



College Town. Lake Town. *Your Town.*

November 14, 2017

**WORK SESSION
TOWN OF DAVIDSON BOARD OF COMMISSIONERS**

The Town of Davidson Board of Commissioners held its regularly scheduled work session on Tuesday, November 14, 2017 in the Town Hall Board Room. Mayor Woods called the meeting to order at 4:00 p.m. Present were Mayor John Woods and Commissioners Stacey Anderson, Beth Cashion, Jim Fuller, Rodney Graham and Brian Jenest. Town Manager Jamie Justice, Assistant Town Manager Dawn Blobaum, Finance Director Pieter Swart, Planning Director Jason Burdette, Human Resources Manager Heather James, Police Chief Penny Dunn, Parks and Recreation Director Kathryn Spatz, and Public Works Director Doug Wright were also present.

The following items were included under other discussion:

- **Public Facilities Status Report**

Assistant Town Manager Dawn Blobaum provided an update on the population growth including employee changes. The board heard that a public-private partnership was not the direction, but citizens were open to paying for public facilities through ad valorem taxes. Brian gave an update on the space needs for departments. A number of public input sessions were held for feedback which helped with the design of town hall.

- **Davidson Game Plan Quarterly Report**

Town Manager Jamie Justice gave a general update on Davidson game plan items such as financial, Continuum, I-77 Managed Lanes Project, mobility planning, affordable housing, staffing and maintenance.

**REGULAR MEETING
TOWN OF DAVIDSON BOARD OF COMMISSIONERS**

The Town of Davidson Board of Commissioners held its regularly scheduled pre-meeting on Tuesday, November 14, 2017 in the Town Hall Board Room. Present were Mayor John Woods and Commissioners Stacey Anderson, Beth Cashion, Jim Fuller, Rodney Graham and Brian Jenest. Town Manager Jamie Justice, Assistant Town Manager Dawn Blobaum, Finance Director Pieter Swart, Planning Director Jason Burdette, Human Resources Manager Heather

James, Police Chief Penny Dunn, Parks and Recreation Director Kathryn Spatz, and Public Works Director Doug Wright were also present.

Mayor Woods called the meeting to order at 6:05 p.m.

- **Announcements**

Public Information Officer Cristina Shaul announced the following events:

Please join us as we honor Bill Giduz, the 2017 recipient of the Jack Burney Community Service Award on Wednesday, November 22 here in the board room at 10:00 a.m. The North Moravian Band will start performing at 9:30 a.m.

Davidson Town Hall and all other town offices will be closed Thursday, November 23 and Friday, November 24 in observance of Thanksgiving. Thursday's garbage and recycling will be collected on Friday the 24th.

Christmas in Davidson is November 30- December 2 from 6:00 to 9:00 p.m. each evening. The North Mecklenburg Christmas Parade is Saturday, December 2 at 1:30 p.m. Please join us for all of the festivities!

CATS is conducting a transit survey. Please participate – it only takes about five minutes. Here is the link: <https://lynxredline.metroquest.com/>

Applications for Civics 101 are now being accepted. Please register at townofdavidson.org/Civics101 or fill out a form at the front desk. We hope you'll join us to learn about the inner workings of your local government.

Please join us at 6:00 p.m. on December 12 as we say farewell to our outgoing mayor and commissioners and welcome our new mayor and commissioners.

Police Chief Penny Dunn explained the blue lights memorial tree.

- **Presentations**

Shawn Copeland gave an update to Narrow Passage conditional rezoning request.

- **Public Comments**

The public comment period of the meeting was opened at 6:29 p.m.

Summary of Public Comments

Barbara Bryan- provided written comments to the Board. See Exhibit A.

Joe Seffron – commented on the hotel project. He said that it was very controversial with the vast majority of people against it, and it is not the right location for a hotel because it is next to a school and adjacent to a residential area. He said the homes would essentially have to deal with a hotel in their backyards and there is not enough buffer. He also stated that parking for a hotel versus other types of businesses is very different and there is not enough parking on site. He asked the Board to vote no or leave the decision for the new board.

Jeanne Neuman – spoke about the Potts-Sloan-Beaty Corridor Connector.

Amanda Campbell – spoke about the U-50873 Potts St Intersection.

Carolyn Hornea – asked the Board to defer all votes. She also asked the Board to reconsider the proposal to install a path on Potts Street and the Potts-Sloan-Beaty Corridor Connector.

Jana Watt – spoke about a Save Davidson complaint from an anonymous citizen. She also mentioned that it is exhausting to keep coming to town board meetings, and that Save Davidson has filed their required paperwork.

Kelly Brake – stated that she objects to the proposed hotel. She remarked about e-mails requests for a petition that she sent to Susan Irvin, zoning attorney, and a follow-up e-mail Ms. Irvin sent to a Save Davidson attorney.

Donna Pollack – spoke about the hotel occupancy tax, how it is calculated, and how it can be spent. She emphasized that the Town receives only a percentage of the taxes and that when occupancy taxes are included in a fiscal impact analysis those funds are not available for all purposes.

Skipper Brake – stated that the hotel should not be approved because it constitutes illegal spot zoning. It does not comply with the planning ordinances and is incompatible with the comprehensive plan. He stated that there is no need for it to be placed at this location and there is a nearby property that is already zoned for this hotel. He also stated that the intent and purpose is to accommodate the developers' desires and not to promote the most appropriate use of this land for the community. He emphasized that the proposal does not comply with the Lake Shore Planning Area, and that there are other suitable locations for the plan. See Exhibit B for additional comments.

Corey Krasel – asked the Board to vote no on the hotel; however, the majority of his comments concerned the Potts Sloan Beaty Project. See Exhibit C for additional comments.

Sam Weaver – asked the Board to table the agenda and let the new board vote on all the items. He read a quote from an article where a town in Texas voted no on a proposed hotel across from an elementary school. He emphasized that the board there listened to the people and so should this board.

Cheryl Prince – sang that the hotel was just a concept according to Mayor Woods, and not to worry and that it did not mean a thing. She also sang that we'd have traffic jams, parking lots, high rises, lots of shops and that money kills dreams.

John Trepredic – Green School comments.

Ed Harris – spoke in favor of the hotel. He thinks it is a good plan and that is a much better use of the site than the existing plan of an office building. The hotel will bring in new customers for local businesses and revenue.

Robert Trembly – spoke in support of the hotel. He talked about the traffic study and emphasized that there would be very little impact. He stated that the developer will add a number of spaces and that there will be public parking spaces added as well.

Two students (names intentionally not included because they are minors)- spoke against the hotel.

Leann Mueller – asked the Board to postpone vote for hotel. She stated that the developer's opinions are more important to the Board than citizens. She hopes they consider the citizens when voting.

Jean Ramsden – urged the Board to table to vote. She does not want a hotel next to two schools. Kids, transients and not a lot of security are a reason not to put the hotel at the proposed site. She stated that she wants to advocate for the African American Community who she feels the hotel will impact tremendously. See Exhibit D for additional comments.

Jim Naylor –advocated for the hotel. He stated that some arguments others gave were alarmist. He believes the school does not have enough parking and the reason there is so much traffic is because parents are bringing their kids to and from school and the school will likely not be there in 5-10 years.

Sue Falcone – stated that she favors of hotel. She spoke about development and asked people to look at each project individually. She emphasized that there has been good and bad development, but there has to be some development or there will be no revenue. She believes the hotel is properly zoned and the numbers are great. She also spoke about how she felt appalled that sex trafficking was used as a means to be against the hotel.

Martin Kerr – stated that he is part of a group that represents ownership of the property proposed for the hotel site. He stated that the Town leaders have overall made good decisions where development has occurred. He emphasized that sometimes the process is not easy but it's because they care about the town. He encouraged the board to vote yes to the hotel proposal.

Boris Beenich – stated that he is a partner of the development group, Beacon IMG. Their company has a 10 year commitment with the Town. He stated that his company has raised money for Ada Jenkins, partnered with the Ignite Program, Davidson Lands Conservancy, and many other local agencies to support the community. He spoke about the current hotel and how it has benefited the community and guests and urged the board to vote in favor of the hotel proposal.

Susan Irvin – stated that she is the zoning attorney for the hotel developers. She spoke of the big picture and what she thought were the benefits of this hotel versus what the alternatives to the hotel could be. The Lake Shore Planning Area allows two four story buildings and the conditional zoning allows two approved three stories buildings. She went on to note the hotel plan would provide benefits beyond those required by either the existing plan or the Lakeshore Planning Area. She gave the Board two documents. (Planning Principles and Plans Support Hotel and Benefits of Proposed Hotel Over Alternative Development Options). See Exhibits E and F.

Maria Chilton – asked the Board to delay the vote. She stated that she did not expect this to remain a vacant lot and she appreciated that the school has been able to park in the lot. She emphasized that hotel location is inappropriate next to the school. She said that she had friends and family who are law enforcement, and that they, too, were opposed to the hotel.

Alaina Davis – spoke about the hotel location. She stated the Board has spent two years on the project. Further, she said that the citizens have spoken, are against the hotel project, and the Board has not listened. She asked the Board to do the right thing and vote against the hotel.

Daisy Raeford – asked the Board to make the right decision for the children.

Vicky Conrad – stated that she lives in the ETJ and, although she does not vote in town, she is concerned about speed of development. She did not defend or oppose the hotel because she does not know about that development. The problem is that exit 30 is becoming claustrophobic and this is in opposition to Davidson as open, green and welcoming. She hopes some concessions can be made so it is friendly place and there is a lot of thought given to the space.

Heidi Dietrich – has lived on west side for over 12 years and stated that if one does not live near the hotel it is more difficult to a valid opinion about it. She stated that she walks her child to school and the exhaust and the light pollution is overwhelming. She emphasized that is a terrible location. She said she spoke to Spectrum and that they had been approved for a Marriot flag.

Fred Dalton –See Exhibit G for comments. The comments were read to the Board.

- **Public Hearing**

Narrow Passage Annexation Public hearing was opened at 7:58. The public hearing was closed at 8:00 pm.

Text Amendment Jason Burdette explained the purpose of the multi-family building type in village infill.

Public hearing was opened at 8:26pm and the public hearing was closed at 8:39 pm

- **Consent Agenda**

The following items were on the consent agenda:

- (a) Consider Noise Ordinance Variance Request: Davidson College, Alumni Weekend Jun 8-10, 2018
- (b) Consider Approval of Draft October Meeting Minutes
- (c) Ordinance 2017-14 Request for Street Closure for Christmas in Davidson
- (d) Ordinance 2017-17 Request for Street Closure for the North Mecklenburg Christmas Parade
- (e) Direct Planning Board to Make a Recommendation within 30 Days on the Proposed DPO Text Amendments
- (f) Approve Tax Levy Adjustments
- (g) Consider Approval of Revised Regular Schedule

- (h) Consider Approval of Resolution 2017-30 - Authorize the Town Manager to Approve and Execute the Amendment to the Contract with Smeal Holding, LLC - Town Manager Jamie Justice

Commissioner Jenest made the motion to approve the consent agenda. The motion passed 5-0.

- **New Business**

Consider approval of citizen advisory board appointments for the following boards: Planning, Design Review, Livability and Public Art Commission

Commissioner Fuller motioned to approve the Citizen Advisory Board Appointments. Motion passed 5-0.

- **Old Business**

Potts Sloan Beaty Project Consideration - Ben from Kimley Horn presented an update on the design process. Staff recommended alignment one and the board made the same recommendation.

Consider Approval of Ordinance 2017-13 to Extend the Corporate Limits to include Narrow Passage Annexation

Commissioner Anderson made the motion to approve the Ordinance 2017-13 to Extend the Corporate Limits to include Narrow Passage annexation. The motion passed unanimously (5-0).

Consider Approval of Ordinance 2017-15 Narrow Passage Conditional Planning Area Amendment

Commissioner Anderson made the motion to add the 1.07 acres into the project. The motion passed unanimously (5-0).

Commissioner Anderson made the motion to add the second sign as requested. The motion passed unanimously (5-0).

Commissioner Anderson made the motion decline the request to reduce the payment in lieu. The motion passed unanimously (5-0).

Commissioner Graham made the motion to have a maximum of 12 lots to have side loaded garages that can project in front of the front plain of the house and the only front load garage can be a single garage and has to be set back 20 feet minimum. The motion passed (4-1).

Consider Approval of the Consistency Statement for Narrow Passage Conditional Planning Area Amendment

Commissioner Cashion made the motion to approve the consistency statement as discussed by Trey. The motion passed unanimously (5-0).

Consider Approval of Ordinance 2017-16: Davidson Commons East Conditional Planning Area Amendment. Planning Director Jason Burdette presented the Commissioners with an overview of the Davidson Commons East Hotel proposal. The Ordinance 2017-16, Davidson Commons East

CPA Staff Analysis, and Davidson Commons East CPA- Presentation were attached to the agenda and presented to the Board. See Exhibits H, I and J.

Summary of Commissioners Comments

Commissioner Cashion:

Commissioner Cashion noted that this has been a long process. She stated that she has concerns about appropriate shielding of Westside and sufficient parking. She said that efforts to improve parking have come a long way and that buffering through tree plantings has been addressed for two years out. Commissioner Cashion also stated that she reached out to CSD and the property owner. CSD leases the space and may not be the tenant 10 years out. The school is in the middle of an industrial site. She said that we must balance protecting areas but also look at the long-term opportunity the hotel presents. She also said that the hotel should be compared to what is currently allowed.

Commissioner Graham:

Commissioner Graham noted that this proposal process started 18 months ago, and it has changed significantly since the first proposal. The first proposal was six stories with a restaurant and it is now a four-story building without a restaurant. Commissioner Graham concluded that this is evidence that the Town Board does not do only what developers want. Commissioner Graham stated that the developer has agreed to many off-site improvements, almost a quarter million. In a by right project, off-site improvements would not be required. He also stated that a lot of people have objected to this project for a variety of reasons such as traffic, parking and the size of the building, but the project is overall better than what could have been built by right. Traffic is less than what it could be and the building, by being as close to Griffith Street as possible, is as far away from the homes as possible. Commissioner Graham said that with regard to height concerns, the building starts 20' lower at grade level than Woodies and existing houses. He stated that this project is preferable to the previously approved plan and what could be built under the underlying zoning, Lakeshore. He made the point that the hotel will bring jobs, taxes, etc. The buffering of the Westside is also a concern. The buffer is impressive and provides more trees than what exists today. In conclusion, he said the Town Board has to look at things other than compliance with the ordinance. He said that it is not unusual for a conditional plan to not be approved by the Planning Board because it is not consistent with the Planning Ordinance.

Commissioner Jenest:

Commissioner Jenest noted that there has been two years of discussion about this project and 12 plus meetings. He stated that this hotel is far better than what is on the site today, and what could be there. He also stated that the developer is a good, proven corporate citizen. In conclusion, he said that all the conditions attached to the project from the Board, citizens, and Planning Board satisfies him that this is a good project.

Commissioner Jenest made a motion to approve. Mayor Woods asked for comments.

Commissioner Fuller:

Commissioner Fuller began his comments by noting that he talked to a citizen who said the Town or whatever entity should buy the property, if we don't want anything else on the land. Commissioner Fuller stated that a by right building may not be as favorable as this project; however, he still has serious concerns. His serious concerns are the impact on the Westside neighborhood, traffic, parking, and an unanswered question about pervious versus impervious acreage. Commissioner Fuller also gives great deference to the Planning Board decision against the hotel. For those reasons, he does not support the hotel proposal.

Commissioner Anderson made no remarks.

Commissioner Jenest made the motion to approve the project as presented. The motion passed (4-1).

Consider Approval of the Consistency Statement for the proposed Davidson Commons East Conditional Planning Area Amendment. Planning Director Jason Burdette presented a draft Consistency Statement which was part of the agenda packet and is specifically attached hereto as Exhibit K.

There were no questions or comments. Jason Burdette summarized the Consistency Statement and cited references to the Comprehensive Plan.

Commissioner Anderson made the motion to approve the consistency statement. The motion passed (5-0).

Consider Approval of Fire Station 2 Budget Amendment 2018-13

Commissioner Anderson made the motion to move \$130,000 from fund balance to the construction cost. The motion passed unanimously (5-0).

- **Adjourn**

The meeting adjourned at 11:04 p.m.

John M. Woods,
Mayor

Attest:

Carmen Clemsic
Town Clerk

Comments to Davidson BOC - Town Hall - November 14, 2017

Thanking you for arduous and unselfish service, I pray you'll support vote gifts of Relief to Lakeside Terraces residents and Uncertainty to residents of the Potts corridor, both housing predominantly African American residents.

Dueling Consistency and Inconsistency statements—suggesting an on-the-way-out-the-door pro-development vote that leaves a single hotelier with an enviable edge and further encroaches on an historic community—do not provide good basis for a pro vote.

Knowing how citizens have spoken, written, and voted about location of a Hyatt Hotel and intrusion of Potts plans should make it reasonable to allow incoming representatives of TOD to make pending large decisions that affect the Town's future.

A gift to the future of existing citizens will be remembered appreciatively,

Barbara H Bryan
315 Magnolia St
Davidson, NC. 28036

Cell: 704-582-1059

Davidson Commons East Hotel should NOT be approved because it constitutes illegal spot zoning. The site/building's proposed features do not comply with the planning ordinance and are incompatible with the comprehensive zoning plan. There is NO discernable reason to single out this small tract for differential zoning treatment.

1. This is a small, 2.1 acre tract of land. It is included in the Davidson Commons East Conditional Master Plan that has been amended several times over the years, in 2006, 2008 and 2010.
2. The site/building's proposed features do not comply with the planning ordinance and are incompatible with the existing comprehensive zoning plan.
 1. This proposed plan does not fit into a larger context involving planning for the community.
 2. This proposed zoning change is not based on the suitability of the land for development, or the availability of needed land uses. In fact, it is not suitable for the proposed building. And, there has been no demonstrated need for this land use as it has been shown that there are additional available sites for a hotel that are located in areas which are properly zoned for a hotel at the Circles at 30.
 3. There are no special features on this tract that make it any *more* suitable for hotel use than nearby property that is already zoned for hotel use at the Circles at 30 and is consistent with the town's general development plan.
 4. Any basis for locating a hotel in this site is also true for the surrounding properties at the Circles at 30. Thus, there is no reasonable basis for the rezoning of this site. In fact, it seems that the whole intent and purpose is to accommodate this developer's desire to construct a hotel in *this* location, NOT to promote the most appropriate use of land throughout the community.
3. The site falls into the Lakeshore Planning Area (LPA) which contains opportunities for high density residential development integrated within corporate, commercial and retail mixed use development. The proposed

plan **FAILS** to comply with the requirements of the Lakeshore Planning area in the following ways:

- i. Hotel is NOT a permitted use of the Lakeshore Planning Area. **In fact, the ordinance specifically states that building types NOT listed below are presumed to be prohibited.** The only commercial/retail uses permitted in this area are:
 1. Commercial Services
 2. Home Occupation
 3. Micro-Brewery or Micro-Distillery
 4. Professional Services
 5. Research Laboratory
 6. Retail, Primary
 7. Retail, Secondary
 8. Civic/Educational
 - ii. The proposed site plan also violates the Lakeshore Planning Area in the following ways:
 1. Fails to comply with REQUIRED setbacks.
 2. Fails to comply with REQUIRED parking spaces.
 3. Fails to comply with REQUIRED tree buffer and tree preservation.
 4. Fails to comply with REQUIRED pedestrian access.
4. When balancing the benefits and detriments of the proposed rezoning, it is clear that the owner/developer will greatly benefit if the rezoning is approved. Conversely, if it is *denied*, the owner/developer will not be harmed. There are other uses that can be made of this property that comply with the town's zoning ordinance. In addition, there is other suitable property nearby for a hotel.

There have been NO benefits shown to the community of approving this rezoning. Any claimed benefit in having another hotel in Davidson can be negated by the fact that there is ample opportunity to build multiple hotels at the Circles at 30, which is already zoned for such use.

Exhibit B

The harm to the neighbors and community at large, however, if this rezoning is approved IS substantial. This can be clearly seen in the public outcry of the neighbors of Westside Terrace and Spinnaker Cove as well as the community at large. Substantial harm would be found in:

1. 24 hour light and noise pollution to adjacent neighbors
2. Loss in value of adjacent residential properties

In addition to significant public opposition, the Planning Board found 5 inconsistencies and 1 concern regarding the proposed plan and voted 10-0 that the plan/site is incompatible with the Davidson Comprehensive Plan and shouldn't be approved.

The town's failure to consider the adverse impacts on the neighbors and community is rather suggestive of a cavalier unreasonableness on the part of the town.

Please Add to the minutes Cory Krasel's Notes
enter into minutes 4/14/17

Town of Davidson ...

Town of Davidson Public Comment 11/14

My name is Cory Krasel and I live at 305 Pine Road. I am addressing the NCDOT projects affecting Potts/Sloan/Beaty. There are two projects, one in Cornelius and the other in Davidson. The funding is from I-77 Bonus Allocation Funds. The Cornelius project will create a roundabout at the intersection of Davidson Street, 115 and Potts Street. The Davidson project will connect Potts, Sloan and Beaty, potentially adding a 10-foot multi-use path and creating a roundabout at Sloan/Beaty/Griffith.

The project in Davidson was initially planned by the Town, but it was turned over to NCDOT and Kimley-Horn due to receiving I-77 toll road money. The 2007 plan called for preserving the Rural Vernacular of Potts Street with its 100-year oak trees and historic homes, keeping Potts residential and adding FOUR foot sidewalks.

There are many unintended consequences and problems in the current plans:

1. The roundabout in front of the YMCA will be three times the area of the Circles at 30. It will involve taking homes, businesses, yards and possibly the Green School property through eminent domain.
2. 115 has only one northbound lane and one southbound lane, yet the roundabout has two lanes. This will be a safety issue. ~~_____~~
3. Changing the angle of the road under the railroad trestle could lead to further instability of the railroad structure. It was hit by a truck and may not be stable.
4. Historic homes will lose their yards due to the 10 foot multi-use path. The oak trees and crape myrtles will be removed. None of the past plans involved a ten-foot path on South Potts Street.
5. I-77 toll avoiders will use the PSB, creating a loud intrusion in a quiet, residential neighborhood.
6. The small businesses and restaurants in town may lose customers due to being by-passed. *will*
7. The traffic on the PSB will dead end at Beaty and 115, where there is no light or roundabout. The traffic will become jammed at this intersection.
8. Citizens have asked for Alternative 2 or 3 at the Potts/Sloan connection in order to save the stream and wetlands. Ben Taylor of Kimley-Horn said that there was no preference indicated by written comment. This is false.

leave Alternative

According to Public Works Director Doug Wright:


1. The \$2.2 million dollar project is already over budget.
2. The Town does not have the funds to pay for the multi-use path.
3. The Town does not have funding for speed humps.
4. The Town does not plan on having 20 mph speed limit. which is the speed

Q

limit on main street.

Here is what we have done:

1. Three neighbors have requested to be "Consulting Parties" under Section 106 of the National Historic Preservation Act. The citizens would like a seat at the table to encourage preservation of this historic neighborhood. They want to explore alternatives and reduce harm to properties.
2. Citizens have asked for a neighborhood meeting with Jamie Justice, NCDOT and Kimley-Horn. They have had no response.
3. Citizens have emailed the commissioners, asking them to hold off voting on this tonight, which is after the election but before the current mayor and board leave office. They have had no response from the commissioners.
4. Citizen have asked the commissioners and staff to allow more time for citizen input. They have had no response.

 Please do not vote on NCDOT changes or the Hyatt Hotel on Griffith Street tonight. Other than Commissioner Fuller, the current board will not have accountability for decisions made tonight. Please honor the citizens of Davidson.



enter into minutes
" 1/14/17

Jean Ramsden

I'd like to address the Griffith Street hotel.

Firstly, I would urge you to **table the vote** until a new board and mayor take office.

But, I suppose you won't decide on that until later, so I would like to use my three minutes to advocate for my four kids and for all the other kids who attend schools on my side of town, West Davidson.

Please don't put a hotel next to two schools. Kids. Transients. Not a lot of security. **It doesn't make sense, right?**

But, apart from the kids. I'd like to advocate for the African American community and for continued diversity in Davidson. *because this hotel will impact their community tremendously.*
Listen, I'm an upper middle-class white woman. I have degrees from two Ivy League colleges. I'll be fine. Really. I will.



So, my emails to Town get ignored...

So, I get put on the Town's "Frequent Speakers" list along with a few other mild-mannered people. All women, I might add. One of whom is a church leader and retiree...

SO. WHAT! I'll always be able to afford to move or rent where I want to rent. I can always shop where I want to shop. I can speak in public to a powerful group like this without putting my race on trial.

I want to tell you a story that happened in Davidson recently.

August 25

John Armstrong, a member of the African American community, posts on FaceBook:

Joggers are running through the neighborhood by Mock Circle and kids are playing and running in raw sewage. Water running down the street. It's a shame. "Where is the city councilmen?" I ask someone. They say, "It don't matter. They don't care."

You have to remember, it takes a lot to move a mountain. It's hard and stubborn, but if you chop at it, it will move.

When I see something in the community, I always ask why? And sometimes, the answers I get--they're not shocking to me. When people call and call they eventually stop calling.

The city spends money and no one in the community or the commissioners think about the structure first. It's only "what can make the community beautiful." It looks good on the outside but it's falling on the inside and then they're not in office anymore.

Exhibit D

I saw John's post close to midnight that night and it broke my heart. Especially when I found out that the sewage leak had been going on for several weeks with so many calls to Charlotte Water with zero response. At Mock Street. Less than a half a mile from where I live.

August 26

As soon as Chark Meck Water opened, I called to report the problem.

By 11 a.m., less than two hours later, I was able to post the following on FaceBook:

Just confirmed that Chark Meck Water has fixed the issue. It has now been corrected and water/sewage is operating correctly.

Why did this happen? I'm white.

August 27

John Armstrong posts a follow-up.

I'm in this race for the community. Everyone in the community has a voice but every voice does not have the power to get things done. But when one voice says, "Help!" and the one voice or voices who have the power to help us, does, that's what a community is about.

It's about understanding and giving back into your community creative opportunities for your voice to be heard and to Build a Better Community one voice at a time.

Mayor Woods, this is the "community building" you always talk about!! **THIS IS IT!**

Building a hotel next to a school and the historic African American community? **THAT IS NOT COMMUNITY!**

"Washing one's hands of the conflict between the powerful and the powerless means to side with the powerful," as Paulo Freire, an educator and theorist of critical pedagogy (and one of my heroes) says.

But, I'll bring it to you in more recent terms. To quote Eminem:

I'm drawing in the sand a line: you're either for or against

And if you can't decide who you like more and you're split

On who you should stand beside...

I'm going to leave out that last bit, but what I will say is this:

Exhibit D

You might say you care. You might call people from the African American community your friends. You might pray with them, as I did, during a recent prayer walk. But will you step over the line in the sand to stand with the African American community? Will you?

Jim Fuller. You have stepped over the line in the sand before. Thank you. Thank you! Will YOU step over the line in the sand and vote NO on the hotel?

Beth Cashion. You were on that prayer walk. You have stepped over the line in the sand before. Will YOU step over the line in the sand and vote NO on the hotel?

Rodney Graham. You were on the prayer walk, too. You were endorsed by NC Equality. You are an advocate for affordable housing. Will YOU step over the line in the sand and vote NO on the hotel?

Stacey, Brian. I'm not sure what you stand for, but I will ask you the same question. Will YOU step over the line in the sand and vote NO on the hotel?

What I am asking from you today, what I have always asked you for, is simple. It is so simple, that even the youngest of children can understand.

DO THE RIGHT THING. DO THE RIGHT THING.

The light in me sees the light in you. Namaste.

11-14-17

Planning Principles and Plans Support Hotel

Planning Principle #1: We must preserve Davidson's character and sense of community. ... Compact developments with community open space, a street, sidewalk, and greenway network that knits the community together, engaging public spaces.

- Publicly accessible Plaza with enhanced plantings
- Crosswalk added at Griffith and Davidson Gateway
- Crosswalk at entrance to Woodies on Davidson Gateway
- Mid-Block Crossing contribution
- Multi-Use Path (8.5' -14' sidewalk/path along Griffith St.)
- Benches (2) installed along Griffith St. as part of public art experience
- Street orientation engages pedestrian
- Boutique Shop located on Griffith Street
- Enhanced Buffer

Planning Principle #3: We must encourage alternative means of active transportation. ... Planning commercial centers so walking, bicycling, and riding public transit to these destinations are viable options, New greenway, bike, and sidewalk connections to existing developments.

- Bike sharing (installation of sharing station or bicycles for hotel guests)
- Bike parking (6 long term spaces/12 short-term spaces; each with a public art focus)
- Transit Stops built
- Hotel shuttle services
- See sidewalks above

Planning Principle #6: We must manage growth so the town can provide public facilities and services at pace with development. ... transportation, public safety, utilities, commercial life, and **job opportunities**. **adequate commercial tax base**, **alternative transportation** options between destinations, 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.

- \$220,000.00 increase in annual tax base
- \$243,000.00 additional off-site improvements
- 35 new jobs created
- \$138 per person per day is estimated spending outside the hotel at a rate of Hotel will provide customer base beyond residents, employees and other visitors, pedestrian/consumers after businesses and schools close
- Local businesses support a hotel located near the interstate and within walking distance of their businesses on Griffith Street

Planning Principle #7: We must enhance our quality of life through architecture and design.

- Street orientation engages pedestrian
- Public Plaza
- Public art
- Benches as part of public art experience

Davidson Land Plan – incorporated into Comprehensive Plan (2010)

Griffith Street Corridor Plan – cites a 2002 master plan as existing condition with Sheraton Hotel, since expired. Doesn't recommend hotel. School use at Elox not included.

Circles at 30 – never adopted by governing body (required by statute to be considered).

Comprehensive Plan – recommends economic development and support and expand hotel use in the area, so application is in compliance.

BENEFITS OF PROPOSED HOTEL OVER ALTERNATIVE DEVELOPMENT OPTIONS*

submitted by
susan DVM

11-14-

BUILDING LOCATION	1 HOTEL BUILDING ON GRIFFITH STREET DOES NOT BLOCK WESTSIDE TERRACE VIEWSHED
BUILDING HEIGHT	49' IS LOWER THAN 3 STORY VALSPAR BUILDING AT 57' HEIGHT
LANDSCAPING AND OPEN SPACE	64' MAX. WIDTH BUFFER; TOTAL BUFFER AREA = 25,692 ft ² or 28% of the total site area 114 TREES PROVIDED; 66 Trees Required 294 SHRUBS PROVIDED; 258 Shrubs Required
TRAFFIC	75% LESS AM/PM PEAK TRAFFIC THAN APPROVED (TIA included the rooftop restaurant now removed) 60% LESS AM/PM PEAK TRAFFIC THAN SAME SIZE OFFICE
PARKING	111 PARKING SPACES Does not include public parking in front of Woodies (12 spaces) INDUSTRY AVERAGE – APPROX. 91 SPACES (See parking memo presented at 10/24 Work Session)
PEDESTRIAN BENEFITS	Street orientation - Publicly accessible Plaza with enhanced plantings Multi-Use Path (8.5' -14' sidewalk/path along Griffith St.) 2 Crosswalks on Davidson Gateway Mid-Block Crossing with a pedestrian refuge from Spinnaker Cove Dr. across Griffith Bridge Hotel shuttle
PUBLIC TRANSPORTATION	2 CATS transit stops installed at site on each side of Griffith Street
BICYCLE SHARING	BIKE SHARING as well as 6 long term and 12 short-term spaces
ENVIRONMENTAL	Verifiable light pollution reduction and efforts during design process to incorporate additional environmental benefits
OFF-SITE IMPROVEMENTS AND CONTRIBUTIONS NOT REQUIRED BY DPO	\$102,000.00 contribution for 1/2 construction of the Bridge along Griffith \$61,000.00 for construction of Mid-block crossing \$70,000.00 for 2 Crosswalks on Davidson Gateway and parallel public spaces on Griffith \$10,000.00 Approx. cost of 2 transit stops \$243,000.00 TOTAL ADDITIONAL OFF-SITE CONTRIBUTIONS

ECONOMIC BENEFITS

\$220,000.00 increase in annual TAX BASE
\$243,000.00 additional OFF-SITE IMPROVEMENTS
 35 NEW JOBS created
 \$138 per person PER DAY ESTIMATED SPENDING OUTSIDE THE HOTEL. Hotel will provide additional customers who are not residents, employees and other visitors and who will bring business after offices and schools close. (See petition signed by 15 local business; letter from Dunkin' Donuts owner)

***ALTERNATIVE DEVELOPMENT OPTIONS**

LAKESHORE PLANNING AREA	TWO 4-STORY BUILDINGS, MULTI-FAMILY/COMMERCIAL/MIXED
APPROVED DEVELOPMENT	TWO 3-STORY MIXED BUILDINGS, NO LINEAR HEIGHT RESTRICTION

My name is Fred Dalton and I am a proud CSD parent and 20-year hotel industry veteran.

Why, as stakeholders, are we made to feel as though our elected officials and town employees are arguing on behalf of a developer? Why would they make deliberate efforts to discredit the public and ^{PLANNING} ~~Development~~ Board's arguments *against* this project while accepting developer input at face value? When the developer says "The sky is green", the table nods in agreement. When the public observes that "Water is wet", the table rolls its eyes.

What would make someone vote 'yes' tonight? What do they have to prove and what do they have to gain?

~~By way of thanking the Board on the defeat of former Clerk's work~~
~~conducted from a public side reference,~~ allow me to reiterate 5 key points of opposition against the unsupported developer claims.

1. The developer claims that - Demand for hotel rooms into Davidson justifies the project
 - The developer has not released any data from his existing property in support of this claim.
 - Industry forecast for the market suggests occupancy losses every year through 2021 due to growth in supply outpacing the growth in demand.
 - For the proposed hotel to reach it's "fair share" in the current market conditions, it would need to consume nearly 30k room nights per year without diluting the business levels at the developer's current location.
2. The developer claims that – The area's top accounts produce sufficient demand to justify the project
 - Travelclick Agency data for over 100 area hotels shows just over 6,000 room nights consumed at a \$102 average rate combined for Ingersoll Rand and Lowes, down 8% to last year.

3. The developer claims that – The hotel’s rates will be \$200+ per night
 - Retail room night production makes up a relatively small percentage of overall segmentation. The claim misleads you into an assumption that all guests in house are paying high rates while in reality the average daily rate at prevailing market averages will most likely be under \$105.
4. The developer claims that - Local business will benefit from an average per person spending of \$138 outside of the hotel.
 - The developer provides no reference or backup for this claim yet utilized the dubious data in it’s questionable petition of hourly workers at nearby businesses.
 - According to the 2016 North Carolina Regional Travel Summary from Visit NC, daily travel expenditure INCLUDING LODGING averaged \$145.83
5. The developer claims that – The project will create 35 new full time jobs (FTE’s)
 - Industry averages based on projected occupancy totals just 20 FTE’s in the rooms division for combined hourly and salaried. While food and beverage operations have not been clearly defined, it is reasonable to assume that it would not support the additional 15 FTEs to reach the developers inflated estimations.

To the Developer - Prove me wrong. Present your data. Produce your sources. Talk to me, consulting for hotel owners is what I do for a living. Above all, do more to reassure me and everyone in this room that you are doing the right thing. In your own words, “We want to do something that’s going to work for the majority of the people. We’d rather get it right than rush it through and have hard feelings.” Look around the room tonight, does it seem like the majority is on your side?



Ordinance 2017-16
Davidson Commons East Conditional Planning Area
Map Amendment

TOWN OF DAVIDSON BOARD OF COMMISSIONERS (the “Town Board”) adopts the following text and map amendments to the **Davidson Planning Ordinance**. The change listed below is to change the terms of development for Lots 4A-B within the Davidson Commons East Conditional Planning Area.

131 Davidson Gateway Drive (Parcel IDs #00323190, #00323191), at the intersection of Davidson Gateway Drive and Griffith Street: Davidson Commons East Hyatt Place Hotel

Parcel ID	Exhibit Number	Current Planning Area	New Planning Area
00323190 00323191	N/A	Conditional Planning Area	Conditional Planning Area
<p><i>Reason: 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.</i></p>			

Adopted on the 14th of November 2017.

Attest:

 Carmen Clemsic
 Town Clerk

 John M. Woods
 Mayor



MEMO

Date: November 14, 2017
To: Board of Commissioners
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

Exhibit I

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; items were addressed throughout September and October at various Planning Board and Board of Commissioner meetings. 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.

Exhibit I

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; height feedback requested by the Board of Commissioners indicates the hotel would be 49'. 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 (78), on-street parking (18), and a shared parking arrangement with the adjacent Woodies Automotive building (15), for a total of 111 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 (15 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 38-space difference in the required (149) and proposed parking (111). 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 111 spaces, the proposed parking ratio is 0.97 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 52,323 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 have been reviewed closely on multiple occasions 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. The proposed plan would remove 21 mature trees on Griffith St. and at least 15 on the project's eastern buffer, resulting in 36 mature trees removed. To address this issue, the east/southeastern area of the site adjacent to residential uses will include: Seven trees along the parking lot perimeter, as required per ordinance; six extra-large mature trees, 69 large mature trees, and 28 small mature 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 – including a 20" Willow Oak around which the retaining wall will be adjusted to preserve the root system. All told, there will be approximately 103 mature trees and 194 shrubs planted in the eastern buffer. 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 10/3/16 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. **Uses:** The applicant proposes the following uses: Hotel, Commercial Services, Restaurant and Retail, Primary and Secondary.
 - c. **Retail:** The applicant agrees to designate the retail component as Retail Primary or Retail Secondary (DPO 16.3).
 - d. **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.
 - e. **Building Type:** The applicant proposes a Workplace building type.
 - f. **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.
 - 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 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 111 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. **Amendments:** The applicant proposes standards for plan amendments.
8. **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 10/26/16. 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.

Exhibit I

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. PLANNING BOARD RECOMMENDATION

At their September 25th, 2017 meeting the Planning Board formally reviewed the proposal. Board members asked questions about the size and height of specimen trees in the project's NE corner; the replanting of the Woodies Automotive site with surplus trees from replanting on the hotel site; the height of the retaining wall; the proposed parking capacity and requirements; how the light pollution reduction criteria would be met; and, views from adjacent parcels.

Members recommended against approval of the proposal, identifying issues or concerns with the following: Previous planning efforts (inconsistency with Core Values, Goals); height differential between proposal/adjacent properties; traffic generated by proposed use; amount of parking proposed; planning principles (inconsistency with Items 1, 4, 5, 6); and, watershed effects. At their October 24th Work Session the Board of Commissioners reviewed the recommendation and concerns with the Planning Board Chair.

6. STAFF RECOMMENDATION

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.

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 0.97 per room is less than required by ordinance; but, it falls within the range of other nearby jurisdictions'

Exhibit I

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 substantial vegetative screening along the eastern 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.

1. 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](#))

ATTACHMENT A: Hotel Proposed Conditions

**DAVIDSON COMMONS EAST LOTS 4A-B: HOTEL SITE
CONDITIONS
11/14/17**

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 November 14, 2017 (the "Plan"); the underlying zoning is LPA (Lakeshore Planning Area). 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. These conditions are specific and limited to the hotel site proposal and do not modify any previously approved plans.

2. **Building Design & Uses:**
 - a. **Schematic Design:** Development must be in substantial conformance to the approved Plan, understanding that adjustments may need to be made as a result of engineering requirements and existing site conditions during design and construction phases. The Plan is schematic in nature and may be altered or modified in a manner that a master plan differs from a preliminary plat. The adjustments, and the development of Plan, are subject to the Davidson Planning Ordinance ("DPO") standards in effect on November 14, 2017, as modified by the conditions contained herein, and the criteria established by the Plan.
 - b. **Uses:** Permitted uses on Tracts 4-A and 4-B shall include Hotel/Inn, Commercial Services, Restaurant and Retail, Primary and Secondary.
 - c. **Retail:** The proposed retail component shall meet the DPO definition of Retail Primary or Retail Secondary (DPO 16.3).
 - d. **Environmental Design:** The Applicant shall commit to meet the LEED certification requirements for Light Pollution Reduction. Confirmation that the requirements have been met shall be provided via a letter of verification from the Applicant's LEED-accredited, registered architect at design and after installation.
 - e. **Building Type:** The hotel building shall be a Workplace building type in accordance with DPO 4.5.6.
 - f. **Height:** The Tract 4-A and 4-B three-story (3) Height Restriction is hereby amended to provide that the height allowed for the proposed hotel building located on Tracts 4-A and 4-B, as shown on the amended Master Plan, shall be 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 the Applicant. No financial contribution is required of the Applicant in connection with such art.
 - b. **Buffers and Trees:** In lieu of the requirements of Section 9.3.2 of the DPO, the following conditions shall apply:

i. **Eastern Buffer:**

1. **Replanting Ratio:** The eastern buffer will be replanted at a 1:1 ratio for all mature trees that are removed or damaged during construction, as determined by the Mecklenburg County Site Inspector.
2. **Tree Types & Caliper:** Replanted trees must be at least 4-5 inch caliper trees at time of installation and shall be a mix of large, maturing deciduous and evergreen species. The replanted trees shall include at least three white oak trees to replace the three white oak trees removed on the northeast corner of the site.
3. **Clearing Near Preserved Areas:** Areas within the tree protection fence shall be cleared by hand utilizing hand-held implements; mechanized vehicles shall be prohibited from operating within the tree protection fence and limbing of trees to reduce the tree canopy coverage is prohibited. These conditions shall apply to the tree canopy coverage area for mature trees located within the tree protection fence but whose canopy coverage extends outside of the protection area.
4. **Monitoring:** During construction, the Applicant commits to daily monitoring and reports about tree protection for saved specimens and any identified preserved areas. These daily reports shall be compiled and submitted weekly to the Mecklenburg County Site Inspector.
5. **Replanting Guarantee:**
 - a. **Financial Assurance:** The Applicant shall obtain a performance bond (or increase the amount of an existing performance bond) from a surety bonding company authorized to do business in North Carolina and approved by the Board of Commissioners or its designee. The bond shall be payable to the Town and shall be in an amount equal to 125% of the estimated cost to complete the buffer, and to provide a warranty of the revegetation and reseeding.
 - b. **Initial Inspection.** After the Applicant has completed the initial revegetation, the Town shall inspect and approve such initial revegetation to ensure such installation is in compliance the Davidson Planning Ordinance and/or manufacturer recommendations.
 - c. **Second Inspection and Warranty Period.** After installation of all required plantings, a twenty-four (24) month warranty for trees of 4-5 inch caliper at planting and eighteen (18) month warranty for all other plantings (as applicable, "warranty period") shall commence from the date of the notification to the Town of complete installation. At the end of the warranty period, the Town shall re-inspect to verify that growth has occurred and that the site has stabilized. If any areas need to be replanted or reseeded, the Town shall notify the Applicant and the Applicant shall perform any necessary replanting or reseeding.
 - d. **Remedies:** Subject to the subsequent sentence, upon default of the Applicant to complete any necessary replanting and reseeding, the Town may obtain and use all or any portion of the funds necessary to complete the replanting and reseeding based on actual construction costs. The Town shall return any bond funds not spent in completing such work. Prior to using funds, the Town shall notify the Applicant, its successors or assigns, of the default and provide ten (10) days to cure the default. If the Applicant, or its successors or assigns, has not diligently commenced to cure such default within ten (10)

- days, the Town shall have the right to obtain and use funds for the
 revegetation or warranty corrections to be replanted, reseeded, or stabilized.
- 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 and identified as such on the Final Plat.
 - d. **Crosswalk:** As shown on the Plan, Applicant will construct textured/patterned crosswalks to be approved by the Planning Director - 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. **Multi-Use Path Bridge:** Subject to the provisions of this sub-section (e), the Applicant agrees to pay up to \$102,000 ("Applicant's share") towards the cost of a multi-use path bridge on the site's eastern boundary, as illustrated in the Walks & Rolls Plan Figure 4-2. One-half of the payment shall be made at the time of Final Plat approval and one-half of the payment shall be made upon the issuance of the Certificate of Occupancy. The 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, the 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 held in escrow and used only for the construction of the bridge. In the event the Applicant's share is less than \$102,000, the Applicant shall be reimbursed the remaining amount.
 - f. **Mid-Block Crossing (Griffith St.):** The Applicant agrees to pay \$61,000 towards the cost of a mid-block crossing. The payment shall be made at the time of the issuance of a certificate of occupancy for the hotel unless the Town is prepared to construct the mid-block crossing prior to the issuance of the certificate of occupancy, then in such event, the Applicant shall make such payment at the time of Final Plat approval. The payment shall be held in escrow and used only for construction of the mid-block crossing.
 - g. **Benches:** The Applicant shall install two benches along Griffith Street as a part of the public art experience.
 - h. **Multi-Use Path:** The Applicant shall 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 6' throughout the Site. The approximate location and length of the wall is shown on the Plan. The modular block retaining wall design shall be approved by the Design Review Board.
 - j. **Setbacks:** The hotel building shall front on Griffith Street with minimum front and side setbacks of 0'.
 - k. **Parking Lot Walkway:** In lieu of DPO 8.4.5 Pedestrian Access; a sidewalk between parking aisles shall not be required.
 - l. **Transit Amenities:** The Applicant shall install two transit stops in the following locations: 1. In front of the hotel; and 2. at the Mid-Block Crossing on the north side of Griffith St. Designs shall be in accordance with CATS standards and shall include a bench and bicycle parking. A Certificate of Occupancy shall not be issued until the transit stops, as installed, are approved by CATS.

4. Parking:

- a. **Required Parking:** The plan shall provide a mix of parking formats including off-street surface parking (78), on-street parking (18), and a shared parking arrangement with the adjacent Woodies Automotive building (15), for a total of 111 spaces. On-street parking is shown on the Plan.
- b. **Bicycle Sharing:** A bike sharing station shall be installed by the Applicant and/or cycles shall be made available to hotel patrons for use around town.
- c. **Bicycle Parking:** The plan shall provide 6 long term and 12 short-term bicycle parking spaces. Bicycle parking spaces shall incorporate some public art features as reasonably determined by the Applicant in conjunction with the Davidson Public Art Commission.

5. Construction Sequence: The Applicant shall 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

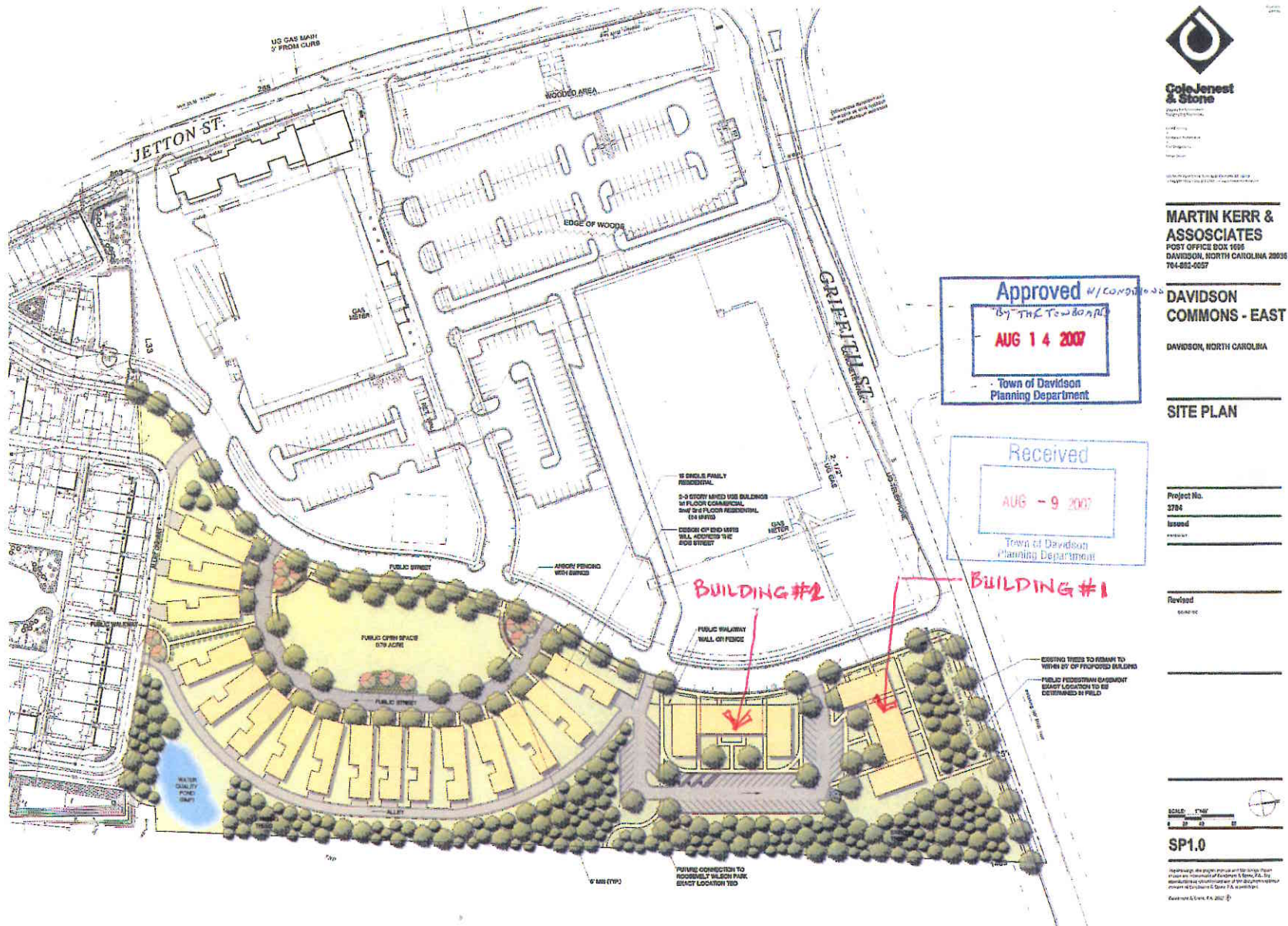
The 52,323 square feet of impervious cover allocated to Tracts 4-A and 4-B may be distributed among such Tracts in accordance with the approved amended Master Plan and may also be redistributed between Tracts if requested by the Applicant and approved by the Planning Director.

7. 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.

8. 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.

ATTACHMENT B: 2007 Davidson Commons East Conditional Master Plan

Exhibit VII-C



Cole Jenest & Stone

MARTIN KERR & ASSOCIATES
 POST OFFICE BOX 1695
 DAVIDSON, NORTH CAROLINA 28035
 704-282-0057

DAVIDSON COMMONS - EAST
 DAVIDSON, NORTH CAROLINA

Approved *M/K/CO/07/03*
By the Town Council
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'
 0 20 40

SP1.0

Hereby, the project owner certifies that this is a true and correct copy of the final plan as approved by the Town of Davidson Planning Department. The project owner shall be responsible for any changes to the plan after approval. The project owner shall be responsible for any changes to the plan after approval. The project owner shall be responsible for any changes to the plan after approval.

ATTACHMENT C: 2010 Davidson Commons East Conditional Master Plan Amendment



Site Plan Notes

PART I - COMMENTARY:

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 sites 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 deeded as a permanent easement to the Town in the form of a "Park Easement Agreement," as part of Phase II of the development.
- Areas to be cleared and graded to create open fields/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:

- Improvements allocation will remain as per approved 2007 plan.

Improvements Calculations:	Improvements Plan	Cost/Space (see Item 2)	Total SF of Contingency
Phase I	45,000	3,000	45,000
Phase II	29,278	3,000	29,278
Total Allowed	115,023	3,000	115,023

Note: 1. Additional charges for right-of-way for paved sidewalks from one phase to the other. However, total improvement area for which site shall not exceed total of 1,000,000 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

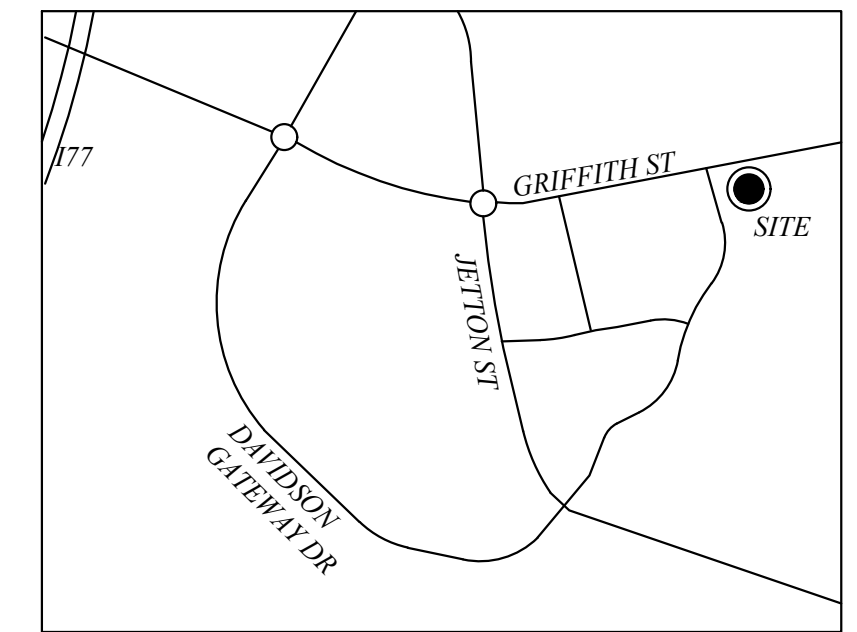
October 18, 2010 Scale: 1" = 40' 0 20 40 100

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

INDEX OF SHEETS

**ATTACHMENT D: Davidson Commons East
Lots 4AB Hotel - Conditional Master Plan**

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

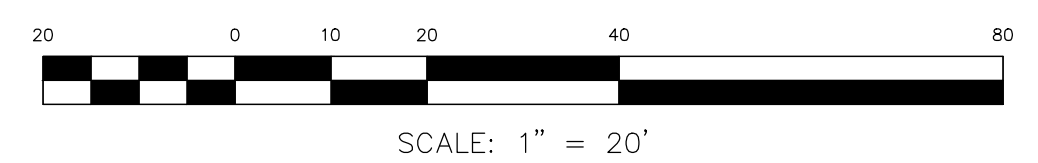
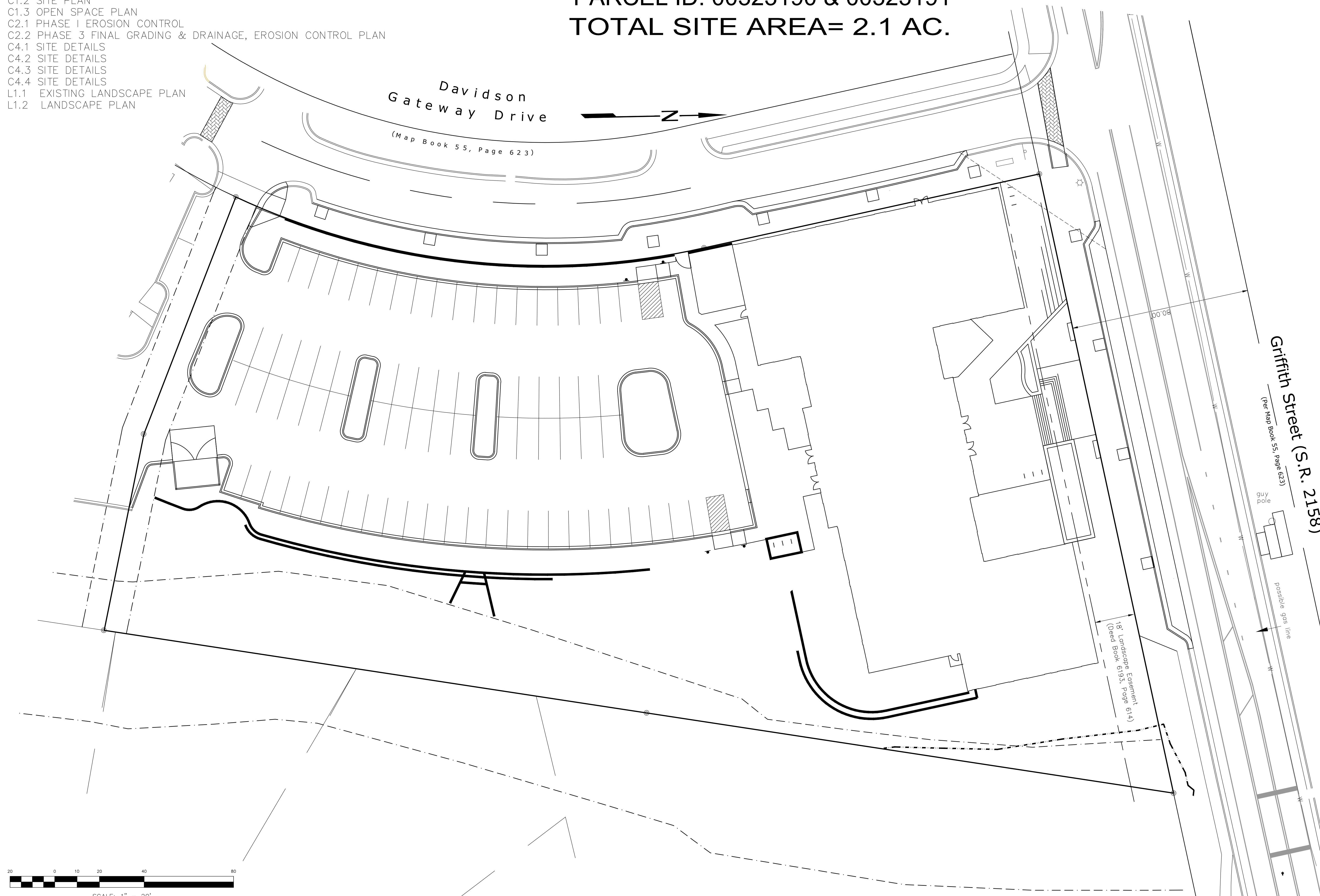


VICINITY MAP
1"=700'

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

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

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

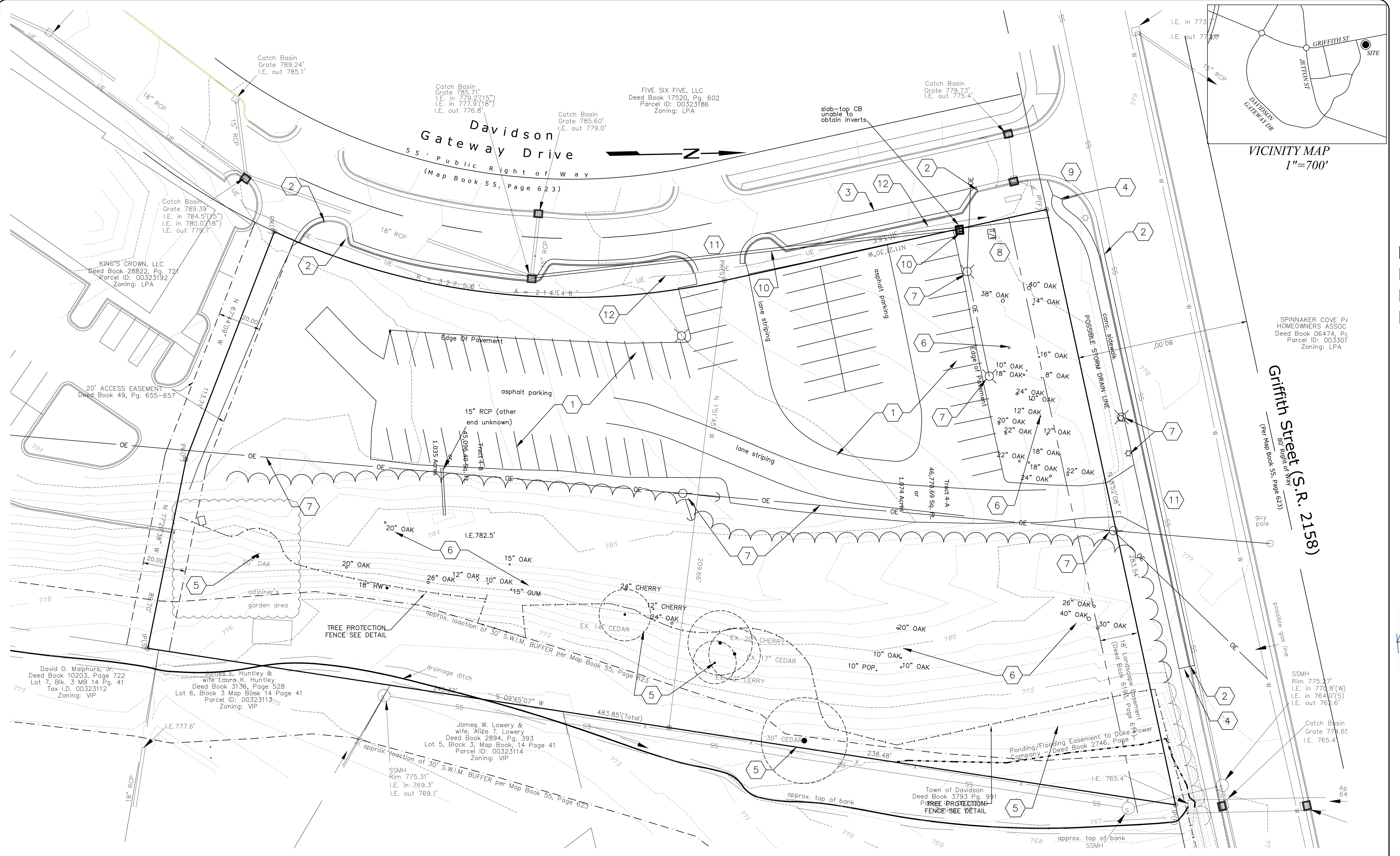


GEOSCIENCE GROUP
Incorporated
500-K Clanton Road
Charlotte, NC 28217
(704) 525-2003

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

PROJECT DATE: 3.6.17





VICINITY MAP
1" = 700'

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

SPINNAKER COVE P/
HOMEOWNERS ASSOC
Deed Book 06474, P.1
Parcel ID: 003307
Zoning: LPA

DEMO PLAN KEYED NOTES

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



Know what's below.
Call before you dig.



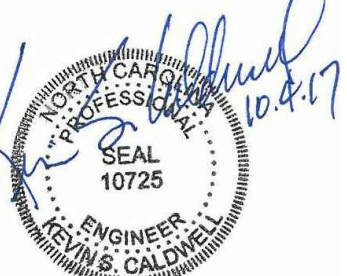
NO.	DATE	DESCRIPTION
1	10/4/17	ISSUED FOR CONSTRUCTION
2	10/4/17	ISSUED FOR PERMIT
3	10/4/17	ISSUED FOR BIDDING

GEOSCIENCE GROUP
1100 W. ...
Charlotte, NC 28217
Phone: 704.525.2000
www.geosciencegroup.com

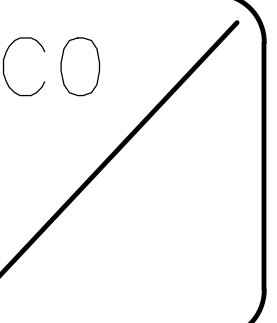
PRELIMINARY NOT FOR CONSTRUCTION

ISSUED FOR BIDDING
ISSUED FOR PERMIT
ISSUED FOR CONSTRUCTION

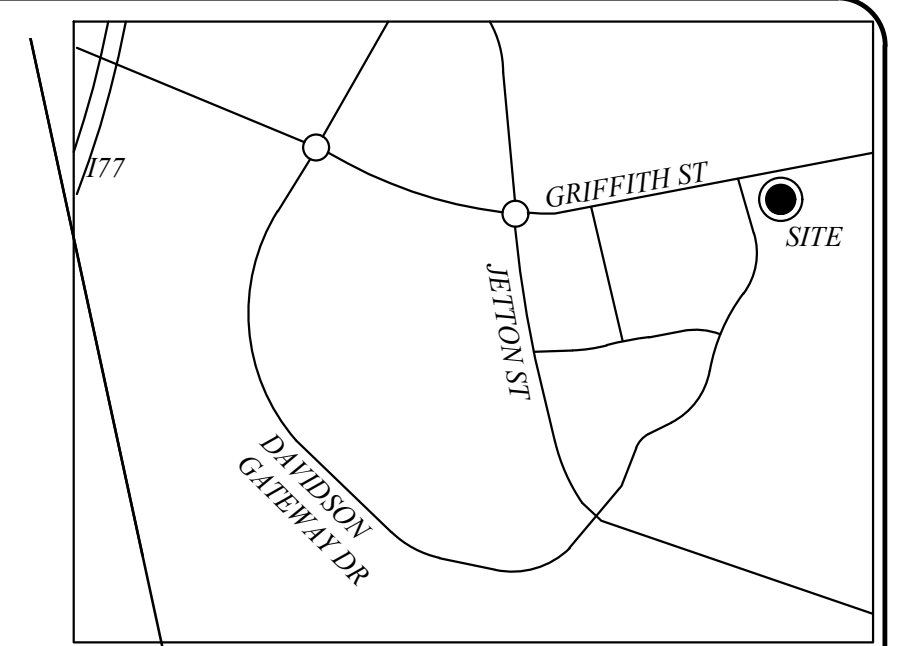
HYATT PLACE
DAVIDSON, NORTH CAROLINA



EXISTING CONDITIONS AND DEMOLITION PLAN



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



VICINITY MAP
1"=700'

NO.	DATE	BY	FOR
1.	8.8.17	FOR TOWN OF DAVIDSON	
2.	7.2.17	FOR TOWN OF DAVIDSON	
3.	10.4.17	FOR TOWN OF DAVIDSON	
4.	10.4.17	FOR TOWN OF DAVIDSON	
5.	11.7.17	FOR TOWN OF DAVIDSON	

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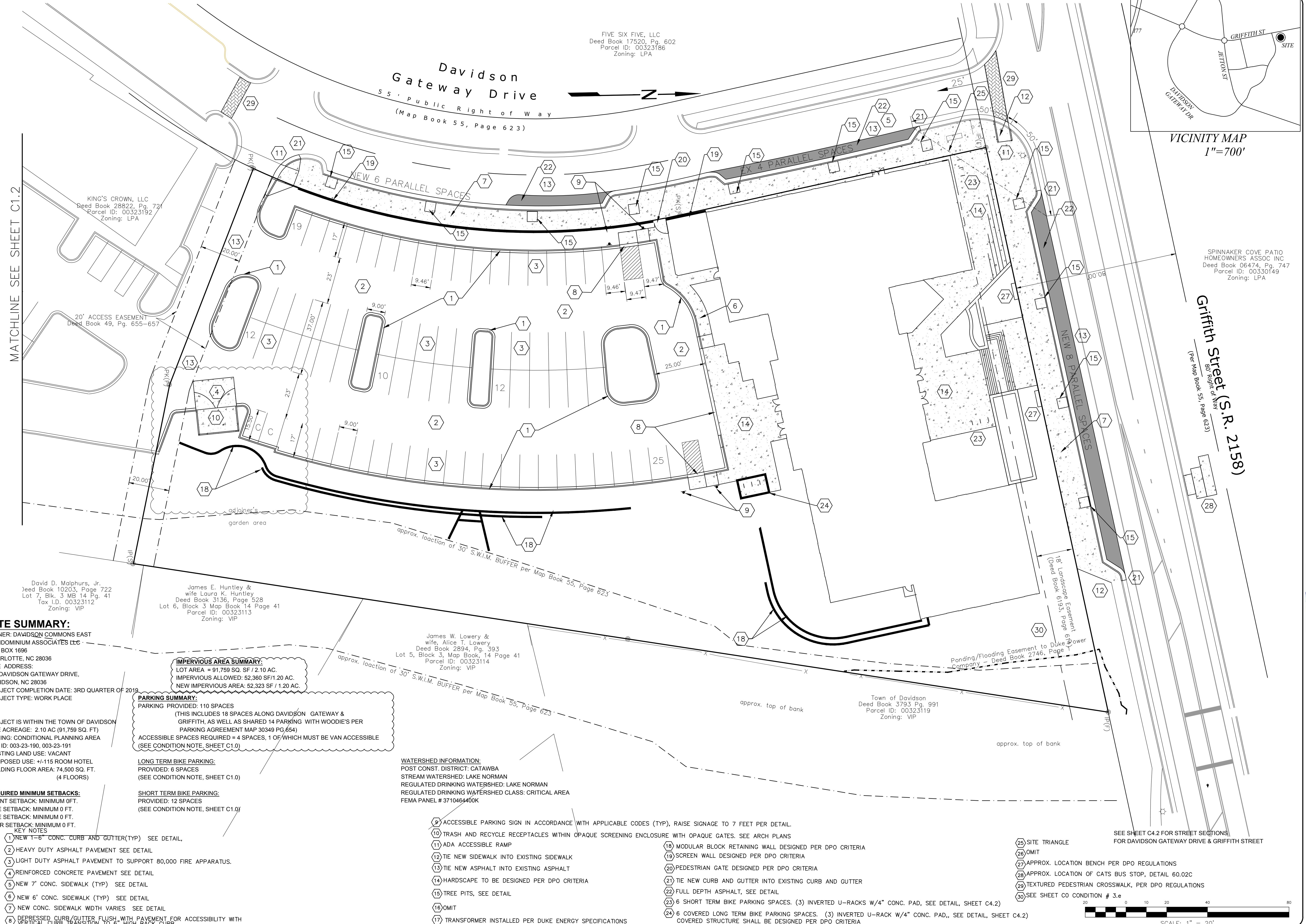
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HYATT PLACE
 DAVIDSON, NORTH CAROLINA



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

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

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

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)

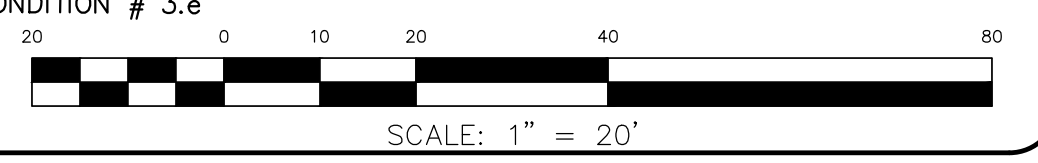
SHORT TERM BIKE PARKING:
 PROVIDED: 12 SPACES
 (SEE CONDITION NOTE, SHEET C1.0)

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

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

- 1) NEW 1-6" CONC. CURB AND GUTTER(TYP) SEE DETAIL.
- 2) HEAVY DUTY ASPHALT PAVEMENT SEE DETAIL
- 3) LIGHT DUTY ASPHALT PAVEMENT TO SUPPORT 80,000 FIRE APPARATUS.
- 4) REINFORCED CONCRETE PAVEMENT SEE DETAIL
- 5) NEW 7" CONC. SIDEWALK (TYP) SEE DETAIL
- 6) NEW 6" CONC. SIDEWALK (TYP) SEE DETAIL
- 7) NEW CONC. SIDEWALK WIDTH VARIES SEE DETAIL
- 8) DEPRESSED CURB/GUTTER FLUSH WITH PAVEMENT FOR ACCESSIBILITY WITH VERTICAL CURB TRANSITION TO 6" HIGH BACK CURB.

- 9) ACCESSIBLE PARKING SIGN IN ACCORDANCE WITH APPLICABLE CODES (TYP), RAISE SIGNAGE TO 7 FEET PER DETAIL.
- 10) TRASH AND RECYCLE RECEPTACLES WITHIN OPAQUE SCREENING ENCLOSURE WITH OPAQUE GATES. SEE ARCH PLANS
- 11) ADA ACCESSIBLE RAMP
- 12) TIE NEW SIDEWALK INTO EXISTING SIDEWALK
- 13) TIE NEW ASPHALT INTO EXISTING ASPHALT
- 14) HARDSCAPE TO BE DESIGNED PER DPO CRITERIA
- 15) TREE 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

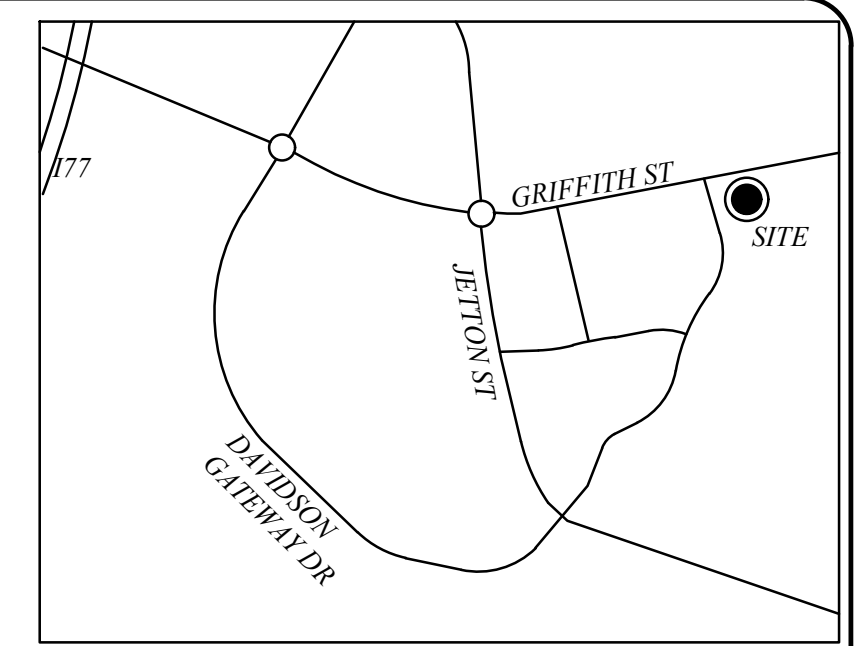
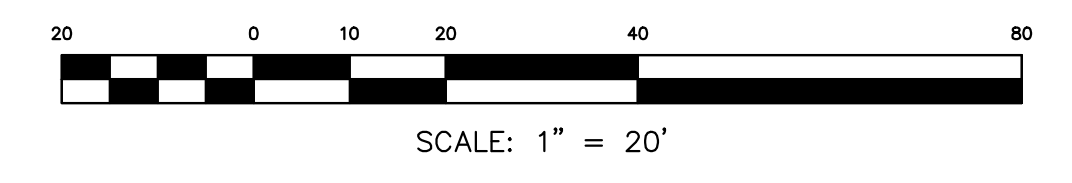
MATCHLINE SEE SHEET C1.2

Drawing Status

UTS AREA
CHECKED



MATCHLINE SEE SHEET C1.1



VICINITY MAP
1"=700'

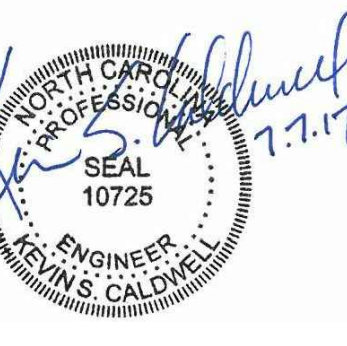
PROJECT NUMBER	PROJECT SCALE	DATE
DESIGNED BY	DATE	
DRAWN BY	PROJECT NUMBER	
CHECKED BY	DATE	
DATE	DATE	

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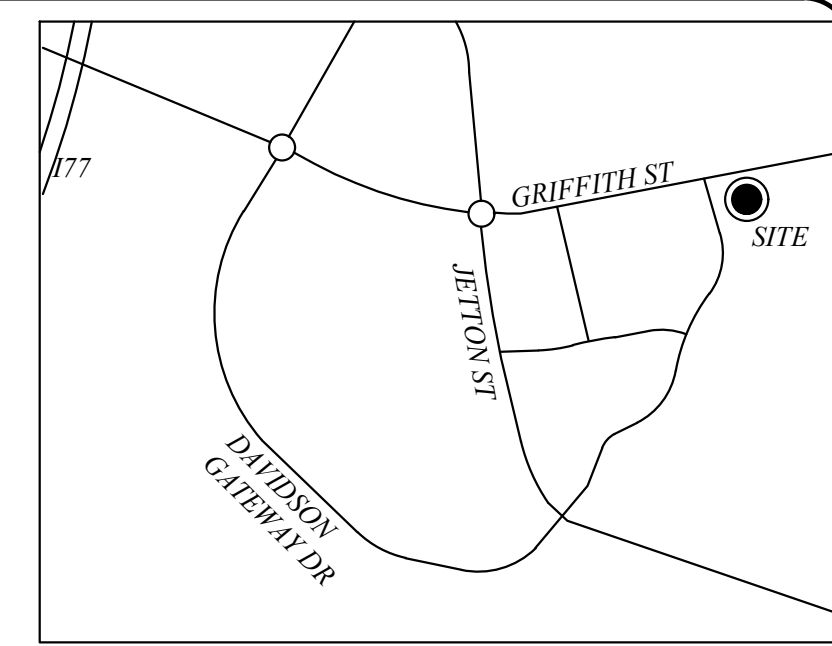
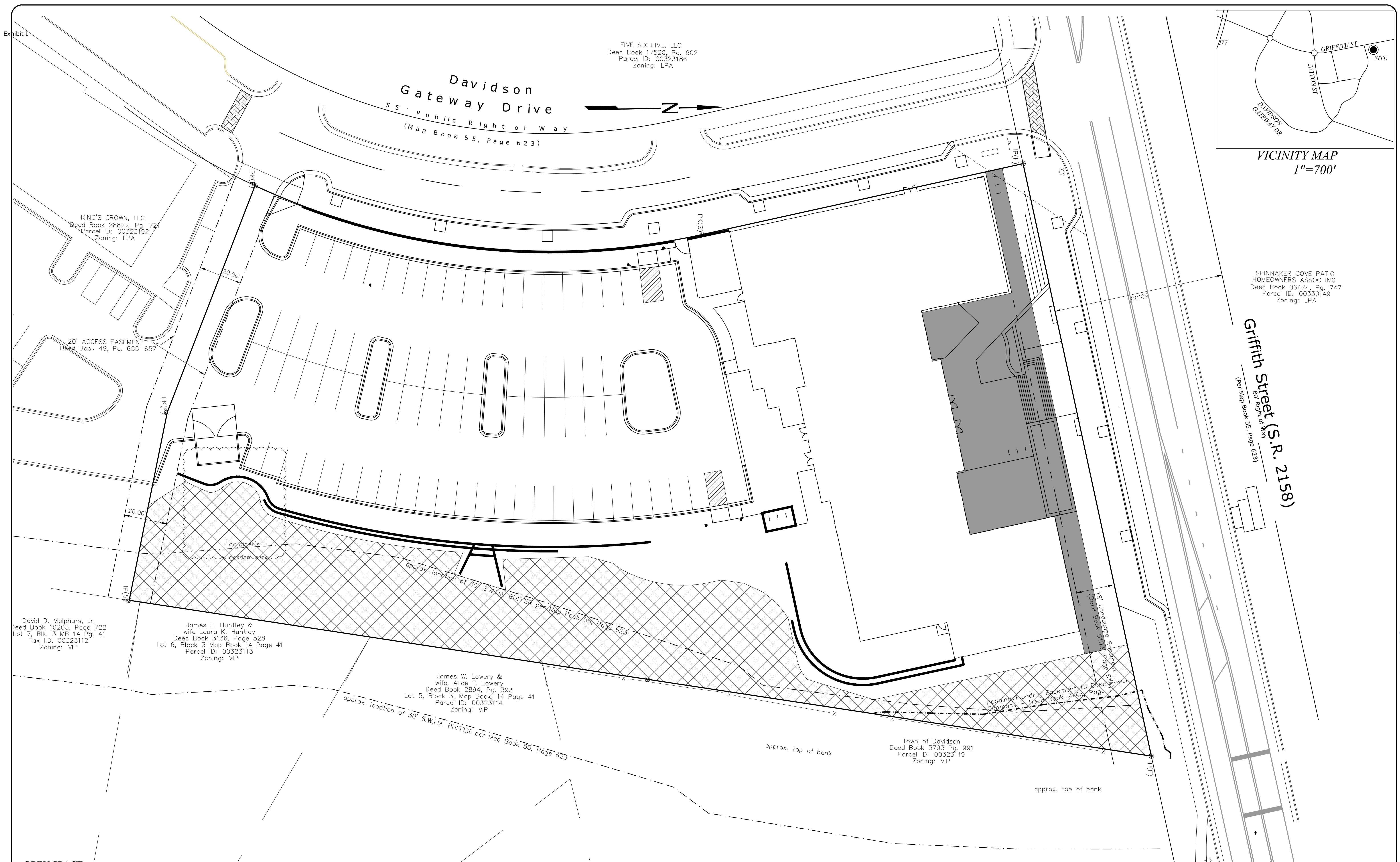
Drawing Status

HYATT PLACE
 DAVIDSON, NORTH CAROLINA



SITE PLAN

C1.2



VICINITY MAP
1"=700'

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)

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

KING'S CROWN, LLC
Deed Book 28822, Pg. 721
Parcel ID: 00323192
Zoning: LPA

20' ACCESS EASEMENT
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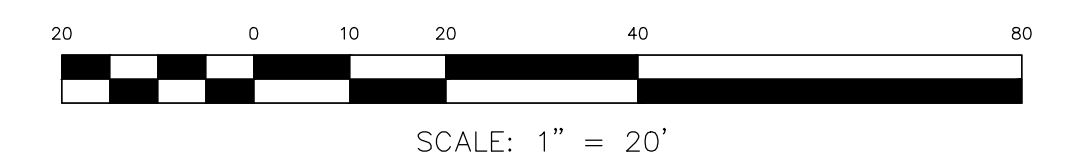
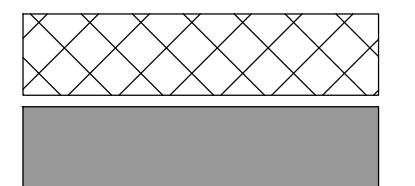
James E. Huntley &
wife Laura K. Huntley
Deed Book 3136, Page 528
Lot 6, Block 3 Map Book 14 Page 41
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Lot 5, Block 3, Map Book, 14 Page 41
Parcel ID: 00323114
Zoning: VIP

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

OPEN SPACE:
TOTAL OPEN SPACE REQUIRED (5% OF TOTAL AREA): $2.1 (0.05) = 4,574 \text{ FT}^2$
TOTAL POST CONSTRUCTION OPEN SPACE REQUIRED (10% OF TOTAL AREA): $2.1(0.1) = 9,148 \text{ FT}^2$

PROVIDED:
PRIMARY CONSERVATION AREA: 18,836 FT²(20.5%)
ADDITIONAL OPEN SPACE: 6,142 FT²
TOTAL: 24,978 FT²



PROJECT NUMBER	DATE	REV	BY	CHK

PROJECT NUMBER: 17-00
 DRAWN BY: JLR
 CHECKED BY: JLR
 PROJECT NAME: SPINNAKER COVE PATIO
 PROJECT NUMBER: 00323113
 DATE: 7/27/17
 SCALE: 1"=20'
 DATE: 7/27/17
 REV FOR TOWN OF DAVIDSON: 11.27.17

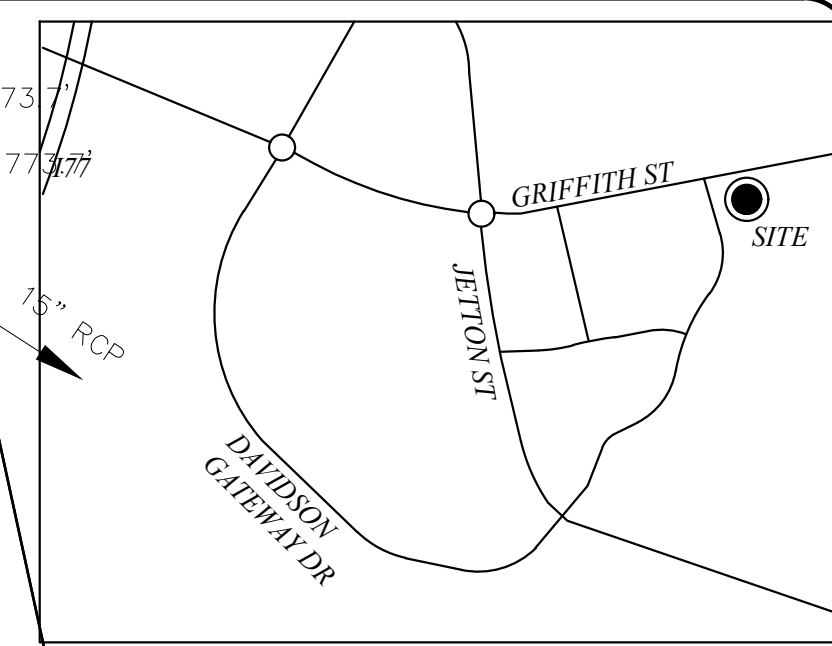
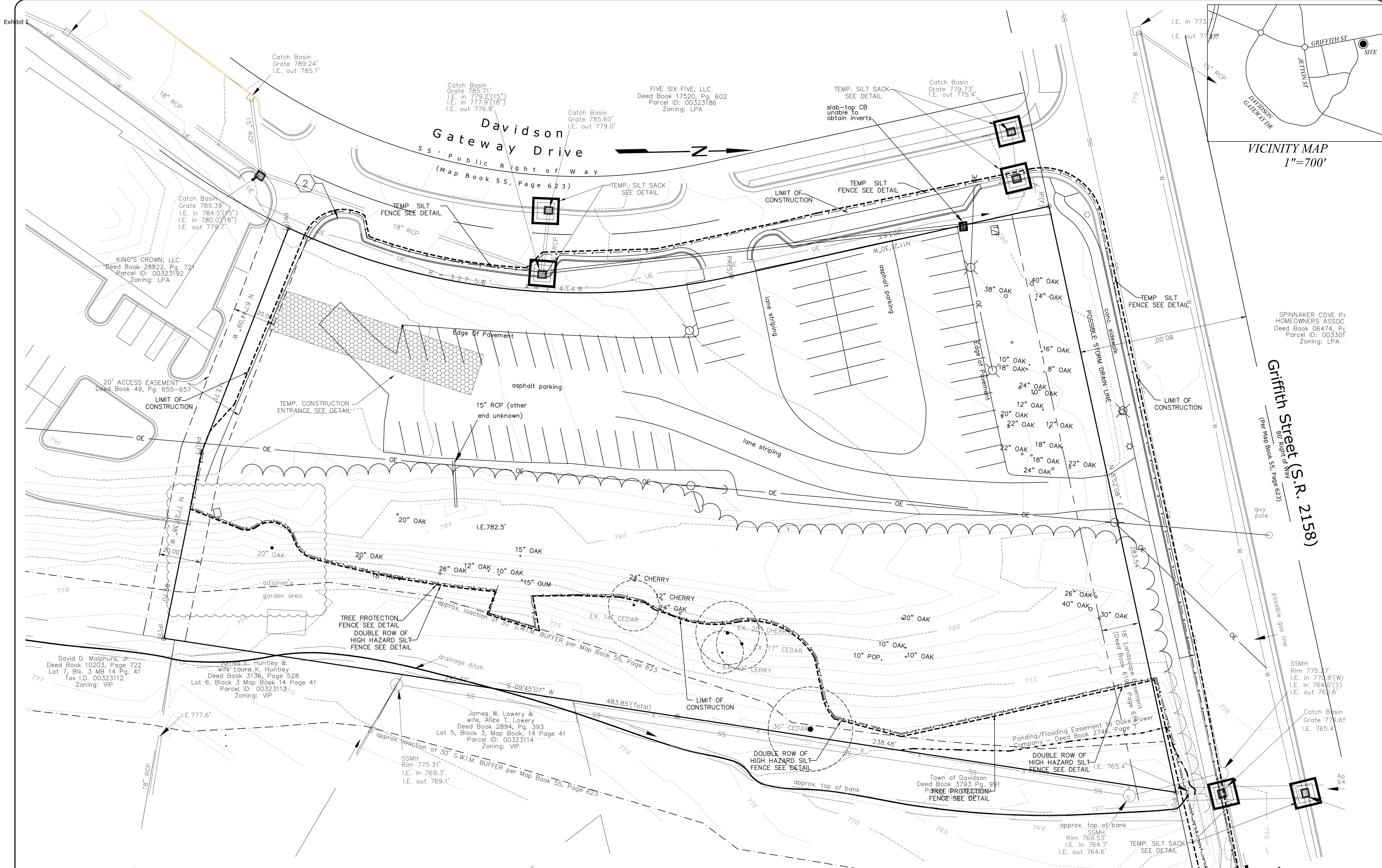
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HYATT PLACE
DAVIDSON, NORTH CAROLINA



OPEN SPACE PLAN

C1.3



PROJECT NUMBER	11-20
DATE	7/17/17
PROJECT NAME	HYATT PLACE
PROJECT NUMBER	3
DATE	10/17/17
PROJECT NAME	DAVIDSON
DATE	11/17/17
PROJECT NAME	DAVIDSON

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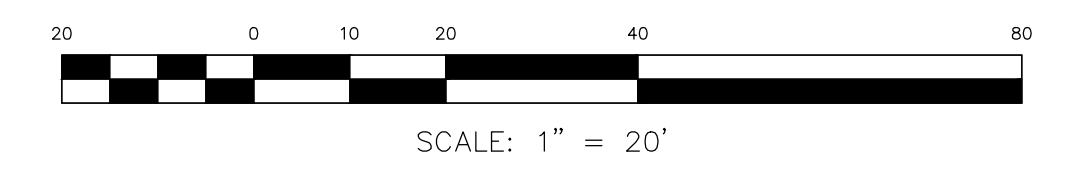
HYATT PLACE
DAVIDSON, NORTH CAROLINA



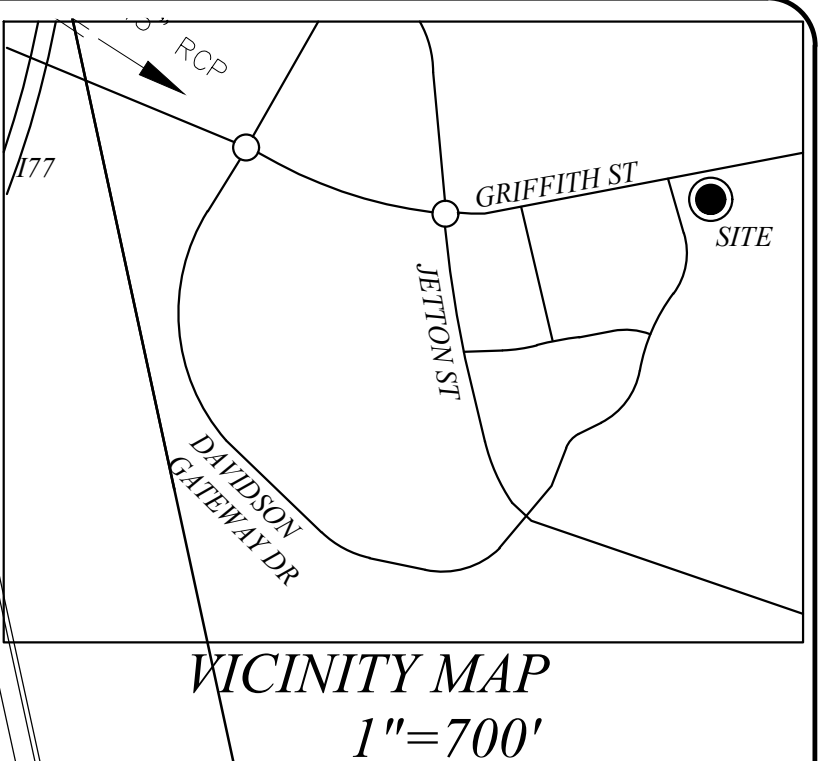
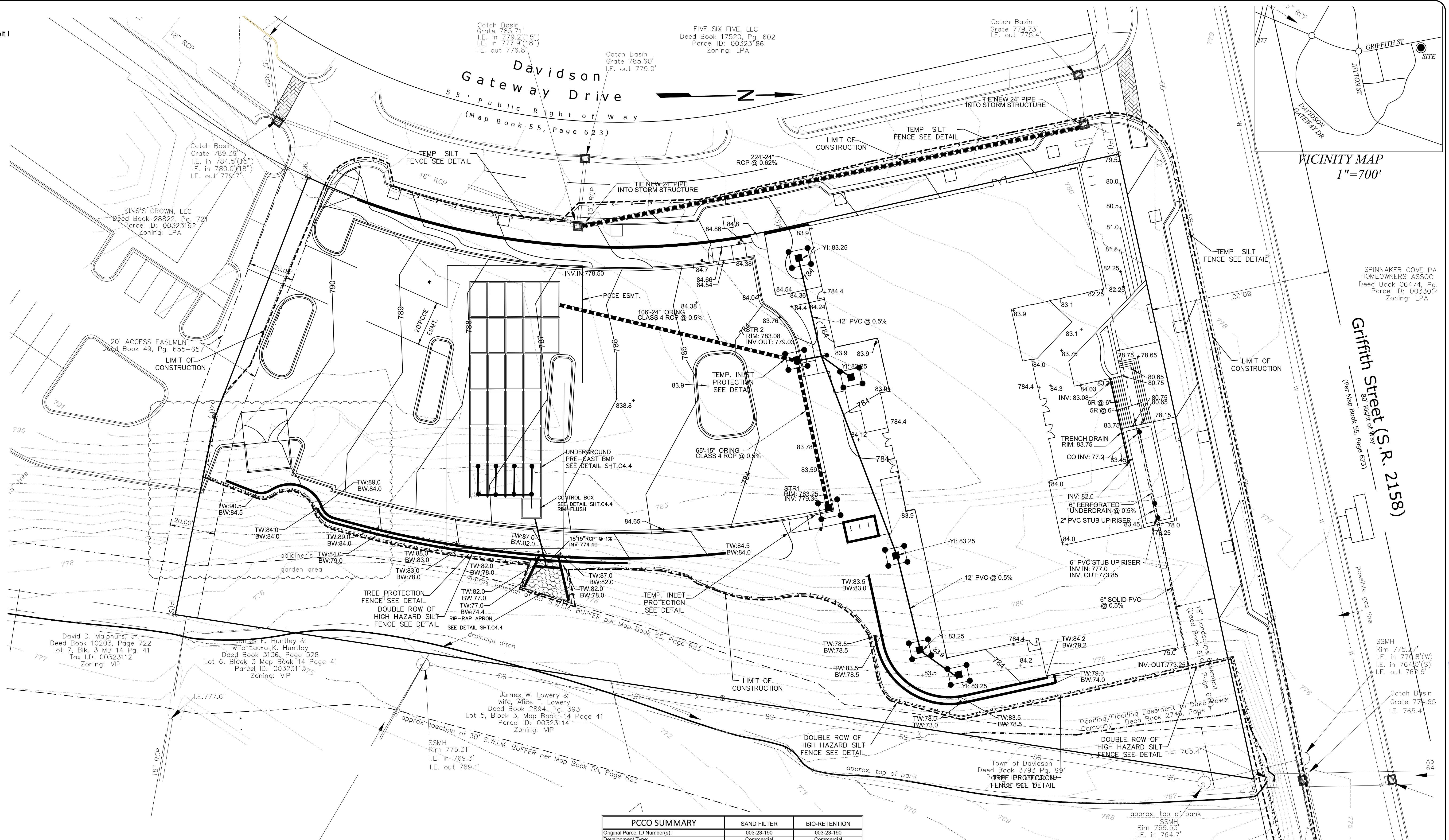
PHASE 1 -
EROSION CONTROL PLAN

EROSION CONTROL LEGEND

- DENUDE/DISTURBED LIMITS
- TEMPORARY SILT FENCE
- STABILIZED CONSTRUCTION ENTRANCE
- INLET PROTECTION (SEE PLAN FOR TYPE)
- SILT SACK
- TREE PROTECTION FENCE



C2.1



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

SPINNAKER COVE PA HOMEOWNERS ASSOC
Deed Book 06474, Pg. Parcel ID: 003301
Zoning: LPA

DATE	BY	REVISION
11.17.17	AS	REVISED
11.17.17	AS	REVISED
11.17.17	AS	REVISED

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Professional Engineer
Charlotte, NC 28217
Phone: 704.252.2000
www.geosciencengr.com
NC File Number: C-17614

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HYATT PLACE
DAVIDSON, NORTH CAROLINA



GRADING PLAN

C2.2

BMP Inset Table Bioretention Garden	
Project Name:	HYATT PLACE
Sequence ID:	1
Surface Area (sq. ft.):	462
Drainage Area (acres):	0.05
Land Use/Development Type:	COMMERCIAL
Percent Built-Up Area:	100
Maximum Pool Depth (ft.):	1.25
Sand Depth (ft.):	4
Mulch Depth (in.):	3
Flow Diverter Present (Y/N):	N
Regulated By:	PCCO
Treatment Effectiveness:	OPTIMAL
NC State Plane X (easting):	35-30-13
NC State Plane Y (northing):	80-51-49

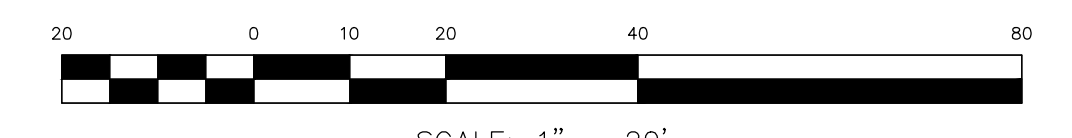
BMP INSERT TABLE SAND FILTER	
Project Name:	BMP 1
Sequence ID:	1
Drainage Area (acres):	1.37
Land Use/Development Type:	Commercial
Percent Built-Up Area:	88
Sediment Chamber Length (ft.):	15'
Sediment Chamber Width (ft.):	30'
Sediment Chamber Height (ft.):	2'
Sand Filter Type:	UNDERGROUND
Media Depth (ft.):	2.5'
Flow Diverter Present (Y/N):	N
Regulated By:	PCCO
Treatment Effectiveness:	Optimal
NC State Plane X (easting):	35-30-12
NC State Plane Y (northing):	80-51-49

PCCO SUMMARY		
Original Parcel ID Number(s):	003-23-190	003-23-190
Development Type:	Commercial	Commercial
Subject to PCCO? Y/N	YES	YES
If NO, why?		
Watershed:	Central Catawba	Central Catawba
Disturbed Area (ac):	1.95	1.95
Site Area (ac):	2.1	2.1
Total on-site Drainage Area (ac):	BMP	BMP
Existing Built-upon-area (SF):	137	0.05
Existing BUA to be removed (SF):	18,399	1860
Existing BUA to remain (SF):	18,399	0
Proposed New BUA (SF):	52,272	2,178
Proposed % BUA:	88	100
Density (High / Low):	HIGH	HIGH
Total Post-Project BUA for site:	52,272	2,178
Development or Redevelopment?	Development	Development
Natural Area Required (ac):	YES	YES
Natural Area provided, total (ac):	N/A	N/A
Undisturbed Treed Natural Area Preserved (ac):	0.45	0.45
Total stream buffer protected on-site (ac):	0	0
Transit Station Area? Y/N	N	N
Dispersed Business District? Y/N	N	N
Mitigation Type (if applicable):	N/A	N/A
Natural Area mitigation? Y/N	N	N
Buffer Mitigation? Y/N	N	N
Total Phosphorous Mitigation? Y/N	N	N



Know what's below.
Call before you dig.

DENUDED AREA: 1.95 acres





Know what's below.
Call before you dig.

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

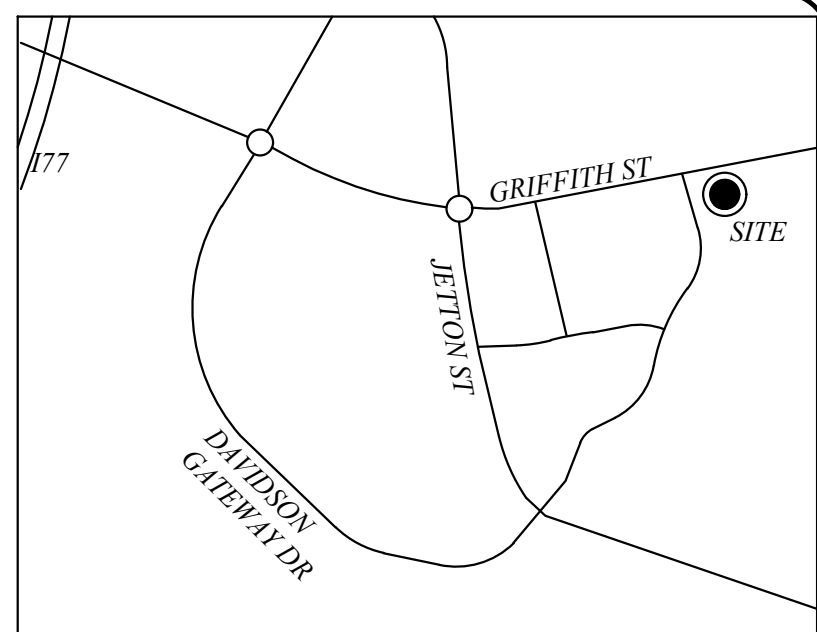
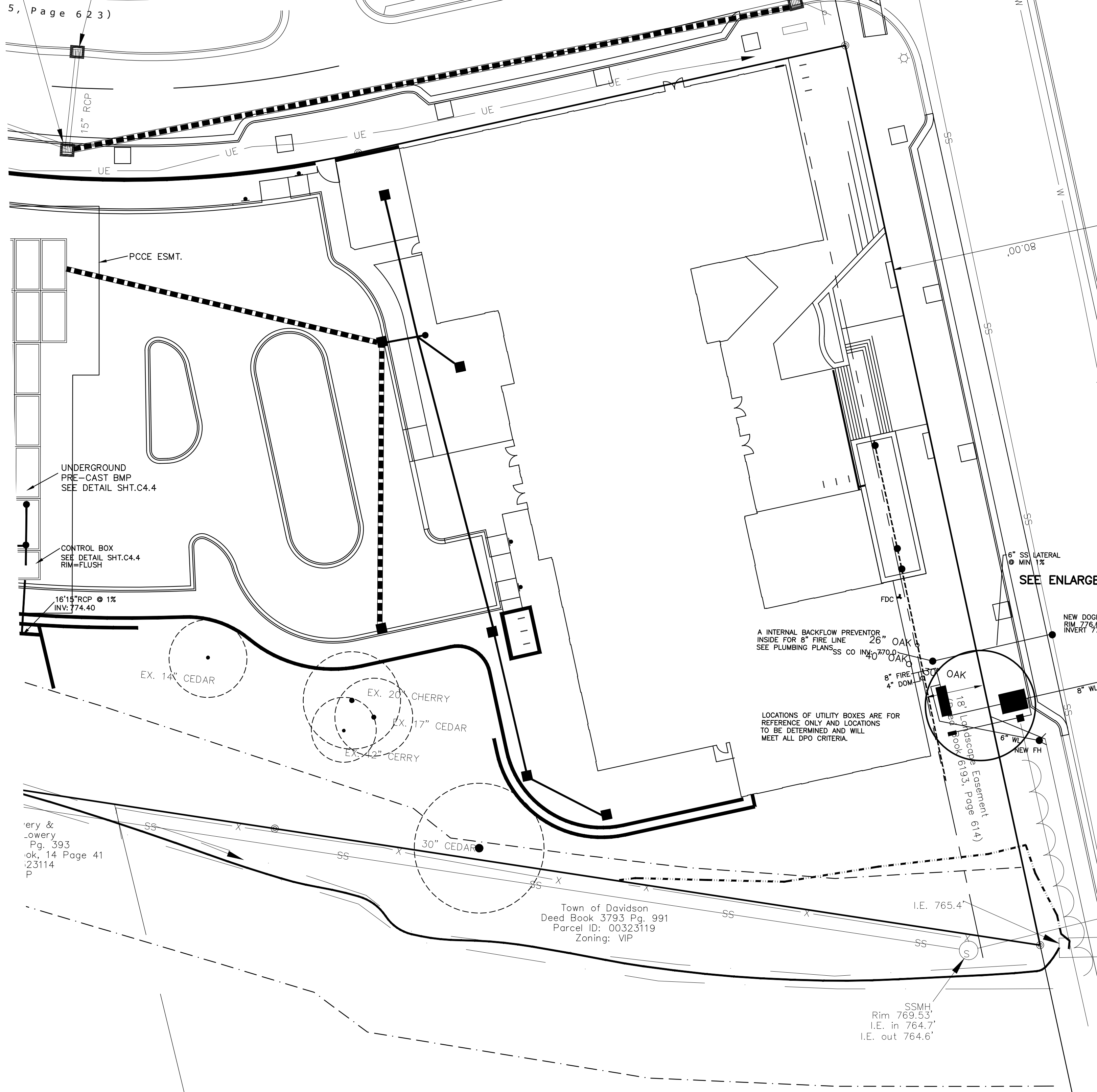
Catch Basin
Grate 779.73'
I.E. out 775.4'

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

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

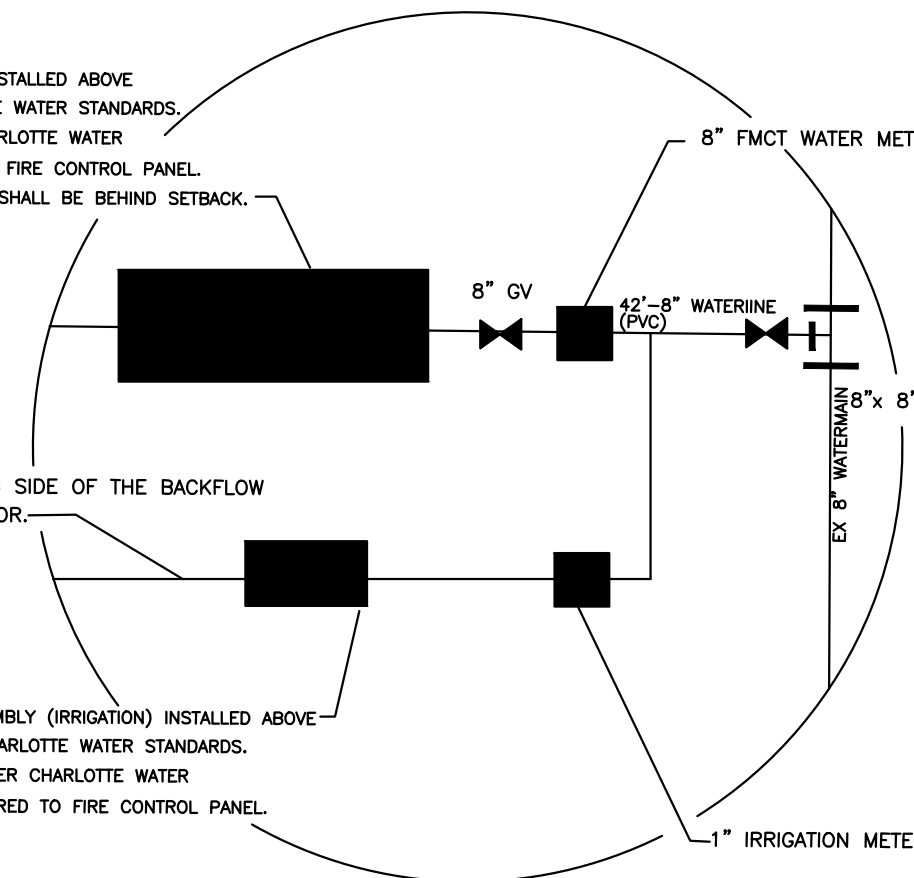
Davidson
Way Drive

5, Page 623)



VICINITY MAP
1"=700'

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



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

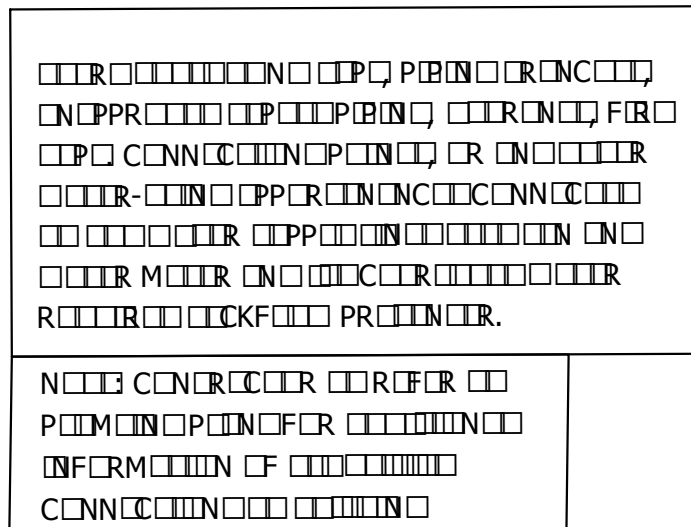
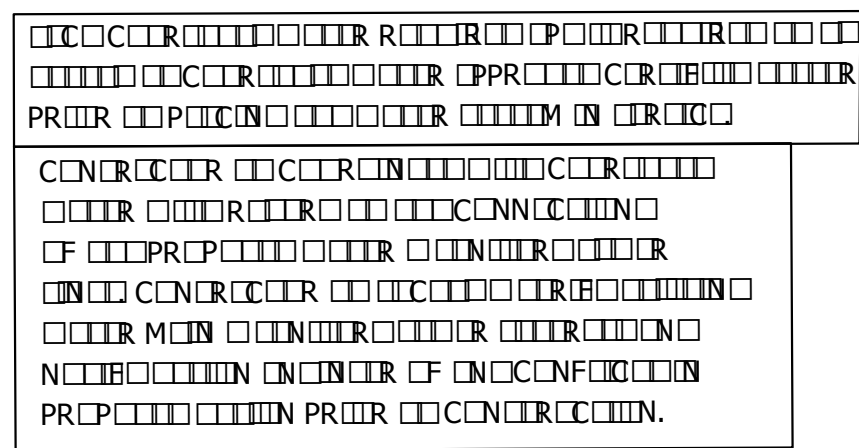
1" REDUCED PRESSURE PRINCIPLE BACKFLOW PREVENTION ASSEMBLY (IRRIGATION) INSTALLED ABOVE GROUND WITHIN AN INSULATED AND HEATED ENCLOSURE PER CHARLOTTE WATER STANDARDS. ENCLOSURE TO INCLUDE DRAIN PORTS FOR DISCHARGE WATER PER CHARLOTTE WATER REQUIREMENTS. PROVIDE TAMPER SWITCHES ON GATE VALVES, WIRED TO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

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)

UTILITY NOTES:

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



SCALE: 1" = 20'

PROJECT NUMBER	DATE
ISSUED BY	DATE
PROJECT NAME	DATE
ISSUED FOR	DATE
DATE	DATE

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N.C. REG. LICENSE # C-77604

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HYATT PLACE
DAVIDSON, NORTH CAROLINA



UTILITY PLAN
C3.1

NOTES:

- A STABILIZED ENTRANCE PAD OF 2"-3" WASHED STONE SHALL BE LOCATED WHERE TRAFFIC WILL ENTER OR LEAVE THE CONSTRUCTION SITE ONTO A PUBLIC STREET.
- FILTER FABRIC OR COMPACTED CRUSHER RUN STONE SHALL BE USED AS A BASE FOR THE CONSTRUCTION ENTRANCE.
- THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION WHICH WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO PUBLIC STREETS OR EXISTING PAVEMENT. THIS MAY REQUIRE PERIODIC TOP DRESSING WITH ADDITIONAL STONE AS CONDITIONS WARRANT AND REPAIR OR CLEANOUT OF ANY MEASURES USED TO TRAP SEDIMENT.
- ANY SEDIMENT SPILLED, DROPPED, WASHED, OR TRACKED ONTO PUBLIC STREETS MUST BE REMOVED IMMEDIATELY.
- WHEN APPROPRIATE, WHEELS MUST BE CLEANED TO REMOVE SEDIMENT PRIOR TO ENTERING A PUBLIC STREET. WHEN WASHING IS REQUIRED, IT SHALL BE DONE IN AN AREA STABILIZED WITH CRUSHED STONE WHICH DRAINS INTO AN APPROVED SEDIMENT BASIN SEE STD. NO. 30.11B.
- COUNTY MAY REQUIRE A STANDARD COMMERCIAL DRIVEWAY (STD. 10.24 & 10.25) TO ACCESS THE CONSTRUCTION SITE IF THE DRIVEWAY IS ON A THOROUGHFARE.

APPROVED DATE: 02/2007

MECKLENBURG COUNTY LAND DEVELOPMENT STANDARDS

STABILIZED CONSTRUCTION ENTRANCE

STD. NO. | REV. 30.11A

GENERAL NOTES:

- UNIFORMLY GRADE A SHALLOW DEPRESSION APPROACHING THE INLET.
- DRIVE 5-FOOT STEEL POSTS 2 FEET INTO THE GROUND SURROUNDING THE INLET. SPACE POSTS EVENLY AROUND THE PERIMETER OF THE INLET, A MAXIMUM OF 4 FEET APART.
- SURROUND THE POSTS WITH WIRE MESH HARDWARE CLOTH. SECURE THE WIRE MESH TO THE STEEL POSTS AT THE TOP, MIDDLE, AND BOTTOM, PLACING A 2-FOOT FLAP OF THE WIRE MESH UNDER THE GRAVEL FOR ANCHERING IS RECOMMENDED.
- PLACE CLEAN GRAVEL (NO. 57 OR #57 STONE) IN A 2:1 SLOPE WITH A HEIGHT OF 16 INCHES AROUND THE WIRE, AND SMOOTH TO AN EVEN GRADE.
- ONCE THE CONTRIBUTING DRAINAGE AREA HAS BEEN STABILIZED, REMOVE ACCUMULATED SEDIMENT, AND ESTABLISH FINAL GRADING ELEVATIONS.
- COMPACT THE AREA PROPERLY AND STABILIZED IT WITH GROUND COVER.

APPROVED DATE: 02/2007

MECKLENBURG COUNTY LAND DEVELOPMENT STANDARDS

HARDWARE CLOTH AND GRAVEL INLET PROTECTION

STD. NO. | REV. 30.09

GENERAL NOTES:

- FILTER FABRIC FENCE SHALL BE A MINIMUM OF 32" IN WIDTH AND SHALL HAVE A MINIMUM OF 6 LINE WIRES WITH 12" STAY SPACING.
- WOVEN FILTER FABRIC BE USED WHERE SILT FENCE IS TO REMAIN FOR A PERIOD OF MORE THAN 30 DAYS.
- STEEL POSTS SHALL BE 5'-0" IN HEIGHT AND BE OF THE SELF-FASTENER ANGLE STEEL TYPE.
- TURN SILT FENCE UP SLOPE AT ENDS.
- ORANGE SAFETY FENCE IS REQUIRED AT BACK OF SILT FENCE WHEN GRADING IS ADJACENT TO SWIM BUFFERS, STREAMS OR WETLANDS (REFER TO SWIM BUFFER GUIDELINES). THE COLOR (ORANGE) IS RESERVED FOR VISUAL IDENTIFICATION OF ENVIRONMENTALLY SENSITIVE AREAS.
- DRAINAGE AREA CAN NOT BE GREATER THAN 1/4 ACRE PER 100 FT OF FENCE.
- SLOPE LENGTHS CAN NOT EXCEED CRITERIA SHOWN IN TABLE 6.62A NORTH CAROLINA EROSION AND SEDIMENT CONTROL PLANNING AND DESIGN MANUAL.
- DO NOT INSTALL SEDIMENT FENCE ACROSS STREAMS, DITCHES, WATERWAYS OR OTHER AREAS OF CONCENTRATED FLOW.

MAINTENANCE NOTES:

- FILTER BARRIERS SHALL BE INSPECTED BY THE FINANCIALLY RESPONSIBLE PARTY OR HIS AGENT IMMEDIATELY AFTER EACH RAINFALL AND AT LEAST DAILY DURING PROLONGED RAINFALL. ANY REPAIRS NEEDED SHALL BE MADE IMMEDIATELY.
- SHOULD THE FABRIC DECOMPOSE OR BECOME INEFFECTIVE PRIOR TO THE END OF THE EXPECTED USABLE LIFE AND THE BARRIER STILL IS NECESSARY, THE FABRIC SHALL BE REPLACED PROMPTLY.
- SEDIMENT DEPOSITS SHOULD BE REMOVED WHEN DEPOSITS REACH APPROX. HALF THE HEIGHT OF THE BARRIER. ANY SEDIMENT DEPOSITS REMAINING IN PLACE AFTER THE SILT FENCE IS REMOVED SHALL BE DRESSED TO CONFORM TO THE EXISTING GRADE, PREPARED AND SEEDED.

APPROVED DATE: 02/2007

MECKLENBURG COUNTY LAND DEVELOPMENT STANDARDS

TEMPORARY SILT FENCE

STD. NO. | REV. 30.06A

TEMPORARY SEEDING FOR WARM AND COOL SEASON

	EARLY SUMMER SEASON	STEEP SLOPES
SEEDING MIXTURE	40 lbs/acre of German millet 80 lbs/acre of tall fescue	120 lbs/acre Rye (grain) 80 lbs/acre tall fescue
SEEDING DATES	May 1 - August 15	October 25 - December 30
SEEDING AMENDMENTS	Refertilize if growth is not fully adequate. Apply 4000 lbs/acre straw or equivalent hydroseeding.	Between December 30 - February 15, add 50 lbs/acre of annual Kobe lespedeza. Apply 4000 lbs/acre straw or equivalent hydroseeding.
SEEDING AMENDMENTS	Apply lime and fertilizer per soil tests, or 2000 lbs/acre limestone and 750 lbs/acre 10-10-10 fertilizer.	Apply lime and fertilizer per soil tests, or 2000 lbs/acre limestone and 750 lbs/acre 10-10-10 fertilizer.

APPROVED DATE: 02/2007

MECKLENBURG COUNTY LAND DEVELOPMENT STANDARDS

SEEDING SCHEDULE (SEASONAL)

STD. NO. | REV. 30.17B

	GENTLE SLOPES	STEEP SLOPES
SEEDING MIXTURE	80 lbs/acre of tall fescue	100 lbs/acre tall fescue 30 lbs/acre Sericea lespedeza (unscarified after August 15) 10 lbs/acre Kobe lespedeza
SEEDING DATES	FALL: August 25 - October Late winter: February 15 - April 15 To extend spring seeding into June, add 15 lbs/acre hulled Bermudagrass Overseeding of Kobe lespedeza over fall-seeded tall fescue is very effective.	FALL: August 25 - October 15 Late winter: February 15 - April 15 To extend spring seeding into June, add 15 lbs/acre hulled Bermudagrass Overseeding of Kobe lespedeza over fall-seeded tall fescue is very effective.
SEEDING AMENDMENTS	Apply lime and fertilizer per soil tests, or 4000 lbs/acre limestone and 1000 lbs/acre 10-10-10 fertilizer.	Apply lime and fertilizer per soil tests, or 4000 lbs/acre limestone and 1000 lbs/acre 10-10-10 fertilizer.

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

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

APPROVED DATE: 02/2007

MECKLENBURG COUNTY LAND DEVELOPMENT STANDARDS

SEEDING SCHEDULE

STD. NO. | REV. 30.17A

NOTES:

- INLET MAINTENANCE SHALL BE DOCUMENTED IN PROJECT LOG BOOK.
- FILTER TYPES SHALL BE APPROVED BY THE INSPECTOR PRIOR TO INSTALLATION.
- FILTER BAGS MAY BE REMOVED WHEN SITE IS STABILIZED AT THE DIRECTION OF THE ENGINEER.
- FILTER BAGS SHALL BE REMOVED PRIOR TO STREET ACCEPTANCE.
- FILTER BAGS SHALL BE CLEANED OR REPLACED ON A REGULAR BASIS (NOT BE MORE THAN HALF FULL AT ANY TIME).
- FILTER BAGS SHALL NOT BE ALLOWED IN EXISTING TOWN OR NCDOT ROADS.

APPROVED DATE: 02/2007

MECKLENBURG COUNTY LAND DEVELOPMENT STANDARDS

CATCH BASIN INLET PROTECTION

STD. NO. | REV. 30.15

NOTES:

- REMOVE ALL BARRIERS UPON COMPLETION OF PROJECT.
- LANDSCAPING PLANS SHALL SHOW THE LOCATIONS OF ALL TREE PROTECTION BARRIERS.
- REFER TO CITY OF CHARLOTTE LANDSCAPE CONSTRUCTION STANDARDS SECTION 01000 FOR GENERAL SPECIFICATION REGARDING TREE PROTECTION.

APPROVED DATE: 02/2007

MECKLENBURG COUNTY LAND DEVELOPMENT STANDARDS

TREE PROTECTION

STD. NO. | REV. 40.02

GENERAL NOTES:

- FILTER FABRIC FENCE SHALL BE A MINIMUM OF 32" IN WIDTH AND SHALL HAVE A MINIMUM OF 6 LINE WIRES WITH 12" STAY SPACING.
- WOVEN FILTER FABRIC BE USED WHERE SILT FENCE IS TO REMAIN FOR A PERIOD OF MORE THAN 30 DAYS.
- STEEL POSTS SHALL BE 5'-0" IN HEIGHT AND BE OF THE SELF-FASTENER ANGLE STEEL TYPE.
- WIRE FENCING SHALL BE AT LEAST #10 GAGE WITH A MINIMUM OF 6 LINE WIRES WITH 6" STAY SPACING.
- TURN SILT FENCE UP SLOPE AT ENDS.
- WIRE AND WASHED STONE IS REQUIRED TO BE SHOWN ON PLANS AT THE TOE OF SLOPES GREATER THAN 10 FEET VERTICAL (2:1 SLOPE).
- ORANGE SAFETY FENCE IS REQUIRED AT BACK OF SILT FENCE WHEN GRADING IS ADJACENT TO SWIM BUFFERS, STREAMS OR WETLANDS (REFER TO SWIM BUFFER GUIDELINES). THE COLOR ORANGE IS RESERVED FOR VISUAL IDENTIFICATION OF ENVIRONMENTALLY SENSITIVE AREAS.
- DRAINAGE AREA CAN NOT BE GREATER THAN 1/4 ACRE PER 100 FT OF FENCE.
- SLOPE LENGTHS CAN NOT EXCEED CRITERIA SHOWN IN TABLE 6.62A NORTH CAROLINA EROSION AND SEDIMENT CONTROL PLANNING AND DESIGN MANUAL.
- DO NOT INSTALL SEDIMENT FENCE ACROSS STREAMS, DITCHES, WATERWAYS OR OTHER AREAS OF CONCENTRATED FLOW.

MAINTENANCE NOTES:

- FILTER BARRIERS SHALL BE INSPECTED BY THE FINANCIALLY RESPONSIBLE PARTY OR HIS AGENT IMMEDIATELY AFTER EACH RAINFALL AND AT LEAST DAILY DURING PROLONGED RAINFALL. ANY REPAIRS NEEDED SHALL BE MADE IMMEDIATELY.
- SHOULD THE FABRIC DECOMPOSE OR BECOME INEFFECTIVE PRIOR TO THE END OF THE EXPECTED USABLE LIFE AND THE BARRIER STILL IS NECESSARY, THE FABRIC SHALL BE REPLACED PROMPTLY.
- SEDIMENT DEPOSITS SHOULD BE REMOVED WHEN DEPOSITS REACH HALF THE HEIGHT OF THE BARRIER. ANY SEDIMENT DEPOSITS REMAINING IN PLACE AFTER THE SILT FENCE IS REMOVED SHALL BE DRESSED TO CONFORM TO THE EXISTING GRADE, PREPARED AND SEEDED.

APPROVED DATE: 02/2007

MECKLENBURG COUNTY LAND DEVELOPMENT STANDARDS

HIGH HAZARD TEMPORARY SILT FENCE

STD. NO. | REV. 30.06B

DATE: _____

REV: _____

PROJECT NUMBER: _____

PROJECT DATE: 7/2/17

DESIGN BY: _____

PROJECT NUMBER: _____

DATE: _____

FILE NAME: _____

FILE DATE: _____

GEOSCIENCE GROUP
 10000 Old Union Road
 Charlotte, NC 28217
 Phone: 704.252.2003
 www.geosciencegroup.com
 NC REG. LICENSE # 048804
 NC REG. LICENSE # 07904

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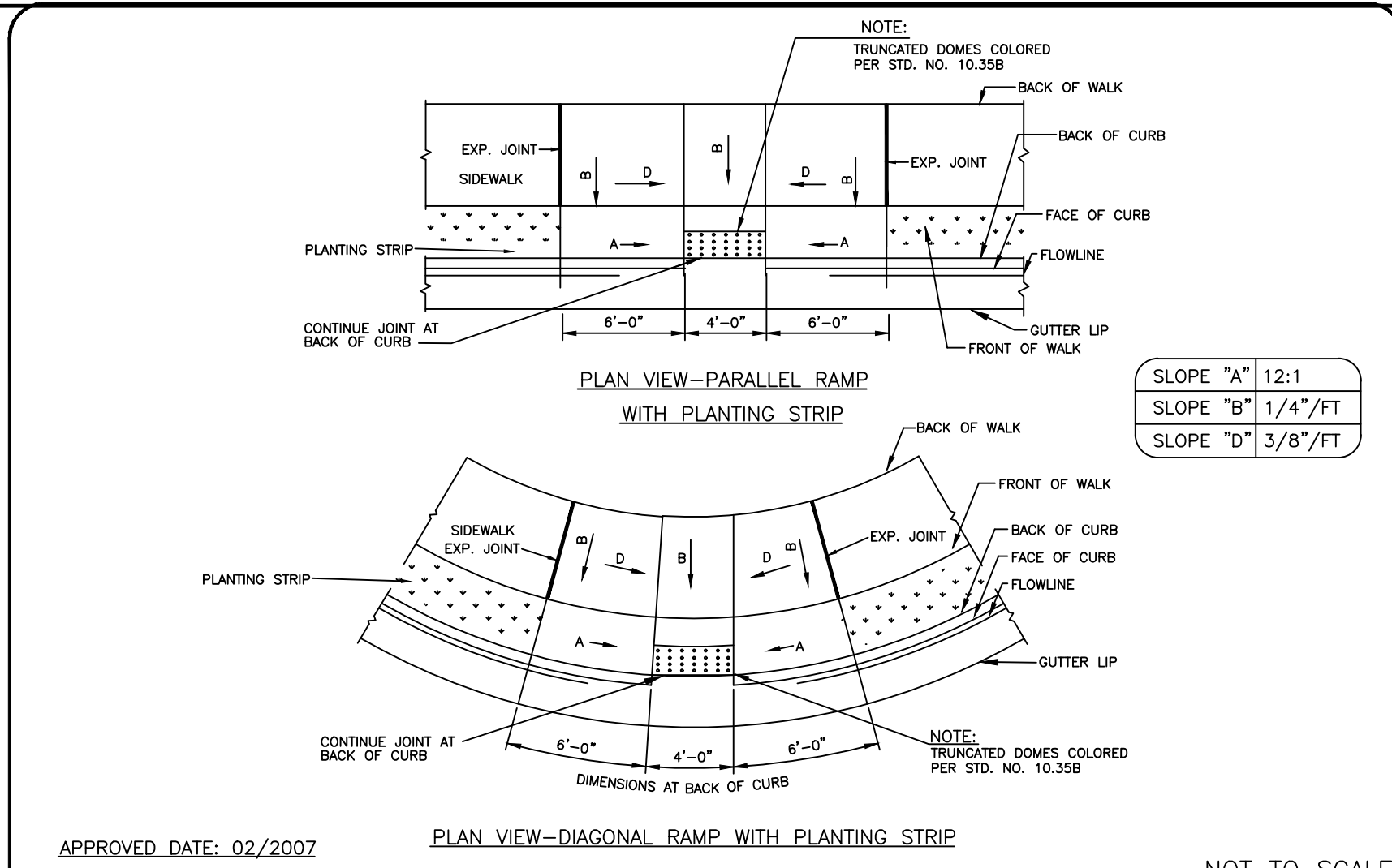
Drawing Status

HYATT PLACE
DAVIDSON, NORTH CAROLINA

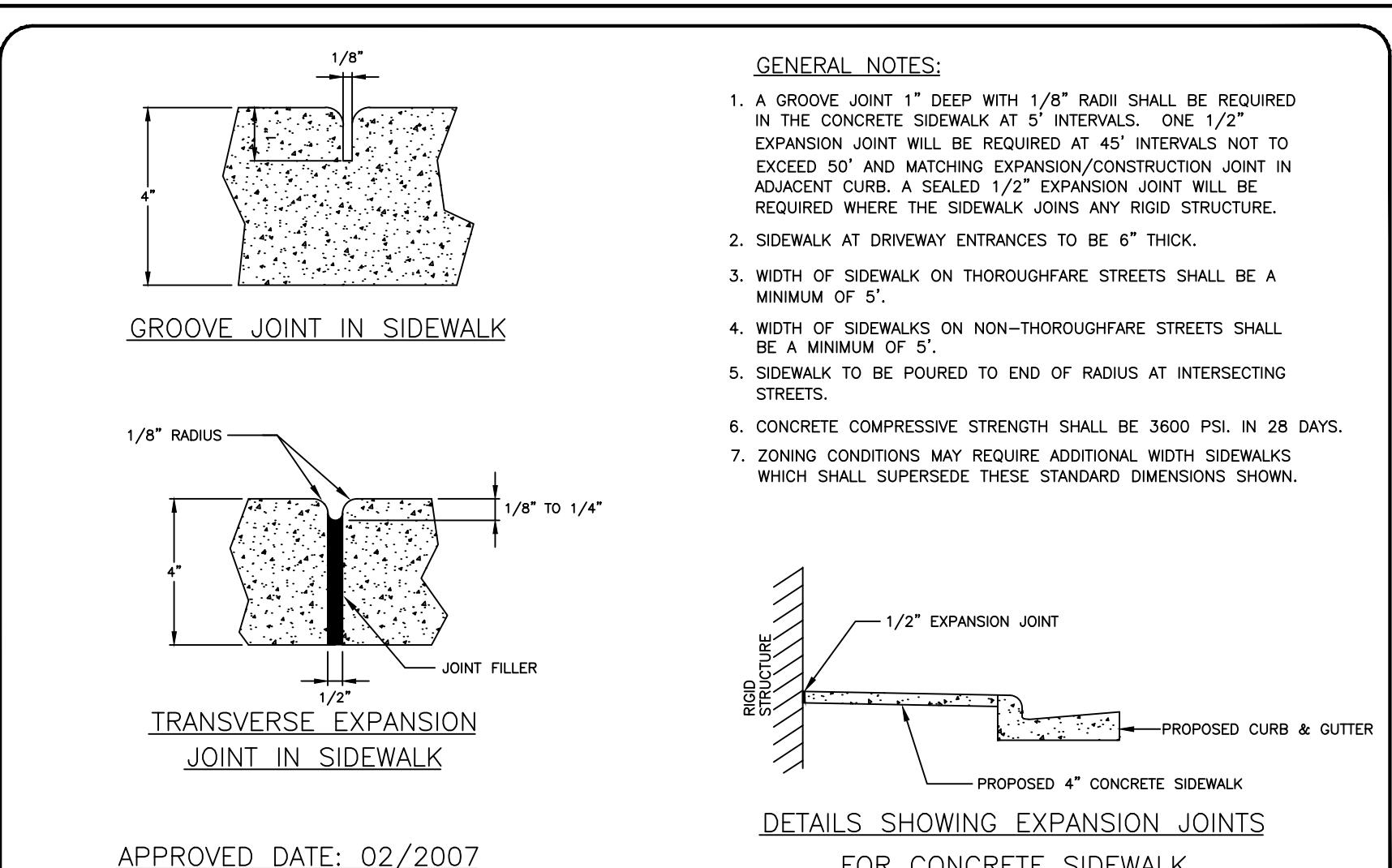
PROFESSIONAL SEAL
 10725
 ENGINEER
 TRAVIS GALDWELL
 7.7.17

SITE DETAILS

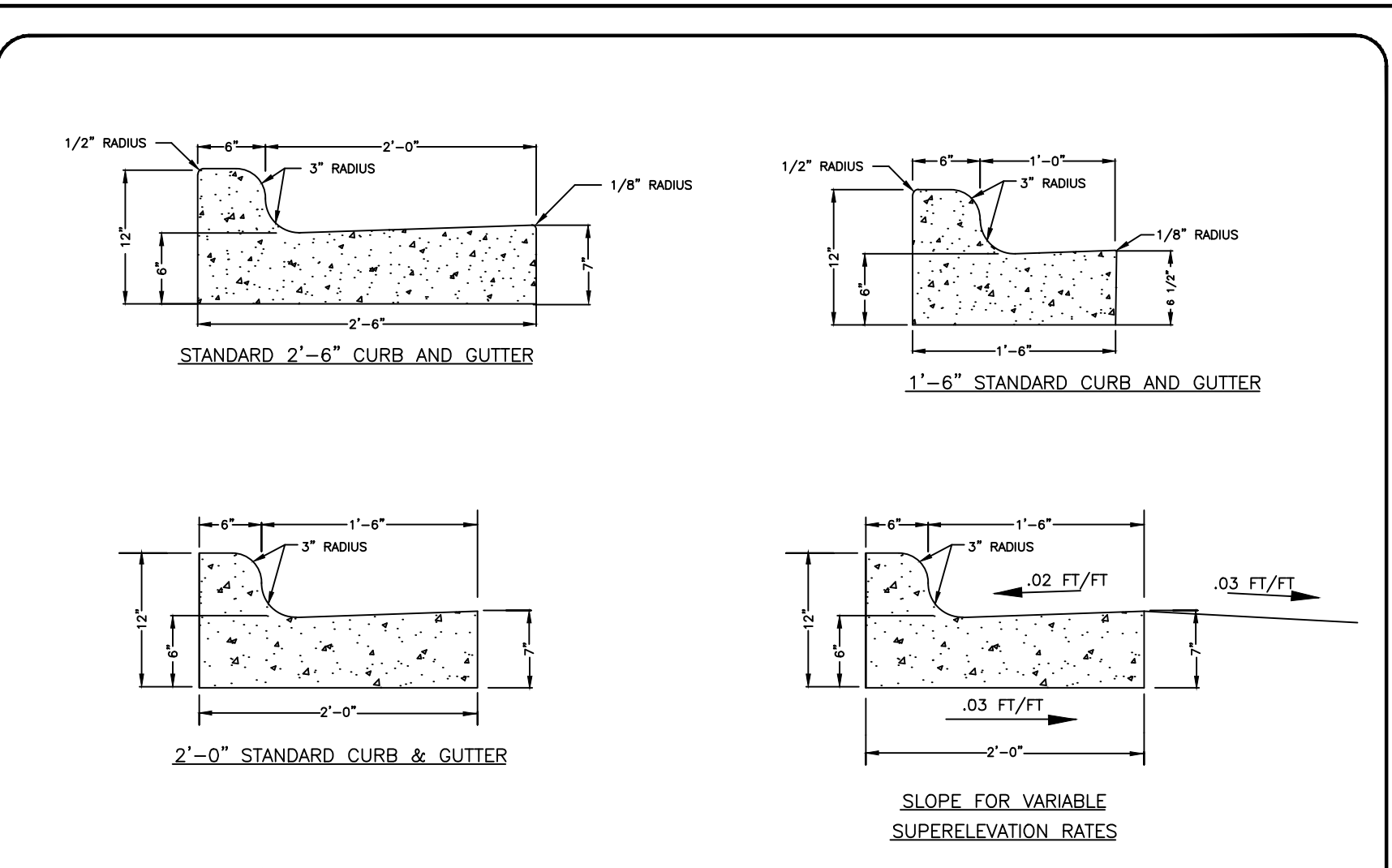
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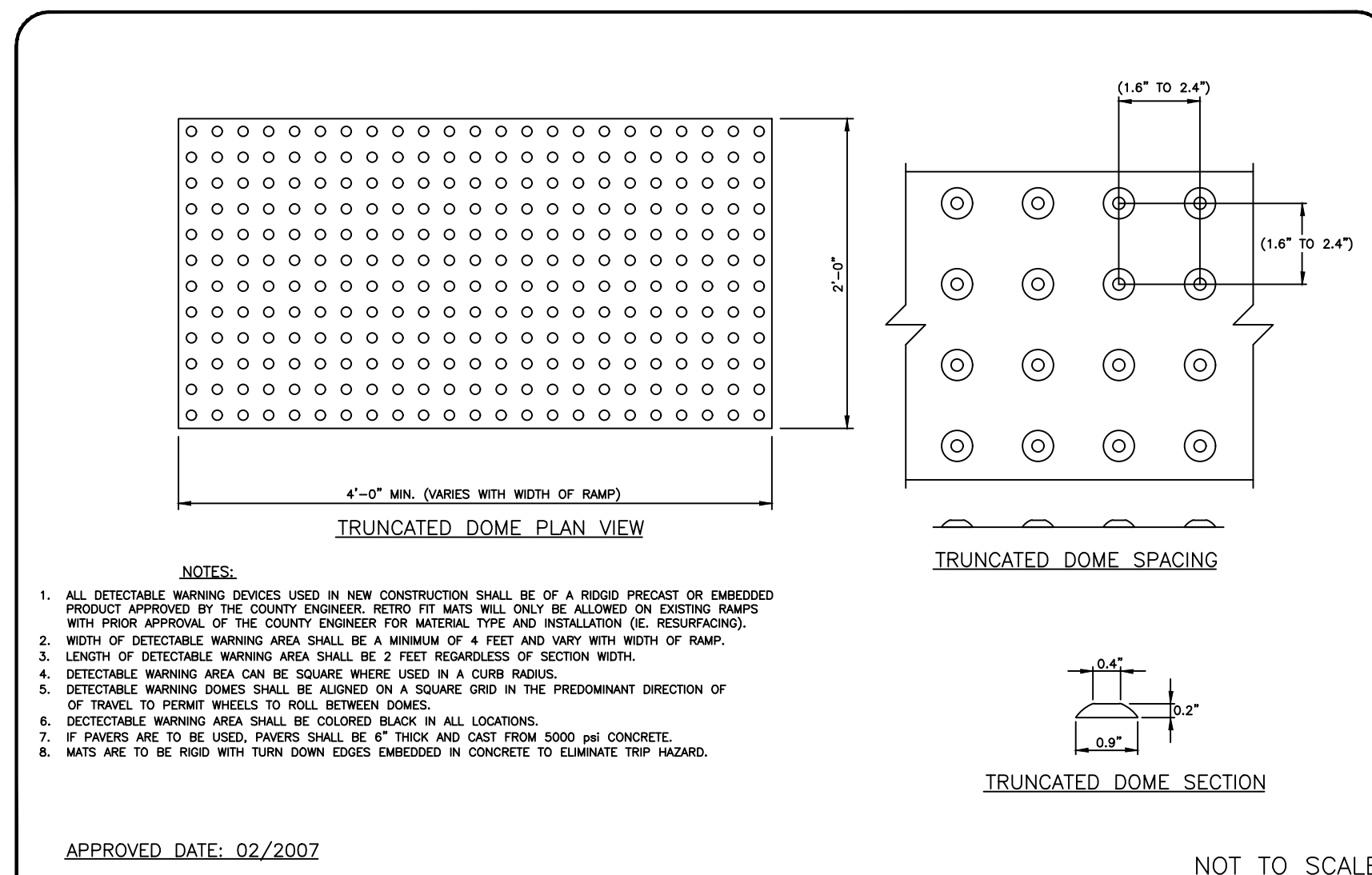
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 ACCESSIBLE RAMP STANDARD WITH PLANTING STRIP 2'-6" CURB AND GUTTER
 STD. NO. REV. 10.31A



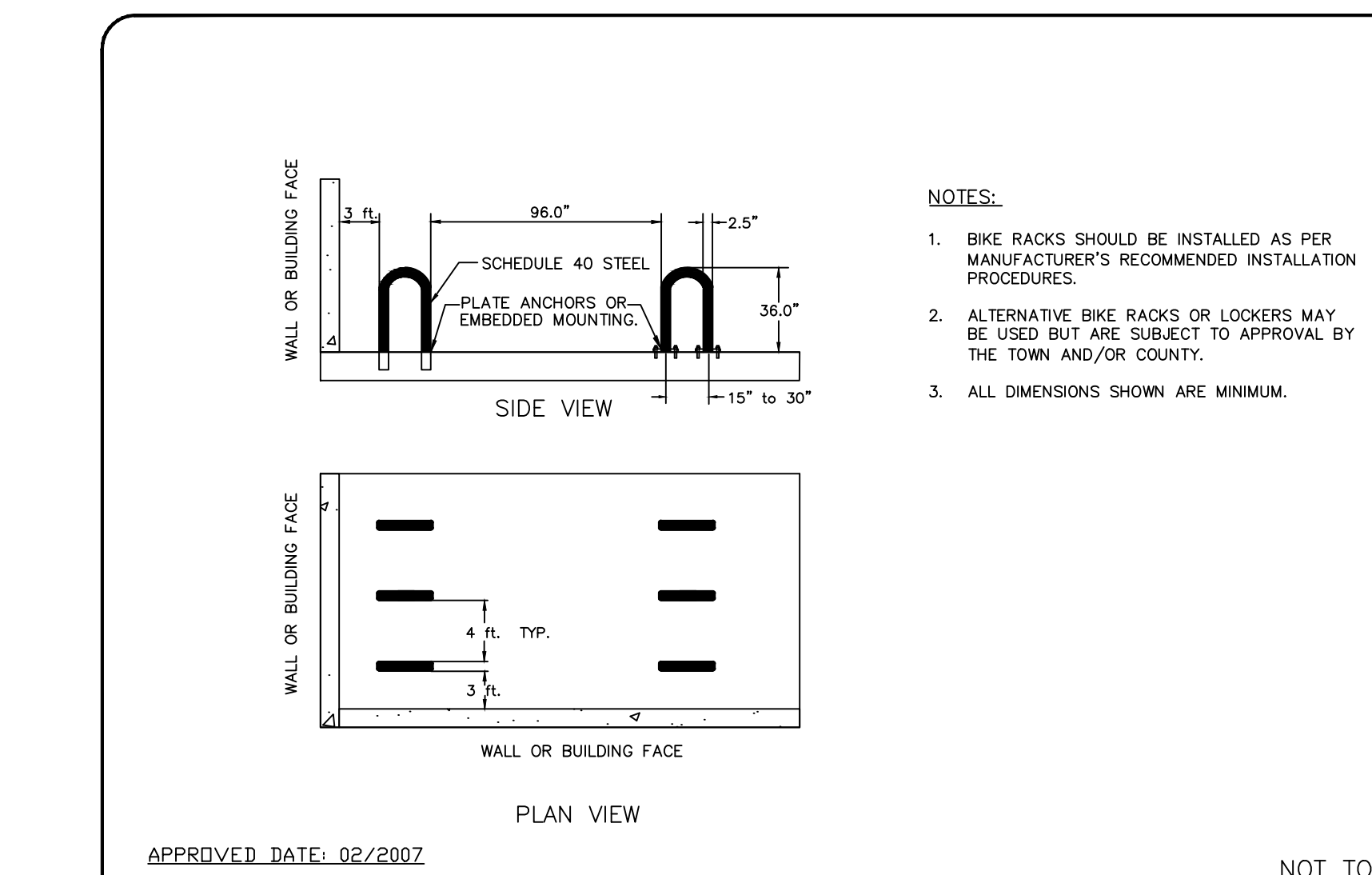
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 CONCRETE SIDEWALKS
 STD. NO. REV. 10.22



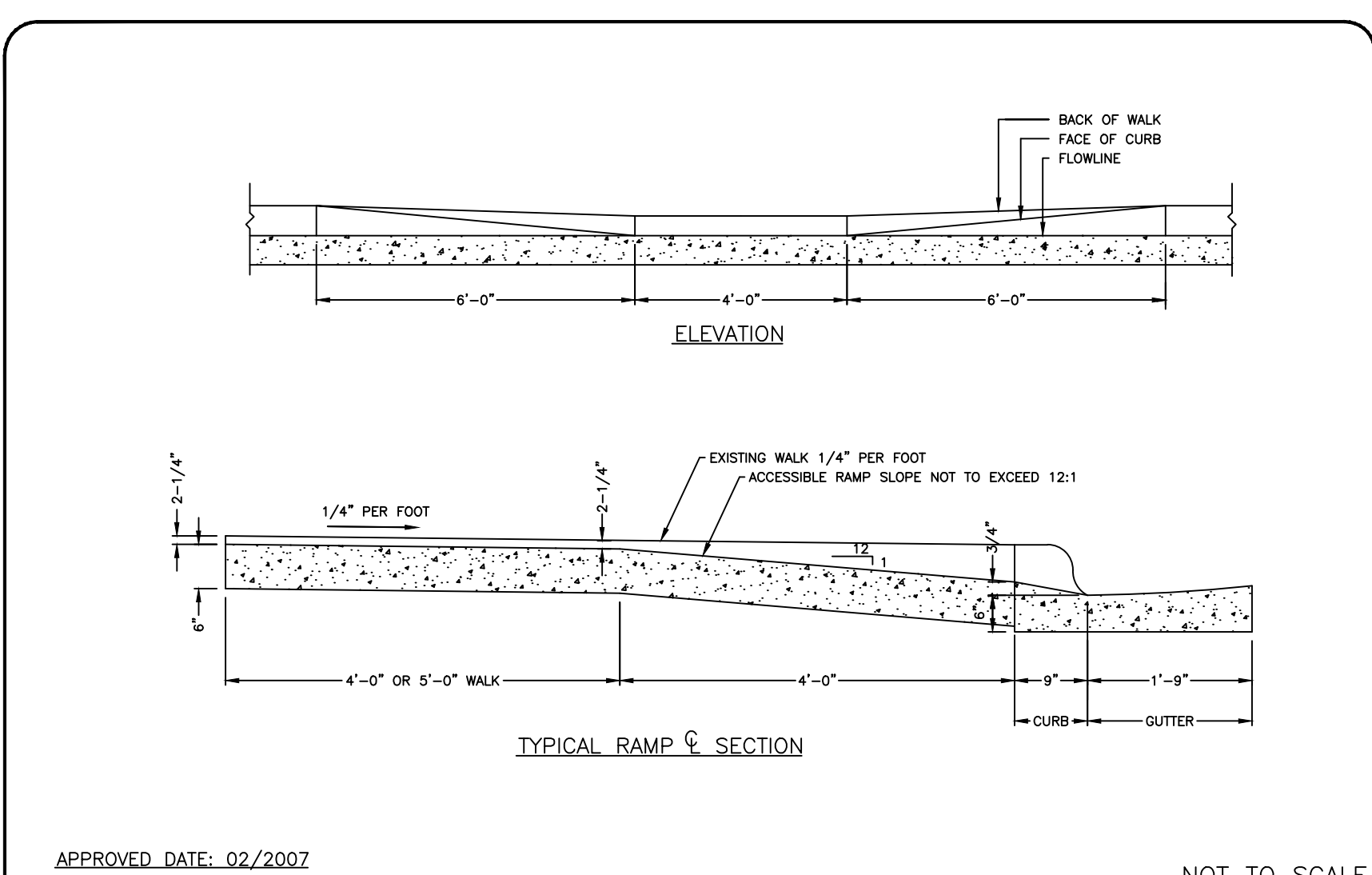
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MECKLENBURG COUNTY LAND DEVELOPMENT STANDARDS
 STANDARD CURB AND GUTTER
 STD. NO. REV. 10.17A



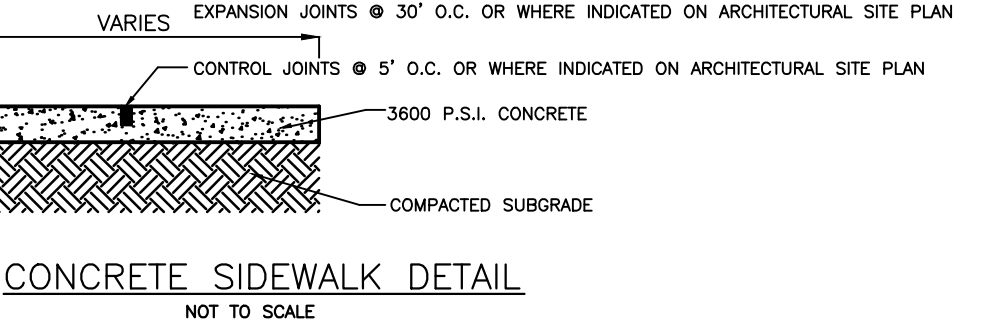
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MECKLENBURG COUNTY LAND DEVELOPMENT STANDARDS
 TRUNCATED DOMES
 PLAN AND CROSS-SECTION
 STD. NO. REV. 10.35B



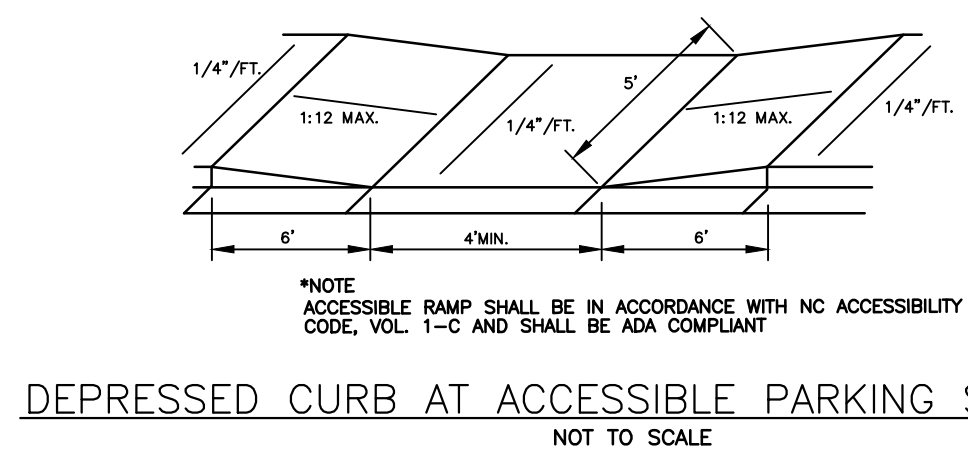
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 INVERTED "U" RACK FOR BICYCLE PARKING
 STD. NO. REV. 50.20



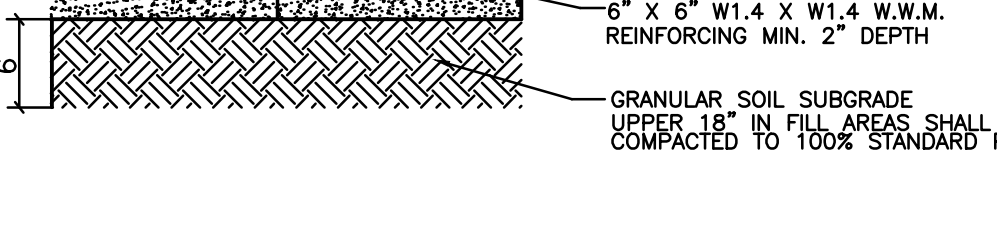
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MECKLENBURG COUNTY LAND DEVELOPMENT STANDARDS
 ACCESSIBLE RAMP SECTIONS WITH PLANTING STRIP 2-6" CURB AND GUTTER
 STD. NO. REV. 10.31B



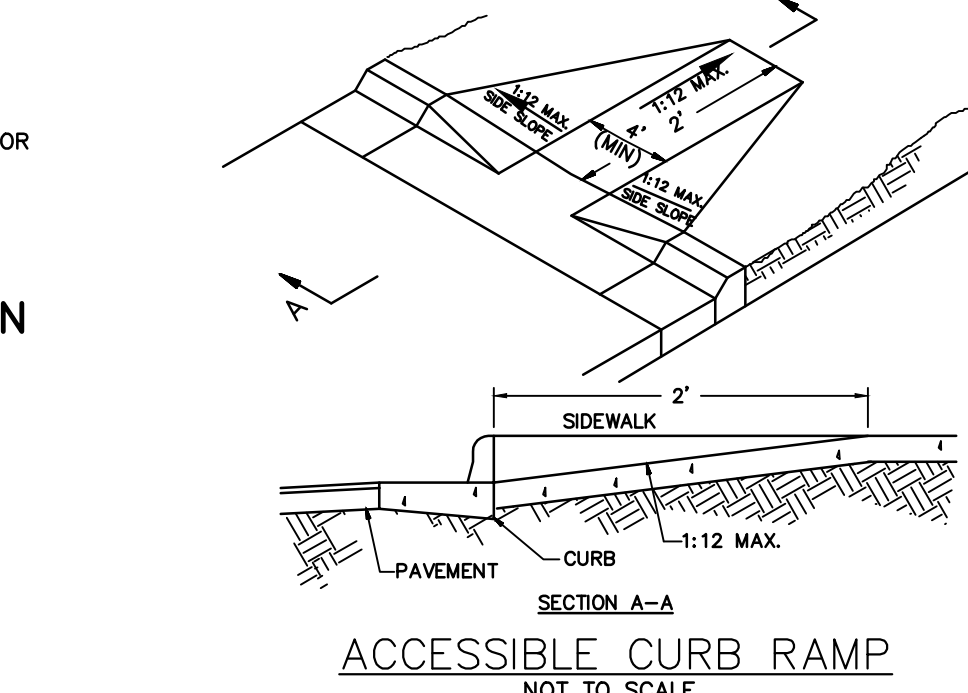
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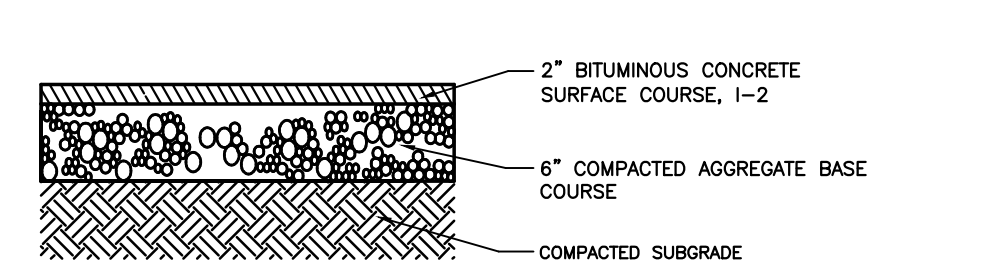
DEPRESSED CURB AT ACCESSIBLE PARKING SPACES AND RAMP
 NOT TO SCALE



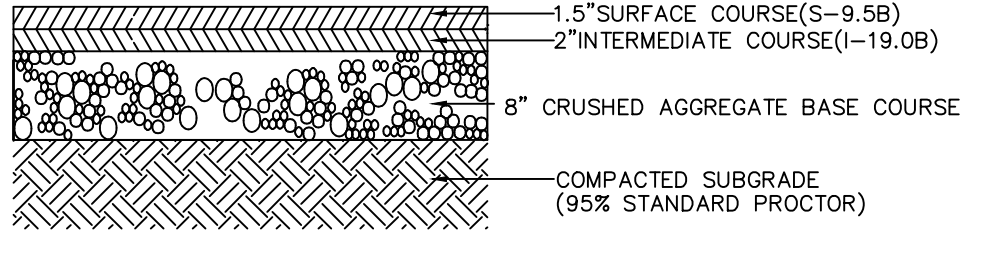
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 SOLID WASTE ENCLOSURE PAD AND 10' APPROACH APRON
 NOT TO SCALE



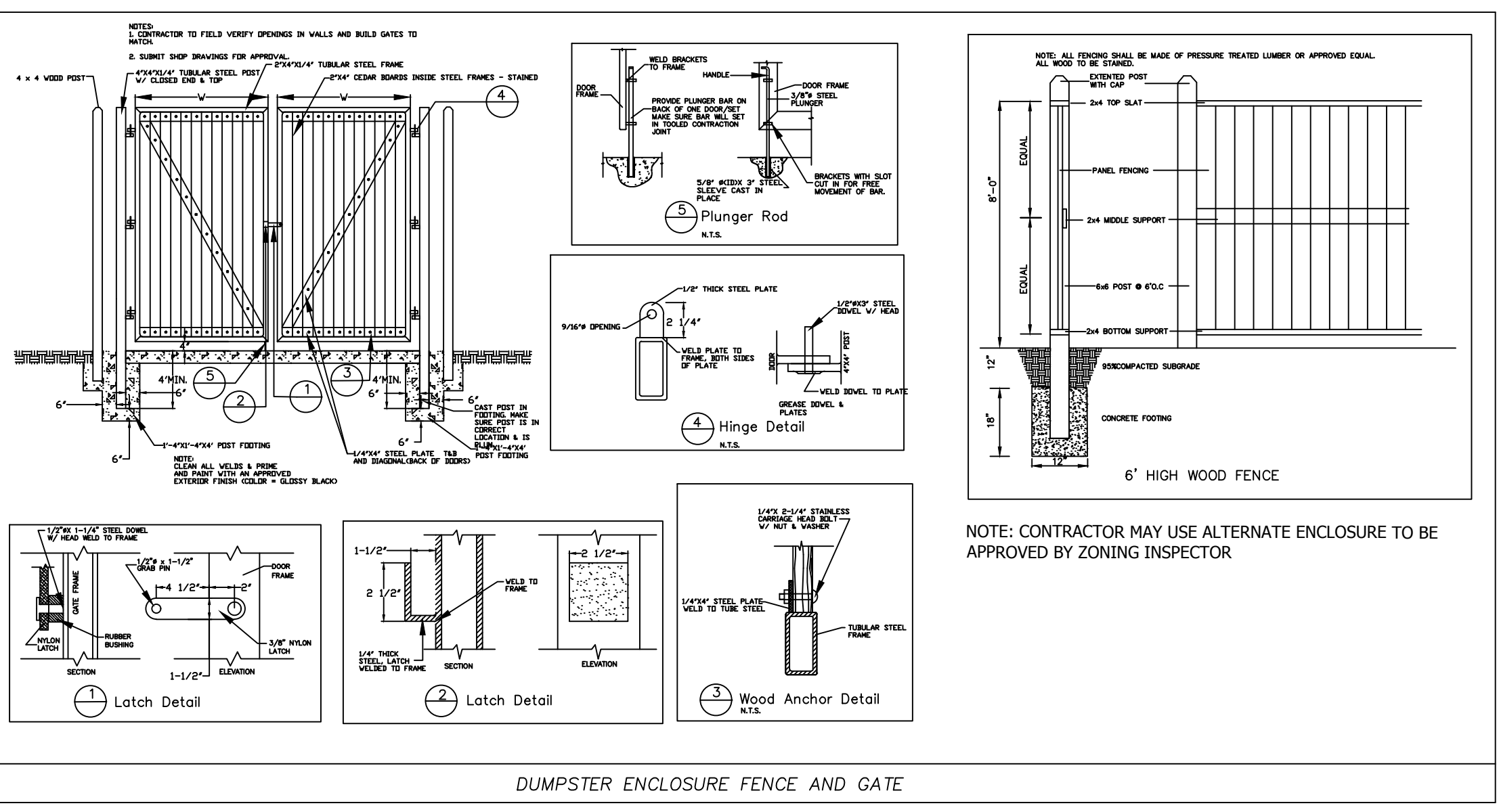
ACCESSIBLE CURB RAMP
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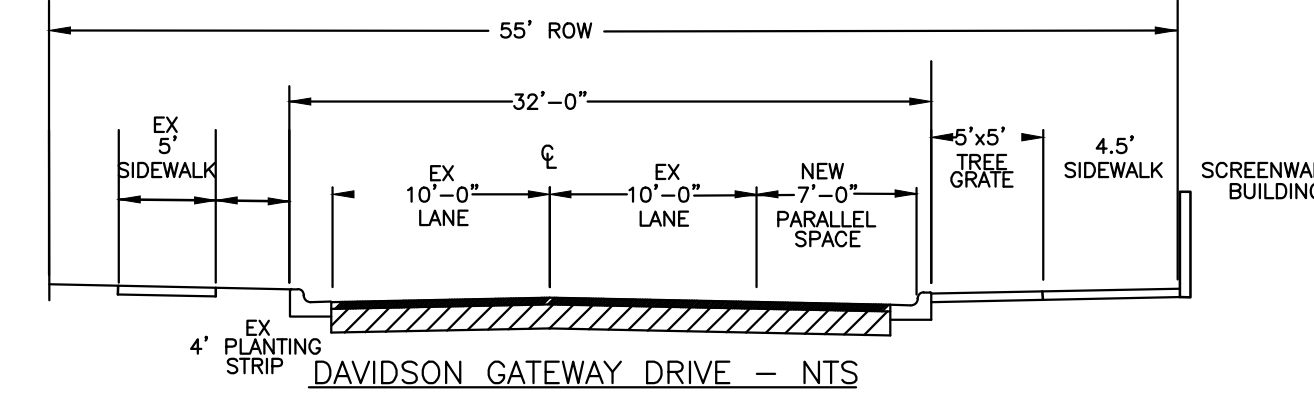
MEDIUM DUTY PAVEMENT SECTION (AUTO AREAS)
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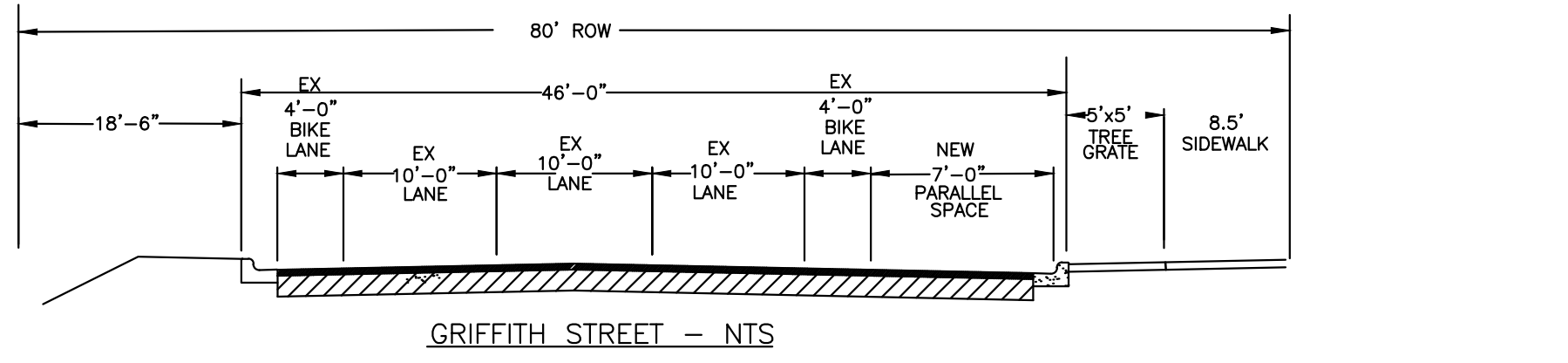
STANDARD HEAVY DUTY PAVEMENT SECTION
 NOT TO SCALE



DUMPSTER ENCLOSURE FENCE AND GATE



DAVIDSON GATEWAY DRIVE - NTS

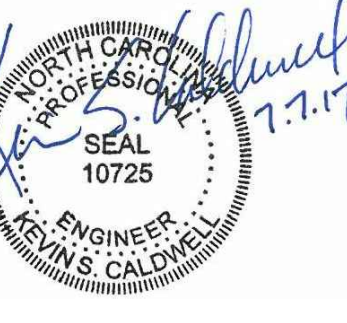


GRIFFITH STREET - NTS

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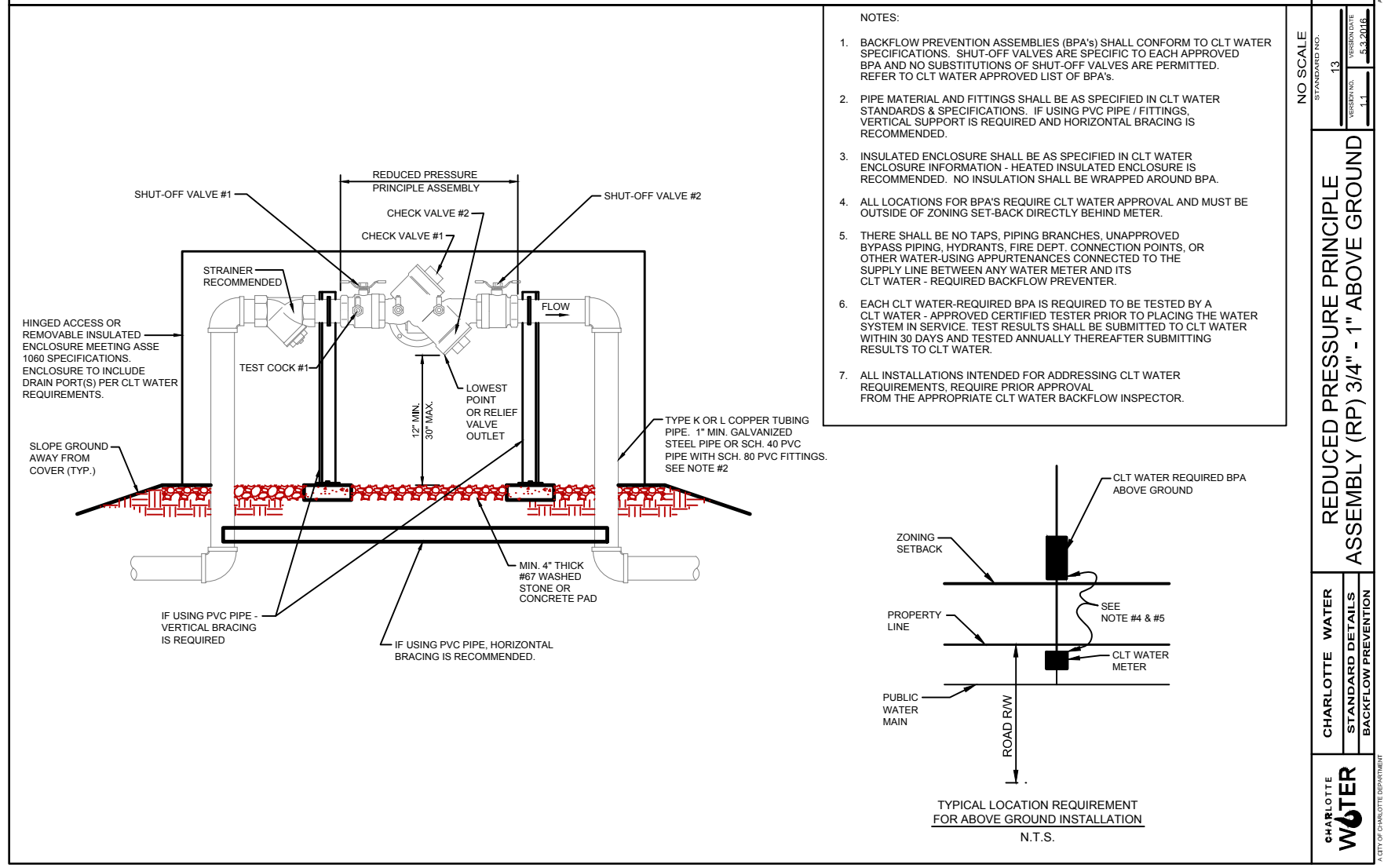
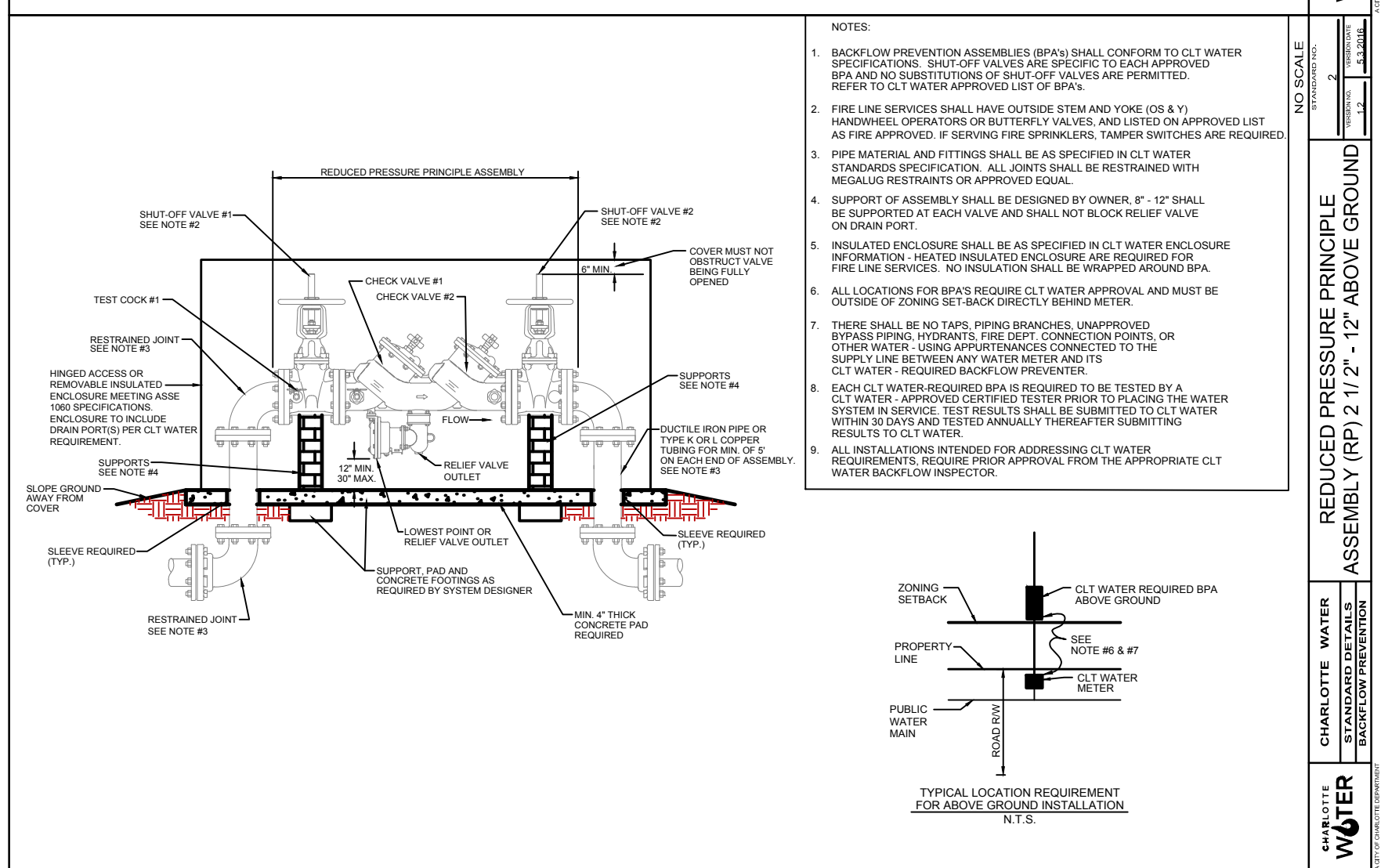
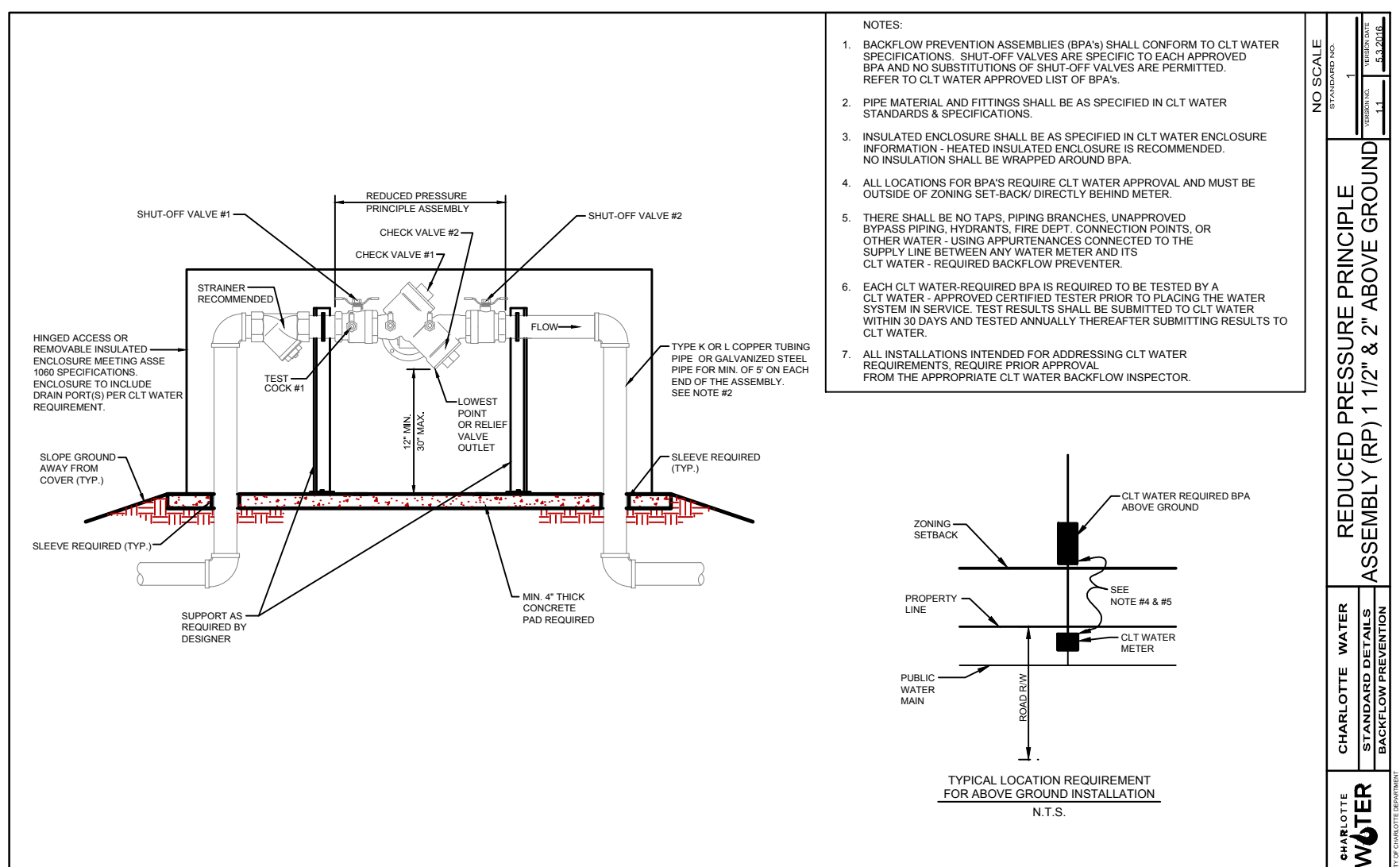
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SITE DETAILS

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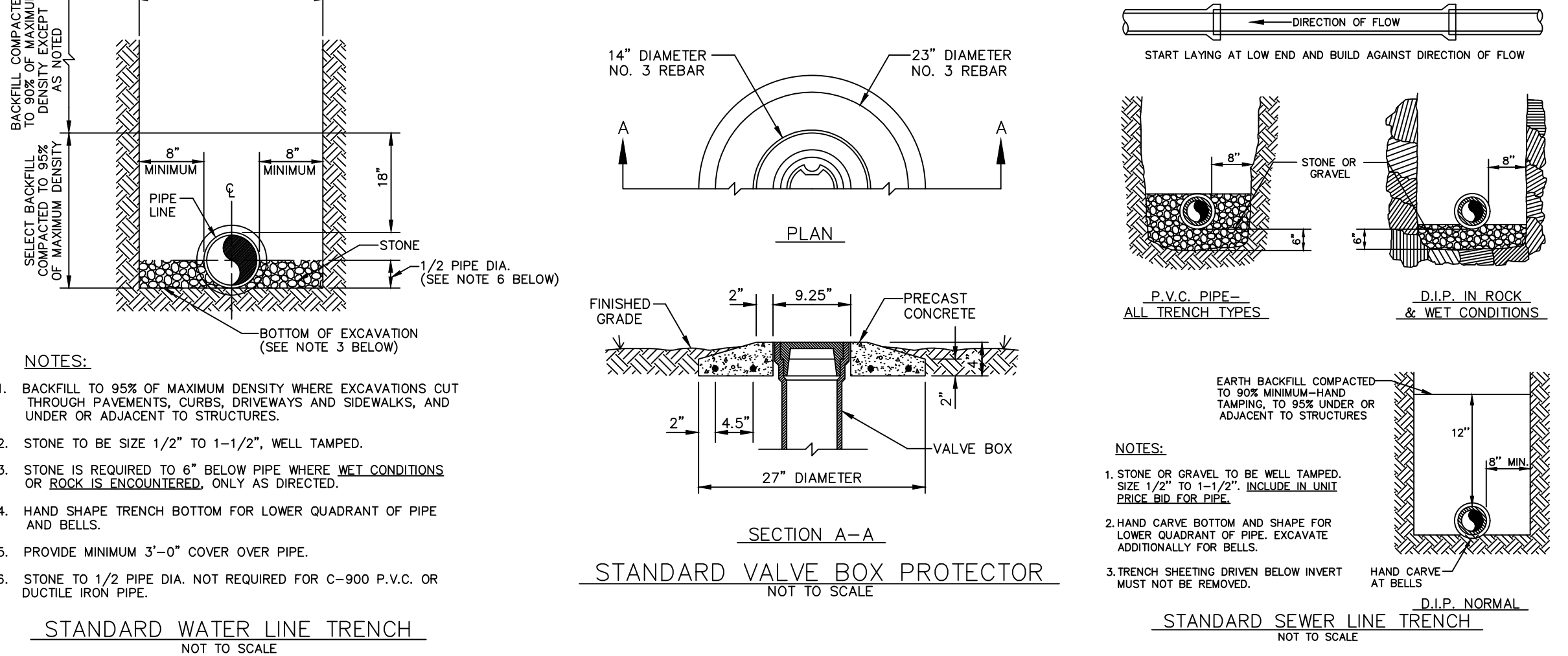
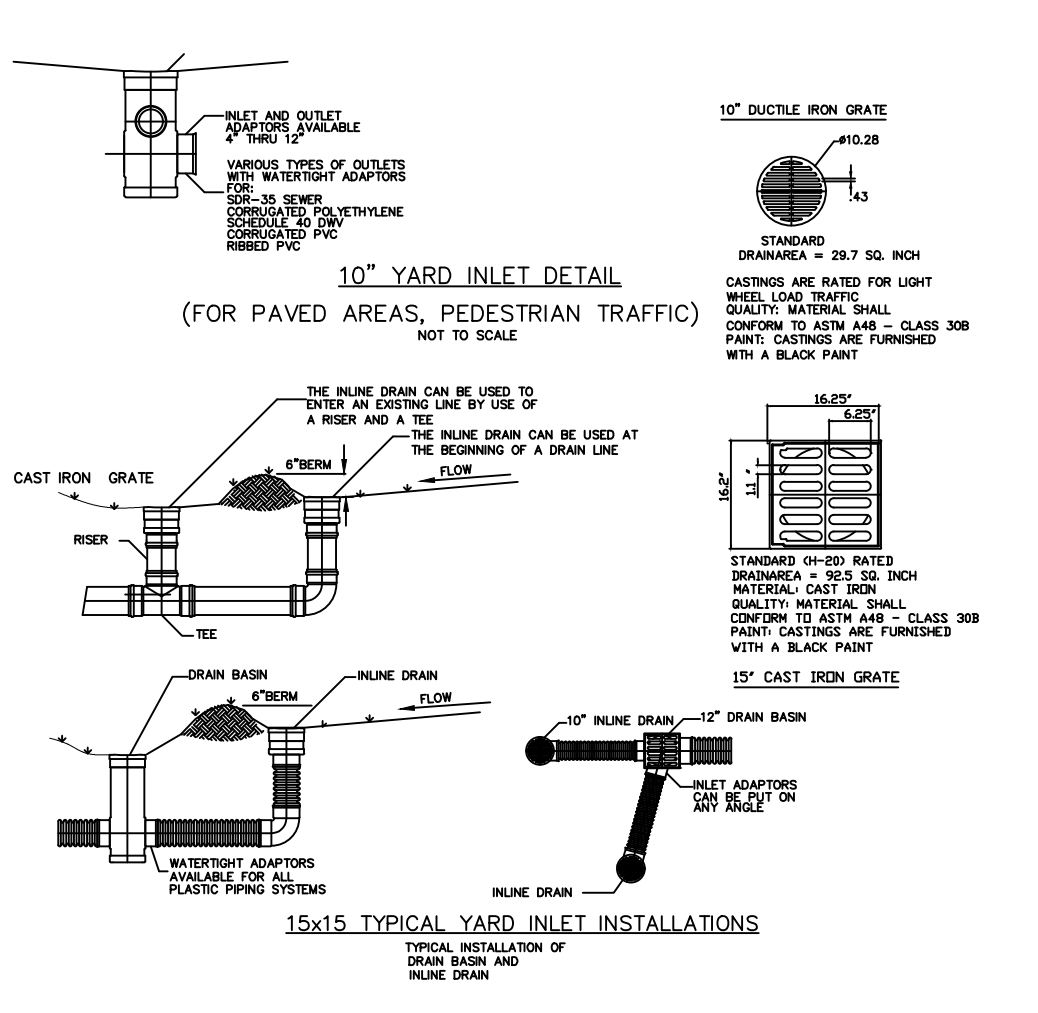
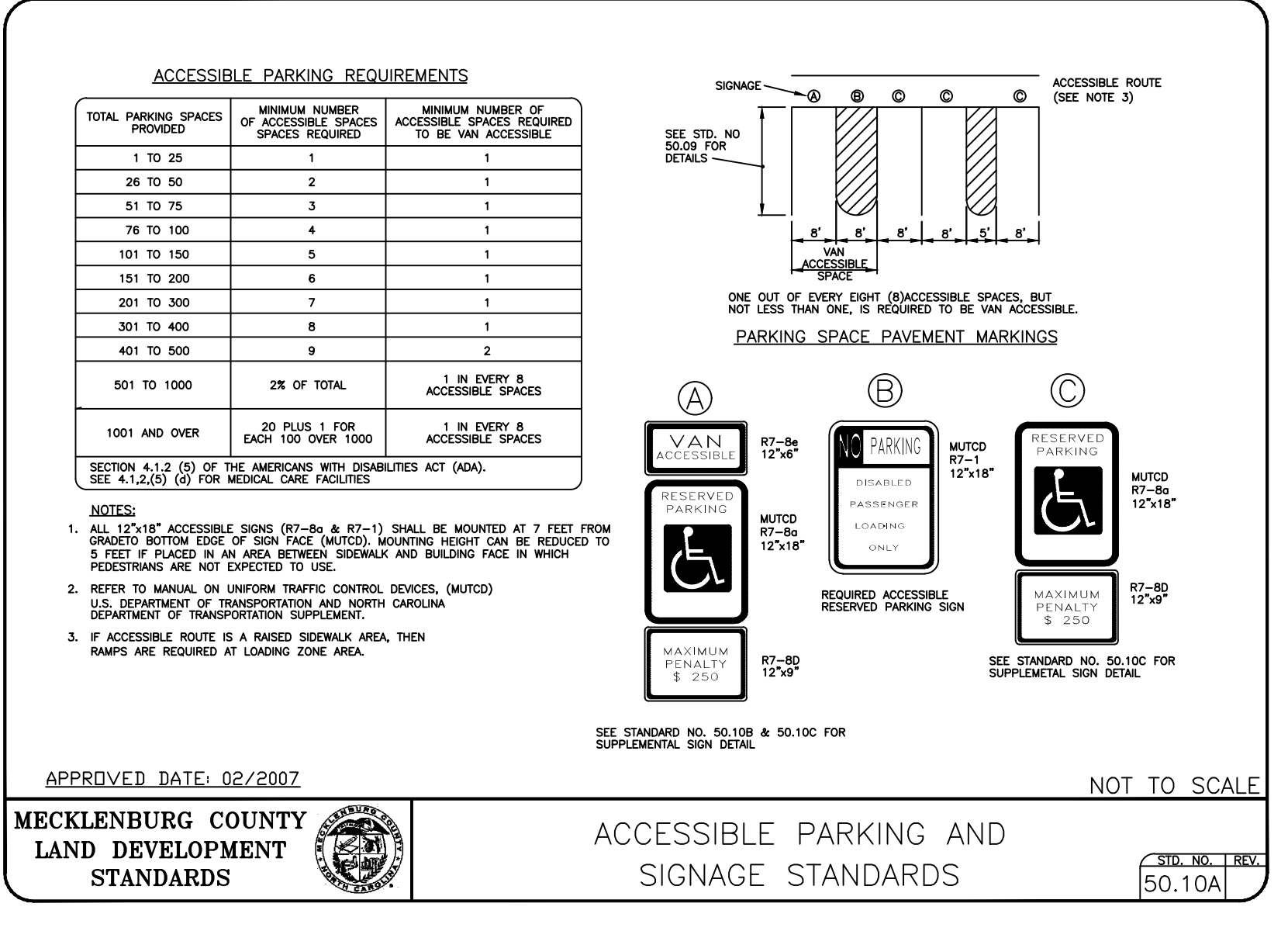
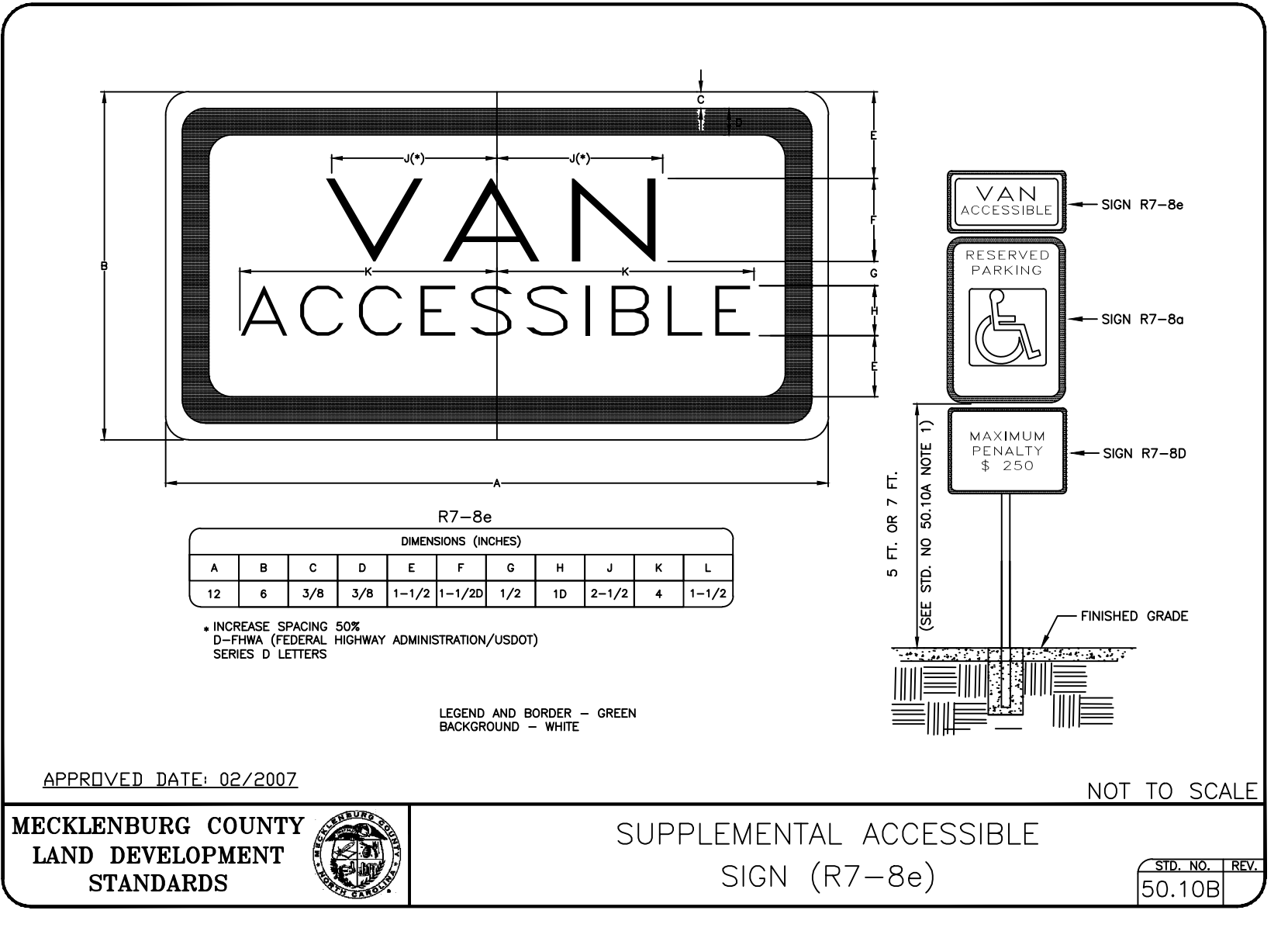
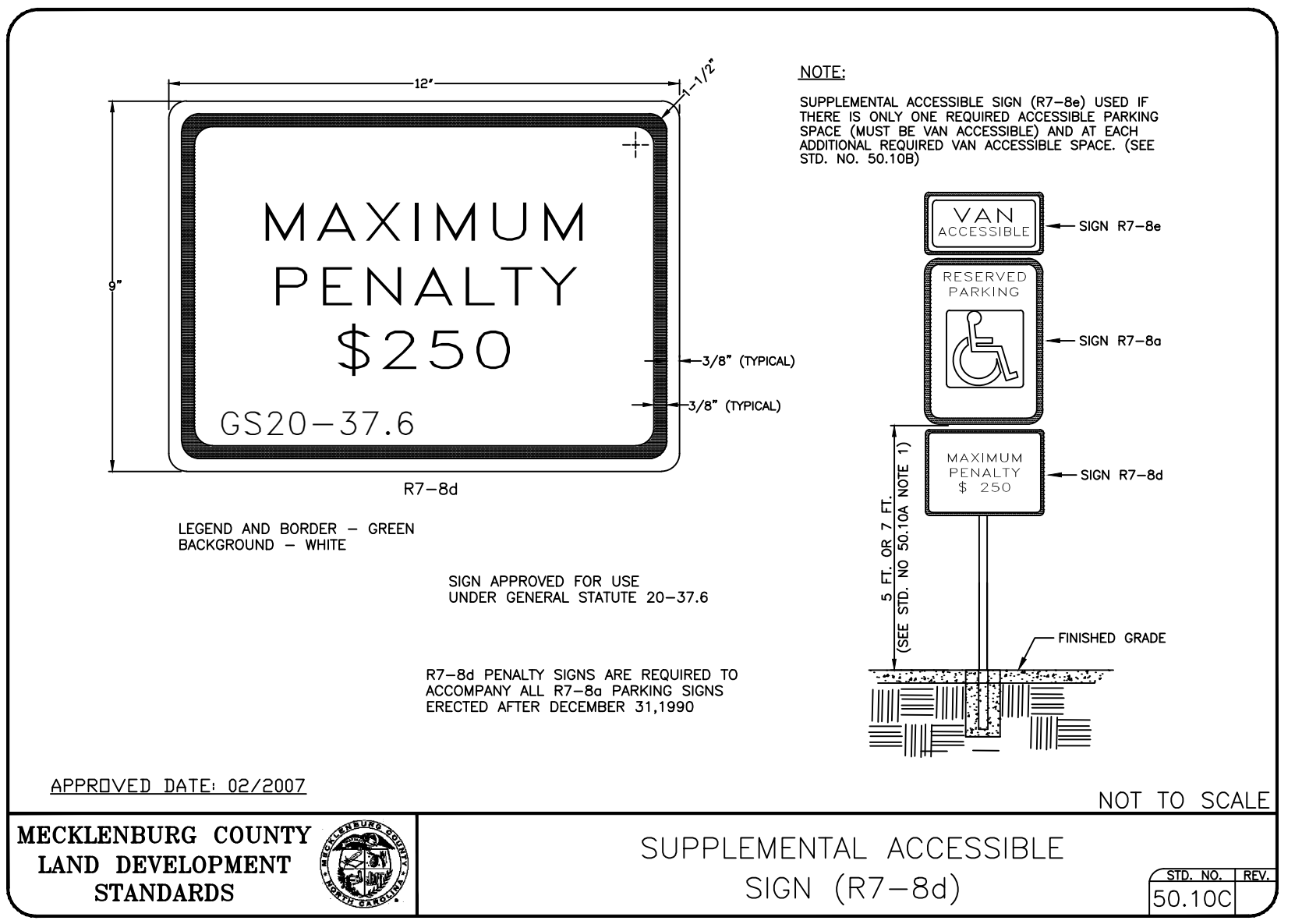
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CHARLOTTE WATER DEPARTMENT

REDUCED PRESSURE PRINCIPLE ASSEMBLY (RP) 1 1/2\"/>

REDUCED PRESSURE PRINCIPLE ASSEMBLY (RP) 2 1/2\"/>

REDUCED PRESSURE PRINCIPLE ASSEMBLY (RP) 3/4\"/>



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MECKLENBURG COUNTY LAND DEVELOPMENT STANDARDS

HYATT PLACE

DAVIDSON, NORTH CAROLINA

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HYATT PLACE

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SITE DETAILS

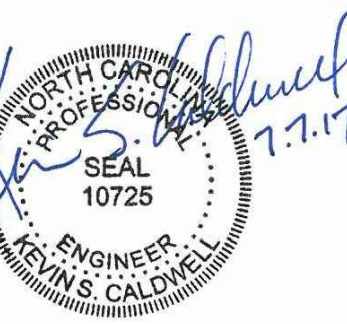
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DATE	
DESIGN BY	
CHECKED BY	
DATE	
FILE NAME	

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 www.geosciencengr.com
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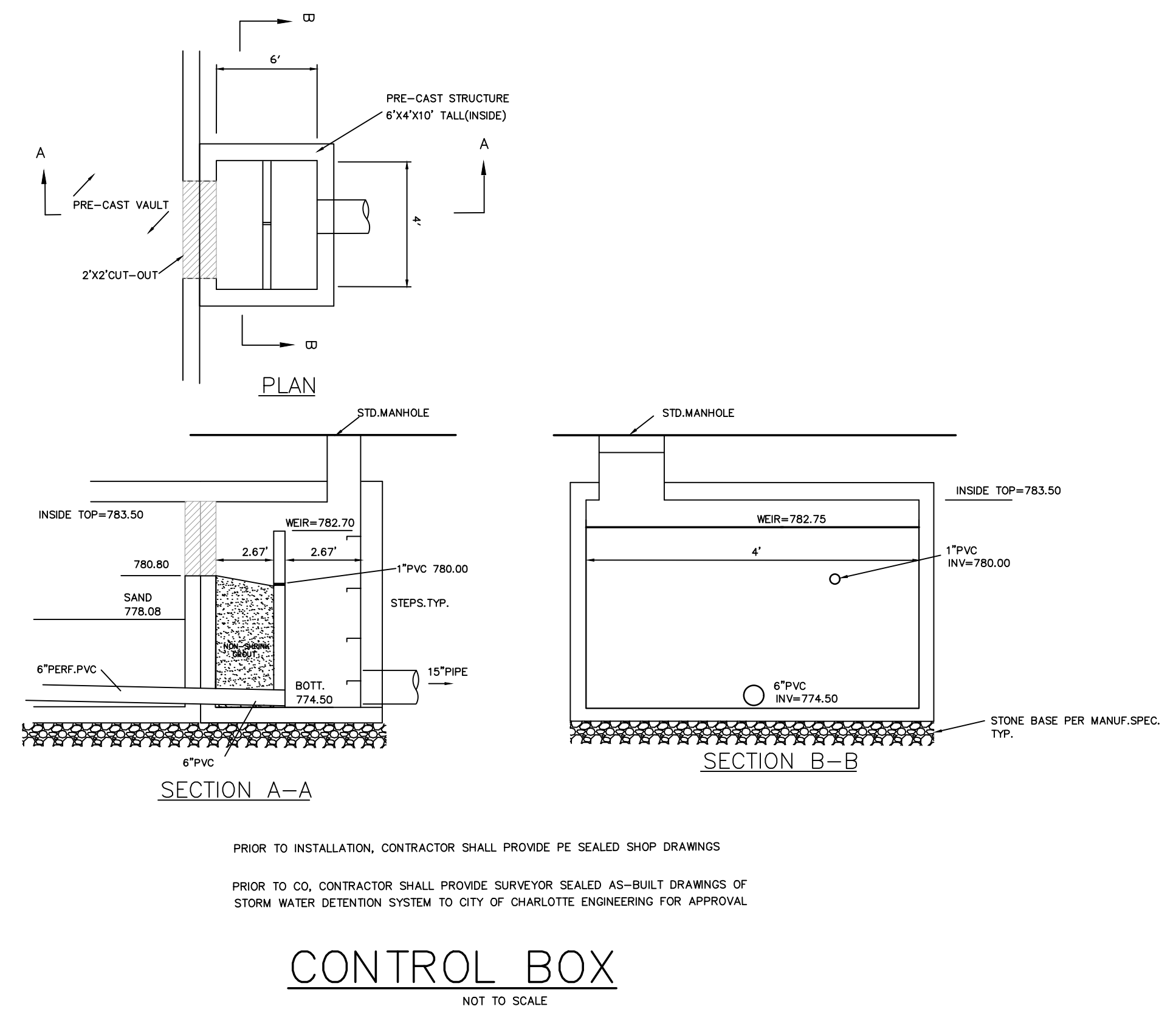
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DAVIDSON, NORTH CAROLINA

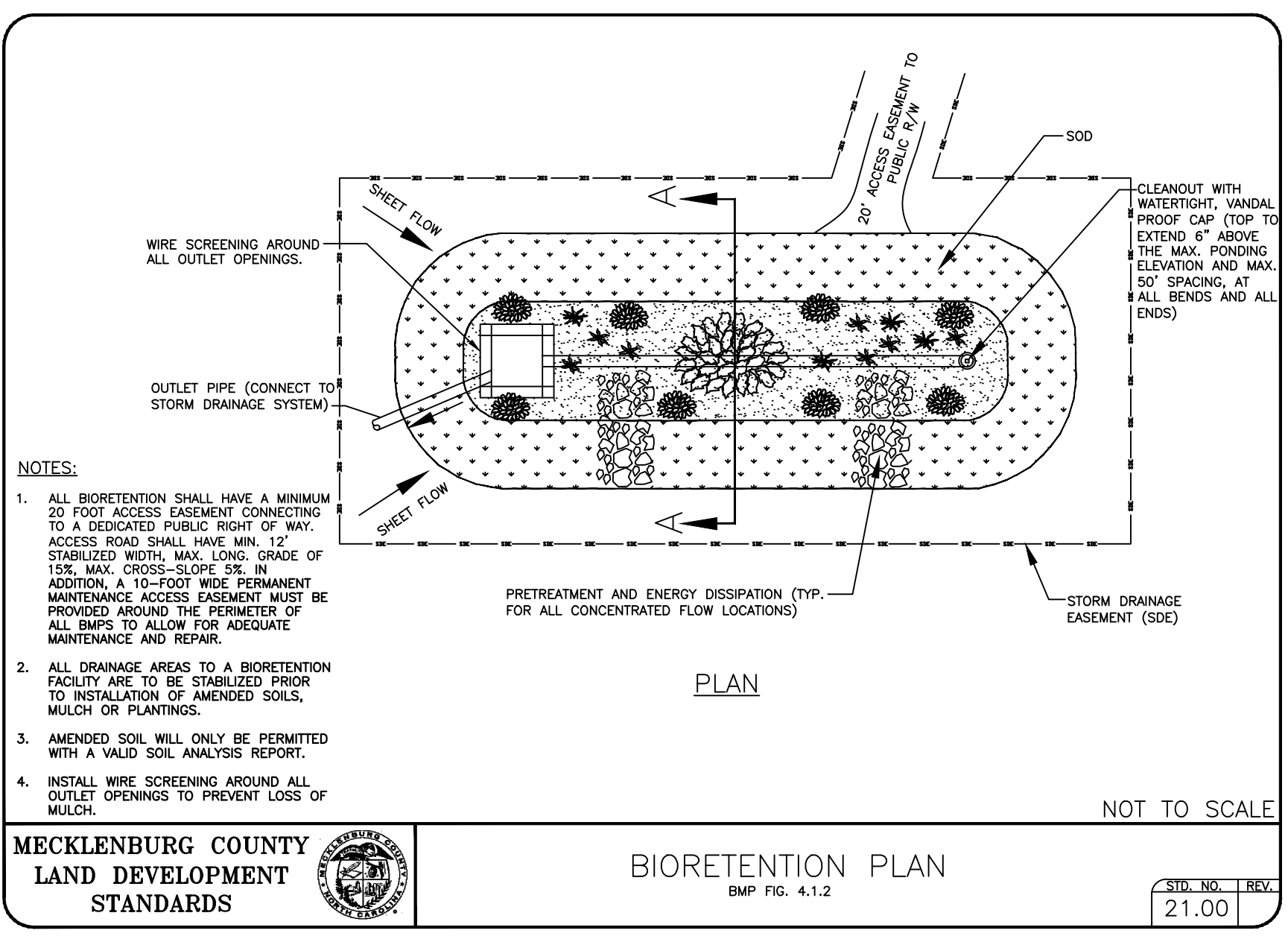


SITE DETAILS

C4.4



PRIOR TO INSTALLATION, CONTRACTOR SHALL PROVIDE PE SEALED SHOP DRAWINGS
 PRIOR TO CO, CONTRACTOR SHALL PROVIDE SURVEYOR SEALED AS-BUILT DRAWINGS OF STORM WATER DETENTION SYSTEM TO CITY OF CHARLOTTE ENGINEERING FOR APPROVAL

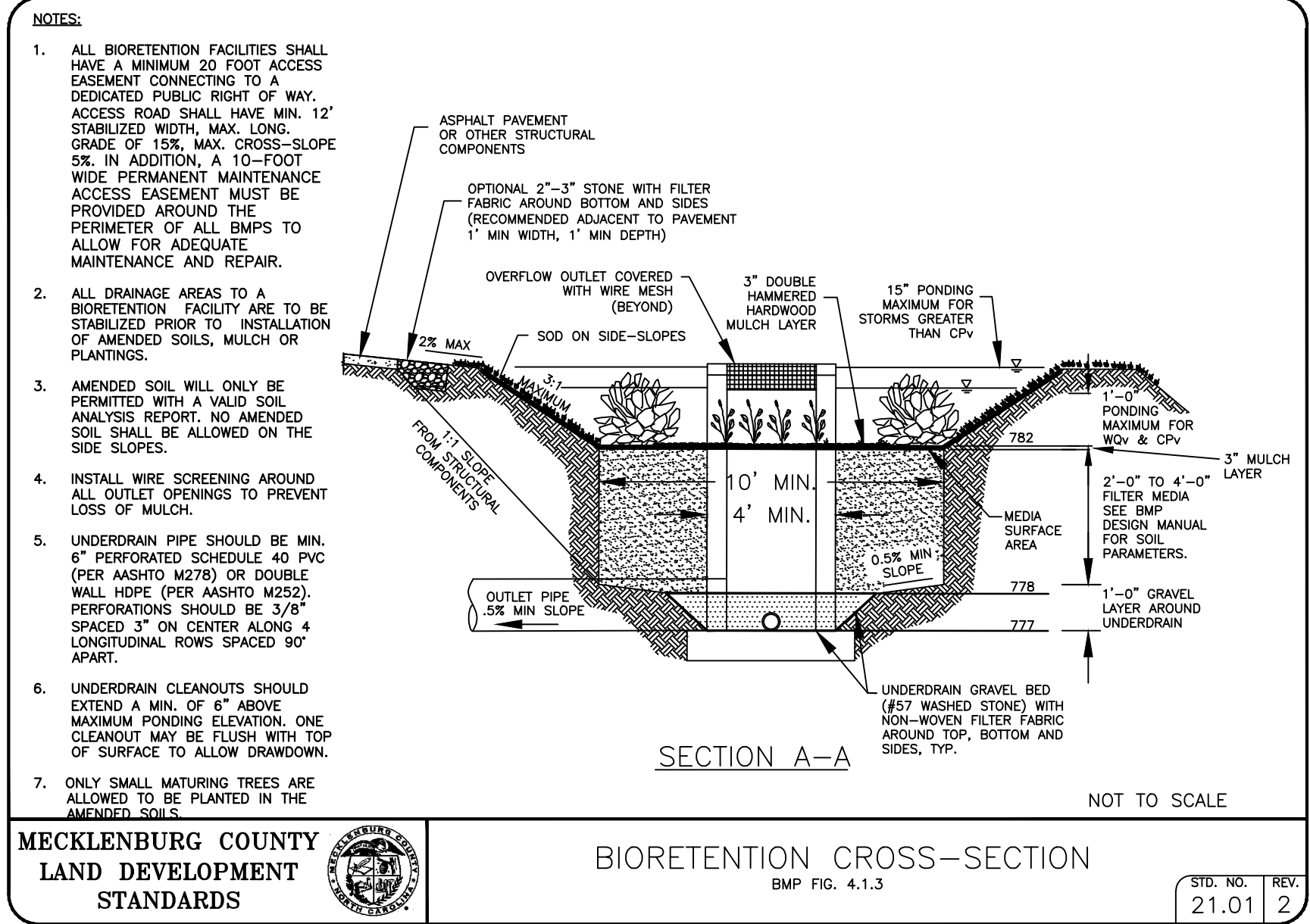


- NOTES:**
- ALL BIORETENTION SHALL HAVE A MINIMUM 20 FOOT ACCESS EASEMENT CONNECTING TO A DEDICATED PUBLIC RIGHT OF WAY. ACCESS ROAD SHALL HAVE MIN. 12' STABILIZED WIDTH, MAX. LONG. GRADE OF 15%, MAX. CROSS-SLOPE 2% IN ADDITION, A 10-FOOT WIDE PERMANENT MAINTENANCE ACCESS EASEMENT MUST BE PROVIDED AROUND THE PERIMETER OF ALL BMPs TO ALLOW FOR ADEQUATE MAINTENANCE AND REPAIR.
 - ALL DRAINAGE AREAS TO A BIORETENTION FACILITY ARE TO BE STABILIZED PRIOR TO INSTALLATION OF AMENDED SOILS, MULCH OR PLANTINGS.
 - AMENDED SOIL WILL ONLY BE PERMITTED WITH A VALID SOIL ANALYSIS REPORT.
 - INSTALL WIRE SCREENING AROUND ALL OUTLET OPENINGS TO PREVENT LOSS OF MULCH.

MECKLENBURG COUNTY LAND DEVELOPMENT STANDARDS

BIORETENTION PLAN
 BMP FIG. 4.1.2

STD. NO. REV.
 21.00 2

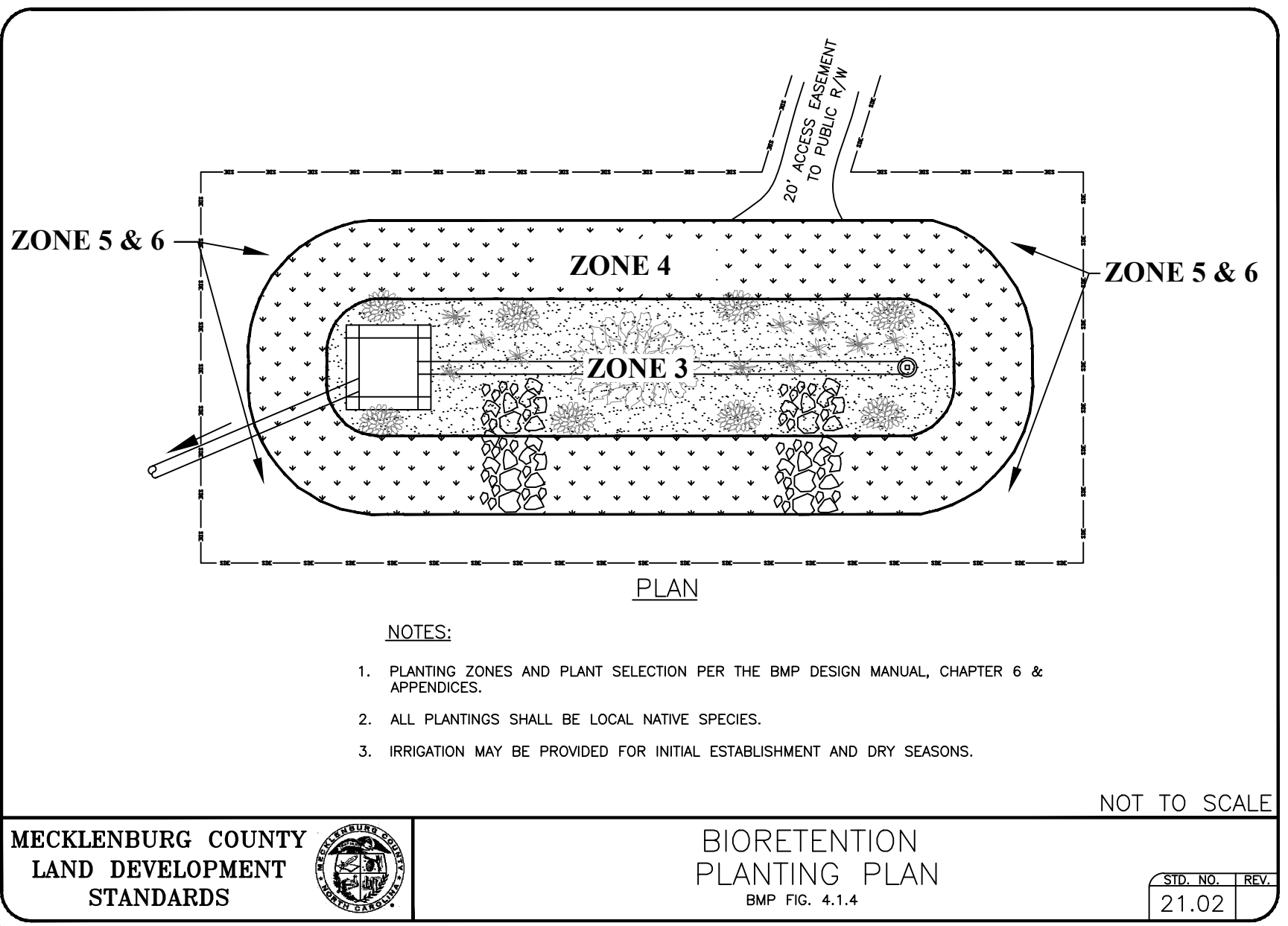


- NOTES:**
- ALL BIORETENTION FACILITIES SHALL HAVE A MINIMUM 20 FOOT ACCESS EASEMENT CONNECTING TO A DEDICATED PUBLIC RIGHT OF WAY. ACCESS ROAD SHALL HAVE MIN. 12' STABILIZED WIDTH, MAX. LONG. GRADE OF 15%, MAX. CROSS-SLOPE 2% IN ADDITION, A 10-FOOT WIDE PERMANENT MAINTENANCE ACCESS EASEMENT MUST BE PROVIDED AROUND THE PERIMETER OF ALL BMPs TO ALLOW FOR ADEQUATE MAINTENANCE AND REPAIR.
 - ALL DRAINAGE AREAS TO A BIORETENTION FACILITY ARE TO BE STABILIZED PRIOR TO INSTALLATION OF AMENDED SOILS, MULCH OR PLANTINGS.
 - AMENDED SOIL WILL ONLY BE PERMITTED WITH A VALID SOIL ANALYSIS REPORT. NO AMENDED SOIL SHALL BE ALLOWED ON THE SIDE SLOPES.
 - INSTALL WIRE SCREENING AROUND ALL OUTLET OPENINGS TO PREVENT LOSS OF MULCH.
 - UNDERDRAIN PIPE SHOULD BE MIN. 6\"/>

MECKLENBURG COUNTY LAND DEVELOPMENT STANDARDS

BIORETENTION CROSS-SECTION
 BMP FIG. 4.1.3

STD. NO. REV.
 21.01 2

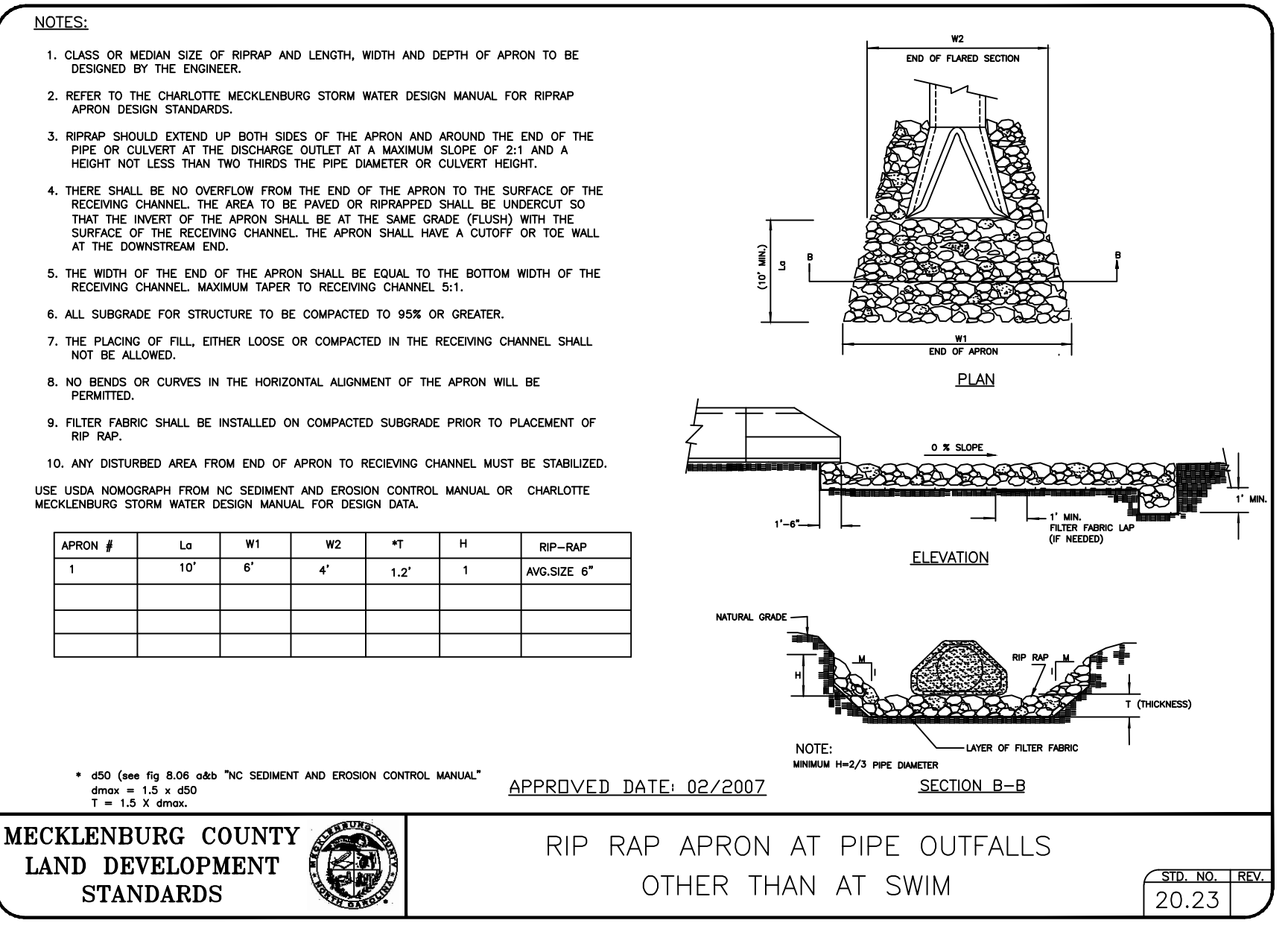


- NOTES:**
- PLANTING ZONES AND PLANT SELECTION PER THE BMP DESIGN MANUAL, CHAPTER 6 & APPENDICES.
 - ALL PLANTINGS SHALL BE LOCAL NATIVE SPECIES.
 - IRRIGATION MAY BE PROVIDED FOR INITIAL ESTABLISHMENT AND DRY SEASONS.

MECKLENBURG COUNTY LAND DEVELOPMENT STANDARDS

BIORETENTION PLANTING PLAN
 BMP FIG. 4.1.4

STD. NO. REV.
 21.02



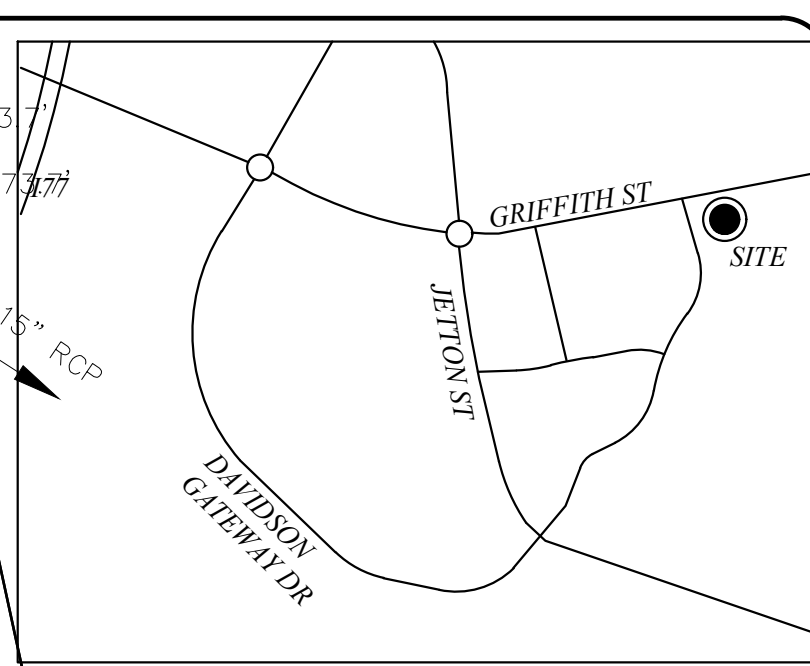
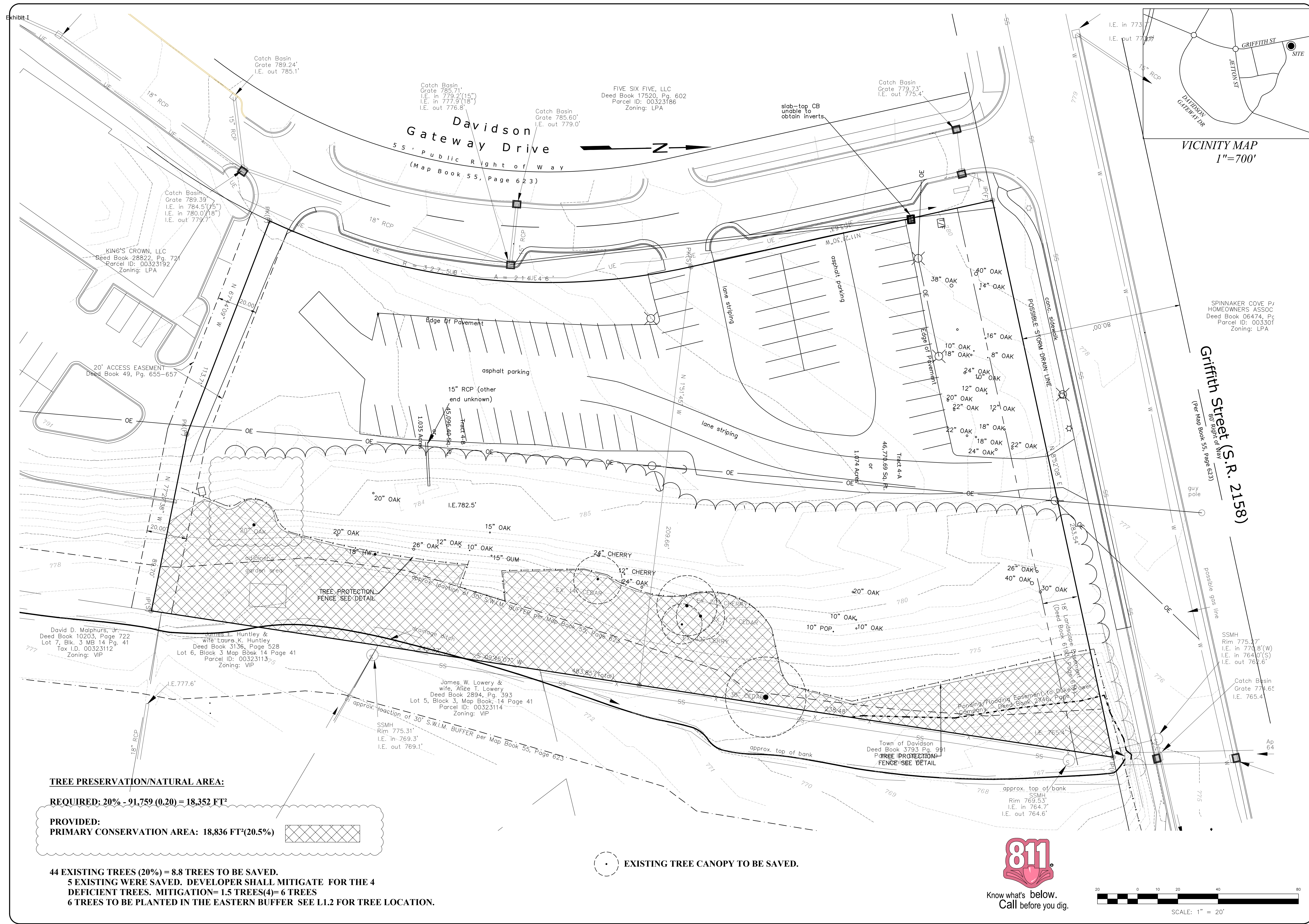
- NOTES:**
- CLASS OR MEDIAN SIZE OF RIPRAP LENGTH, WIDTH AND DEPTH OF APRON TO BE DESIGNATED BY THE ENGINEER.
 - REFER TO THE CHARLOTTE MECKLENBURG STORM WATER DESIGN MANUAL FOR RIPRAP APRON DESIGN STANDARDS.
 - RIPRAP SHOULD EXTEND UP BOTH SIDES OF THE APRON AND AROUND THE END OF THE PIPE OR CULVERT AT THE DISCHARGE OUTLET AT A MAXIMUM SLOPE OF 2:1 AND A HEIGHT NOT LESS THAN TWO THIRDS THE PIPE DIAMETER OR CULVERT HEIGHT.
 - THERE SHALL BE NO OVERFLOW FROM THE END OF THE APRON TO THE SURFACE OF THE RECEIVING CHANNEL. THE AREA TO BE PAVED OR RIPRAPED SHALL BE UNDERCUT SO THAT THE INVERT OF THE APRON SHALL BE AT THE SAME GRADE (FLUSH) WITH THE SURFACE OF THE RECEIVING CHANNEL. THE APRON SHALL HAVE A CUTOFF OR TIE WALL AT THE DOWNSTREAM END.
 - THE WIDTH OF THE END OF THE APRON SHALL BE EQUAL TO THE BOTTOM WIDTH OF THE RECEIVING CHANNEL. MAXIMUM TAPER TO RECEIVING CHANNEL 5:1.
 - ALL SUBGRADE FOR STRUCTURE TO BE COMPACTED TO 95% OR GREATER.
 - THE PLACING OF FILL, EITHER LOOSE OR COMPACTED IN THE RECEIVING CHANNEL SHALL NOT BE ALLOWED.
 - NO BENDS OR CURVES IN THE HORIZONTAL ALIGNMENT OF THE APRON WILL BE PERMITTED.
 - FILTER FABRIC SHALL BE INSTALLED ON COMPACTED SUBGRADE PRIOR TO PLACEMENT OF RIP RAP.
 - ANY DISTURBED AREA FROM END OF APRON TO RECEIVING CHANNEL MUST BE STABILIZED.
- USE USDA MONOGRAPH FROM NC SEDIMENT AND EROSION CONTROL MANUAL OR CHARLOTTE MECKLENBURG STORM WATER DESIGN MANUAL FOR DESIGN DATA.
- | APRON # | Lo | W1 | W2 | T | H | RIP-RAP |
|---------|-----|----|----|------|---|--------------|
| 1 | 10' | 6' | 4' | 1.2' | 1 | AVG. SIZE 6" |
| | | | | | | |
| | | | | | | |
- * 95% (see Fig. 8.0.8, 8.0.9 "NC SEDIMENT AND EROSION CONTROL MANUAL," sheet # 1.2 & 0.5)
 T = 1.5 X apron.

MECKLENBURG COUNTY LAND DEVELOPMENT STANDARDS

RIP RAP APRON AT PIPE OUTFALLS OTHER THAN AT SWIM

APPROVED DATE: 02/2007

STD. NO. REV.
 20.23

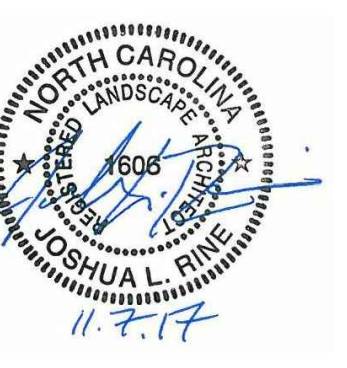


DATE	11.17.17
REV FOR TOWN OF DAVIDSON	11.17.17
REV FOR TOWN OF DAVIDSON	10.17.17
REV FOR TOWN OF DAVIDSON	11.17.17
REV FOR TOWN OF DAVIDSON	11.17.17

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- ISSUED FOR PERMIT
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HYATT PLACE
DAVIDSON, NORTH CAROLINA

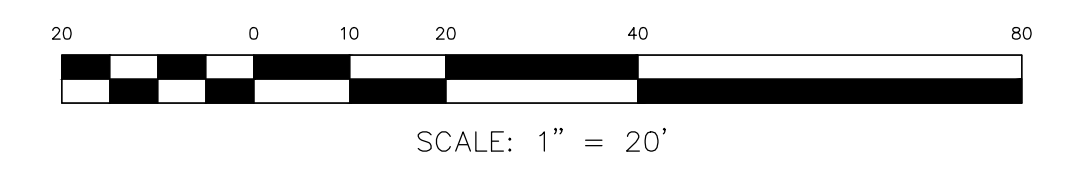


EXISTING LANDSCAPE PLAN

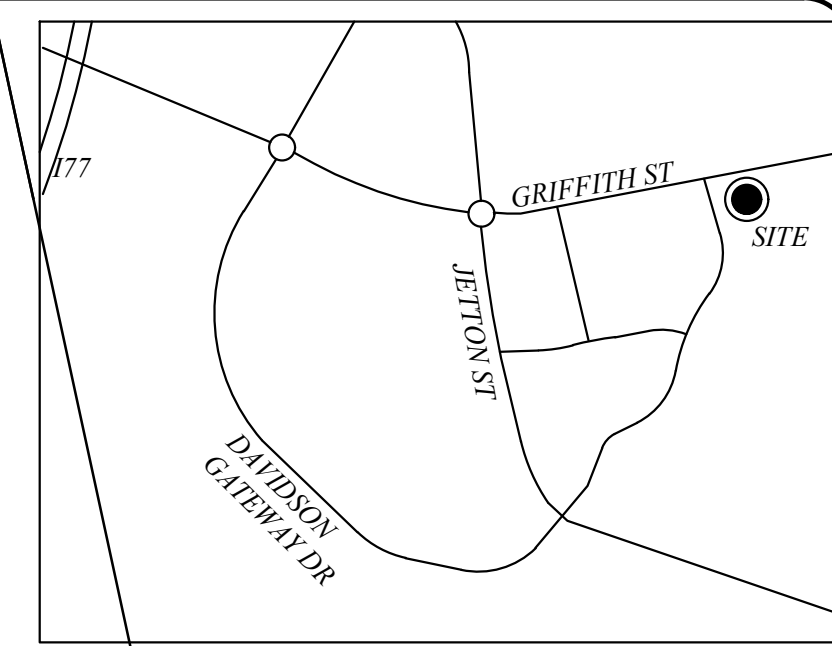
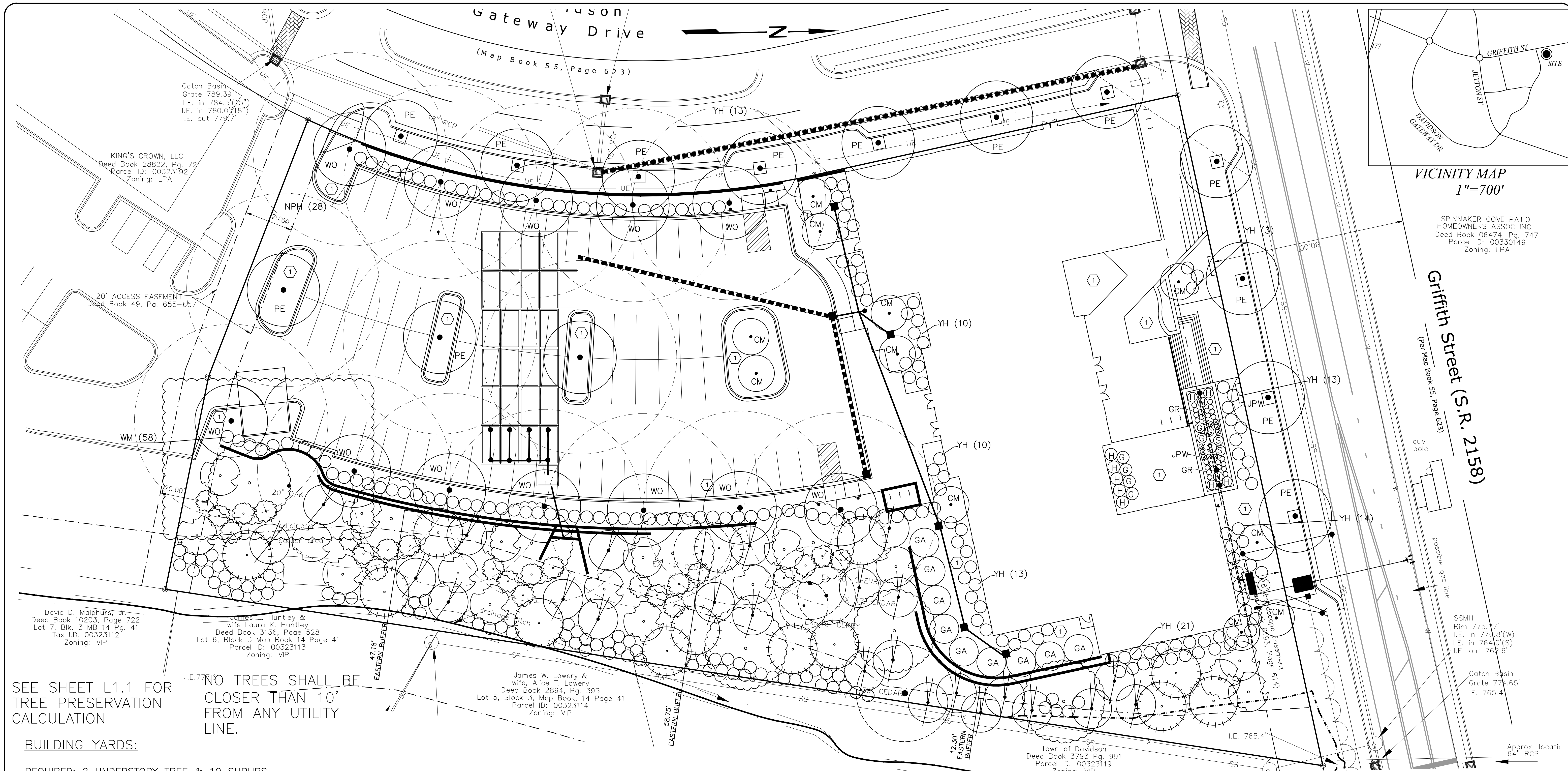
TREE PRESERVATION/NATURAL AREA:
REQUIRED: 20% - 91,759 (0.20) = 18,352 FT²
PROVIDED:
PRIMARY CONSERVATION AREA: 18,836 FT²(20.5%)

44 EXISTING TREES (20%) = 8.8 TREES TO BE SAVED.
 5 EXISTING WERE SAVED. DEVELOPER SHALL MITIGATE FOR THE 4 DEFICIENT TREES. MITIGATION= 1.5 TREES(4)= 6 TREES
 6 TREES TO BE PLANTED IN THE EASTERN BUFFER SEE L1.2 FOR TREE LOCATION.

EXISTING TREE CANOPY TO BE SAVED.



L1.1



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

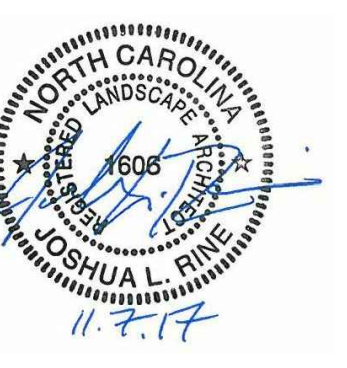
Griffith Street (S.R. 2158)
(Per Map Book 55, Page 623)

NO.	DATE	BY	FOR
1	7.8.17	BY	TOWN OF DAVIDSON
2	7.21.17	BY	TOWN OF DAVIDSON
3	7.21.17	BY	TOWN OF DAVIDSON
4	10.4.17	BY	TOWN OF DAVIDSON
5	11.7.17	BY	TOWN OF DAVIDSON

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HYATT PLACE
DAVIDSON, NORTH CAROLINA



SEE SHEET L1.1 FOR TREE PRESERVATION CALCULATION

NO TREES SHALL BE CLOSER THAN 10' FROM ANY UTILITY LINE.

BUILDING YARDS:

- REQUIRED: 2 UNDERSTORY TREE & 10 SHRUBS
- SOUTH SIDE: 200' X 25% = 150' REQ'D: 150/4=3.75 8 TREES & 38 SHRUBS
- PROV'D: 11 TREES & 38 SHRUBS
- EAST SIDE: 100' X 25% = 75' REQ'D: 150/4=1.87 4 TREES & 19 SHRUBS
- PROV'D: 17 TREES & 21 SHRUBS
- NORTH SIDE: CONDITIONAL (SPACE FOR OPEN SPACE PLAZA TO THE PUBLIC)
- WEST SIDE: CONDITIONAL (CONCRETE FLUSH WITH BUILDING FOR RETAIL SPACE)

TREE COVERAGE

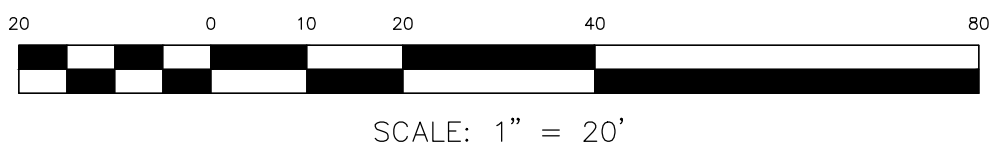
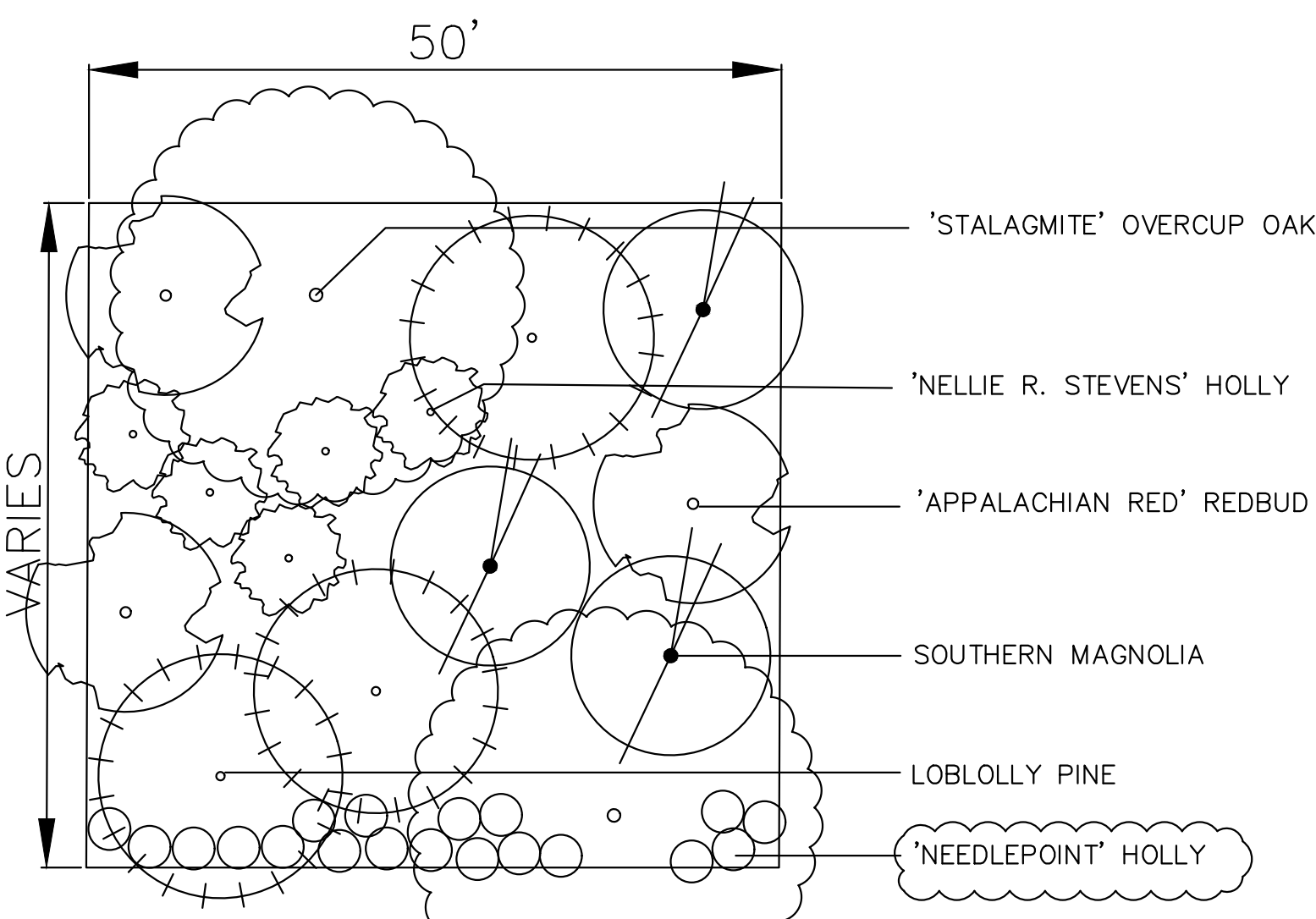
TREE COVERAGE REQUIREMENT:
2 LARGE MATURING TREES PER 9,000 SQUARE FEET OF PARCEL AREA
91,759FT² / 9,000FT² (2) = 10.4 USE 21 TREES
PROVIDED: 6 EX. LARGE MATURING TREES, NEW 69 LARGE MATURE TREES & NEW 28 SMALL MATURING TREES = 103 TREES

APPROX. CANOPY COVERAGE:
REQUIRED: 15% OF PARCEL AREA:
91,759FT²(0.15)= 13,764FT²
PROVIDED: ONLY THE EASTERN BUFFER = 25,692 FT² = 28%

BUFFER REQUIREMENT: FOR EVERY 100 FEET = 40 SHRUBS AND 6 LARGE MATURE
REQUIRED: 480 LINEAR FEET= 4.8(6)= 28.8 = 29 TREES, 4.8(40) 192 SHRUBS
PROVIDED: 55 TREES - 38 EVERGREEN (69%), 194 SHRUBS

IRRIGATION NOTES

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



SCALE: 1" = 20'

PLANTING SCHEDULE (TYP)

QUANTITIES ARE FOR CONVENIENCE ONLY. CONTRACTOR IS RESPONSIBLE FOR ACTUAL PLANT MATERIAL SHOWN ON PLANS.

SYM.	QTY.	BOTANICAL NAME	COMMON NAME	ROOT/CONTAINER	HEIGHT/SIZE	COMMENTS
HERBACEOUS JPW	10	EUPATORIUM DUBIUM 'LITTLE JOE'	'LITTLE JOE' JOE PYE WEED	1 GAL.		PLANT 12" OC
HERBACEOUS GR	24	SOLIDAGO RUGOSA 'FIREWORKS'	'FIREWORKS' GOLDENROD	1 GAL.		PLANT 12" OC
GRASS S	3	PANDOW VIRGINIANA 'SHIRAZOAM'	'SHIRAZOAM' SWITCHGRASS	3 GAL.		PLANT 3" OC
GRASS G	3	PANDOW VIRGINIANA 'NORTH WIND'	'NORTH WIND' SWITCHGRASS	3 GAL.		PLANT 3" OC
SHRUB H	3	ILEX GLABRA 'SHARROCK'	'SHARROCK' WAXMYRTLE	3 GAL.	MIN. 24" TALL	PLANT 4" OC
SHRUB NPH	106	ILEX CORNUTA 'NEEDLEPOINT'	'NEEDLEPOINT' HOLLY	7 GAL CONTAINER	MIN. 24" W X 24" T	PLANT 5" OC
SHRUB YH	106	RHAPHOLEPIS UMBELLATA 'MINOR'	DWARF YEWDA HAWTHORNE	5 GAL CONTAINER	MIN. 24" W X 24" T	PLANT 5" OC
SHRUB WM	58	'SOUTHERN BAYBERRY' MORELLA CERIFERA	'SOUTHERN BAYBERRY' WAX MYRTLE	5 GAL CONTAINER	MIN. 5" HT	PLANT 5" OC
SHRUB ST	24	ILEX 'NELLIE R. STEVENS'	'NELLIE R. STEVENS' HOLLY	7 GAL CONTAINER	MIN. 8" HT	PLANT 8" OC
SM TREE CM	11	LAGERSTROEMIA INDICA 'SIoux'	SIoux CRAPLE MYRTLE	B & B	2-2.5" CAL. MIN. 8"	
SM TREE RB	17	CERES 'CANADENSIS' 'APPALACHIAN RED'	'APPALACHIAN RED' REDBUD	B & B	2-2.5" CAL. MIN. 8-10"	
LG TREE MG	24	MAGNOLIA GRANDIFLORA	SOUTHERN MAGNOLIA	B & B	12" HT FULL SPECIMAN	
LG TREE PE	14	ULMUS AMERICANA 'PRINCETON'	PRINCETON ELM	B & B	4" - 5" CAL	
LG TREE WO	12	QUERCUS PHELLOS 'HIGHTOWER'	WILLOW OAK	B & B	3-3.5" CAL. MIN. 8"	
LG TREE QL	6	QUERCUS LYRATA 'QLSTK'	STALAGMITE OVERCUP OAK	B & B	4" - 5" CAL	
LG TREE LP	13	PINUS TAEDA	LOBLOLLY PINE	B & B	4" - 5" CAL	
LG TREE GA	6	THUJA (STANDISHII X PUCATA) 'GREEN GIANT'	GREEN GIANT ARBORVITAE	B & B	2-2.5" CAL. MIN. 8-10"	

- INDICATES TURF AREAS TO RECEIVE SOD. ALL TURF AREAS SHALL BE 'GEO' ZOYSIA (OR APPROVED EQUIVALENT) SOD INSTALLED OVER A SMOOTH AND LEVEL PREPARED PLANTING BED THAT HAS BEEN AMENDED WITH TOPSOIL.
- INDICATES WHICH TREES THAT ARE DEDICATED TO THE 1:1 REQUIREMENT
- THE RETAINING WALL AND ITS PROXIMITY TO THE EXISTING 21" WILLOW OAK WILL BE ADJUSTED TO SAVE THE 21" WILLOW OAK DURING THE EPM PLAN REVIEW PROCESS. THE WALL AS SHOWN MAY HAVE TO BE MODIFIED DURING THIS PROCESS.

NOTE: WHEN PLANTING BEYOND PCCO BUFFER CONTACT LANDSCAPE ARCHITECT PRIOR TO PLANTING FOR ADJUSTMENT FROM EXISTING VEGETATION. ALL EXISTING VEGETATION SHALL BE PROTECTED INSIDE THE PCCO BUFFER.
NOTE: LANDSCAPE CONTRACTOR MUST PROVIDE BILL OF SALE OR NURSERY DOCUMENTATION FOR ALL PLANTS SOURCED FOR THIS PROJECT AS A REQUIRED SUBMITTAL TO VERIFY THAT THE PLANTS USED IN THIS PLANTING ARE TRUE TO THE SPECIES, SIZE AND CULTIVAR/SELECTION SPECIFIED. ANY TREE OR PLANT FOUND TO BE OTHER THAN THE SPECIFIC CULTIVAR/SELECTION SPECIFIED SHALL BE REMOVED AND REPLACED WITH THE CORRECT CULTIVAR/SELECTION AT THE CONTRACTOR'S EXPENSE.

LANDSCAPE PLAN

L1.2

DAVIDSON COMMONS EAST HOTEL



DCE HOTEL PRESENTATION – OVERVIEW

TOPICS COVERED

1. **Overview:** Process/Timeline
2. **Context:** Project Site Location/Vicinity
3. **Proposed Plan:** Renderings, Site/Building Details
4. **Proposed Conditions:** Review & Update to Proposed Conditions
5. **Public Hearing:** Summary of Feedback [Sept. 2017]
6. **Planning Board Recommendation:** Overview of Decision
7. **Staff Recommendation:** Overview of Staff Decision



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: Revised Conditional Master Plan Amendment Application Submitted (14.5.4)
- July 31: Joint Work Session (Board of Commissioners/Planning Board)
- 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 24: Board of Commissioners Work Session (PB Rec., Conditions, Parking, Landscape Discussed)

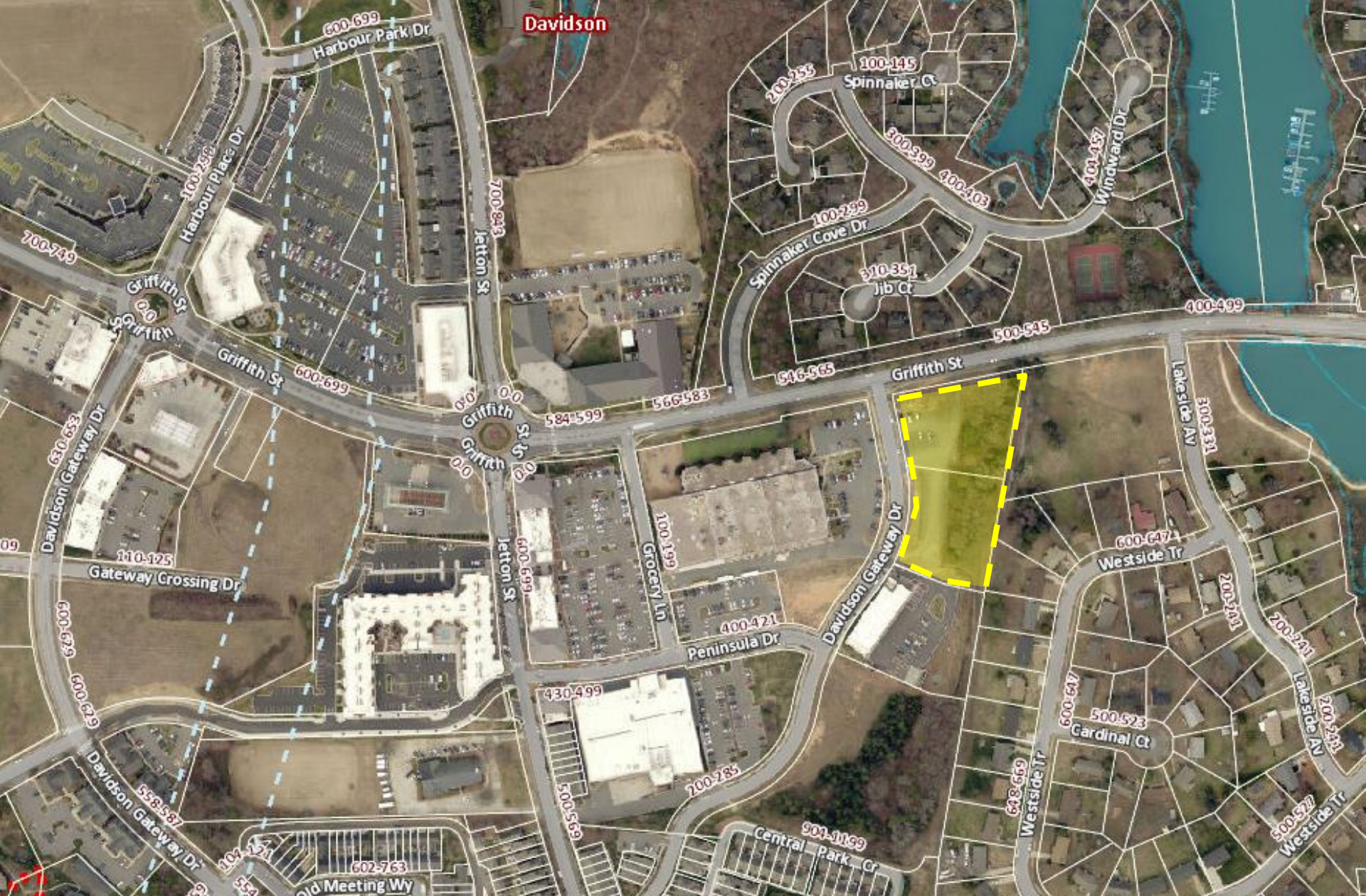


CONTEXT & VICINITY



DCE HOTEL – CONTEXT





Davidson

DCE HOTEL – CIRCLES @ 30 VICINITY

Exhibit J

PROPOSED PLAN

DCE HOTEL – PROPOSED PLAN

Exhibit J



College Town. Lake Town. *Your Town.*

Dav. Commons East - Hotel
Board of Commissioners Presentation
Jason Burdette, Planning Director.
November 14, 2017

DCE HOTEL – PROPOSED PLAN

Exhibit J

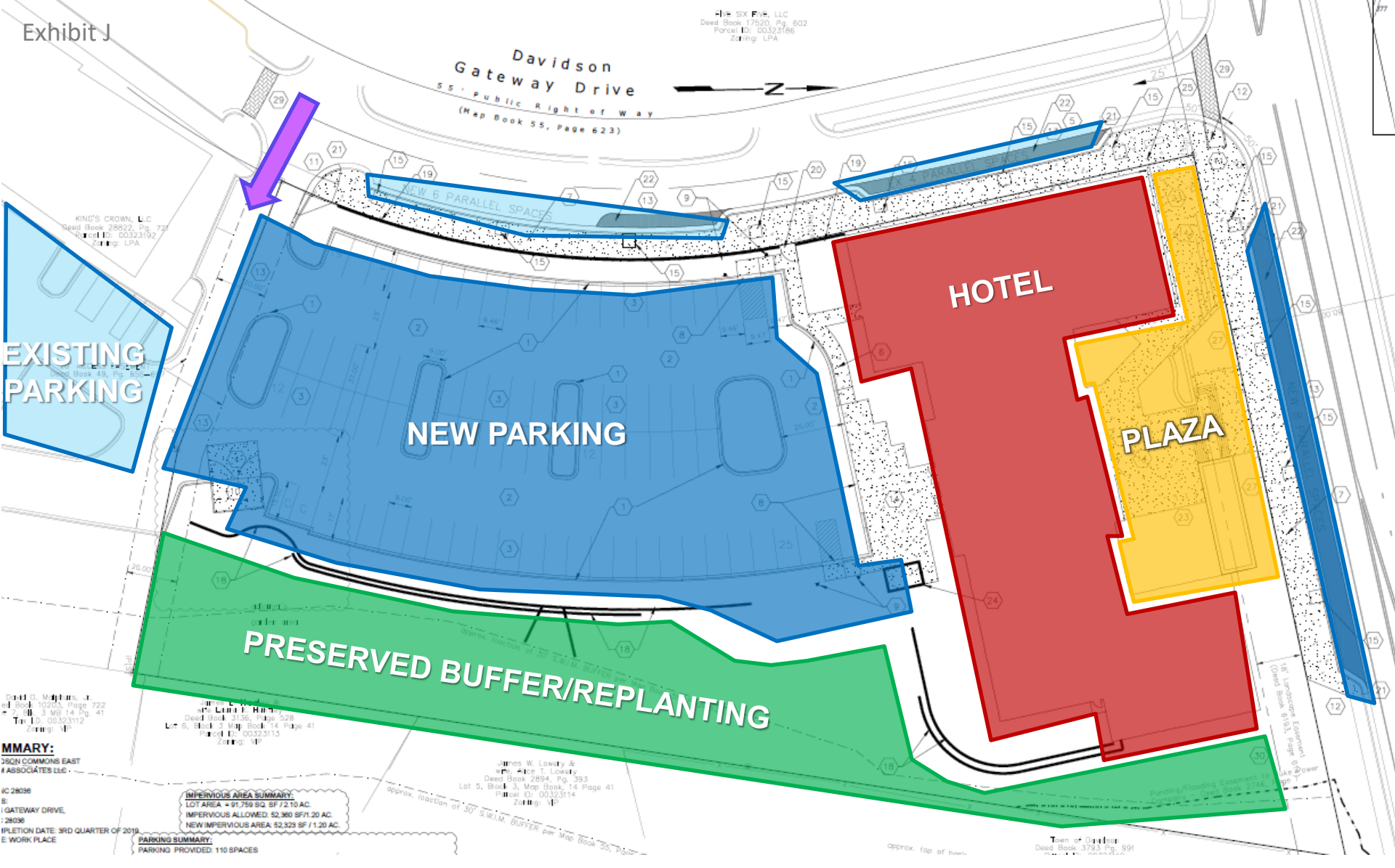


DCE HOTEL – PROPOSED PLAN



College Town. Lake Town. *Your Town.*

Dav. Commons East - Hotel
Board of Commissioners Presentation
Jason Burdette, Planning Director.
November 14, 2017



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' +



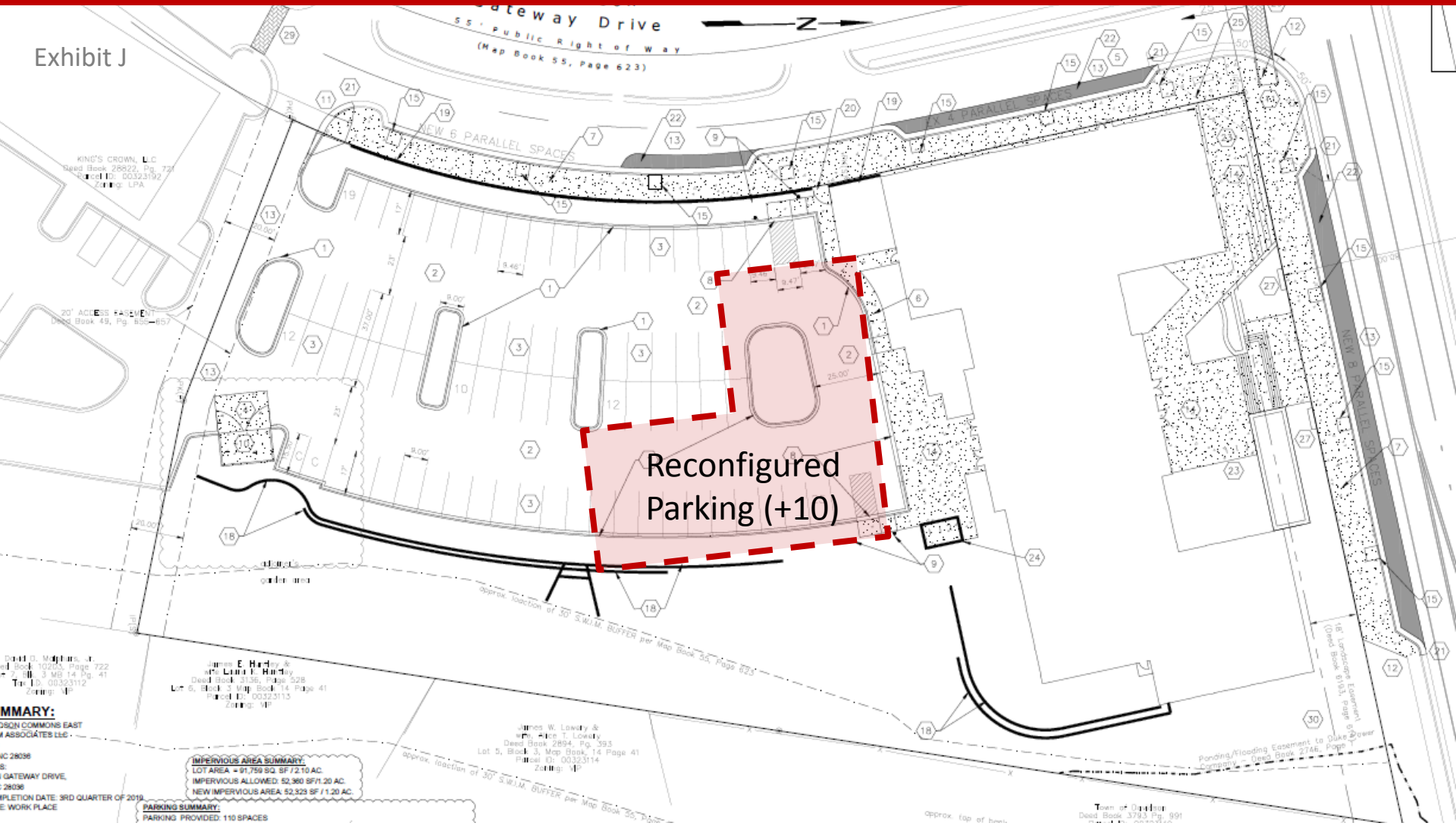
DCE HOTEL – PLAN DETAILS

SUMMARY

- **Parking, Access, & Transportation**
 - TIA: Minimal/No Change; Less Impact than Two Commercial Buildings
 - Required: 149 Parking Spaces [1.3 Spaces/Room]
 - Proposed: 111 Parking Spaces [0.97 Spaces/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: 52,323 SF

DCE HOTEL – PROPOSED PLAN PARKING UPDATE

Exhibit J



College Town. Lake Town. Your Town.

Dav. Commons East - Hotel
Board of Commissioners Presentation
Jason Burdette, Planning Director.
November 14, 2017

DCE HOTEL – PLAN DETAILS

SUMMARY

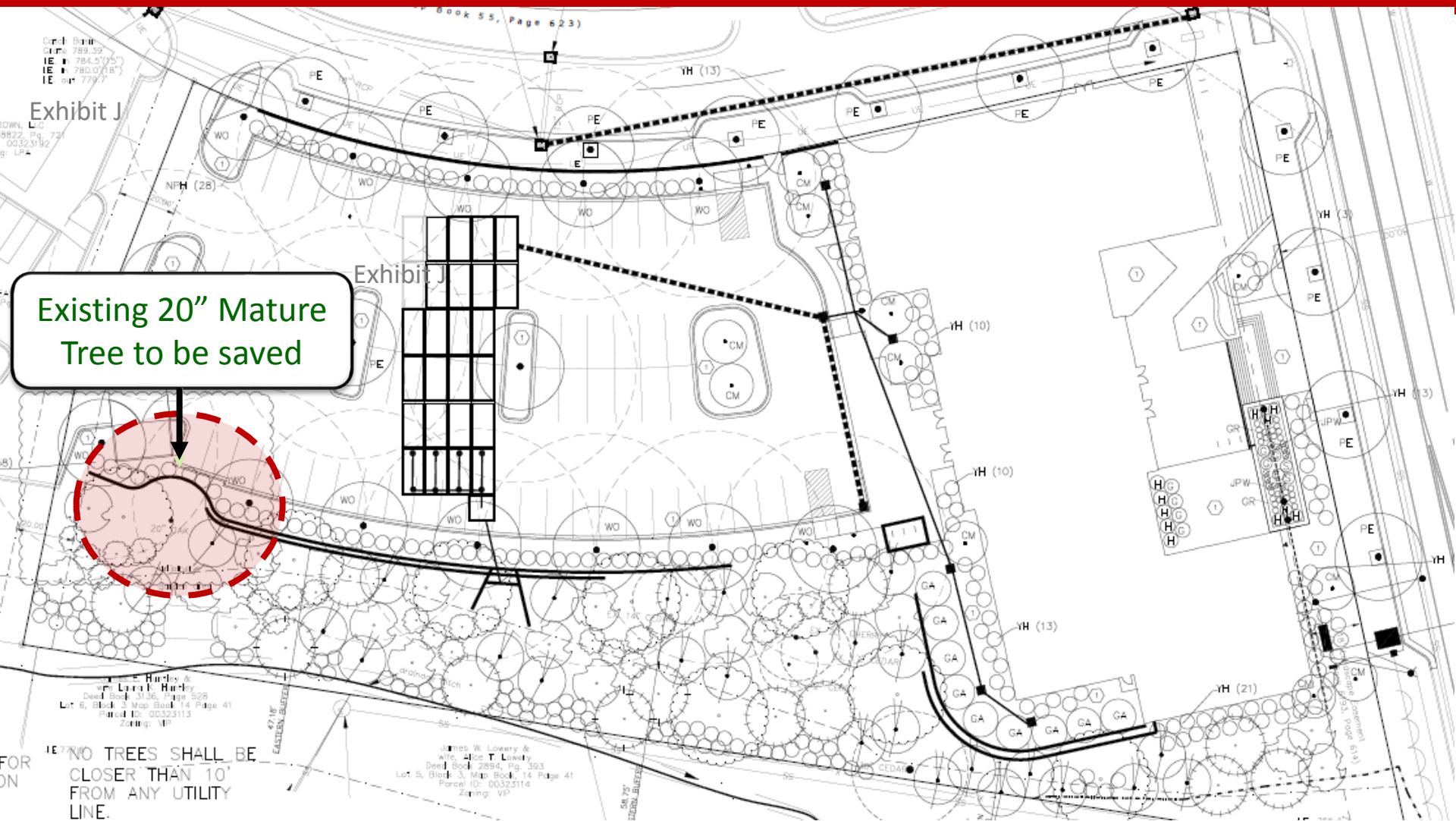
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 - Proposed: 7,311 SF Plaza
- **Water Quality**
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 - Proposed: 52,323 SF

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]
 - Removed 36 Trees: 22 + 15 (Griffith + Eastern Boundary)
 - Replanting 103 Trees: 6 Ex. Lg. Trees, 69 Lg. Trees, 28 Sm. Mature Trees

DCE HOTEL – PROPOSED PLAN LANDSCAPE UPDATE



College Town. Lake Town. Your Town.

Dav. Commons East - Hotel
Board of Commissioners Presentation
Jason Burdette, Planning Director.
November 14, 2017

DCE HOTEL – PROPOSED CONDITIONS

SUMMARY

1. **Zoning:** Conditional Planning Area.
2. **Building Design:**
 - a. **Schematic Design:** Conditional Master Plan.
 - b. **Uses:** Hotel, Commercial Services, Restaurant and Retail, Primary and Secondary.
 - c. **Retail:** Retail Primary or Retail Secondary (DPO 16.3).
 - d. **Environmental Design:** LEED/Light Pollution Reduction criteria only, and commercially reasonable efforts for other sustainable features.
 - e. **Building Type:** Workplace building type.
 - f. **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 rom 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.~~

*Additional plantings
undertaken by Town
10/2017.*

- 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

BRIDGE TO ROOSEVELT WILSON PARK

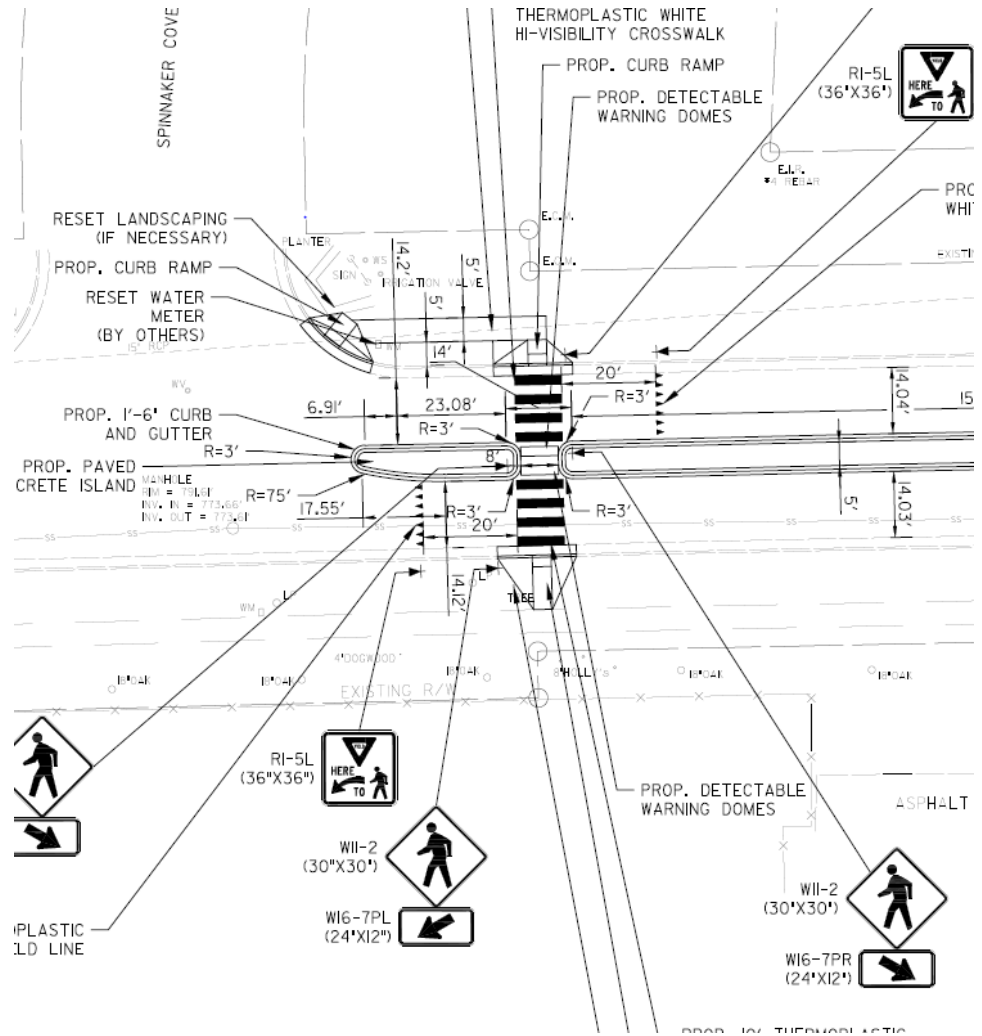


DCE HOTEL – PROPOSED CONDITIONS

MID-BLOCK CROSSING



Source: Michigan Complete Streets Coalition



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 6'.
- 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:** 111 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. **Amendments:** The applicant proposes standards for plan amendments.
8. **Plat Notes:** The applicant proposes standards for recording the plat notes.



DCE HOTEL – PUBLIC HEARING COMMENTS

SUMMARY

- **Use/Location:**
 - Appropriate Use/Wrong Location
 - Not Permitted in Underlying LPA
 - Viability of Hotel
 - Differs from Previously Approved Plan
- **Traffic:** Existing School Issues Exacerbated
- **Safety:** Proximity to Schools
- **Homeowner Concerns:**
 - Adjacency To Existing Residential
 - Buffer Screening

DCE HOTEL – PLANNING BOARD RECOMMENDATION

SUMMARY

- **Issues:**
 - » Previous Plan Efforts (Inconsistency with Core Values, Goals);
 - » Height Differential Between Proposal/Adjacent Properties;
 - » Traffic Generated by Proposed Use;
 - » Amount of Parking Proposed;
 - » Planning Principles (Inconsistency with Items 1, 4, 5, 6);
 - » Watershed Effects.
- **Approval Not Recommended**

DCE HOTEL – STAFF RECOMMENDATION

SUMMARY

- **Consistency with Circles @ 30:** Use, building type, and site design standards.
- **Plan/Policy Alignment:** Planning Principles, Comp. Plan.
- **Parking:** 0.97 spaces/room consistent with hotel uses.
- **Conditions:**
 - » Active Retail
 - » Address Light Pollution
 - » Provide Substantial 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 Complete

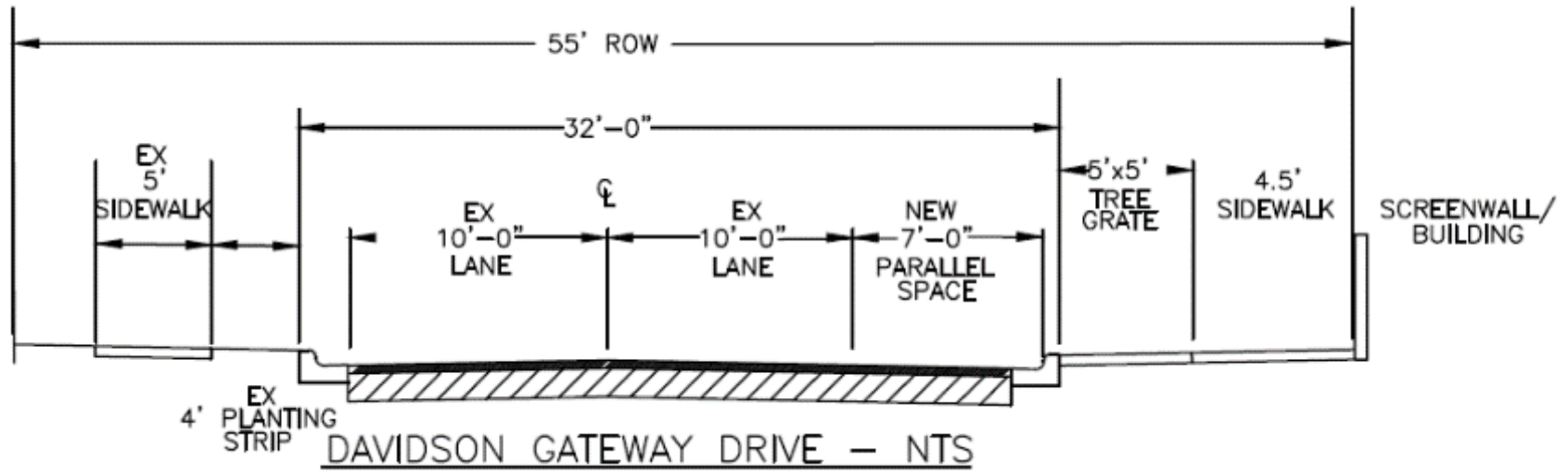
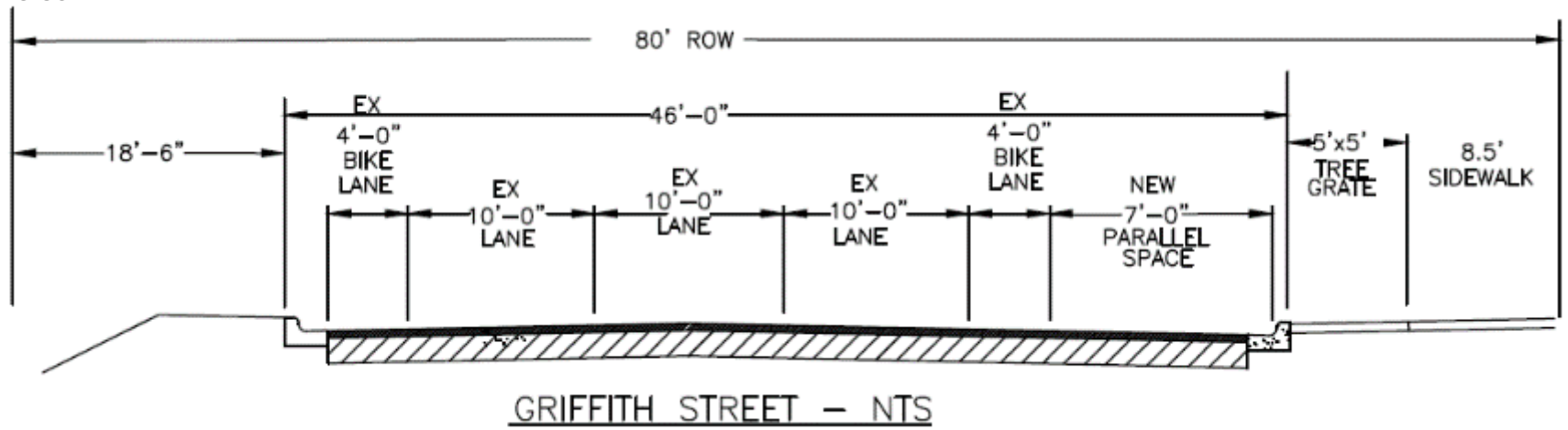


DISCUSSION

ADDITIONAL SLIDES

PROPOSED STREET SECTIONS

Exhibit J



TOWN OF DAVIDSON BOARD OF COMMISSIONERS
Consistency Statement
(PROPOSAL: DCE HOTEL CONDITIONAL MASTER PLAN AMENDMENT)

SUMMARY OF ACTION TAKEN BY BOARD

Vote:

Description of Action:

PROPOSAL / REQUEST

The applicant requests a Conditional Master Plan Amendment to the Davidson Commons East (DCE) Conditional Master Plan 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

The project proposes to:

1. Construct a four-story Workplace building with 0' setbacks;
2. Include a publicly-accessible plaza and retail component along Griffith Street;
3. Incorporate public art into the plaza design;
4. Provide a mix of parking formats including on-site, shared, and on-street;
5. Replant/establish mature tree canopy cover on the site's eastern buffer.

CONSISTENCY STATEMENT

In the opinion of the Board of Commissioners the proposed DCE Hotel master plan is consistent with Davidson Comprehensive Plan and Planning Ordinance, as adopted by the Board of Commissioners and amended from time to time.

The areas in which the DCE Hotel master plan is consistent with the Davidson Comprehensive Plan and Davidson Planning Ordinance are as follows:

▪ **Consistency with the Davidson Comprehensive Plan:**

1. The proposal maintains and/or seeks to create a balanced tax revenue base through the inclusion of commercial enterprises, including the construction of hotel commercial spaces.
 - *The Comp. Plan cites Davidson's economic health as essential to the town remaining a sustainable community, and recommends that town government judiciously encourage and guide the location of new business opportunities (Pg. 4).*
 - *The Comp. Plan specifically identifies the need to support and expand hotel and conferencing capabilities (48).*

- **Consistency with the Davidson Planning Ordinance (Planning Principles):**
 1. Planning Principle #7 cites the importance of well-designed buildings and public spaces in proposed development projects:
 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.*

Adopted this 14th day of November, 2017.