



MEMO

Date: June 28, 2022
To: Public Input Session Participants
From: Trey Akers, Project Manager
Re: Davidson Condos Conditional Map Amendment – Public Hearing Staff Analysis

1. INTRODUCTION

APPLICANT INFO

- **Developer:** Jake Palillo
- **Owner:** Bi-Part Development, LLC
- **Site Designer:** ColeJenest & Stone, PA
- **Location:** 589 Portside Dr. (Parcel ID# 00118799)
- **Area:** 0.88 acres

SUMMARY

The developer proposes six residential units in a single, three-story building with parking beneath the building. The parcel lies in the Lakeshore Planning Area, which requires a minimum five percent open space on-site and preservation of the lake shoreline for public use. The proposal includes certain provisions that do not meet the Davidson Planning Ordinance (DPO); therefore, the project is following the Conditional Map Amendment process (i.e., rezoning) and requires approval by the Davidson Board of Commissioners.

2. PLANNING STAFF REVIEW - PRELIMINARY

This review considers compliance with the Davidson Planning Ordinance effective July 1, 2021, as amended. A copy of the site plan is included at the end of this analysis; full site plan and architectural documents are located on the [project website](#).

PROCESS

SUMMARY

Procedurally, this project is following a few processes: DPO 14.9 Individual Building and 14.19 Map Amendment, along with elements of 14.5 Conditional Planning Area due to the conditional requests. Together, these processes require a Public Input Session; technical reviews by Town of Davidson and Mecklenburg County staff; reviews by the Planning Board and the Design Review Board (advisory boards comprised of town residents); and approval by the Davidson Board of Commissioners. As part of the

approval, conditions will be attached to the project in order to satisfy modifications to or request relief from select DPO criteria. A set of annotated conditions are included as Attachment B. These have been updated as the project progressed through various reviews/meetings; they will be further updated pending public hearing, commissioner, and Planning Board discussion in June - July.

The developer began meeting with staff in November 2020 to discuss the site layout, officially submitting a complete conditional planning area application on October 21, 2021. The previous Board of Commissioners reviewed the project in June 2021 as a pre-development consultation, offering informal feedback. More recently, the Board of Commissioners, Planning Board, Design Review Board, and Public Input Session participants offered feedback on the plans at various meetings from February – April 2022.

CONTEXT

The proposal comprises a single 0.88-acre parcel at 589 Portside Drive. However, the oddly shaped parcel requires vehicular access from Southwest Dr. via an easement which is recorded in the adjoining parcel's covenants (Windjammer Condominium Declaration, 4.9). Two streets encompass the project's northern (Portside Dr.) and eastern boundaries (Southwest Dr.), with Windjammer Condominiums land forming the southern border and Lake Norman the western boundary.

The project's immediate context includes residential condominium housing of three-stories to the north and south, along with open space and private amenities to the east across Southwest Drive (sidewalk, tennis/pickleball courts). Moving beyond the immediately adjacent uses, the site lies at the far western end of the "Circles @ 30" area west of Interstate 77. Commercial uses are available to the north across Griffith St. (office and restaurant spaces), and east of I-77 are a range of uses including commercial, mixed-use, and residential buildings.

PLANNING AND DEVELOPMENT STANDARDS

Below is a summary of general planning and development standards relating to this proposal.

LAND USE, BUILDING TYPE, HEIGHT, & SETBACKS

The project parcel is designated as Lakeshore Planning Area. It is surrounded by Special Use Planning Area, which was established to recognize areas/uses that were approved prior to the adoption of the modern Davidson Planning Ordinance (circa 2001). The surrounding parcels' development dates to the 1980's-1990's and was undertaken primarily by the Lake Norman Company. In terms of the proposed building type (multi-family), the proposed building is consistent with the existing buildings around it. It is consistent with the setbacks, too. Although requesting as part of its conditional approval a setback of 135' feet (compared to the 0'-10' permitted Lakeshore range), the parcel's irregular configuration warrants the increased setback. The building's placement on the property is also generally in keeping with surrounding conditions: A deep setback from the street, parking located in front of the building, and a broad setback from the waterfront.

Regarding height, the proposed building is within the permitted three stories listed in the ordinance (DPO Table 2-21, Multi-family). The project team provided a diagram (Attachment D, PDF Pg. 11) illustrating the proposed project building height compared to the existing building heights; the proposed difference between the two sets of buildings is nine feet. Part of this is due to differences in modern building practices that utilize greater floor-to-floor heights. However, there is also a significant difference between the proposed building and existing buildings' massing that leads to the proposed building featuring a greater perceived height. Specifically, the existing buildings step back above the third floor before cresting in height whereas the proposed building extends its height vertically to the

fully allowed limit before including a minimally hipped roof. The Design Review Board comments in the following section further discuss this circumstance.

ARCHITECTURAL STANDARDS

The building design represents one way in which the proposal differs from nearby buildings. As noted above, this is partly due to the era in which existing buildings were built versus the era in which the developer proposes this building. At their February meeting, the Design Review Board noted that the initial architectural design was not in keeping with several DPO requirements or the surrounding context. They asked for revised plans to improve the building's relationship to its surrounding context; create more distinct building layers and a recognizable top; and lessen the emphasis on certain details to make the overall design better as a whole. Members also reviewed the designs in March, asking for renderings of the building in its context, and offered the following comments during their April 2022 discussion after reviewing the updated elevations and renderings:

- **Height/Massing:** Members did not feel that adding a condition stipulating a maximum height in feet was necessary and did not believe that the building warranted a stepped approach at the upper level(s) as occurs in existing buildings.
- **Colors:** Members recommend that the use of colors be further toned down. Specifically, facia (between finished floor levels) around the building is somewhat stark and appears more modern than the surrounding buildings. The project should consider making facia a more subdued color than the white/light gray currently shown; the columns could remain light gray to provide contrast.
- **Design/Elements:** The top and base are sufficiently distinguished though the base requires further color modifications. The column on the front façade hanging over the drive aisle requires further adjustment as does the entry, which requires further emphasis and differentiation. Overall, the alignment of elements, windows, and use of materials is generally compatible, acceptable, and/or consistent with existing buildings.

The proposal is not intended to return to the Design Review Board prior to a Board of Commissioners' decision on the project. Approval of the building design will occur later as part of the Individual Building process. A condition requiring Design Review Board approval prior to December 2022 has been included in order to have the same board members that made the current set of comments render a decision on the proposal prior to board membership changing.

TRANSPORTATION: PEDESTRIAN/BICYCLE ACCESS & PARKING

The project does not meet the minimum threshold requiring a Transportation Impact Analysis (50 units) and, at six units proposed, is not expected to generate a substantial daily impact on surrounding streets. Additionally, the proposal includes no internal streets (only a parking area driveway accessing the site and underground parking) so street design is not a significant focus. Instead, greater attention has been given to exploring bicycle and pedestrian improvements on and/or adjacent to the site.

Currently, the surrounding streets lack adequate bicycle and/or pedestrian facilities – especially connecting area residents to the recent sidewalk improvements surrounding Interstate 77. Residents may now access sidewalks beginning at the roundabout west of the interstate, travel across the bridge, and continue on sidewalks (and bike facilities) throughout the Circles @ 30 area. These improvements, however, stop 500 feet short of the main access roads to area condominiums (Portside Dr., Northwest Dr., Southwest Dr.); and this stretch of Griffith St. carries the full daily vehicular traffic for commercial and residential uses west of Interstate 77. This project presents an opportunity to improve bicycle and pedestrian connections not just for the proposed building but throughout the area.

After evaluating various options, the project proposes making a payment-in-lieu for bike sharrow pavement decals and constructing a six-foot sidewalk as well as crosswalks along and across the north side of Griffith St. to link the roundabout to residences further west. Both the plans and conditions outline these features in greater detail. These solutions work to improve access to the broader area by utilizing existing right-of-way and avoiding disturbance to surrounding parcels, including HOA lands. They are consistent with the spirit of improvements envisioned by the Mobility Plan (for references see Attachment B, Conditions, Item 7 Street Improvements).

Regarding site access, the project originally included an internal sidewalk. As discussed in the Natural Assets section below, this feature's removal creates an opportunity for greater preservation/screening at the northeast corner. However, removing the sidewalk also makes it unclear whether pedestrians have safe access to the site – in particular because the sidewalk served as an ADA-compliant ramp connecting parking spaces to the building. Notably, existing buildings in the area provide sidewalk access from the parking areas to the buildings. Therefore, staff proposes that the project explore the inclusion of a two-way pedestrian area on the north/northwest side of the parking area drive aisle as a means of solving each of these issues (pedestrian safety, ADA-access). This could be indicated via [pavement markings](#) and/or [pedestrian symbols/sharrows](#).

Lastly, the proposed parking arrangement presents a few issues:

- **Decking:** First, the current plans propose “boardwalk decking” to serve as the entire drive aisle and exterior parking area surfaces. This is not a permitted parking lot material (DPO 8.4.1.M) and presents long-term maintenance challenges for the future residents and possibly adjacent property owners at Windjammer Condominiums – on whose property part of the drive aisle lies. Nor is it clear that the proposed boardwalk decking meets fire code requirements for fire apparatus.
- **Width:** Second, the proposed 26’ drive aisle entry width exceeds the permitted 24’ width for parking areas (DPO 8.7.3). The Fire Dept. indicated a 24’ width was sufficient in this case.
- **Amount:** Third, the amount (17 spaces) exceeds the maximum listed in Table 8-1 (DPO 8.3.1). The ordinance permits a maximum of two spaces per unit. The project proposes 12 spaces underneath the building (two per unit) along with five visitor spaces lining the private drive (including one ADA-accessible space). Typically, on-street parking accommodates visitors but, in this case, no on-street parking is available on surrounding streets – the area features only off-street surface parking lots. On-site visitor park makes sense in this scenario and is consistent with area properties.

NATURAL ASSETS: OPEN SPACE/PARKS & TREES

Due to the site's location in the watershed's critical area and the corresponding built-upon-area limit, the project satisfies some of the open space requirements for the Lakeshore Planning Area. This entails providing a minimum five percent open space on site. However, the ordinance also requires retaining 100 percent of the shoreline for public use. Although the proposal preserves the shoreline, no open space areas will feature public access and instead will be privately maintained. Nor does the proposal include park space. These features met resistance from Public Input Session participants, who explained the challenges of enforcing private use of the open spaces, lake access, and boardwalks in their neighborhood. At their April meeting commissioners voiced concerns about abandoning the access requirement completely. Therefore, to acknowledge the omission of public access, park, and open space features as required by the ordinance, the conditions include a payment-in-lieu option for the various features of a publicly-accessible lakefront that are not included in the project (see Attachment B, Conditions, Item 8 Open Space). These funds can be utilized to provide and/or enhance lake access elsewhere in town.

The Lakeshore Planning Area also requires a minimum of ten percent of existing tree canopy area to be preserved and a cumulative tree canopy post-project of 15 percent. The calculations demonstrate compliance thus far, though a few clarifications are needed. Additionally, an opportunity exists to preserve two additional specimen trees (Tree #56, 29" DBH, and #81, 31" DBH) by relocating the waste container storage area; this would increase the amount of specimen trees preserved to over 50 percent. The Town Arborist noted there's an opportunity for increased preservation at the site's northeast corner and with the removal of the internal sidewalk as now shown this prospect increases, though the current siting of the waste storage area works against this aim. Staff recommends relocating the waste storage area to the south side of the parking drive aisle in order to save these trees and maintain greater natural screening for the site.

WATER QUALITY

The site lies within 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, otherwise known as BUA "built-upon-area"). It is also subject to the Post-Construction Stormwater Ordinance, which regulates the treatment of rainwater on a site after construction is complete. For this particular project, these two sets of requirements each establish a maximum threshold of 24 percent BUA to be considered a "low-density" project. The calculations currently demonstrate compliance with DPO 17.7.1.2 and 20.1.5.B.1; however, as noted earlier the current plans removed the internal sidewalk/ADA ramp and propose permeable boardwalk decking for the parking area/drive aisle, which is not a permitted parking surface. Consequently, the calculations need to be revised to reflect an ordinance-compliant parking surface and an ADA ramp (if required). A condition has been added referencing the 24 percent requirement so that the final building/site design, even if modified during the construction documents phase, still reflects the low-density approach reviewed by commissioners.

Although limited to 24 percent BUA, given that the site is currently forested the project will create a substantial increase in the amount of BUA on the site. Moreover, low-density projects are not required to provide any engineered stormwater treatment facilities such as rain gardens or swales. Recognizing that the project will have impacts on water quality, town staff requested a review of the project's impacts compared to the undeveloped condition. The Mecklenburg County Water Quality Program Manager, Rusty Rozzelle, completed a Pollutant Load Analysis and determined that the project will result in a 3.0 lb. increase in nitrogen runoff post-construction. Monetizing this value, the analysis recommends a \$15,274.30 payment-in-lieu to offset impacts over a 30-year period and be utilized in stormwater management projects through the town's Storm Water Contracted Services budget line item – perhaps as part of the planned water quality improvements at Roosevelt Wilson Park (see Attachment B, Conditions, Item 11 Rainwater Management).

ADDITIONAL CONSIDERATIONS

Two additional topics relevant to this site's development have been identified and are introduced below.

UTILITIES: WATER/SEWER POLICY & ELECTRIC EASEMENT

Charlotte Water's determination form classifies the project as a Extension. Therefore, the project requires approval by the Board of Commissioners to extend sewer utilities to the site. Note: Charlotte Water staff have indicated that they have a willingness to serve the project. However, given Charlotte Water's capacity limitations, a capacity assurance for the utilities has not been granted. A condition has been added to ensure the required assurance letter is provided prior to construction document approval (see Attachment B, Conditions, Item 13).

FISCAL IMPACTS

In order to assess potential fiscal impacts, Economic Development staff conducted an analysis using the town's updated fiscal impact analysis. The analysis identified the proposed building type – condominium – as aligning with the Condos residential prototype in the town's 2020 Cost of Land Use Fiscal Impact Analysis. Notably, the assessed value of this prototype did not increase as much as other properties from 2014 to 2020 but the costs to serve it increased.

The analysis anticipates annual revenue for the six-unit development to be \$13,306.62, with costs to serve the development of \$7,542.24 – leaving a \$5,764.38 annual net gain. Therefore, this analysis anticipates the development covering its own costs and being able to generate positive revenue for the town to use in other areas – infrastructure, parks, services, etc. This metric, while valuable as a snapshot of fiscal impacts, should not be understood as a complete economic impact analysis (i.e., job and service creation, visitor attraction, etc.).

SUSTAINABILITY

The project has a number of opportunities to pursue more sustainable building and site practices. Using the Davidson Cottages project as a precedent, staff recommends the following improvements based on defined third-party standards:

- » Landscaping: Native landscaping, including a 30 square foot pollinator garden, suitable for the project's EPA Level III ecoregion;
- » Lighting: Exterior lighting meeting specific back-uplight-glare (BUG) criteria;
- » Universal Design: Two dwelling units being designed with market rate features that accommodate individuals of varying abilities throughout their life;
- » Rainwater Management: Incorporation of low-impact development techniques and/or a mitigation payment based on the project's anticipated pollutant load. The project originally proposed permeable pavement as a sustainability practice, though this was already included as a means to help the project remain below the 24 percent built-upon-area requirement. The current plans include boardwalk decking, which does not count as BUA but does not meet minimum parking surface materials requirements. Enhanced rainwater management practices have not been employed.

Since the commissioners' April meeting the developer has agreed to the lighting, universal design, and part of the landscaping improvements (i.e., except the 30 square foot pollinator garden). As noted earlier, the conditions have been updated to include a rainwater mitigation payment-in-lieu due to the project's post-construction impacts.

3. Public Plans & Policies

Below is a list of town-adopted plans and a brief summary of each plan's applicability to the proposed Davidson Condos Conditional Map Amendment:

- **Davidson's General Planning Principles (2020)** include tenets to guide decisions and 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.
 - Character & Community: We must preserve Davidson's character and sense of community.

- Walkable neighborhoods and centers with community open space and parks that are integral parts of town
 - A street, sidewalk, and greenway network that knits the community together
 - **Mobility:** We must provide a safe and efficient transportation network for all users by supporting active transportation, transit, and new mobility options. Development and redevelopment in walkable, mixed-use, connected neighborhoods.
 - Streets that are safe and accessible for all people — pedestrians, cyclists, and drivers
 - **Natural Assets:** We must wisely manage the finite land and natural resources in the town’s planning area.
 - Opportunities for public access to active and passive recreational amenities in our preserved open space
 - Village-scale development that builds up and not out in strategic locations
 - Tree canopy that is preserved, enhanced, and established as new development and redevelopment occurs
 - **Diversity & Inclusivity:** We must create an environment that maintains and enhances community diversity and inclusivity. We will encourage diversity of all economic levels, all races and ethnic groups, all ages, and all physical and mental abilities through:
 - A mixture of housing types and prices in neighborhoods that are designed to complement the existing architectural character
 - **Growth Management:** We must manage growth and support appropriate economic development so the town can provide public facilities and services apace with development. It is our intent that all parts of a vibrant, successful community grow together through:
 - A healthy diversity of uses in walkable neighborhoods
 - **Placemaking:** We must maintain Davidson’s unique sense of place through quality architecture and design. Livable environments include well-designed buildings, a dynamic public realm, and seamless connections between the two. This means that:
 - The built form is an integral component of place-making
 - Private buildings and public infrastructure must work together to shape public space and to build community character, including through sustainable design practices
 - The design of our public spaces, parks, and plazas will encourage social interaction, cultural experiences, and recreational opportunities
 - **Fiscal Health:** We must consider the town’s fiscal health when making decisions. This means that:
 - Decision-making will encourage a fiscally-sustainable balance between the residential and commercial components of the town’s tax base
- The **Davidson Comprehensive Plan (2020)** establishes a wide-ranging set of goals for the community to pursue, many of which are listed below. The goals emphasize prioritizing development in designated growth areas; creating safe, interesting pedestrian areas and public spaces; integrating sustainable features into development projects; and ensuring contextually appropriate infill.
 - **Goal 2.1: Intentional Growth Management**
 - Policy 2.1.1, Manage Growth to Balance Protection of Community Character and Natural Areas While Directing Desired Growth to Identified Centers: Lands within the town’s current corporate limits are priorities for infill and redevelopment.
 - **Goal 2.2: A Network of Natural Areas & Open Space**

- Policy 2.2.6, Expand Use of Low Impact Development Techniques: Use low impact development systems and practices that use or mimic natural processes to protect water quality and associated aquatic habitat and reduce the impact of built areas. Examples may include, but are not limited to, rain gardens and bioswales that result in the infiltration, evapotranspiration or use of stormwater.
- **Goal 2.3: A Sustainable Built Environment**
 - Policy 2.3.3, Ensure Best Design Practices in New Growth: New growth should include short blocks and connected rights-of-way, prominent civic spaces, protected natural areas, front-facing buildings, a diversity of housing types...rear parking and alleys, front porches, and safe multimodal travel options.
- **Goal 2.5: Contextually-Sensitive Infill & Redevelopment**
 - Policy 2.5.1, Infill Development Shall Enhance the Town: Infill development shall enhance and not detract from the building character of the town.
 - Policy 2.5.2, Balance Incremental Change with Existing Character: As Davidson grows through infill development, redevelopment of existing sites, and new growth in appropriate places on the town's edge, it should complement the town's existing character.
 - Policy 2.5.4, Make the Built Environment Human-Scale: Human-scale development is not defined by density or even building height, but instead by a built environment that makes people comfortable and happy navigating streets and neighborhoods on foot. Human-scale built environments might consider terminating vistas at the end of streets or the width and frontage of new buildings.
 - Policy 2.5.6, Use Appropriate Transitions Between Different Scales and Intensities: Use appropriate transitions between different building uses and intensities by stepping down building heights and scale from areas allowing taller buildings to primarily residential neighborhoods.
- **Conservation & Growth Framework Map**
 - Districts, Residential Neighborhoods, Key Features/Opportunities:
 - » Continued promotion of traditional neighborhood development patterns, walkability, and a variety of housing types and uses
 - » Integration of affordable housing
 - » Mix of residential building types (including ADUs)
 - » Low-impact development retrofits, street trees, sidewalks
- **Goal 3.1 Safe Streets for All**
 - Policy 3.1.2, Improve Sidewalk Network: Support sidewalk maintenance and retrofitting that improves ADA accessibility. Prioritize new sidewalk construction...
 - Policy 3.1.5, Promote Quality Pedestrian Crossings: Promote quality pedestrian and bicycle crossing treatments that are highly visible, predictable, and intuitive [Marked Pedestrian Crossings]
- **Goal 3.3 Increase Travel Options**
 - Policy 3.3.1, Promote a Continuous Pedestrian Network: Support the extension of sidewalks, greenways, and sidepaths that contribute to a fully connected pedestrian network.
 - Policy 3.3.4, Improve Street Connectivity: Promote street connectivity and short blocks that enhance walkability, slow traffic, provide two-way traffic, and ensure multiple access routes for emergency vehicles and other travelers.

- **Goal 5.1 Diverse & Inclusive Housing Options**
 - Policy 5.2.1, Foster a Diversity of Housing Options: Foster a diversity of well-integrated housing options within neighborhoods and along block faces, including but not limited to tenure (rental, ownership, cooperative), type (detached houses, townhouses, attached houses, appropriately- designed and scaled multi-family housing, and live-work units), and income.
- **Goal 5.3 Long-Term Fiscal Health**
 - Policy 5.3.1, Promote Use of Existing Resources: Promote infill, redevelopment, and adaptive use as a way to maximize use of existing services, infrastructure, and utilities.
 - Policy 5.3.3, Promote Smart Growth: Encourage compact development that can be more efficiently served. Land areas designated as activity nodes and commercial areas should be retained until market conditions present viable commercial opportunities.

4. PUBLIC INPUT SESSION

A Public Input Session was held on Monday, 3/14 and attended by 40-50 persons. Overall, adjacent residents did not support the project at that point due to its scale/mass/height and architectural differences with existing buildings, among other reasons. A copy of the full Public Input Session Report is available on the [project website](#).

Participants described long-standing issues related to privacy in the area: Residents have issues enforcing parking as well as boardwalk and lake access (all of which are private in this area) – particularly in the summer months when lake activity increases. Many participants did not support the idea of a publicly accessible park due to these issues; they also raised questions about the future residents’ access to the privately maintained lake boardwalk and adjacent outdoor amenities, noting that the plans show features not located on the developer’s property. While possibly open to such private access or pedestrian improvements if the developer/future residents contribute to the long-term maintenance of these areas, they noted that the developer had not made any effort to discuss these possibilities with area residents. The developer further engaged residents in mid-April on a site visit.

Since that time, the plans have been modified to remove the park and boardwalk/lakeshore access; the remaining open space areas will be private. This approach, though inconsistent with adopted plans and Davidson’s approach to development since the 1990’s, is consistent with the existing conditions of the surrounding area – much of which was developed in the 1980’s. Additionally, the revised plans relocate the proposed sidewalk/crosswalks to the north side of Griffith St. and within existing right-of-way. This addresses area residents’ concerns about improvements to private/HOA land by the developer while keeping with the spirit of improvements outlined in the Mobility Plan. Lastly, the plans have been revised to identify landscape screening on the northwestern and southern boundaries, which was raised at the input session.

Topics on which the public hearing could yield valuable feedback on outstanding issues raised at the Public Input Session include: Architecture/massing (the designs have been further modified); screening (the waste services approach/location has now been clarified, though staff recommends further adjustment to enhance tree preservation/screening); and maintenance responsibilities (the current plans show boardwalk decking on the adjacent Windjammer Condominiums property).

5. PLANNING BOARD

The Planning Board discussed the project at their February and March 2022 meetings. They covered a range of topics with much of the discussions focused on sustainability (roof, site design), building design (including universal design), public access to open space, and transportation (parking/visitor access, mobility improvements impacting the broader area). Many of their initial comments have been addressed (sustainability, mobility) or no longer apply directly (access to open space). At their July meeting the Planning Board will review and offer a recommendation concerning the project to the Board of Commissioners.

6. STAFF RECOMMENDATION

The purpose of the Public Hearing Staff Analysis is to assess the plans against existing standards, provide the public and stakeholders with the known facts, and offer direction on which topics should be further explored or resolved prior to a commissioner decision. After reviewing the application and documentation as well as stakeholder feedback, staff believes the following topics warrant further study or agreement:

- Site Access/Mobility: Pedestrian access improvements on the parking drive aisle;
- Parking: Incorporating ordinance-compliant parking surfaces;
- Waste Services: Relocating the storage location to save specimen trees;
- Conditions:
 - Built-Upon Area Limits: Commitment to meeting the project requirements for a low-density development not exceeding 24 percent BUA;
 - Open Space: Commitment to meeting the payment-in-lieu for public access, park, and open space amenities not provided as well as the future access provision;
 - Sustainability: Commitment to meeting the full landscaping condition;
 - Rainwater Management: Commitment to meeting the payment-in-lieu for nitrogen mitigation;

Based on feedback received at the public hearing, additional topics may be explored or conditions added.

7. ATTACHMENTS/RESOURCES

- **Attachment A**: Davidson Condos Presentation
- **Attachment B**: Annotated Conditions
- **Attachment C**: Davidson Condos Presentation (Applicant)
- **Attachment D**: Elevations & Renderings (Height Comparison)



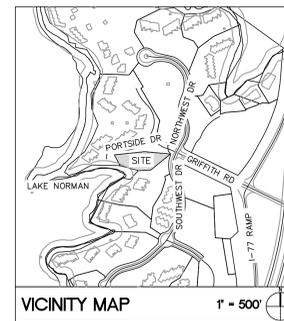
ColeJenest & Stone

Shaping the Environment
Realizing the Possibilities

Land Planning
+ Landscape Architecture
+ Civil Engineering
+ Urban Design

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url# www.colejeneststone.com



VICINITY MAP 1" = 500'

SURVEY ISSUE DATE NOVEMBER 23, 2020.
PROVIDED BY PROFESSIONAL PROPERTY SURVEYORS, INC.
18335 OLD STATESVILLE ROAD SUITE A
CORNELIUS, NC 28031
(704) 765-9134

LEGEND

SYMBOL	DESCRIPTION
[Pattern]	IMPERVIOUS SIDEWALK
[Pattern]	2'-6" CURB & GUTTER
[Pattern]	1'-6" CURB & GUTTER
[Pattern]	PROPOSED BUILDING
[Pattern]	PROJECT BOUNDARY
[Pattern]	PARK SPACE
[Pattern]	BOARDWALK DECKING
[Pattern]	POOL COPING
[Pattern]	PROPOSED RETAINING WALL

DEVELOPMENT SUMMARY

PROJECT NAME:	DAVISON CONDOS
OWNER/APPLICANT:	BI-PART DEVELOPMENT, LLC
JURISDICTION:	TOWN OF DAVISON
PARCEL ID:	00118799
PLANNING AREA:	LAKE SHORE
EXISTING:	PROPOSED
EXISTING USE:	VACANT
PROPOSED USE:	RESIDENTIAL MULTI-FAMILY BUILDING TYPE
SITE ACREAGE:	0.881 AC (PER SURVEY)
	38,359 SF (PER SURVEY)
TOTAL UNITS:	6
PARKING:	17 SPACES (12 GARAGE / 5 TYP. SPACES / 1 ADA SPACE)
BUILDING SETBACKS:	
LAKE SHORE (LAK):	
FRONT:	0' MIN, 10' MAX*
SIDE:	0' MIN, N/A MAX
REAR:	0' MIN, N/A MAX
LAKE NORMAN:	50'

*MODIFICATION TO REMOVE 10' MAXIMUM SETBACK REQUIREMENT.
PROPOSED FRONT SETBACK: 0' MINIMUM, 135' MAXIMUM

OPEN SPACE:	
- LAKE SHORE REQUIRED:	±0.044 AC 1918 SF (5%)
- LAKE SHORE PROVIDED:	±0.044 AC 1918 SF (5%)
PARK SPACE:	
- LAKE SHORE REQUIRED:	±0.002 AC 95.90 SF (5% OF OPEN SPACE)
- LAKE SHORE PROVIDED:	±0.002 AC 95.90 SF (5% OF OPEN SPACE)

NOTE: ALL OPEN SPACES, INCLUDING PARK AREAS WILL BE PRIVATE.
WATERSHED: LAKE NORMAN CRITICAL AREA: PROPOSED LOW DENSITY DEVELOPMENT - 24% BUA (BUILT-UPON AREA). PROJECT PROPOSES 21.6% BUA.

ESTIMATED CONSTRUCTION START DATE: SEPTEMBER 2022
ESTIMATED CONSTRUCTION COMPLETION: SEPTEMBER 2024

PLANTING AND TREE REQUIREMENTS INCLUDING TREE PROTECTION PER ORDINANCE, PROJECT SUBJECT TO TABLE 9-1 OF ORDINANCE REGARDING TREE CANOPY COVERAGE AND TREE PLANTING REQUIREMENT. PARKING STRUCTURE AND ASSOCIATED SMALL PARKING LOT TO BE SCREENED IN ACCORDANCE WITH DPO SECTION 8 AND SECTION 9. 100% OF THE EXISTING SHORELINE TO BE RETAINED FOR PUBLIC USE. 100% OF THE EXISTING VEGETATION WITHIN THE LAKE NORMAN CRITICAL WATERSHED BUFFER TO BE PRESERVED.



BI-PART DEVELOPMENT, LLC.

18611 STARCREEK DRIVE
CORNELIUS, NC 28031

**DAVIDSON CONDOS
CONDITIONAL MAP
AMENDMENT**

589 PORTSIDE DRIVE
DAVIDSON, NC 28036

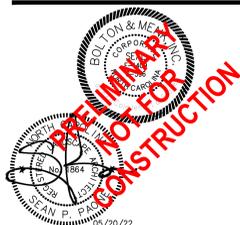
**PRELIMINARY
SKETCH PLAN**

Project No.
4680

Issued
10/18/2021

Revised

11/24/2021 - PER TOD COMMENTS
05/20/2022 - PER TOD/MECK CO COMMENTS



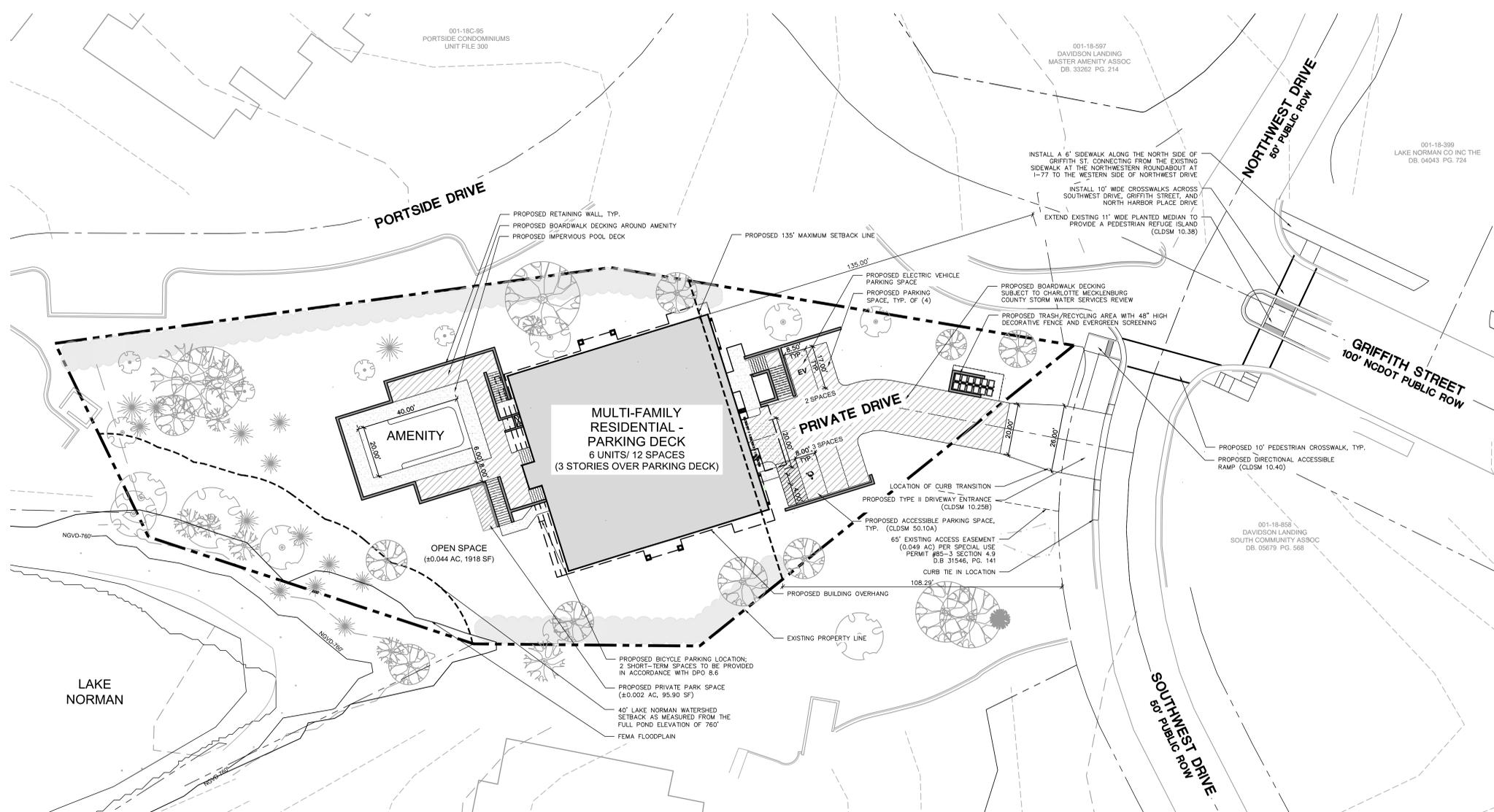
SCALE: 1"=20'
0 10' 20' 40'

MP-04

- CONTRACTOR IS FULLY RESPONSIBLE FOR CONTACTING APPROPRIATE PARTIES AND ENSURING THAT ALL EXISTING UTILITIES ARE LOCATED PRIOR TO CONSTRUCTION.
- CONTRACTOR IS RESPONSIBLE FOR PLACING BARRICADES, USING FLAG MEN, ETC., AS NECESSARY TO ENSURE THE SAFETY OF THE PUBLIC.
- ALL PAYMENT OUTFITS, CONCRETE OR ASPHALT, ARE TO BE REPLACED ACCORDING TO THE STANDARDS OF THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION, OR LOCAL JURISDICTION, WHICHEVER IS MORE STRINGENT.
- SHORING SHALL BE IN ACCORDANCE WITH OSHA TRENCHING STANDARDS, 29 CFR, PART 1926, SUBPART P, OR AS AMENDED.

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IMPERVIOUS CALCULATIONS

TOTAL SITE AREA (PER SURVEY):	38,359 SF	0.881 AC
ON-SITE DISTURBANCE:	32,382 SF	0.743 AC
OFF-SITE DISTURBANCE:	2,996 SF	0.114 AC
TOTAL AREA OF DISTURBANCE:	37,378 SF	0.858 AC

BUA CALCULATIONS:

ON-SITE IMPERVIOUS BUILDING	6,554 SF	17.1%
RETAINING WALLS	414 SF	1.1%
HARDSCAPE	1,302 SF	3.4%
TOTAL	8,268 SF	21.6%

PERVIOUS BOARDWALK DECKING	4,374 SF	11.4%
POOL	600 SF	2.1%
PARK/OPEN SPACE	24,917 SF	65.0%
TOTAL	29,891 SF	78.4%

OFF-SITE DRIVEWAY	911 SF
SIDEWALK	2,100 SF
CURB	340 SF
TOTAL	3,440 SF

TOTAL PROPOSED BUA: 11,708 SF

PROJECT IS EXEMPT FROM POST CONSTRUCTION ORDINANCE PER DPO 20.1.5 (B) (2) COMMERCIAL AND INDUSTRIAL DEVELOPMENT THAT CUMULATIVELY DISTURBS LESS THAN ONE ACRE AND CUMULATIVELY CORRECTS LESS THAN 20,000 SQUARE FEET OF BUILT UPON AREA BUILT UPON AREA INCLUDES GRAVEL AND OTHER PARTIALLY IMPERVIOUS MATERIALS.

CONDITIONAL MAP AMENDMENT

THE MODIFICATIONS REQUESTED AS PART OF THIS CONDITIONAL MAP AMENDMENT CAN BE SEEN ON SHEET MP-01 DEVELOPMENT CONDITIONS.

NOTES:

- MASTER PLAN: THE SITE PLAN, ASSOCIATED NOTES, AND CONDITIONS ARE A CONDITION OF APPROVAL AND BASED UPON THE DAVISON PLANNING ORDINANCE IN EFFECT ON JULY 1, 2021.
- MODIFICATIONS: THE SITE CONFIGURATIONS AND PLACEMENTS (INCLUDING BUT NOT LIMITED TO LOT SIZES, PARKING LAYOUTS, AND OPEN SPACES) ARE SCHEMATIC IN NATURE AND MAY BE ALTERED AND/OR MODIFIED DURING THE PRELIMINARY PLAT PROCESS IN ACCORDANCE WITH ORDINANCE REQUIREMENTS AND PLANNING DIRECTOR APPROVAL.
- SUBDIVISION: THE SITE MAY BE SUBDIVIDED TO CREATE RIGHTS-OF-WAY, OPEN SPACES, AND EASEMENT ACCESS AREAS.
- BUILT-UPON AREA: THE PROJECT IS LOCATED IN THE LAKE NORMAN CRITICAL WATERSHED AND PROPOSES 8,268 SQUARE FEET (2%) OF BUILT-UPON AREA, OR BUA (I.E., IMPERVIOUS HARDSCAPE). THE TOTAL ALLOWABLE BUA FOR THIS PROJECT IS LESS THAN OR EQUAL TO 8,208 SF.
- OPEN SPACES: DESIGNATED PARK AND OPEN SPACE AREAS SHALL BE PRIVATELY MAINTAINED. THE PROPOSED PARK MUST BE DEVELOPED GENERALLY AS SHOWN ON THE SCHEMATIC DESIGN; ACCESS TO THE PARK AND WITHIN THE PARK MUST MEET ADA ACCESSIBILITY REQUIREMENTS.
- WASTE SERVICES: SEE THE PROPOSED TRASH/RECYCLING PICKUP AREA ON THE SITE PLAN. DEVELOPMENT TO UTILIZE PUBLICLY CONTRACTED WASTE SERVICE IN WHICH RESIDENTS ARE TAXED.