



**TOWN OF DAVIDSON
PLANNING BOARD
216 South Main St.
Davidson, NC
September 25, 2017**

PLANNING BOARD MEETING - 6:00 PM

(Held in the Town Hall Board Room)

- I. CALL TO ORDER**
- II. SILENT ROLL CALL AND DETERMINATION OF QUORUM**
- III. CHANGES TO THE AGENDA**
- IV. REVIEW/APPROVAL OF THE MINUTES**
 - (a) August 28, 2017 Minutes
- V. B.O.C. LIAISON REPORT**
- VI. OLD BUSINESS**
- VII. NEW BUSINESS**
 - (a) Narrow Passage Plan Amendment Update
 - (b) Davidson Commons East Hotel - Recommendation
- VIII. OTHER ITEMS**
- IX. B.O.C. LIAISON SELECTION**
- X. ADJOURNMENT**



Agenda Title: August 28, 2017 Minutes

Summary: August 28, 2017 Minutes

ATTACHMENTS:

Description	Upload Date	Type
□ August 28, 2017 Minutes	9/22/2017	Cover Memo

MEETING MINUTES

Planning Board
Town of Davidson, NC
August 28, 2017

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

CALL TO ORDER: 6:04 pm

SILENT ROLL CALL AND DETERMINATION OF QUORUM

PRESENT BOARD MEMBERS: Ellen Donaldson; Kelly Ross (arrived during meeting); Lindsey Williams; Susan Cooke; Mickey Pettus (Chair); Michael Higgs; Mike Minett; Shawn Copeland.

ABSENT BOARD MEMBERS: Bob Miller; Matt Dellinger.

TOWN REPRESENTATIVES: Travis Johnson, Trey Akers.

CHANGES TO THE AGENDA: N/A.

REVIEW/APPROVAL OF THE MINUTES OF: July 31, 2017

- Motion to Approve: Michael Higgs
Second: Ellen Donaldson
Vote: 7-0 (Minutes Approved; Not Present: Dellinger; Miller; Ross)

OLD BUSINESS

NEW BUSINESS

1. Davidson Commons East Hotel - Update:

- Introduction/Feedback Review: Mickey Pettus provided members a few minutes to review the stakeholder feedback memo provided by staff.
- Staff Presentation: Trey Akers delivered a presentation describing the proposal, including: The process and public engagement; site context and history; review of town plans and policies; previous versions of the proposal; and, the current proposal. Participants asked questions about the proposed height, vegetated buffer, parking capacity/requirements, and views from adjacent parcels.
- Discussion: Afterwards, board members discussed various questions with staff and the project team. A summary of the questions, including those from the public comment period, is provided as an attachment.
- Public Comment: Members of the public in attendance made comments, which were recorded by staff and reviewed with board members.
- Outstanding Questions: Members provided the following questions to be answered (see attachment at end of document).

REPORT OF B.O.C. LIAISON: N/A

PERMIT & STAFF DEVELOPMENT REPORTS

1. Permit & Planning Staff Reports:

- No permit or staff reports were provided.

SELECTION OF BOARD OF COMMISSIONERS LIAISON: N/A

ADJOURNMENT: 7:48 PM

- Motion to Adjourn: Susan Cooke
Second: Michael Higgs

APPROVAL OF MEETING MINUTES

Signature/Date
Mickey Pettus
Planning Board Chair

PLANNING BOARD MEETING QUESTIONS

Question	Topic Category	Responsible Party	Response
Market Demand: Is there a justification in the market for a hotel in the face of concerns from the community?	Market Demand	Developer/BOC	
Market Demand/Effects: Does building this hotel affect other hotel sites planned in town?	Market Demand	Developer/BOC	
Proximity: Why would the town allow a use that requires security next to a school?	Safety	Developer	
West Davidson: Has the development team had meetings with the African American community in West Davidson to tease out more information for their needs?	Communication	Developer	
Market Study: Can the developer share a market study for the hotel site? Would the developer share information to show the impact and demand for the hotel on planned projects?	Market Demand	Developer	
Additional Stakeholders: Has the developer talked to Davidson College about the need for more hotel space?	Market Demand	Developer	
Room Rate: What is the expected price for guests at the hotel?	Operations	Developer	
Target Clientele: What is the customer base target?	Operations	Developer	
Employee Screening: What would be the hiring process to screen employees?	Operations	Developer	
Customer Background Check: Can you do background checks on customers?	Operations	Developer	
Surveillance: What additional safety and surveillance tools could the developer add to the development?	Safety	Developer	
Proximity: Does the developer have experience developing next to schools?	Safety	Developer	
Concealed Weapons: What would be the policy for concealed carry for employees and customers?	Safety	Developer	
Height: Has the developer considered a 2-3 story hotel? Would they be interested in pursuing such a project?	Site/Building Design	Developer	
Lighting: What are the plans for lighting to help mitigate impact on the community?	Site/Building Design	Developer	
Stormwater Runoff: How will the developer address issues with runoff on site?	Site/Building Design	Developer	
Retaining Wall: Can the developer give a visual representation of the proposed retaining wall?	Site/Building Design	Developer	
Parking: Is the amount of proposed parking adequate for this site? Can the developer explain their lesser need for parking?	Site/Building Design	Developer	
Parking: How will parking/traffic for the bistro and hotel employees be handled?	Site/Building Design	Developer	
Use: What justifies the change in use for the site?	Site/Building Design	Developer	
Parking: Can the hotel be built with all parking on site?	Site/Building Design	Developer	
Location: Has the developer considered a different site for this project?	Site/Building Design	Developer	
Proximity: Do we know of any issues of building a hotel and school close together?	Safety	Developer	
Crime Rates: Can information be provided about crime rates at hotels?	Safety	Developer	
Proximity: Can you provide an example of a hotel next to school or case study?	Safety	Developer	
Tree Replacement: Can the developer present on their tree replacement strategy?	Site/Building Design	Developer	
Liquor License: Are there any limitations on liquor licenses as it relates to schools?	Safety	Developer/Staff	
Lighting: Will LEED designation provide enough lighting to keep the building safe?	Site/Building Design	Developer/Staff	
Lighting: Please explain the lighting process followed by LEED.	Site/Building Design	Developer/Staff	
Project History: Can you add to the presentation slide information about the proposed development including what was approved in 2007 and what is being asked for in the conditional rezoning? Specifically, what were the setbacks, heights and square footage of the previously approved buildings? How do these compare to the proposed building?	Staff Analysis	Staff	
Communications: Including Harris Teeter's Manager and KIMCO, has there been any communication with businesses and schools around the parcel? What about area schools? Why weren't they reached out to at the beginning of the project?	Communication	Developer/Staff	



Agenda Title: Narrow Passage Plan Amendment Update

Summary: Staff will provide a brief overview of the applicant request to add 1.07 acres of land to the project boundary and modify three conditions. No action will be taken.

ATTACHMENTS:

Description	Upload Date	Type
□ Narrow Passage Plan Amendment Update	9/22/2017	Cover Memo

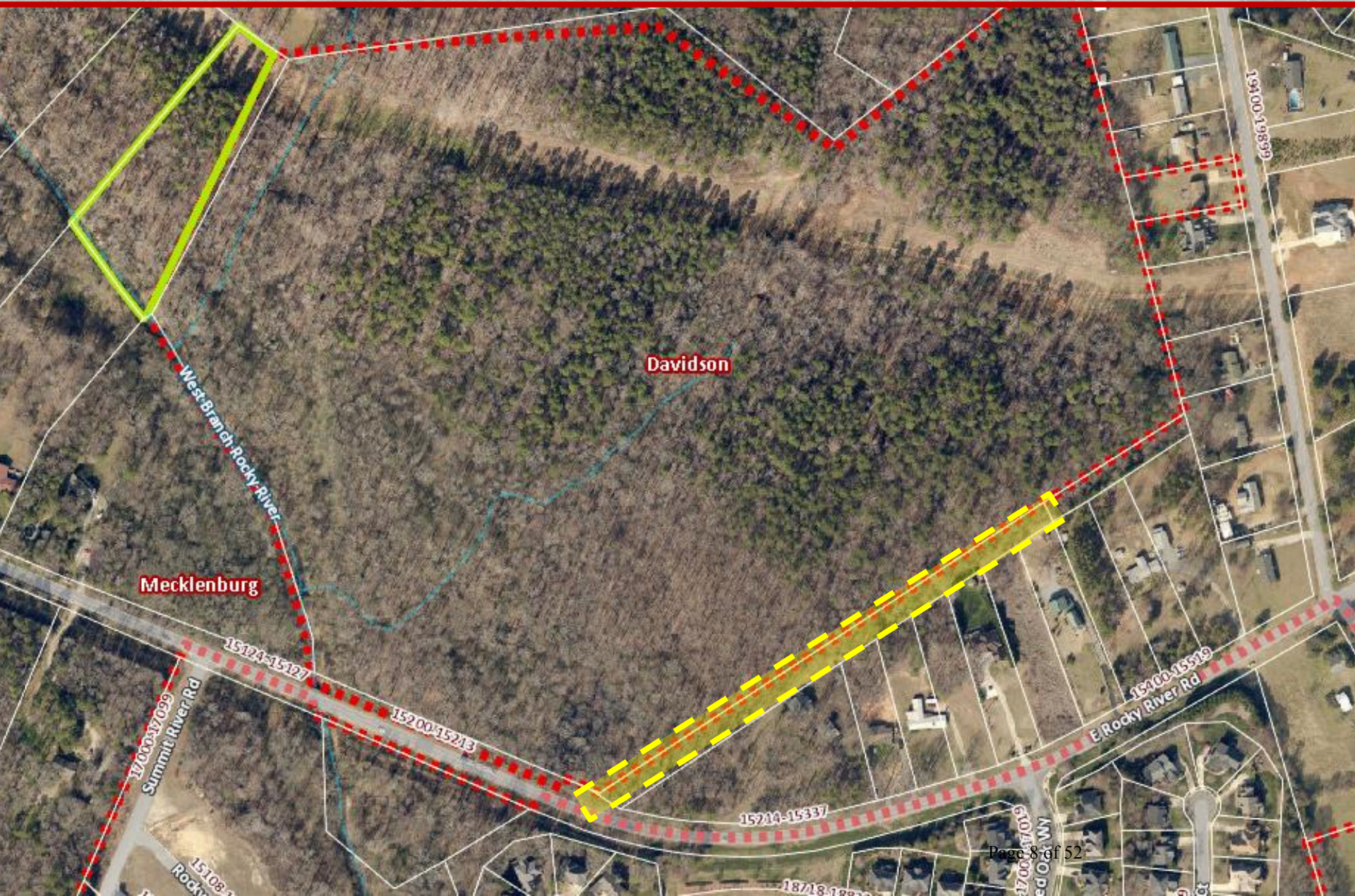
NARROW PASSAGE CONDITIONAL MASTER PLAN AMENDMENT



College Town. Lake Town. *Your Town.*

Narrow Passage Conditional Master Plan Amendment
Planning Board FYI Presentation
Trey Akers, Planning Dept.
Page 7 of 52 September 25, 2017

NARROW PASSAGE – CONTEXT



PLAN AMENDMENT

SUMMARY

- **Land Area Addition**

- Proposed: 1.07 Acres/Southeastern Boundary
- No Additional Site Changes Proposed

- **Applicant Proposed Condition Modifications**

- Number of Construction Signs: Request = 2 [1 on Shearer, 1 on East Rocky River]
- Multi-Use Bridge Payment-in-Lieu: Request = Reduction from \$80,000 to \$40,000
- Number of Non-Conforming Garages: Request = Increase Overall Number to 12



Agenda Title: Davidson Commons East Hotel - Recommendation

Summary: The Planning Board will consider the Davidson Commons East Hotel conditional master plan and conditions and make a recommendation on the proposal.

ATTACHMENTS:

Description	Upload Date	Type
❏ DCE Hotel Staff Analysis	9/22/2017	Cover Memo
❏ DCE Hotel - Presentation	9/22/2017	Cover Memo



MEMO

Date: September 25, 2017
To: Planning Board [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

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. A summary of the conditions is included in Section 2 of this memo, and a complete list of the conditions is included as Attachment A.

[CONTINUED BELOW]

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 (no linear height was specified); initial plans projected their size to be 22,188 square feet each (44,376 square feet total). 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. This resulted in the total commercial area increasing to 24,000 square feet, with 18,000 square of residential – for a total of 37,000 square feet. 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 is not permitted by the underlying zoning but 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. The previously approved plan featured similar setbacks, though the building along Griffith St. retained the existing tree canopy whereas the current proposal includes a plaza and formalized streetscape with street trees.

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 (18), and a shared parking arrangement with the adjacent Woodies Automotive building (14), for a total of 101 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 (101). 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 101 spaces, the proposed parking ratio is 0.88 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 in the Adjacent Uses and Proposed Conditions sections.

PROPOSED CONDITIONS

The applicant requests specific conditions as part of this conditional rezoning. Please see Attachment A for a copy of the proposed conditions. The proposed conditions can be summarized as follows:

1. **Zoning:** The applicant requests the Conditional Planning Area designation.
2. **Building Design:**
 - a. **Schematic Design:** The applicant proposes the attached Conditional Master Plan.
 - b. **Retail:** The applicant agrees to designate the retail component as Retail Primary or Retail Secondary (DPO 16.3).

- c. **Environmental Design:** The applicant does not agree to LEED certification. The applicant proposes meeting LEED/Light Pollution Reduction criteria only, and making commercially reasonable efforts for other sustainable features.
 - d. **Building Type:** The applicant proposes a Workplace building type.
 - e. **Height:** The applicant proposes a height of 2-4 Stories.
3. **Site Design:**
- a. **Public Art:** The applicant proposes to reserve space for art and to work with the Public Art Commission in finding a suitable on-site location; the applicant will not make a financial contribution to public art.
 - b. **Buffers and Trees:**
 - i. Eastern Buffer:
 - 1. Replanting Ratio: The applicant requests relief from DPO 9.3.2 Preservation of Existing Vegetation. The applicant proposes to replant all mature trees removed at a 1:1 ratio, including three oak trees.
 - 2. Tree Types & Caliper: The applicant proposes to plant a mix of tree species, including large/maturing evergreen and deciduous species, with a minimum 4-5 inch caliper at time of planting.
 - 3. Clearing Near Preserved Areas: The applicant proposes utilizing only hand-held implements to clear vegetation outside of preservation areas to minimize remaining vegetation damage.
 - 4. Monitoring: The applicant agrees to daily monitoring reports for tree protection during construction.
 - ii. Woodies Buffer: The applicant proposes replanting some of the surplus trees on the Woodies site to help address their buffer issues.
 - c. **Plaza:** The applicant agrees that the plaza design, including enhanced plantings, will be subject to approval of the Design Review Board; the applicant also agrees that the plaza will be publicly-accessible.
 - d. **Crosswalk:** The applicant agrees to the construction of two, patterned crosswalks across Davidson Gateway Dr.
 - e. **Stream Crossing:** The applicant does not agree to construct the multi-use path bridge. The applicant proposes paying 50% of the bridge's construction costs, not to exceed \$102,000.
 - f. **Mid-Block Crossing:** The applicant proposes making a \$61,000.00 contribution towards a mid-block crossing across Griffith St. from Spinnaker Cove Dr. to the CSD property.
 - g. **Benches:** The applicant agrees to construct two benches along Griffith St. as part of the public art experience.
 - h. **Multi-Use Path:** The applicant proposes construction of an 8.5' sidewalk/path in front of the building along Griffith Street, and agrees to pay 50% of the bridge costs connecting the path to Roosevelt Wilson Park.
 - i. **Retaining Wall:** The applicant proposes a retaining wall as described in the conditions [i.e. 13'-60' from the eastern boundary; maximum height 13', tiered three times; maximum height of any tier 5'.
 - j. **Setbacks:** The applicant proposes 0' setbacks.
 - k. **[Parking Lot] Walkway:** The applicant requests relief from DPO 8.4.5 Pedestrian Access, which requires provision of a sidewalk through a parking lot greater than 36 spaces.
 - l. **Transit Amenities:** The applicant agrees to the construction of two transit stops – one each on the south and north sides of Griffith St.
4. **Parking:**

- a. **Required Parking:** The applicant proposes counting 101 parking spaces towards their requirements, including a mix of on-site, shared, and on-street parking along the project boundary. Note: On-street parking is public and not exclusively available to the proposed project.
- b. **Reciprocal Easement Agreement:** The applicant proposes to utilize shared parking with Woodies, per an existing civil agreement. DPO 8.3.2.D permits up to 50% to be shared.
- c. **Bicycle Sharing:** The applicant agrees to construct a bicycle sharing station and/or make available bicycles to hotel patrons.
- d. **Bicycle Parking:** The applicant agrees to provide 6 long term spaces and 12 short-term spaces, and to incorporate public art into some of the bicycle parking designs.
- 5. **Construction Sequence:** The applicant agrees to conduct all construction staging on the site and off-site improvements shall be completed during summer, weekends and school holidays.
- 6. **Impervious Coverage:** The applicant agrees to meet the 52,360 square feet impervious coverage limitation.
- 7. **Uses:** The applicant proposes the following uses: Hotel, Commercial Services, Restaurant and Retail, Primary and Secondary.
- 8. **Ordinance Modifications:** The applicant proposes standards for establishing vested rights.
- 9. **Amendments:** The applicant proposes standards for plan amendments.
- 10. **Plat Notes:** The applicant proposes standards for recording the plat notes.

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 staff analysis is to assess the updated, proposed plan against existing standards; provide the public and Planning Board with the known facts; and, offer direction on which topics have been addressed and/or should be further explored through the conditional process. At this point, the staff analysis also includes a recommendation regarding the proposal.

Since the September 12th Board of Commissioners hearing the applicant has further revised the proposed plan and conditions. Highlighted in Section 2, the revised conditions reflect agreed-upon items. Below are items not fully addressed in the plan or conditions:

- Parking: On-street construction along Griffith St. in front of CSD will not be required. The proposed 0.88 parking spaces per room is consistent with this use type.
- LEED: Certification for green building design will not be required. Light pollution reduction will be verified as part of the building/site design.
- Tree Preservation: Retaining the three white oak trees in the property's NE corner will not be required. Preservation would likely require a retaining wall that would negatively impact the proposed streetscape. Three white oaks will be among those species replanted in the site's eastern buffer.
- Massing Studies: Depiction of the proposed building elevations from adjoining properties will not be required as part of conceptual master plan approval. Elevations will be approved as part of the standard Design Review Board process for individual building plans.

As noted earlier in the staff analysis, the proposed use, building type, and site design standards are generally consistent with the Circles @ 30 area. The proposal also aligns with a number of goals described in the Town's Planning Principles and Comprehensive Plan. The proposed parking ratio of 0.88 per room is less than required by ordinance; but, it falls within the range of other nearby jurisdictions' hotel requirements (0.5-1.0 spaces per room) and exceeds the amount stated to be needed at Homewood Suites, whose parking lot is reportedly 84% full on sold out nights. Through conditional agreements the proposal pledges to: Ensure an active primary or secondary retail use on the site's NW corner; address light pollution; provide vegetative screening, including off-site along the Woodies boundary; construct transit stops and bicycle parking/sharing facilities, along with a multi-use path on Griffith Street; pay half the cost of a multi-use path bridge connecting to Roosevelt Wilson Park; reserve space for public art; provide enhanced plaza design approved by the Design Review Board; pay for the cost of a mid-block crossing on Griffith St. and construct two crosswalks on Davidson Gateway Drive; and, schedule off-site construction activities to mitigate impacts to adjacent uses.

Based on the revised plans and conditions, staff recommends approval of the conditional master plan and associated conditions (with final condition terminology to be reconciled through the conditional process).

6. ATTACHMENTS/RESOURCES

- Attachment A: Applicant's Proposed Conditions
- Attachment B: 2007 Davidson Commons East Conditional Master Plan
- Attachment C: 2010 Davidson Commons East Conditional Master Plan Amendment
- Attachment D: 2017 Davidson Commons East Hotel Conditional Master Plan ([See Project Website](#))

DAVIDSON COMMONS EAST LOTS 4A-B: HOTEL SITE
CONDITIONS
9/20/17

CONDITIONS:

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, April 9, 2013 and [REDACTED], 2017 (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 Design:**
 - a. **Schematic 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 Davidson Planning Ordinance ("DPO").
 - b. **Retail:** The proposed retail component shall meet the DPO definition of Retail Primary or Retail Secondary (DPO 16.3).
 - c. **Environmental Design:** Applicant will commit to LEEDS certification on Light Pollution Reduction and will have a Certified LEED Architect provide a letter confirming the design meets this requirement.
 - d. **Building Type:** The hotel building shall be a Workplace building type in accordance with DPO 4.5.6.
 - e. **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. **Site Design:**
 - a. **Public Art:** Space will be reserved on Tracts 4A or 4B within a plaza or sidewalk area along Griffith Street for public art and the art shall be determined by Davidson Public Art Commission in coordination with Applicant. No financial contribution is required of Applicant.
 - b. **Buffers and Trees:**
 - i. **Eastern Buffer:**
 1. **Replanting Ratio:** The eastern buffer will be replanted at a 1:1 ratio for all mature trees that are removed during construction, including the three white oak trees on the northeast corner of the site (which will be replaced with oak trees).

2. **Tree Types & Caliper:** Replanted trees must be at least 4-5 inch caliper trees and shall be a mix of large, maturing deciduous and evergreen species.
 3. **Clearing Near Preserved Areas:** Areas outside of tree/vegetation protection areas shall be cleared by hand utilizing hand-held implements.
 4. **Monitoring:** During construction, the developer commits to daily monitoring and reports about tree protection for saved specimens and any identified preserved areas.
- ii. **Woodies Buffer:** If a surplus of trees remains after replanting within the buffer, some of the surplus trees may be located on the Woodies Automotive lot if acceptable to the Planning Director and Woodies Automotive.
- c. **Plaza:** The design of the Plaza and ornamental tree plantings in the plaza area will be subject to approval of the Design Review Board. The plaza area will be publicly accessible.
 - d. **Crosswalk:** As shown on the Plan, Applicant will construct textured/patterned crosswalks – one crosswalk at the intersection of Davidson Gateway and Griffith Street and one crosswalk across Davidson Gateway from the entrance driveway of Woodies to the CSD site.
 - e. **Stream Crossing:** At the time of the issuance of a certificate of occupancy for the hotel, Applicant shall pay fifty percent (50%) of the actual construction costs (not including soft costs, such as the costs of plans and permits or management fees) of the 10' multi-use bridge along Griffith Street over the stream on the Site's eastern boundary as shown on Walks and Rolls Plan *Figure 4-2*, but, in any event, Applicant shall not pay more than One Hundred and Two Thousand and No/100 Dollars (\$102,000.00) for such bridge. The payment shall be made at the time of the issuance of the certificate of occupancy and shall be held in escrow and used only for the construction of the bridge.
 - f. **Mid-Block Crossing:** Prior to issuance of a certificate of occupancy for the hotel, Applicant will pay to the Town the amount of Sixty-One Thousand and No/100 Dollars (\$61,000.00), which shall be held in escrow and used only for the construction of the Mid-Block Crossing. This payment represents much more than Applicant's proportionate share, in conjunction with other stakeholders, of the cost of the Mid-Block Crossing.
 - g. **Benches:** Applicant agrees to install two benches along Griffith Street as a part of the public art experience.
 - h. **Multi-Use Path:** Applicant will provide a multi-use path as shown on the Plan. Tree grates shall not interfere with cyclists ability to safely move through the area (i.e. small-diameter openings and installed perpendicular to the travel path).
 - i. **Retaining Wall:** The retaining wall will be setback 13' – 60' from the eastern boundary. The maximum height of the retaining wall at the head wall is 13' and the wall is tiered three times. The maximum height of any tier is 5' throughout the Site. The approximate location and length of the wall is shown on the Plan.
 - j. **Setbacks:** The hotel building shall front on Griffith Street with minimum front and side setbacks of 0'.

- k. **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 and this sidewalk shall not be included in the Plan.
 - l. **Transit Amenities:** Applicant will install transit stops in the following locations, in accordance with CATS Standard 60.03C and 7.4.2.B.5;: (i) in front of the hotel and (ii) at the Mid-Block crossing on the north side of Griffith St.
- 4. Parking:**
- a. **Required 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 101 spaces (which includes on-street parking that is available for public use). On-street parking is shown on the Plan.
 - b. **Reciprocal Easement Agreement:** 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.
 - c. **Bicycle Sharing:** A bike sharing station will be installed by Applicant and/or cycles shall be made available to hotel patrons for use around Town.
 - d. **Bicycle Parking:** Bicycle parking provided is 6 long term spaces and 12 short-term spaces. Bicycle parking spaces will incorporate some public art features as reasonably determined by Applicant in conjunction with the Davidson Public Art Commission.
- 5. Construction Sequence:** Applicant agrees to conduct all construction staging on the Site and off-site improvements shall be completed during summer, weekends and school holidays.

6. 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.

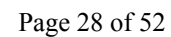
- 7. Uses:** Permitted uses on Tracts 4-A and 4-B shall include Hotel, Commercial Services, Restaurant and Retail, Primary and Secondary.

8. **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.
9. **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.
10. **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 as modified by the provisions herein.

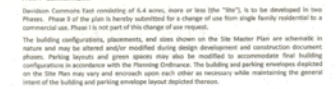
REMOVED CONDITIONS:

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

Exhibit VII-C



Site Plan Notes



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:

- o Commercial Use including, but not limited to Office, and/or Restaurant, and/or Retail, and/or Automobile Service, and/or Health Institutions
- o Up to 3 Stories, not to exceed 50 feet in height to the top of the Parapet Wall
- o 2 or more Building
- o Buildings May Be Connected
- o Maximum Square Footage of Commercial Building 40,000 SF

Site Plan As Devoted.

- Two - 20,400 SF Buildings - 2 Stories
- 160 Parking Spaces
- 3/4 Acre Park

PART IV: DESIGN GUIDELINES

- o Surface off street parking to conform to Town of Davidson restrictions as listed in section 10.2 of the planning ordinance. (From Table 10.2.2)

	Auto Parking Minimum	Auto Parking Maximum
Commercial (excluding retail)	2 spaces per 1000 square feet of commercial use	5.5 spaces per 1000 square feet
Retail	2 spaces per 1000 square feet of commercial use	5 spaces per 1000 square feet for retail use

SECTION 2 - TOWN PARK AREA/PASSIVE PLAY AREA

- o 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.
- o Acre to be cleared and graded to create open fields/play areas within the Passive Play Area. Passive Play Area shall be a maximum of 3/4 acre and will be located adjacent to Central Park Circle.

SECTION 3 - IMPERVIOUS

- Impervious allocation will remain as per approved 2007 plan.

Impervious Calculations:	Impervious SF Per Approved Plan	Contingency (see Note 2)	Total SF of Contingency
Phase I	48,143	5,000	48,143
Phase II	72,378		72,378
Total	120,521	5,000	125,521
Total Allowed			120,521

Note 2: Developer reserves the right to use the unused contingency from one phase in the other; however, total impervious area for which site shall not exceed total of 1,20,570 sqm sq ft.

General Development Notes:

- ◆ Phases may be subdivided
- ◆ Subdivided lots to have cross-easements for shared parking
- ◆ Total aggregate 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'

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

PUBLIC HEARING DAV. COMMONS EAST HOTEL



College Town. Lake Town. *Your Town.*

Dav. Commons East - Hotel
Planning Board Presentation
Trey Akers, Planning Dept.

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DCE HOTEL – PROCESS/TIMELINE

2015 Concept Discussed

- Oct. 6: Applicant Informally Proposes Hotel Concept

2016 Concept Explored

- April - August: Site Review/Sketch Plan Created
- August 26: Preliminary Sketch Plan Submitted (DPO 14.5.2)
- September: Application Review, Public Input Session (PIS) Materials Prepared
- October 3: Public Input Session, Prelim. Staff Analysis Produced, Feedback Collected
- November - February 2017: Transportation Impact Analysis Undertaken

2017 Concept Refined/Approval Sought

- Mid-February: Transportation Impact Analysis (TIA) Finalized, Accepted by Staff
- March - May: Revised Design Discussed (TIA, PIS Feedback)
- May 31: Conditional Master Plan Application Submitted (14.5.4)
- July 31: Joint Work Session
- August 1-11: Stakeholder/Public Engagement – Site Walk, Lunch & Learn/ Recorded (Feedback Collected)
- August 22: Board of Commissioners Work Session (Project Update/Feedback Received)
- August 28: Planning Board Meeting (Project Update)
- September 12: Board of Commissioners Meeting (Public Hearing)
- September 25: Planning Board Meeting (Recommendation)
- September 26: Board of Commissioners Work Session (Conditions Discussion)
- October 10: Board of Commissioners Meeting (Potential Decision)

CONTEXT & VICINITY



DCE HOTEL – CONTEXT



Davidson

DCE HOTEL – CIRCLES @ 30 VICINITY

PROPOSED PLAN

DCE HOTEL – PROPOSED PLAN



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Dav. Commons East - Hotel
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DCE HOTEL – PROPOSED PLAN



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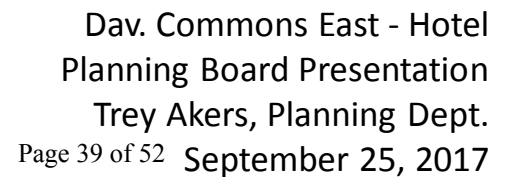
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DCE HOTEL – PROPOSED PLAN



College Town. Lake Town. *Your Town.*

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DCE HOTEL – PLAN DETAILS

SUMMARY

- **Land Use**

- Proposed: Hotel/Inn; Commercial Services; Restaurant; Retail
- Existing in Vicinity: All Requested Uses

- **Building Type, Height, & Setbacks**

- Proposed: Workplace Building, Four Stories (49'), 0' Setbacks
- Existing in Vicinity: Workplace, Storefront Two to Five Stories (36' - 59'), 0' Setbacks

- **Streetscape**

- Proposed: Formalized, 10' - 13'
- Existing in Vicinity: Formalized, 8' - 15' +

DCE HOTEL – PLAN DETAILS

SUMMARY

- **Parking, Access, & Transportation**

- TIA: Minimal/No Change; Less Impact than Two Commercial Buildings
- Required: 149 Parking Spaces [1.3 Spaces/Room]
- Proposed: 101 Parking Spaces [0.88 Space/Room]
 - Includes Surface, On-street Existing + New, Shared/Woodies
 - Homewood Suites: 84% Capacity on Sold-Out Night

- **Open Space/Parks**

- Required: 3,375 SF [Includes Adjacent Park Discount of 25%]
- Proposed: 7,311 SF Plaza

- **Water Quality**

- Required: 52,360 SF
- Proposed: 52,336 SF

DCE HOTEL – PLAN DETAILS

SUMMARY

- **Tree Canopy/Griffith**

- Existing: Stands of Mature Trees, Frame Street
- Proposed: Replace with Formalized Streetscape, Replant Eastern Buffer
 - Tradeoffs: Plaza/Pedestrian Realm, Retail Viability, Parking Capacity, Consistency with Existing/Adjacent Properties + New Buildings

- **Adjacent Uses/Buffer**

- Existing: Mature Tree Cover/Eastern Border [Woodies Precedent]
- Proposed: Retained/Replanted Eastern Border [1:1 # Mature Removed]
 - 22 + 15 Removed (Griffith + Eastern Boundary): 36 Total



DCE HOTEL – PROPOSED CONDITIONS

SUMMARY

1. **Zoning:** Conditional Planning Area.
2. **Building Design:**
 - a. **Schematic Design:** Conditional Master Plan.
 - b. **Retail:** Retail Primary or Retail Secondary (DPO 16.3).
 - c. **Environmental Design:** LEED/Light Pollution Reduction criteria only, and commercially reasonable efforts for other sustainable features.
 - d. **Building Type:** Workplace building type.
 - e. **Height:** 2-4 Stories (49').
3. **Site Design:**
 - a. **Public Art:** Space reservation/Public Art Commission guidance.

DCE HOTEL – PROPOSED CONDITIONS

SUMMARY

3. Site Design:

b. Buffers and Trees:

i. Eastern Buffer:

1. Replanting Ratio: Relief from DPO 9.3.2; Replant at 1:1 ratio.
2. Tree Types & Caliper: Mix of tree species, min. 4-5 inch caliper.
3. Clearing Near Preserved Areas: Hand-held implements only.
4. Monitoring: Daily monitoring reports.

ii. Woodies Buffer: Replanted with DEC Hotel surplus trees.

- c. **Plaza:** Enhanced plantings, publicly-accessible, Design Review Board approval.
- d. **Crosswalk:** Two, patterned crosswalks across Davidson Gateway Dr.
- e. **Stream Crossing:** Will pay 50% of the bridge's construction costs (\$102,000).
- f. **Mid-Block Crossing:** Spinnaker Cove Dr. to the CSD property (\$61,000.00).
- g. **Benches:** Two along Griffith St. as part of public art experience.

DCE HOTEL – PROPOSED CONDITIONS

SUMMARY

3. Site Design:

- h. **Multi-Use Path:** 8.5'-14' sidewalk/path along Griffith Street.
- i. **Retaining Wall:** Maximum height 13', three tiered; max. tier height 5'.
- j. **Setbacks:** 0'
- k. **[Parking Lot] Walkway:** Requests relief from DPO 8.4.5 Pedestrian Access.
- l. **Transit Amenities:** Will construct two transit stops – each side of Griffith St.

4. Parking:

- a. **Required Parking:** 101 parking spaces; mix of on-site, shared, and on-street parking along project boundary. Note: On-street parking = publicly available.
- b. **Reciprocal Easement Agreement:** Per DPO 8.3.2.D permits up to 50% to be shared with Woodies.

DCE HOTEL – PROPOSED CONDITIONS

SUMMARY

4. **Parking:**
 - c. **Bicycle Sharing:** Installation of sharing station or bicycles for guests.
 - d. **Bicycle Parking:** 6 long term spaces/12 short-term spaces; public art focus.
5. **Construction Sequence:** Off-site improvements completed summer, weekends and school holidays.
6. **Impervious Coverage:** Will meet 52,360 square feet limit.
7. **Uses:** The applicant proposes the following uses: Hotel, Commercial Services, Restaurant and Retail, Primary and Secondary.
8. **Ordinance Modifications:** The applicant proposes standards for establishing vested rights.
9. **Amendments:** The applicant proposes standards for plan amendments.
10. **Plat Notes:** The applicant proposes standards for recording the plat notes.

DCE HOTEL – RECONCILED ISSUES/NOT CONDITIONS

SUMMARY

- **Parking:**
 - » Griffith St./CSD will not be required.
 - » 0.88 spaces/room = consistent.
- **LEED:**
 - » Certification will not be required.
 - » Light pollution reduction will be verified.
- **Tree Preservation:**
 - » Retaining NE corner white oak trees will not be required.
 - » Retaining wall impacts on proposed streetscape.
 - » White oaks species included in replantings.
- **Massing Studies:**
 - » Views from adjoining properties will not be required.
 - » Elevations approved by Design Review Board.

DCE HOTEL – STAFF RECOMMENDATION

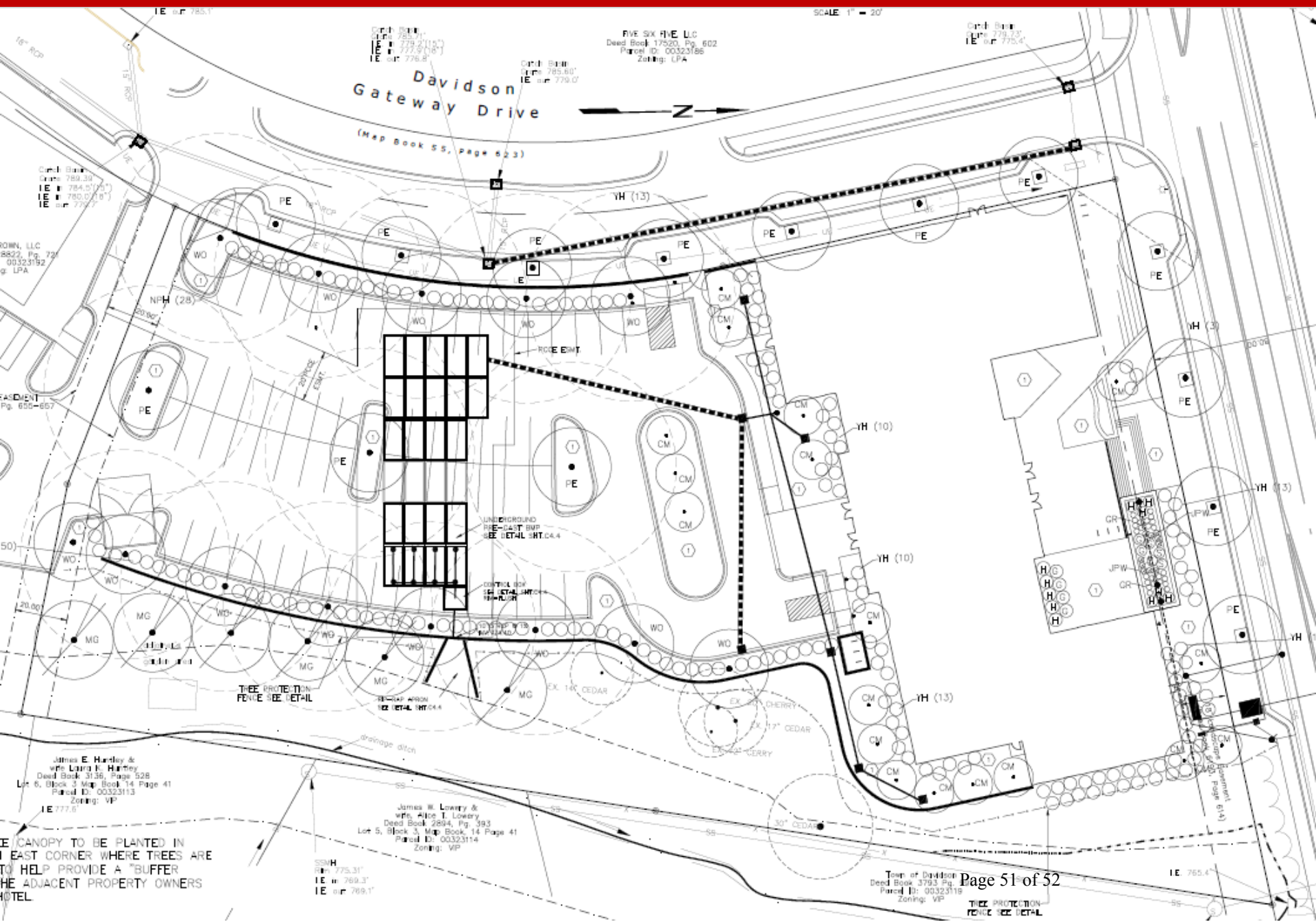
SUMMARY

- **Consistency with Circles @ 30:** Use, building type, and site design standards.
- **Plan/Policy Alignment:** Planning Principles, Comp. Plan.
- **Parking:** 0.88 spaces/room consistent with hotel uses.
- **Conditions:**
 - » Active Retail
 - » Address Light Pollution
 - » Provide On- & Off-Site Vegetative Screening
 - » Transit Stops & Bicycle Parking/Sharing Facilities
 - » Multi-Use Path on Griffith Street; Pay Half Bridge Cost
 - » Public Art Space Reservation
 - » Enhanced Plaza Design/Design Review Board Approval
 - » Mid-Block Crossing on Griffith Street; Two Crosswalks Davidson Gateway Drive
 - » Construction Sequencing
- **Approval Recommended:** Condition Language Revisions Required

DISCUSSION

ADDITIONAL SLIDES

PROPOSED LANDSCAPE PLAN



PROPOSED STREET SECTIONS

