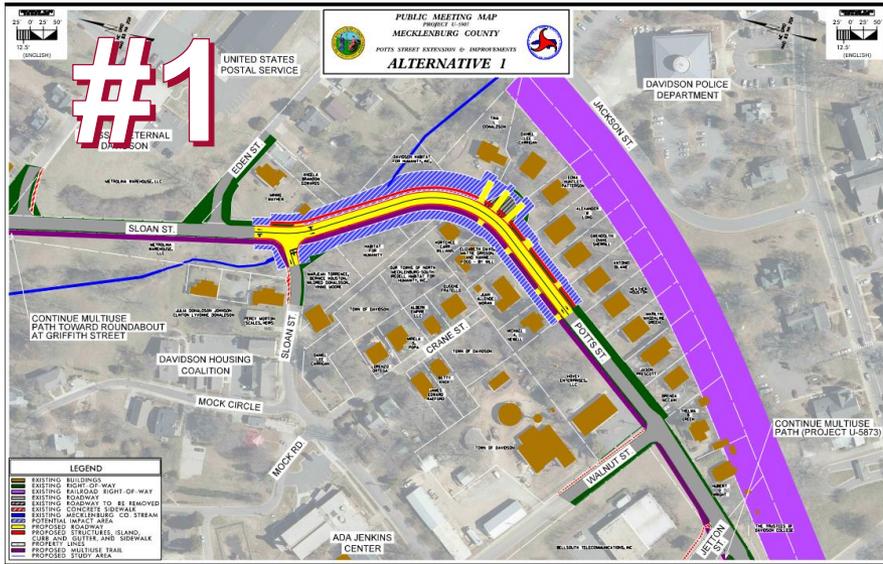



PUBLIC MEETING MAP
 PROJECT U-5807
MECKLENBURG COUNTY
 POTTS STREET EXTENSION & IMPROVEMENTS
ALTERNATIVE 3

- ▶ +/- 135 SF WETLAND IMPACTS
- ▶ +/- 220 LF STREAM IMPACTS (+/- 80' WITH WALL)

LEGEND	
	EXISTING BUILDINGS
	EXISTING RIGHT-OF-WAY
	EXISTING RAILROAD RIGHT-OF-WAY
	EXISTING ROADWAY
	EXISTING ROADWAY TO BE REMOVED
	EXISTING CONCRETE SIDEWALK
	EXISTING MECKLENBURG CO. STREAM
	POTENTIAL IMPACT AREA
	PROPOSED ROADWAY
	PROPOSED STRUCTURES, ISLAND, CURB AND GUTTER, AND SIDEWALK
	PROPERTY LINES
	PROPOSED MULTIUSE TRAIL
	PROPOSED STUDY AREA



Connector Alternative Comparison

• 3 Alternatives Evaluated

- Construction Cost
- Right-of-way Acquisition Cost
- Environmental Impact
- Neighborhood Impact

Connector Alternative Comparison

	Alternative #1	Alternative #2	Alternative #3
CONSTRUCTION	\$ 500,000	\$ 650,000	\$ 730,000
ROW	\$ 50,000	\$ 190,000	\$ 200,000
ENVIRONMENTAL	\$ 190,000	\$ 245,000	\$ 195,000
TOTAL CONNECTOR	<u>\$ 740,000</u>	<u>\$ 1,085,000</u>	<u>\$ 1,125,000</u>

Costs are planning level only and will change



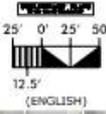
College Town. Lake Town. *Your Town.*

Connector Alternative Comparison

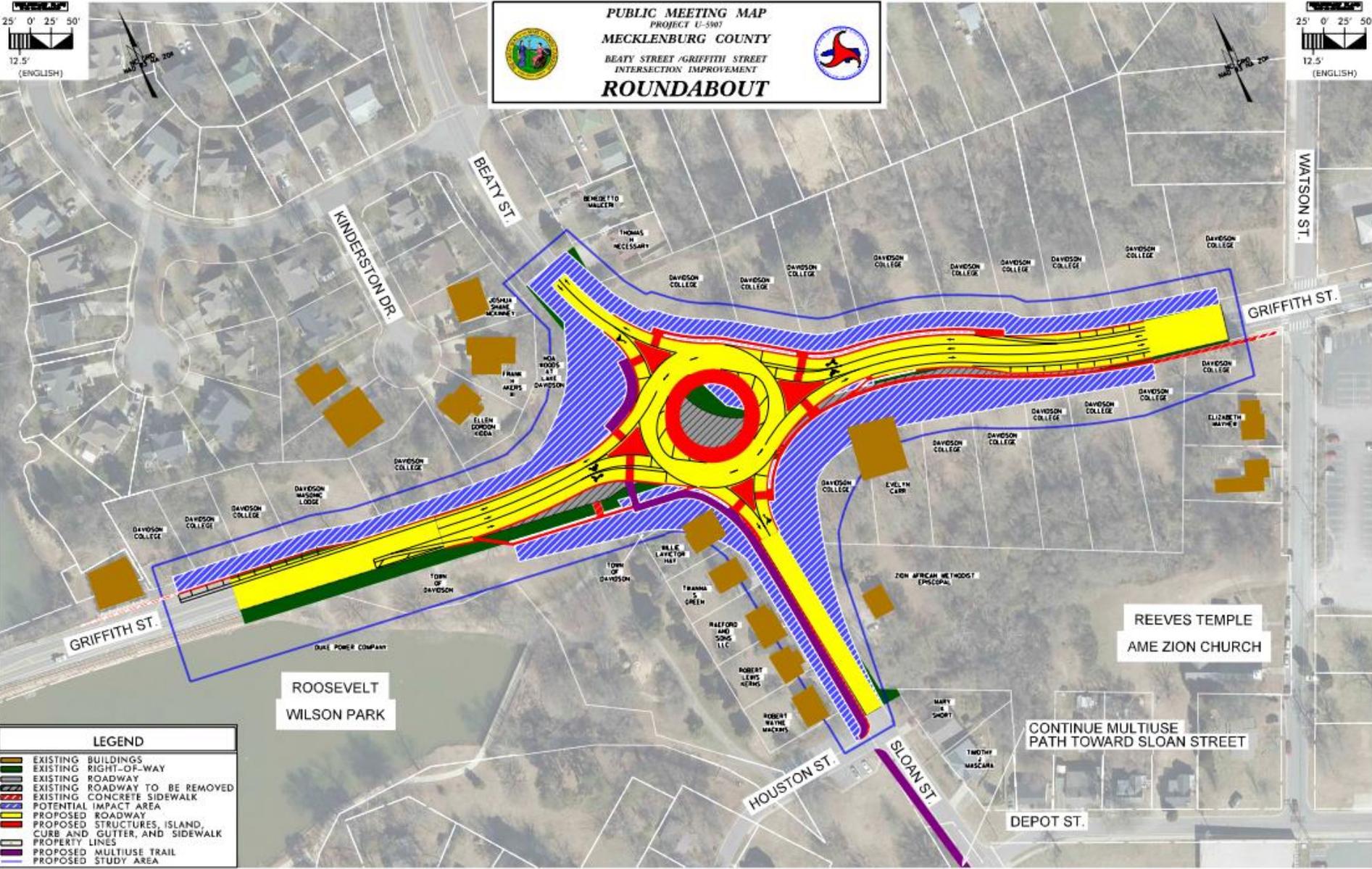
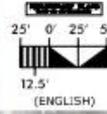
Alternative #1	Alternative #2	Alternative #3
\$ 740,000	\$ 1,085,000	\$ 1,125,000
Leaves Crane St. as dead end for now	Leaves Potts St. as cul-de-sac	Leaves Potts St. as cul-de-sac
Eliminates potential park site	Sandwiches houses between roadways	Sandwiches houses between roadways
Greater impact to stream	Requires demolition of one house	Requires demolition of one house
Greater loss of tree canopy	Provides connectivity to Crane St.	Provides connectivity to Crane St.

Roundabout at Beaty/Griffith





PUBLIC MEETING MAP
PROJECT U-5907
MECKLENBURG COUNTY
BEATY STREET / GRIFFITH STREET
INTERSECTION IMPROVEMENT
ROUNDBABOUT



LEGEND

- EXISTING BUILDINGS
- EXISTING RIGHT-OF-WAY
- EXISTING ROADWAY TO BE REMOVED
- EXISTING CONCRETE SIDEWALK
- POTENTIAL IMPACT AREA
- PROPOSED ROADWAY
- PROPOSED STRUCTURES, ISLAND, CURB AND GLITTER, AND SIDEWALK
- PROPERTY LINES
- PROPOSED MULTIUSE TRAIL
- PROPOSED STUDY AREA

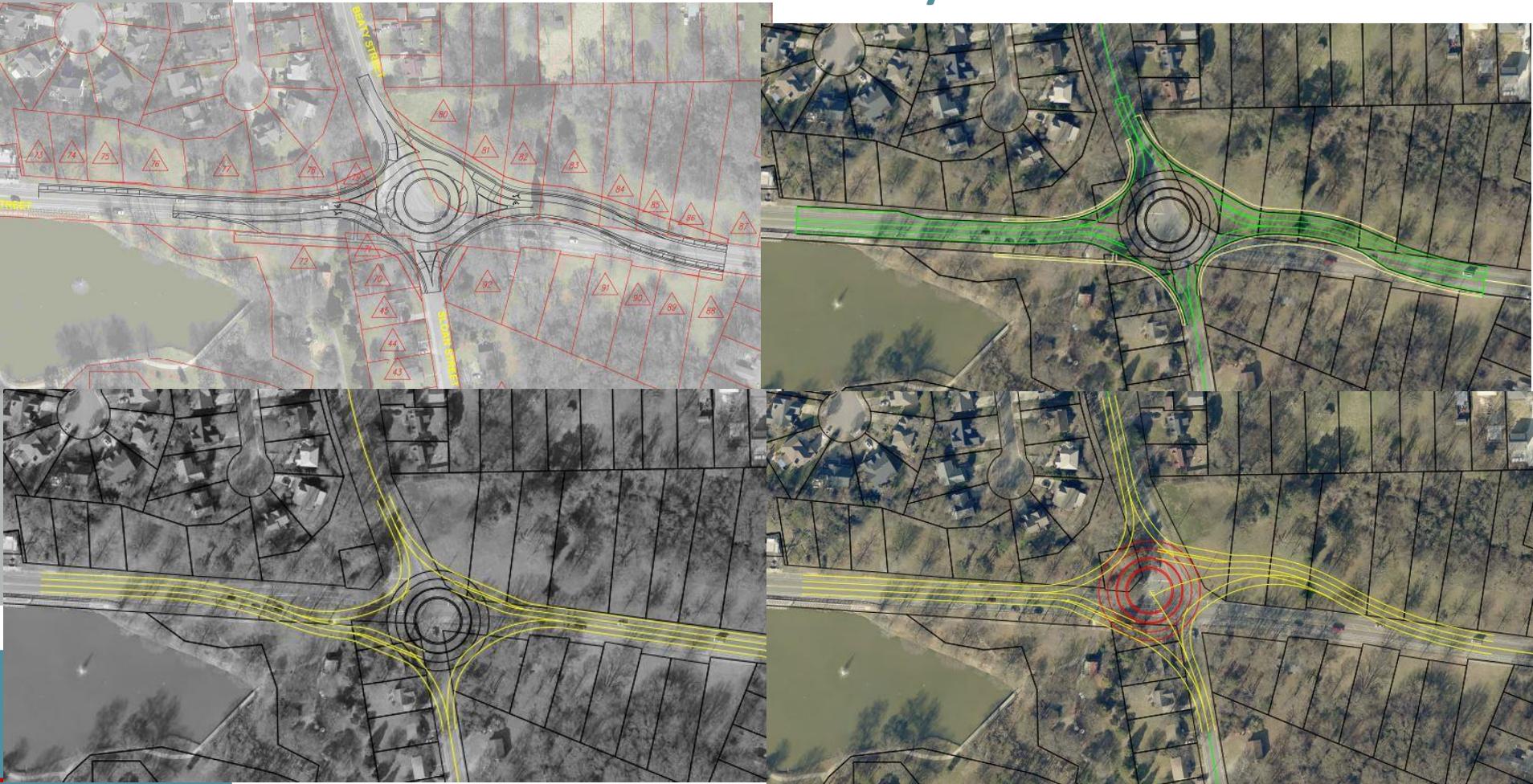
ROOSEVELT WILSON PARK

REEVES TEMPLE AME ZION CHURCH

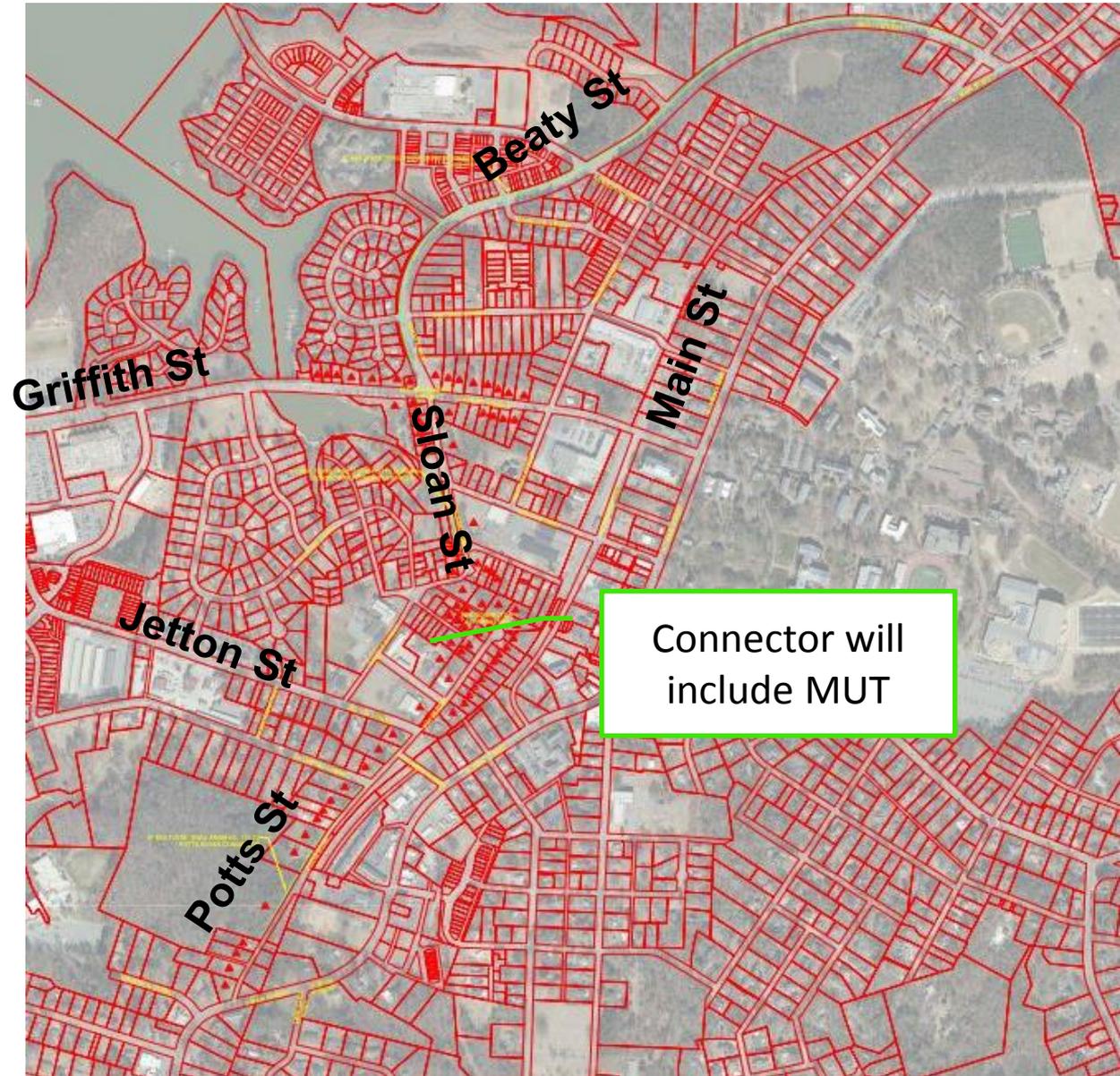
CONTINUE MULTIUSE PATH TOWARD SLOAN STREET

DEPOT ST.

Roundabout at Beaty and Griffith



Multi-Use Trails (MUTs)



Connector will
include MUT

Construction Costs

Roundabout	1,600,000
MUT – Potts Street from NC 115 to Jetton Street	\$ 200,000
MUT – Sloan Street from new connector to Griffith Street	\$ 150,000
MUT – Beaty Street from Griffith Street to NC 115	\$ 350,000

Note: Does not include Right-of-Way or Utilities

Costs are planning level only and will change

Public Comments: Project U-5907

• Extension

- No preference between extension options
- Concern about additional impacts to homes
- Concern about trucks and additional traffic

• Multiuse Trail

- Concern about impact to historic homes and district
- Request to move or narrow trail to reduce impacts

• Griffith/Sloan Roundabout

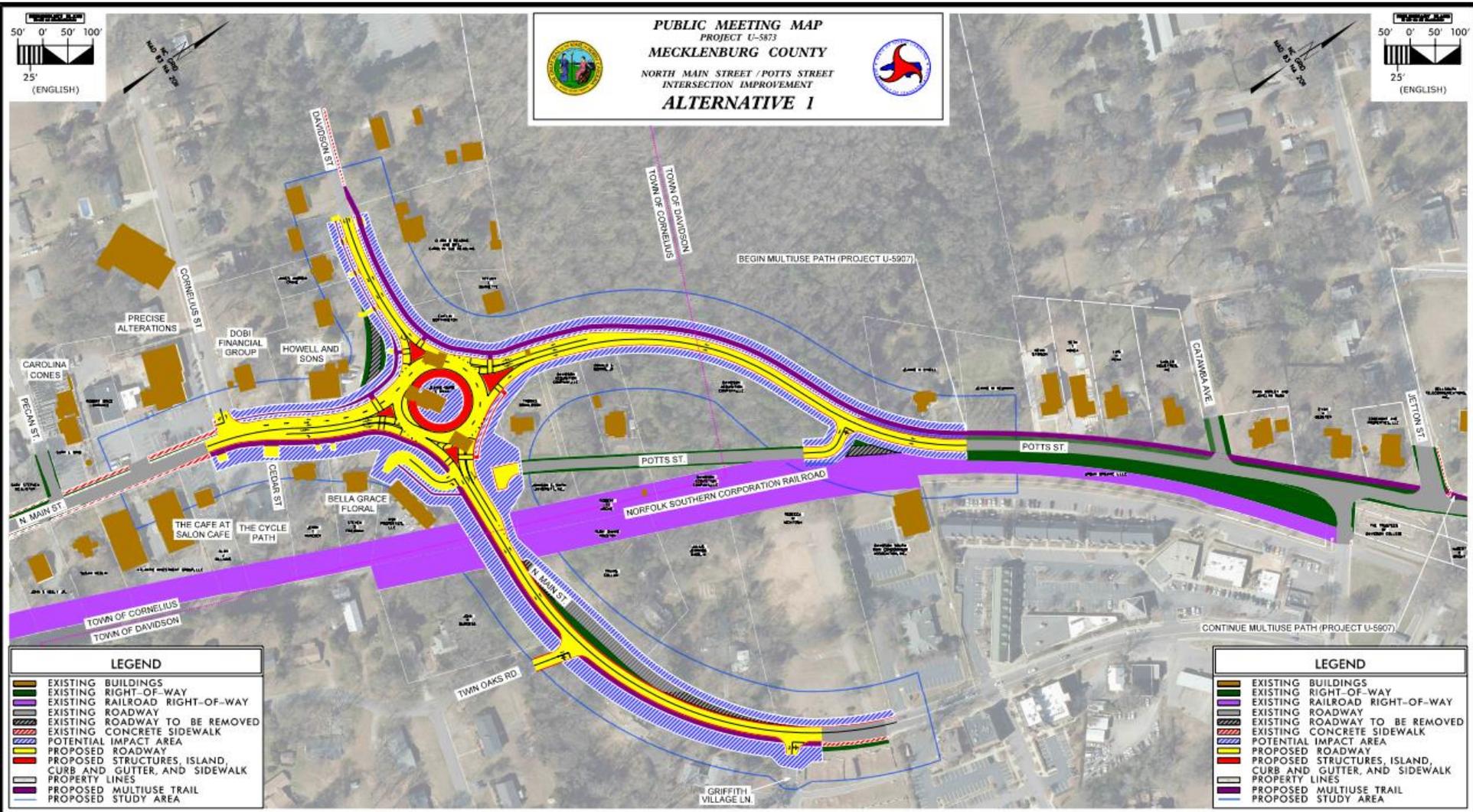
- Traffic calming requested
- Concern about pedestrian and bicyclist safety

U-5873

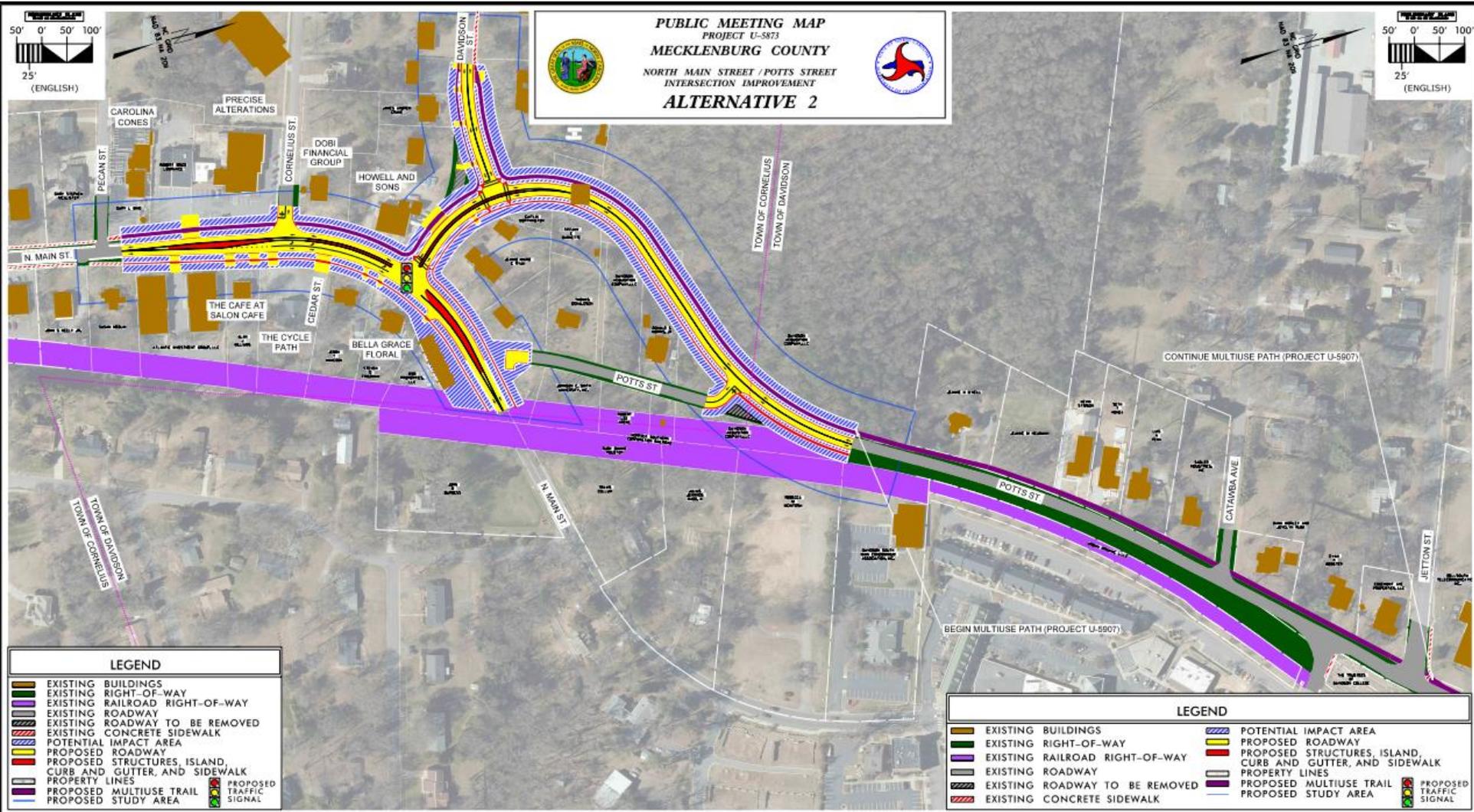
Potts/NC 115 Intersection

- 2 Alternatives
- Refining design to reduce impacts

U-5873 – Alternative #1



U-5873 – Alternative #2



Public Comments: Project U-5873

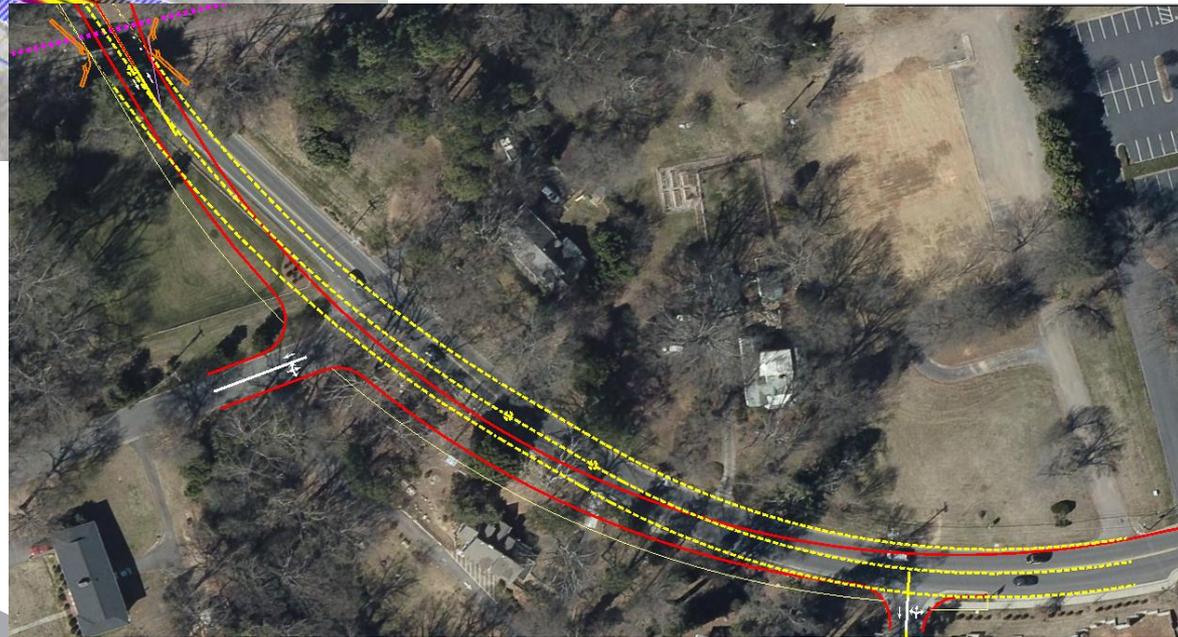
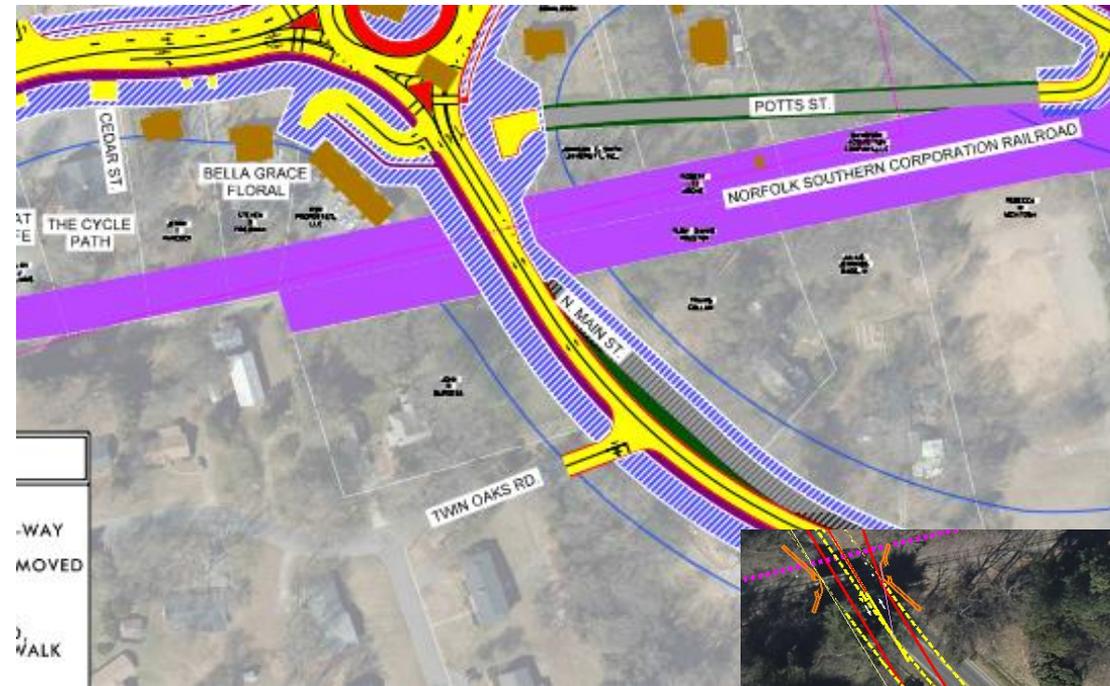
• Intersection (Cornelius)

- Concern about speed through intersection
- Concern about reduced access to YMCA with intersection
- Concern about queues with intersection
- Request to reduce size of roundabout

• Pedestrian Path (Davidson)

- Concern about impact to Green School
- Request to eliminate, move, or narrow path

Refinement Example



Project Schedule (U-5907 and U-5873)

- ▶ Right of Way Plans Oct 2018
 - ▶ Real Estate Oct 2018 - July 2019
 - ▶ Construction Begins Jan 2020
- 

Questions?





**Agenda
Title:**

Planning Board Bi-annual Update - Planning Board Chair Mickey Pettus

Summary:

The Planning Board will provide a bi-annual update on the board's activity over the past six months.

ATTACHMENTS:

Description	Upload Date	Type
□ 20171024 PB Semi-Annual Update to BOC	10/20/2017	Cover Memo

DAVIDSON PLANNING BOARD REVIEW 2017



College Town. Lake Town. *Your Town.*

Planning Board Semi-Annual Update
Board of Commissioners Work Session
Mickey Pettus, Planning Board Chair
October 24, 2017

DAVIDSON PLANNING BOARD

Agenda - Content

- I. Your Planning Board**
- II. Public Engagement Guidelines**
- III. Rural Planning Area – Small Area Plan**
- IV. Consistency and Inconsistency with Planning Ordinances**
- V. On Tab for 2018**



DAVIDSON PLANNING BOARD

Public Engagement Guidelines – Standard Processes

- **Explanation of the state statute governing Planning Board meetings and public input**
 - Only informal, non-binding guidelines may be adopted by the Planning Board.
 - Affirmed importance to capture the perspectives of all stakeholders - opinions.
 - Preference to discuss substantive issues before the planning Board in scheduled public meetings. No Emails, Discussion Boards, or Social Media.
- **The process is “prescriptive” and sequenced for consistency**
 - Consistency Statement Template used to organize Planning Board thoughts.
- **Timing and roles of Planning Board in making recommendations**
 - Benefit of staff analysis process early.
 - Solicitation of public input effectively early in the proposal development process.
 - Only consider variables impacting plans, zoning, or code.



DAVIDSON PLANNING BOARD

Rural Planning Area – Small Area Plan

- **An exceptional effort for The Town of Davidson.**
 - Engagement of the public – like never before.
 - Preservation of open spaces in development.
 - Large tracts zoned Rural Reserve.
 - Transportation improvements considered.
 - Water and sewer improvements considered.
 - Open space target: 63% (publicly-accessible)
 - Awards: 2017 Sustain CLT Land Use, NC APA Implementation/Small Community
- **Small area plan establishes “zoning life” for the rural planning area.**
 - Consistent with zoning and planning already established for the Town.
 - Large reserve and open spaces of value.
 - Designated “by-ways” for access and alternate mobility.
 - Assurance of home affordability (Planning Board recommendation)



DAVIDSON PLANNING BOARD

Consistency and Inconsistency with Planning Ordinances

- **Narrow Passage Conditional Planning Area:**
 - Proposal for rezoning of (3) parcels (59.29 acres) comprising 39 detached dwelling units (including affordable housing)
 - Applicant conditions requested not conforming to ordinances.
 - Issues with Comprehensive Plan and Rural Area Plan
 - Implications and disadvantages of statutory timing.
 - Opposed applicant proposal, with conditions submitted to Town Board.
 - Town Board supported applicant's requested conditions.



DAVIDSON PLANNING BOARD

Consistency and Inconsistency with Planning Ordinances

- **Griffith Street Hyatt Place Hotel Conditional Request:**
 - Applicant conditions requested not conforming to ordinance.
 - Issues with Comprehensive Plan and Circles at 30 Plan
 - Staff Analysis supports applicant proposal
 - Opposed applicant proposal:
 - Four story hotel
 - In-adequate parking
 - Conflicts in traffic coming and going
 - Watershed consistency question
 - Town Board plans action at November 2017 meeting.



DAVIDSON PLANNING BOARD

On Tab for 2018

- **Educate and Reducate Planning Processes:**
 - Consistency in engagement of the public
 - Role of Staff
 - Role of the Planning Board
 - Board of Adjustment
 - Role of the Board of Commissioners
 - Clarify differences in plans, zoning, and conditional applications
 - Debunk misrepresentations of “matters-of-fact” and understandings erroneously communicated in the planning processes
 - Insure planning matters engage applicants, staff, public, elected officials, and fellow Planning Board Members with civility and respectful consideration.





Agenda Title: Proposed Davidson Commons East Hotel Update - Planning Director Jason Burdette

1. Planning staff will provide an update on proposed conditions including an updated landscape plan.
2. Board of Commissioners will discuss the Planning Board's Inconsistency Statement with two members of the Planning Board.

Summary: 1. Planning staff will provide an update on proposed conditions including an updated landscape plan.
2. Board of Commissioners will discuss the Planning Board's Inconsistency Statement with two members of the Planning Board.

ATTACHMENTS:

Description	Upload Date	Type
□ Staff Analysis - DCE Hotel (September)	10/18/2017	Backup Material
□ L1.2-Landscape Plan	10/20/2017	Backup Material
□ C1.1-Site Plan	10/20/2017	Backup Material
□ Updated Parking Plan	10/18/2017	Backup Material
□ Planning Board Inconsistency Statement	10/18/2017	Backup Material
□ Parking Summary Provided by Susan Irvin	10/25/2017	Cover Memo



MEMO

Date: September 12, 2017
To: Board of Commissioners [Public Hearing]
From: Jason Burdette, Planning Director
Re: Davidson Commons East Hotel, Staff Analysis for 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 revisions were performed in July and the documents resubmitted on 7/24/17, with minor revisions again made and submitted on 9/5/17.

In early to mid-August 2017, staff conduct a series of public engagement events including a site walk, lunch and learn presentation, and individual as well as group meetings with surrounding neighborhoods, interested citizens, and other stakeholders. The resulting feedback was presented to the Board of Commissioners and Planning Board at their August Work Session and meetings. A summary of that information is included in the Staff Memo & Feedback Overview Presentation posted on the Documents tab of the project webpage. As a result of the feedback received, the Board of Commissioners provided the project team with Action Items to address prior to/at the September public hearing. 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 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' and continues at an expanded width east to the property line.

Additionally, in front of the plaza area 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 (30), 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 DPO also allows for consideration of off-site parking in select contexts, but this is not permitted in the underlying planning area.

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. They also noted that their highest demand for employee parking is during the day, when the parking lot has sufficient capacity for workers and guests. 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 design 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. All told, the proposed plan would remove 21 mature trees on Griffith St. and at least 15 on the project's eastern buffer (perhaps more since a few "saved" trees have root zones adjacent to graded areas). 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 & STAKEHOLDER ENGAGEMENT

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 were provided in August 2017, where citizens were able to comment on the revised plans. Over the course of three weeks staff conducted a series of public engagement events including: A site walk of the subject property and surrounding streets; a lunch and learn presentation, which was recorded and posted online for review by citizens; meetings with residents of surrounding neighborhoods; and, individual as well as group meetings with interested citizens and other stakeholders. The resulting feedback was presented to the Board of Commissioners and Planning Board at their August Work Session and meetings. Many of the comments reflected the October 2016 Public Input Session feedback, including citizen concerns about safety for adjacent students/residents; increased traffic congestion and limited parking capacity; height of the proposed building; and, environmental issues related to stormwater runoff, tree canopy loss/buffering, and light pollution. Positive comments were received regarding the site's proposed amenities, such as the plaza area and retail component, as well as for site-related improvements such as additional on-street parking

and expanded sidewalk areas. A detailed synopsis of the feedback received is included in the Staff Memo & Feedback Overview Presentation posted on the Documents tab of the project webpage.

5. STAFF RECOMMENDATION

The purpose of the Public Hearing Staff Analysis is to assess the updated, proposed plan against existing standards; provide the public 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, July 2017, 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.
- September 2017: The applicant has provided responses regarding each issue, which are highlighted in the Additional Topics section below.

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.

» September 2017: The applicant has indicated a linear height of 49 feet.

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.
- » September 2017: The applicant has indicated that mature trees that are removed as a result of the proposal will be replanted at a 1:1 ratio, with some of the trees potentially being replanted on the Woodies Automotive site with Town/Woodies approval. As detailed earlier, the proposed plans remove 21 mature trees on Griffith St. and at least 15 on the project's eastern buffer (perhaps more since a few saved trees have root zones adjacent to graded areas, which may be impacted by construction). The landscape plans indicate six trees to be replanted in the eastern buffer. Further information is needed on how the 1:1 ratio will be met.

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.
- » September 2017: The applicant has indicated agreement with allowing only Retail Primary or Secondary uses in this space.

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.
- » September 2017: The applicant has indicated a willingness to work with the Public Art Commission to determine art programming for the site. Information about additional landscaping for the plaza area requested at the 7/31/17 Joint Work Session has not been provided.

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.
- » September 2017: The applicant's response to each item is provided below.

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 (submitted 9/5/17):

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).
 - » September 2017: The applicant has indicated agreement with allowing only Retail Primary or Secondary uses in this space.
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).
 - » September 2017: The applicant has indicated a willingness to work with the Public Art Commission to determine art programming for the site.
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.
 - » September 2017: The applicant has indicated that they will not pursue LEED certification but will work to include sustainable building features in the design. Details about which features will be included or how any identified stormwater, lighting, site design, water, or building energy efficiency targets will be verified have not been provided.
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).
 - » September 2017: The applicant has indicated that mature trees that are removed as a result of the proposal will be replanted at a 1:1 ratio, with some of the trees potentially being replanted on the Woodies Automotive site with Town/Woodies approval. As detailed earlier, the proposed plans remove 21 mature trees on Griffith St. and at least 15 on the project's eastern buffer (perhaps more since a few saved trees have root zones adjacent to graded areas, which may be impacted by construction). The landscape plans indicate six trees to be replanted in the eastern buffer. Further information is needed on how the 1:1 ratio will be met, and whether the applicant agrees to the clearing, caliper, and monitoring criteria proposed.
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).

» September 2017:

- i. **Mid-Block Crossing:** The applicant has indicated a willingness to financially contribute to their share of the cost; however, other stakeholders with whom this cost might be shared have not been identified.
 - ii. **Crosswalks:** This applicant response and revised plan addresses one crosswalk across Davidson Gateway Dr., whereas the Action Item addresses two. The plans illustrate two patterned crosswalks extending from the project site, one across Davidson Gateway Dr. and one connecting to Woodies. The plans note that the crosswalks will be in accordance with DPO standards. No connection across Davidson Gateway Dr. to CSD in front of Woodies has been shown.
 - iii. **Stream Crossing:** The applicant proposed an alternative, on-street alignment that differs from the off-street, buffered alignment proposed by staff. This alternative alignment is not in accordance with adopted plans or citizen feedback. Specifically, the Walks & Rolls Plan Figure 4.2 identifies the project site's Griffith St. frontage as "Replace/widen sidewalk add buffer/shade." The on-street alignment proposed by the project team addresses only the replacement/widen stipulations and does not address the buffer/shade criteria, which would be required of non-conditional projects proposing to develop on this site. Moreover, the landscape plans (L1.2) have not been updated to illustrate the widened sidewalk as shown on Sheet C1.1.
- b. Benches:** As part of the plaza design, installation of at least two benches along Griffith St. (DPO 7.4.2.B.5).
» September 2017: The applicant has indicated agreement with providing benches.
- 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).
» September 2017: The applicant has identified a potential stop location that differs from that recommended; but, the applicant indicated they will not financially contribute to or construct a transit stop.
- d. Parking:** Construction of on-street parking spaces and streetscape improvements on Griffith St. west of Davidson Gateway Dr. extending to Grocery Ln.
» September 2017: The applicant has indicated agreement with providing these facilities.

Based on the revised plans and/or responses received to date, staff recommends the continued and careful consideration of the proposed improvements, conditions, and Board of Commissioners action items. Although the applicant has indicated a willingness to work towards many of these items, outstanding issues remain with many of the details. These uncertainties warrant further exploration and agreement prior to a decision.

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.

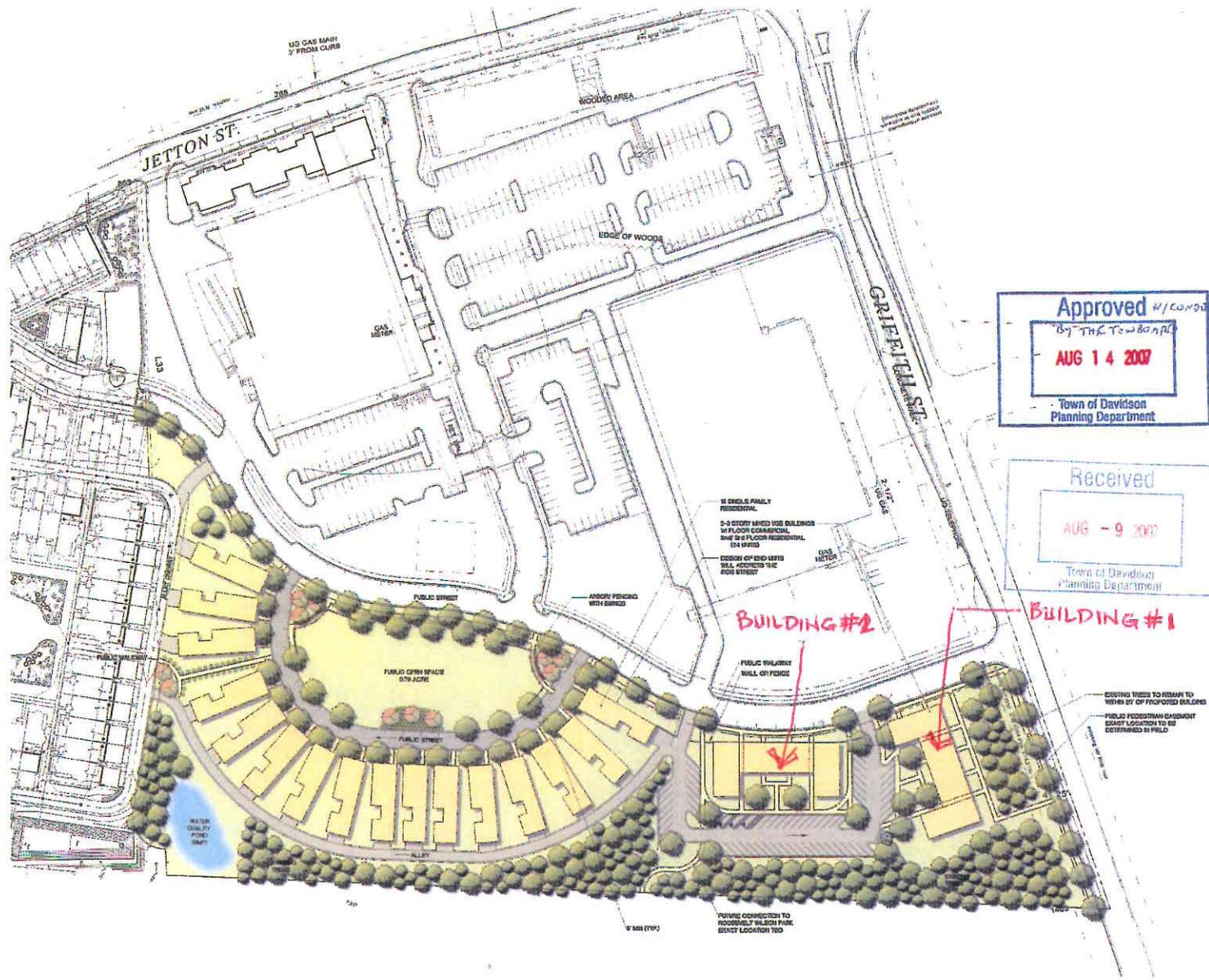
10. Walkway: DPO 8.4.5 Pedestrian Access, provides, that in large parking lots (36 spaces or greater), a sidewalk perpendicular to the main building shall be put in place. This cannot be accomplished due to the proximity to the eastern buffer and the impervious requirements.

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



Cole Jenest & Stone
 Landscape Architecture
 1000 S. ...
 Davidson, NC 28026

MARTIN KERR & ASSOCIATES
 POST OFFICE BOX 1605
 DAVIDSON, NORTH CAROLINA 28026
 704-852-0507

DAVIDSON COMMONS - EAST
 DAVIDSON, NORTH CAROLINA

Approved *W/ COMMENTS*
By The Town Board
AUG 14 2007
 Town of Davidson
 Planning Department

Received
AUG - 9 2007
 Town of Davidson
 Planning Department

SITE PLAN

Project No. _____
 3784 _____
 Issued _____
 Revised _____

Scale: 1" = 40'



SP1.0

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ATTACHMENT C: 2010 Davidson Commons East Conditional Master Plan Amendment



Site Plan Notes

PART I - COMMITMENT:

Davidson Commons East consisting of 4.4 acres, more or less (the "Site"), is to be developed in two Phases. Phase I of the plan is hereby submitted for a change of use from single family residential to a commercial use. Phase II is not part of this change of use application.

The building configurations, placements, and sizes shown on the Site Master Plan are schematic in nature and may be altered and/or modified during design development and construction document phases. Parking layouts and green spaces may also be modified to accommodate final building configurations in accordance with the Planning Guidelines. The building and parking envelopes depicted on the Site Plan may vary and encroach upon each other as necessary while maintaining the general intent of the building and parking envelope layout depicted thereon.

PART II - STATEMENT OF INTENT:

It is the intention of petitioner to create a commercial development within the Site.

PART III - PERMITTED DEVELOPMENT WITHIN PHASE II - Requested Change of Use:

- Commercial Use including, but not limited to Office, and/or Restaurant, and/or Retail, and/or Amusement Service, and/or Health Institutions
- Up to 3 stories, not to exceed 50 feet in height to the top of the Parapet Wall
- 2 or more building
- Buildings May Be Connected
- Maximum Square Footage of Commercial Building: 48000 SF
- Outdoor Public Gathering Space to be included in building design plan.

Site Plan As Shown:

- Two 24,000 SF Buildings - 2 Stories
- 580 Parking Spaces
- 3.4 Acre Park

PART IV - DESIGN GUIDELINES:

SECTION 1 - OFF STREET PARKING:

- Surface off street parking to conform to Town of Davidson restrictions as listed in section 55.2 of the planning ordinance. (From Table 55.2.2)

	Auto Parking Minimum	Auto Parking Maximum
Commercial Building (max)	7 spaces per 1000 square feet of commercial use	11 spaces per 1000 square feet
Retail	7 spaces per 1000 square feet of commercial use	11 spaces per 1000 square feet of commercial use

SECTION 2 - TOWN PARK AREA/PASSENGER PLAY AREA:

- Petitioner will grant the use of the Park either to be conveyed to Town of Davidson or to be dedicated as a permanent easement to the Town in the form of a "Park Easement Agreement," as part of Phase II of the development.
- Area to be cleared and graded to create open field/play area within the Passive Play Area. Passive Play Area shall be a minimum of 1/8 acre and will be located adjacent to Center Park Drive.

SECTION 3 - IMPROVEMENTS:

- Improvement allocation will remain as per approved 2007 plan.

TYPE/PHASE/USE	Improvements Calculations	Cost/Space (per Item/2)	Total SF of Contingency
Phase I	45,338	3,000	45,338
Phase II	29,278	3,000	29,278
Total Allowed	115,623	3,000	115,623

Note: 3 additional acres for right-of-way for the proposed parking from one acre in the other. Minimum total improvement area for which site shall not exceed cost of 1/8 acre @ \$300,000.00.

General Development Notes:

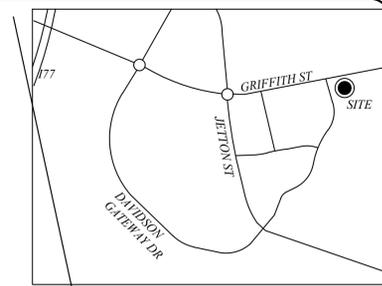
- Phases may be subdivided
- Subdivided lots to have cross easements for shared parking
- Total proposed building square footage and parking spaces not to exceed total allowed for project but may vary from phase to phase based on final plan.

DAVIDSON COMMONS EAST Phase II - Change of Use

October 18, 2010 Scale: 1" = 40' 0 20 40 100

Martin Kerr & Associates
P.O. Box 1696
Davidson, North Carolina 28036
704 892-0057

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



VICINITY MAP
1"=700'

NO.	DATE	BY	FOR
1.	08.17.17	REV	FOR TOWN OF DAVIDSON
2.	08.17.17	REV	FOR TOWN OF DAVIDSON
3.	08.17.17	REV	FOR TOWN OF DAVIDSON
4.	08.17.17	REV	FOR TOWN OF DAVIDSON

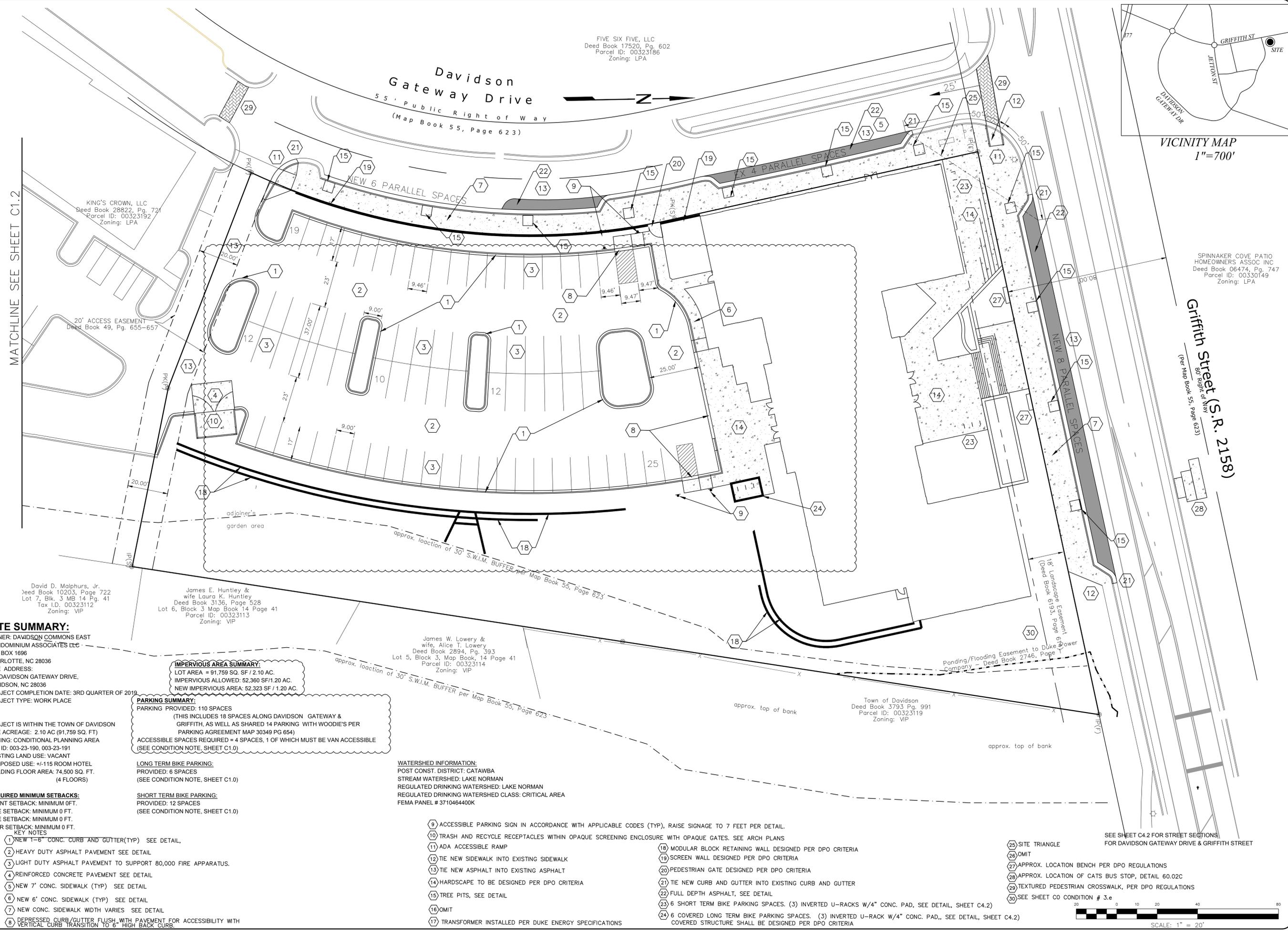
GEOSCIENCE GROUP
10000 Highway 100
Charlotte, NC 28217
Phone: 704.252.2000
www.geosciencengroup.com
N.E. File: 10428E-C-171614

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

HYATT PLACE
DAVIDSON, NORTH CAROLINA



SITE PLAN
C1.1



KING'S CROWN, LLC
Deed Book 28822, Pg. 724
Parcel ID: 00323192
Zoning: LPA

20' ACCESS EASEMENT
Deed Book 49, Pg. 655-657

David D. Molphurs, 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

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)
80' Right of Way

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 2018
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: 52,323 SF / 1.20 AC.

PARKING SUMMARY:
PARKING PROVIDED: 110 SPACES
(THIS INCLUDES 18 SPACES ALONG DAVIDSON GATEWAY & GRIFFITH, AS WELL AS SHARED 14 PARKING WITH WOODIE'S PER PARKING AGREEMENT MAP 30349 PG 654)
ACCESSIBLE SPACES REQUIRED = 4 SPACES, 1 OF WHICH MUST BE VAN ACCESSIBLE
(SEE CONDITION NOTE, SHEET C1.0)

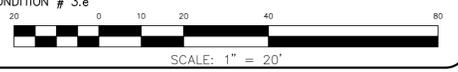
LONG TERM BIKE PARKING:
PROVIDED: 6 SPACES
(SEE CONDITION NOTE, SHEET C1.0)

SHORT TERM BIKE PARKING:
PROVIDED: 12 SPACES
(SEE CONDITION NOTE, SHEET C1.0)

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

WATERSHED INFORMATION:
POST CONST. DISTRICT: CATAWBA
STREAM WATERSHED: LAKE NORMAN
REGULATED DRINKING WATERSHED: LAKE NORMAN
REGULATED DRINKING WATERSHED CLASS: CRITICAL AREA
FEMA PANEL # 371046400K

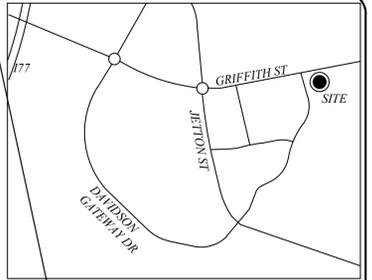
- 1) NEW 1-6" CONC. CURB AND GUTTER(TYP) SEE DETAIL.
- 2) HEAVY DUTY ASPHALT PAVEMENT SEE DETAIL
- 3) LIGHT DUTY ASPHALT PAVEMENT TO SUPPORT 80,000 FIRE APPARATUS.
- 4) REINFORCED CONCRETE PAVEMENT SEE DETAIL
- 5) NEW 7" CONC. SIDEWALK (TYP) SEE DETAIL
- 6) NEW 6" CONC. SIDEWALK (TYP) SEE DETAIL
- 7) 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 PITTS, SEE DETAIL
- 16) OMIT
- 17) TRANSFORMER INSTALLED PER DUKE ENERGY SPECIFICATIONS
- 18) MODULAR BLOCK 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
- 25) SITE TRIANGLE
- 26) OMIT
- 27) APPROX. LOCATION BENCH PER DPO REGULATIONS
- 28) APPROX. LOCATION OF CATS BUS STOP, DETAIL 60.02C
- 29) TEXTURED PEDESTRIAN CROSSWALK, PER DPO REGULATIONS
- 30) SEE SHEET C0 CONDITION # 3.e



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

MATCHLINE SEE SHEET C1.2

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



VICINITY MAP
1"=700'

NO.	DATE	BY	FOR
1	7.27.17	ALR	REV FOR TOWN OF DAVIDSON
2	7.27.17	ALR	REV FOR TOWN OF DAVIDSON
3	10.4.17	ALR	REV FOR TOWN OF DAVIDSON

GEOSCIENCE GROUP
10000 Woodlawn Road
Charlotte, NC 28217
Phone: 704.252.2000
www.geosciencegroup.com
N.C. File License: C-179104
N.C. File License: C-179104

PRELIMINARY NOT FOR CONSTRUCTION

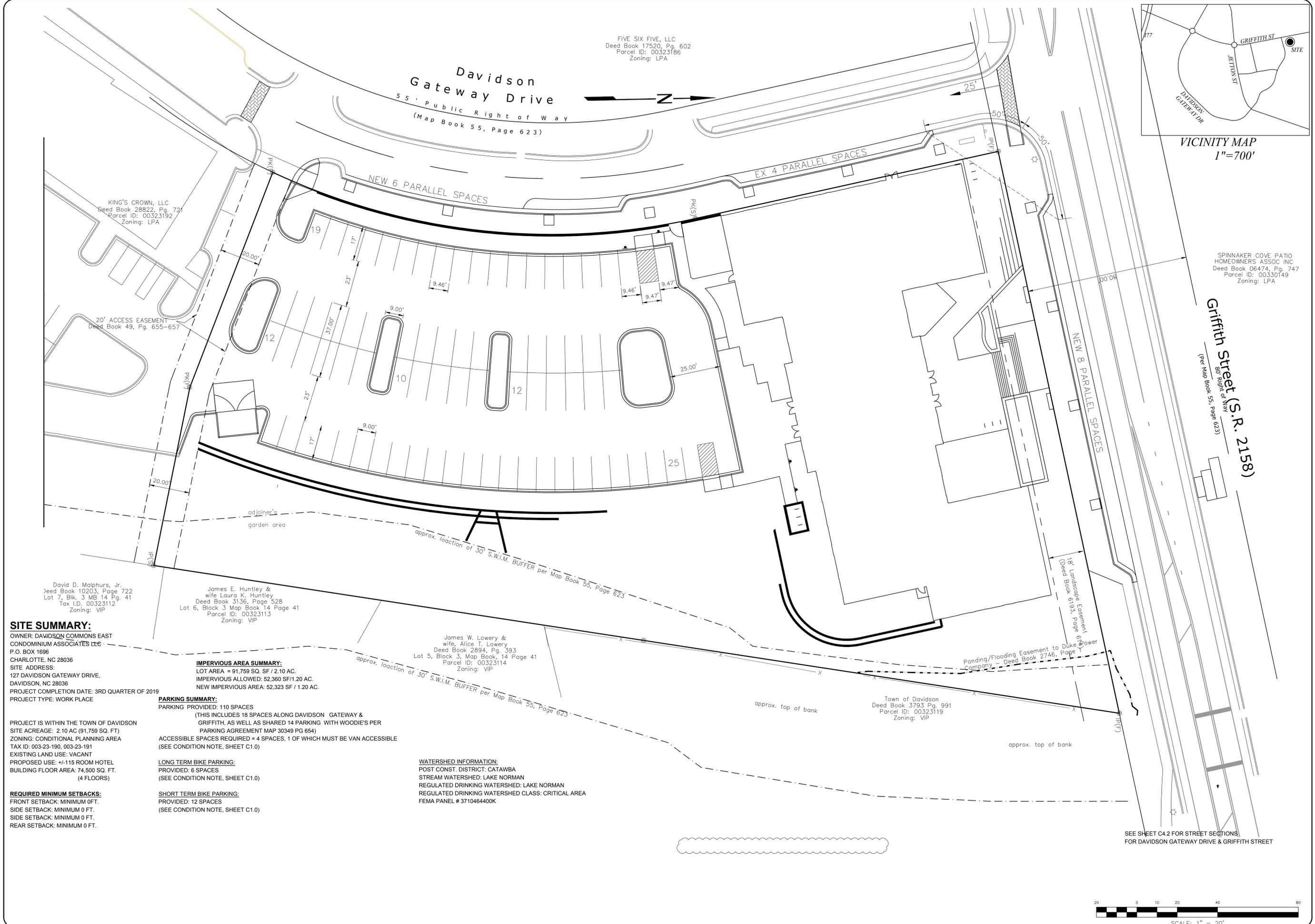
- ISSUED FOR BIDDING
- ISSUED FOR PERMIT
- ISSUED FOR CONSTRUCTION

Drawing Status

HYATT PLACE
DAVIDSON, NORTH CAROLINA

SITE PLAN

C1.1



KING'S CROWN, LLC
Deed Book 28822, Pg. 724
Parcel ID: 00323192
Zoning: LPA

20' ACCESS EASEMENT
Deed Book 49, Pg. 655-657

David D. Molpurs, 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

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)
80' Right of Way

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: 52,323 SF / 1.20 AC.

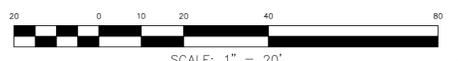
PARKING SUMMARY:
PARKING PROVIDED: 110 SPACES
(THIS INCLUDES 18 SPACES ALONG DAVIDSON GATEWAY &
GRIFFITH, AS WELL AS SHARED 14 PARKING WITH WOODIE'S PER
PARKING AGREEMENT MAP 30349 PG 654)
ACCESSIBLE SPACES REQUIRED = 4 SPACES, 1 OF WHICH MUST BE VAN ACCESSIBLE
(SEE CONDITION NOTE, SHEET C1.0)

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)

REQUIRED MINIMUM SETBACKS:
FRONT SETBACK: MINIMUM 0 FT.
SIDE SETBACK: MINIMUM 0 FT.
SIDE SETBACK: MINIMUM 0 FT.
REAR SETBACK: MINIMUM 0 FT.

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



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

TOWN OF DAVIDSON PLANNING BOARD
Inconsistency Statement

PROJECT

Davidson Commons East Hotel: Conditional Master Plan

SUMMARY OF ACTION TAKEN BY BOARD

Vote: 10-0

Description of Action: Planning Board members found the proposal *inconsistent* with adopted plans and policies.

PROPOSAL / 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 / PROPOSAL

In addition to the programmatic aspects described above, the application includes specific conditions pertaining to: Use; Building Type/Height/Setbacks; Parking (Vehicular and Bicycle); Public Art; Light Pollution Reduction; Pedestrian Improvements (Crosswalks, Mid-Block Crossing, Multi-Use Path); Buffering (Tree Replacement); Plaza Design; Retaining Wall(s); and, Construction Sequencing.

INCONSISTENCY STATEMENT

In the opinion of the Planning Board the proposed Davidson Commons East Hotel Conditional Master Plan is inconsistent with: (a) the Davidson Comprehensive Plan, as adopted by the Board of Commissioners and amended from time to time.

The areas in which Davidson Commons East Hotel Conditional Master Plan is *inconsistent* with the Davidson Comprehensive Plan and all other officially adopted plans are as follows:

- 1. Inconsistent with the Davidson Comprehensive Plan (August 2010):** For more than 20 years the Town of Davidson Planning Department, Planning Board, and Board of Commissioners have contemplated a hotel and conference center to be located upon land closer to Lake Cornelius on Davidson Gateway Drive, next to the Davidson Clinic. The formulating idea was to have the hotel/convention center with close access to I-77 so as to draw citizens and businesses to utilize the convention center as a draw and revenue generator.

This concept has never changed. To permit the hotel currently proposed would abandon the 20+ years of plan work and would likely interfere with a hotel/convention center facing Lake Cornelius in the future.

- 2. Inconsistent three-story difference between hotel, Westside Terrace Neighborhood Homes and Community School of Davidson (CSD):** The buildings in the immediate area of the proposed hotel are 1-2 stories in height, and include CSD (1 story), the Harris Teeter building and surrounding retail businesses (2 stories), Woodie’s Automotive (2 stories), and the 1-story homes in the Westside Terrace neighborhood. The three closest buildings/neighborhood are Woodie’s at 2 stories, and CSD and the Westside Terrace neighborhood homes, each at 1 story in height.

According to a September 25 memo from the Planning Department regarding the proposed hotel, and as it relates to transition or “step-down” from commercial to residential, “This transition typically spans less than two stories in height differential between the commercial building and adjacent residential property.” Thus, the maximum height of the proposed hotel (or other building), abutting the Westside Terrace homes should be only two stories in height.

- 3. Inconsistent - traffic will be significant regardless of what TIA reports:** Regardless of the results of any TIA, the traffic impact will be significant, especially during school arrival time in the morning, at the same time that many hotel guests will be driving to meetings, and hotel check-in in the afternoon at the same time of school dismissal. These conflicts in traffic comings and goings will add to nuisance along Griffith Street.
- 4. Inconsistent - there is inadequate parking proposed:** The parking situation is unacceptable. The Davidson Planning Ordinance requires 149 parking spaces for a 74,500-square foot hotel (2 spaces per 1,000 square feet). The developer proposes 101 spaces for 115 hotel rooms, which is 48 spaces short.

There is simply not enough space for the hotel and necessary parking. The reality is the overall parking needs in this area, with two schools and a busy retail area grounded by Harris Teeter, and the already congested main roadway of Griffith Street.

- 5. Inconsistent with several planning principles.** The Davidson Planning Ordinance (DPO) outlines the Town of Davidson’s planning principles. Specifically, the DPO states that to preserve our high quality of life as the town grows, and to ensure a sustainable future for generations, we must apply these planning principles fairly and comprehensively. The proposed hotel project appears to be inconsistent with the following planning principles:

(1) We must preserve Davidson’s character and sense of community. Citizens have spoken out passionately against the proposed hotel in that it is out of character with the town, given the proposed location beside/across from 2 schools, and it would have a deleterious effect based on the proposed height, lack of significant buffer, and light/noise/odor pollution on the residents of the adjacent Westside Terrace community.

(4) We must use our scarce land resources wisely; specifically, we encourage development that uses green design, energy conservation, and flexible spaces. The developer’s plan does not agree to LEED Certification for the project. Further, the mature trees that would be destroyed to develop the hotel property cannot be replaced 1:1 with smaller trees.

(5) We must create an environment that fosters diversity; specifically, we must preserve our cultural heritage. Citizens from our historical, primarily African American community on the

Westside have voiced their significant concerns regarding the proposed hotel.

(6) We must manage growth so the town can provide public facilities and services apace with development; specifically, make decisions based on the long-term goals of the comprehensive plan rather than a short-term benefit. As described, the traffic and parking issues are significant concerns that would adversely impact the Griffith Street corridor.

- 6. Concern: Negative effect on the watershed.** The Griffith Street area is a "Water Supply Watershed Area" restricting building and the increase of impervious area and high density development. The proposed hotel is within a critical area. This is an issue for adjacent areas to be developed as well as the hotel. No conditional approval should be granted without building restrictions in accordance with Watershed Protection Regulations.

Adopted this 25th day of September, 2017.

Parking Summary

* * Information provided
by Susan Irvin, attorney
for proposed Davidson Commons
East Hotel -

I. Proposal	A mix of parking formats including: <ul style="list-style-type: none"> • 78 - on site surface parking • 18 - on-street parking • 15- per shared parking arrangement with the adjacent Woodies Automotive building 	Total spaces in proposal: <u>111</u>
II. Other Ordinances (DPO does not address hotel use apart from commercial use)	<ul style="list-style-type: none"> • Chapel Hill, NC .9/room • Belmont, NC 1/room • Asheville, NC ½ /room + additional uses • Carboro, NC .75 to 1/room + additional uses Ordinances contemplate use of shared or joint parking Meeting rooms (2000 sq ft), Restaurant (intended for hotel guests only), Retail (2000 sq ft) -3800 sq ft/no more than 8 additional spaces	104 spaces but may be reduced with pedestrian/bike/transit <u>115</u> spaces 58 spaces + 8 = <u>66</u> 86 to 115 spaces + 8 = <u>100 to 121</u>
III. Other Communities per parking modeling (See "Parking Generation - Replacing Flawed Standards..." by Kinley-Horn attached as Exhibit 1)	Durham, NC .39/room Tempe, AZ .34/room St. Petersburg, FL .31/room Arlington, VA .71/room	45 spaces 39 spaces 36 spaces 82 spaces
IV. Industry Standards	Institute of Transportation Engineers .64/room Urban Land Institute 1/room Industry average .82/room	74 spaces 115 spaces 94 spaces
V. Projected trends/alternatives to vehicular transportation	<ul style="list-style-type: none"> • pedestrian and bicycle options • public transportation • Uber and other private transportation 	Hotel offers shuttle, bicycle sharing/parking, multi-purpose path, crosswalks, CATS transit stations, Mid-Block crossing and payment toward bridge crossing

Note: The proposed hotel generates 75% less traffic than the two approved buildings per TIA Appendix Table 2 and generates 60% less traffic than a comparable sized office building per TIA Appendix Table 1 (Appendix Tables attached as Exhibit 2)



The second table below shows additional communities and the generation rates found in their respective modeling exercises.

LAND USE TYPE	UNIT OF MEASURE	STANDARD VALUES		PARK+ MODEL COMMUNITY OUTPUTS					
		ULI	ITE	ST. PETERSBURG, FL	CAPITAL EAST, MADISON, WI	SALINAS, CA	GILBERT, AZ	CRYSTAL CITY, ARLINGTON, VA	FORT COLLINS, CO
Apartment	per dwelling unit	1.5	1.20	0.44	0.85	1.22	0.82	0.71	1.16
Condominium	per dwelling unit	1.7	1.38	0.41	0.60	--	--	0.63	1.31
Retail	per 1,000 SF	3.6	2.65	0.78	2.70	0.68	0.57	0.36	0.64
Hotel	per room	1.00	0.64	0.31	--	15.35	--	0.71	--
Lounge	per 1,000 SF	10	13.30	4.23	4.79	6.54	8.38	--	5.38
Office	per 1,000 SF	3.8	2.84	1.14	1.55	2.88	2.06	1.36	1.60
Restaurant	per 1,000 SF	10.50	10.10	5.17	6.46	9.96	10.12	--	5.27

• University Parking Characteristics

Unlike municipal settings, there aren't a lot of governing rates for the prediction of parking generation on a university campus. In fact, ITE only provides a generation characteristic for universities based on total population, which is as broad an assessment as one can make when evaluating a campus. That rate (0.33 spaces per school population for a suburban campus and 0.22 spaces per school population for an urban campus) isn't widely used as far as I can tell, leaving academic planners to make their best guess when defining parking supply on their campuses.

The following table summarizes a variety of generation characteristics encountered for the university campuses we've modeled. These campuses vary in scale and context, and that variety is reflected in the rates that represent their users. No comparative rates are defined in this table due to the lack of consistent national planning standards.

Exhibit 2

FINAL DAVIDSON COMMONS EAST HOTEL TRANSPORTATION IMPACT ANALYSIS

Traffic Generation
February 23, 2017

Table 1: Davidson Commons East Proposed Hotel Trip Generation Table

Land Use		ITE Site Code	Size	Trip Generation														
				ITE Trip Generation			Daily			AM Peak			Mid-Day Peak			PM Peak		
				Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit
Hotel	Hotel (310)	310	107 rooms	874	437	437	56	33	23	20	12	8	64	33	31			
High-Turnover Sit-Down Restaurant	High-Turnover Sit-Down Restaurant (932)	932	5000 sf	636	318	318	66	35	31	23	10	13	93	50	43			
Subtotal				1510	755	755	122	68	54	43	22	21	157	83	74			
* Internal Capture Percentage: DAILY - 8% ; AM - 5% ; Mid-Day - 9% ; PM - 8%				-121	-60	-60	-6	-3	-3	-4	-2	-2	-13	-7	-6			
* Non-Internally Captured Trips				1389	695	695	116	65	51	39	20	19	144	76	68			
** Multi-Modal Connectivity Reduction: 5%				-69	-35	-35	-6	-3	-3	-2	-1	-1	-7	-4	-3			
Subtotal				1319	660	660	110	62	48	37	19	18	137	72	65			
Pass-By's																		
Land Use		Pass-By Percentages		Daily			AM Peak			Mid-Day Peak			PM Peak					
		Daily	AM	PM	Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit		
Hotel (310)		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
High-Turnover Sit-Down Restaurant (932)		-	-	43%	-	-	-	-	-	-	-	-	-	-	-	-		
Subtotal		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
Overall																		
				Daily			AM Peak			Mid-Day Peak			PM Peak					
				Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit			
Total New Trips				1319	660	660	110	62	48	37	19	18	100	52	48			

- * For internal capture percentage, daily and mid-day percentages were calculated using the ITE Internal Capture methodology; AM and PM percentages were calculated using NCHRP 08-51 methodology
- ** Multi-Modal Connectivity Reduction accounts for walkability and connectivity to adjacent parcels.



FINAL DAVIDSON COMMONS EAST HOTEL TRANSPORTATION IMPACT ANALYSIS

Traffic Generation
February 23, 2017

Table 2: Davidson Commons East Previously Approved Office-Retail Trip Generation Table

		ITE Trip Generation Davidson Commons East - Previously Approved Development													
Land Use	ITE Site Code	Size	Trip Generation												
			Daily			AM Peak			Mid-Day Peak			PM Peak			
			Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	
General Office Building	710	40000	654	327	327	92	81	11	57	31	26	123	21	102	
General Retail	820	20000	2386	1193	1193	58	36	22	198	93	105	204	98	106	
Subtotal			3040	1520	1520	150	117	33	255	124	131	327	119	208	
* Internal Capture Percentage: DAILY - 6% ; AM - 8% ; Mid-Day - 5% ; PM - 6%			-182	-91	-91	-12	-9	-3	-13	-6	-7	-20	-7	-12	
Non-Internally Captured Trips			2858	1429	1429	138	108	30	242	118	124	307	112	196	
** Multi-Modal Connectivity Reduction: 5%			-143	-71	-71	-7	-5	-2	-12	-6	-6	-15	-6	-10	
Subtotal			2715	1358	1358	131	103	28	230	112	118	292	106	186	
			Pass-Byz												
Land Use	Pass-By Percentages			Daily			AM Peak			Mid-Day Peak			PM Peak		
	Daily	AM	PM	Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit
General Office Building (710)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
General Retail (820)	-	-	34%	-	-	-	-	-	-	-	-	-	-	-	-
Subtotal				-	-	-	-	-	-	-	-	-	-	-	-
Overall															
Total New Trips						Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	
			2715	1358	1358	131	103	28	230	112	118	227	75	152	

* For internal capture percentage, daily and mid-day percentages were calculated using the ITE Internal Capture methodology; AM and PM percentages were calculated using NCHRP 08-51 methodology

** Multi-Modal Connectivity Reduction accounts for walkability and connectivity to adjacent parcels.





Agenda Title: Mayor John Woods: Centralina Council of Governments (CCOG) and Metropolitan Transit Commission (MTC)
Commissioner Stacey Anderson: Arts & Science Council (ASC)
Commissioner Beth Cashion: Visit Lake Norman (VLN) and North Mecklenburg Alliance
Commissioner Jim Fuller: Lake Norman Chamber (LNC)
Commissioner Rodney Graham: Lake Norman Regional Economic Development Organization (LNREDC)
Commissioner Brian Jenest: Charlotte Regional Transportation Planning Organization (CRTPO) and Lake Norman Transportation Commission (LNTC)

Summary:

ATTACHMENTS:

Description	Upload Date	Type
No Attachments Available		



Agenda Title:

Summary:

ATTACHMENTS:

Description	Upload Date	Type
□ R2017-29 - Jim Garges Appreciation	10/25/2017	Cover Memo



Resolution 2017-29
Appreciation for Jim Garges
Mecklenburg County Parks & Recreation Director 2007 - 2017

WHEREAS, Jim Garges has been Mecklenburg County's Parks & Recreation Director since 2007 and is recognized by Davidson elected officials, citizens, and staff for his unfailing energy, determination, and commitment to public parks and recreation; and

WHEREAS, he has been a true partner to the Town of Davidson; and

WHEREAS, his willingness to listen, creatively problem solve, and compassionate demeanor have endeared him to Davidson citizens and town staff; and

WHEREAS, he has been instrumental in preserving crucial environmentally sensitive lands in Davidson, including the West Branch Nature Preserve, the Allison and Abersham properties, and the Rocky River Nature Preserve (formerly known as the Brackett Bluff); and

WHEREAS, he played a major role in the development and construction of the greenway in Fisher Farm and Abersham and the artificial turf and lighting field project at Bradford Regional Park; and

WHEREAS, he has an inspired vision and has secured funding for the North Mecklenburg Recreation Center; and

WHEREAS, the Town of Davidson owes a debt of gratitude for Jim's decade of leadership and is deeply appreciative of his efforts that help Davidson maintain an environmentally diverse park and recreation community;

Now, therefore, be it resolved that we, the Davidson Board of Commissioners, town staff, and citizens of the Town of Davidson, North Carolina, do hereby recognize, affirm, and celebrate Jim's 10 years of dedication and commitment on behalf of the town, thank him for his outstanding service, and wish him Godspeed.

Adopted this 24th day of October, 2017:

John M. Woods, Mayor



The **Town of**
Davidson

College Town. Lake Town. *Your Town.*