



Davidson Condos_CJS4680.00

Davidson, NC
Project Summary

The following is a summary of intended land use/ordinance compliance for the proposed \pm 0.88 acre waterfront property located on Portside Drive in Davidson, North Carolina.

General Statement of Intent

Palillo Holdings, LLC. "the Applicant" intends to develop the 0.88 \pm acre site, identified as Davidson Condos, to accommodate the construction of a quality residential community through the incorporation of condos and open space.

Existing Site Conditions

The 0.88 \pm acre site is located just west of I-77 Exit 30 along Lake Norman. The site is bound to the north by Portside Drive and Griffith Street and to the west by Southwest Drive. It borders the existing Davidson Landing community with the Portside Condominiums to the north and the Windjammer Condominiums to the south. The property is currently vacant. The site is located within the Lake Norman Critical Watershed and therefore has a 50% Built Upon Area Limit.

General Description

The site is located within the Lakeshore Planning area. The site is surrounded by existing condominiums to the north and south. The site is well vegetated with 31 existing specimen trees on-site.

A private drive is designed off Southwest Drive for access to the proposed Condo Building. Parking will be located beneath the building along with some visitor parking on the Private Drive. A park is proposed alongside the waterfront. The proposed development is considered Low Density with a Built-Upon Area (BUA) less than 24%. Therefore, this project is exempt from engineered stormwater control devices. Within the Lakeshore Planning Area 10% of the existing trees are to be preserved which equates to approximately 9 trees. In addition, all the existing vegetation falling within the Lake buffer is to be preserved.

Statement of Compliance

Based on the Town of Davidson Planning Ordinance, this proposed development complies with all applicable sections of the Ordinance and Planning Areas Map with some exceptions as listed out in Section 2- Planning Areas. Due to the unique nature of the site, the applicant elects to pursue the Conditional Planning Area process. The Applicant intends to develop the Site in compliance with all applicable Mecklenburg County Land Use and Environmental Agency, Duke Energy, and Charlotte Water regulations. The following is a partial list of applicable development standards; the Davidson Planning Ordinance contains the full list of requirements and controls wherein the standards listed below may differ from the DPO.

Compliance with the Comprehensive Plan and the Davidson Mobility Plan

Davidson Condos reflects the ideals set forth in the Davidson Comprehensive Plan aligning most closely with the themes of community character and conservation. Davidson Condos will preserve the beautiful Lake Norman waterfront as well as much



of the existing tree canopy which aligns with the managing of natural resources goal, (Davidson Comprehensive Plan, page 17). Being that the project is a Low-Density development, alternative permeable pavement solutions are planned as a stormwater management strategy. The proposed architecture will be complementary to the existing adjacent condominium developments and reflective of the small-town lake charm meeting the quality architecture and design goal (Davidson Comprehensive Plan, Pg. 19). This project complies with the Davidson Mobility Plan as it enhances pedestrian mobility through the implementation of several internal pathways which culminate in a waterfront amenity. Specifically, through the addition of the Southwest Drive crosswalk, this project meets the following Pedestrian Mobility goal, "Provide safer and more frequent crossings" (Davidson Mobility Plan, Page 76). In addition, both short- and long-term bicycle parking will be provided onsite which fulfills a Bicycle Mobility goal outlined on page 90 of the Davidson Mobility Plan, "Install adequate bicycle parking as required by the Planning Ordinance."

Parcel/Planning Area Designation

00118799– (0.88± Acres) (Lakeshore)

Proposed Planning Area: Conditional

Davidson Planning Ordinance

Based on the Town of Davidson Planning Ordinance Section 2 - Planning Areas, the proposed site plan generally complies with the current planning area designation with three modifications as listed out below. Therefore, this project is being reviewed as a Conditional Map Amendment.

Section 2 – Planning Areas

Town of Davidson- Lakeshore Description (LK)

The Lakeshore Planning Area is located at the entrance to Davidson from I-77, within easy walking and bicycling distance to large employment centers and downtown Davidson, and with ample access and vistas to Lake Norman, Lake Davidson, and Lake Cornelius. The Lakeshore Planning Area contains opportunities for high density residential development integrated within corporate, commercial and retail mixed-use development. This planning area is within the state-mandated watershed overlay district; thus the development should be higher and denser development with a smaller footprint. Shorelines must be preserved for public use and aesthetic character.

Permitted Uses (LK)

- Family Care Home
- Residential
- Commercial Services
- Home Occupation
- Micro-Brewery or Micro-Distillery
- Professional Services
- Research Laboratory
- Retail, Primary
- Retail, Secondary
- Daycare Center
- Fire & Police Station
- Recreation Facility, Indoor
- Recreation Facility, Outdoor
- Transit Shelter
- Community Garden
- Essential Services I



- Use customarily accessory to the principal use
- Accessory Dwelling
- Automatic Teller Machine (ATM)
- Containment Devices for trash & recyclables

Permitted Building Type (LK)

- Detached House- 2 stories minimum, 3 stories maximum
- Townhouse- 2 stories minimum, 3 stories maximum
- Attached House- 2 stories minimum, 3 stories maximum
- Multi-family- 2 stories minimum, 3 stories maximum
- Live/Work- 2 stories minimum, 4 stories maximum
- Workplace- 2 stories minimum, 4 stories maximum
- Storefront- 2 stories minimum, 4 stories maximum
- Accessory Structure- 1 story minimum, 2 stories maximum

Setbacks (LK) Multi-family

- Front setback: 0' minimum, 10' maximum*
 - Modification. The proposed front setback as illustrated on the plans is: 0' Minimum, 135' Maximum.
- Side setback: 0' minimum, N/A maximum
- Rear setback: N/A minimum, N/A maximum

Open Space

- 5% Minimum

Density

- There is no density requirement.

Section 4 – Design Standards

General Site Design Criteria (4.3)

- Detached, attached, townhouse, mixed village, and multi-family buildings shall have the primary pedestrian entry facing a fronting, primary street, a central courtyard, or pedestrian way. Secondary access for all building types may be provided from parking areas located to the rear of a building. streets.
 - Modification: Due to the unique geometry of the site, parcel frontage to a public street right-of-way is not achievable. However, the primary pedestrian entry into the building shall face Southwest Drive public-right-of-way as well as the recorded access easement across parcel #00118701.
- Developments that include or front on an existing street must integrate that street into the development. Vehicular access may be from existing or new General Building Design (4.4)
- Building height, as established in each respective planning area in Section 2, is measured as the number of stories in a building. A story is a habitable level in a building.
- The proposed condo building is three-story in line with the adjacent condo developments. See the images below for a height comparison.



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Specific Building Type Criteria (4.5.5)

- Multi-family buildings incorporate more than four dwelling units within one building. Common entrances and interior corridors serve multiple units. These buildings are a minimum of two stories with parking typically located behind the buildings or underground. Examples of multi-family buildings include apartment complexes and condominiums. All multi-family buildings are subject to the Individual Building process and Design Review Board approval.

Section 5 – Affordable Housing

- At any point in time, a minimum of 12½% of the housing units in Davidson shall be affordable as defined by this Ordinance.
- Where permitted by this ordinance, the applicant may make a cash payment in lieu of providing some or all of the required affordable housing units. The applicant plans to pursue the payment in lieu option for all of the required affordable housing units. 6 units proposed x 12.5% affordable housing requirement= 1 unit at \$40,840/unit = total payment-in-lieu of \$40,840.

Section 6 – Subdivision & Infrastructure Standards

- The project will meet the minimum of one means of vehicular access via a public-right-of-way (Southwest Drive.)
- Pedestrian routes in the form of internal paths through the proposed Open/Park Space are planned in accordance with DPO 6.5.3.
- Curb radii are designed for minimum emergency-vehicle access where necessary.
- A traffic impact analysis has not been completed as it is not required per DPO 6.10.1.
- A contribution to the implementation of the Connectivity and Traffic Calming Plan as an alternative to the TIA will be provided per DPO 6.10.1.C. This contribution will range between \$3,000- \$4000 depending on the final number of units constructed.

Section 7 – Parks & Open Space



- A minimum of 5% open space will be provided as required by the Lakeshore Planning Area.
- A minimum of 5% of the total open space required in the Lakeshore planning area will be dedicated as Park Space. The park space will comply with Section 7.4 requirements.

Section 8 – Parking & Driveways

- Parking lots shall be placed behind buildings. Parallel parking is allowed on one side of the access drive to the rear parking area. Off-street parking is not permitted in front of the primary building façade, except where specified in an adopted street section or detailed as a public plaza or square. Notwithstanding the parking location requirements below, any property located at a street intersection shall not have parking, loading, or service areas at the corner.
 - Modification: Off-street parking shall be permitted in front of the primary building facade based on orientation to the public right-of-way.
- Residential will provide a minimum of 1 space per unit and maximum of 2 spaces per unit. Short Term Bicycle Parking will be provided at a minimum of 0.2 spaces per unit. Long Term Bicycle Parking will be provided at a minimum of 0.1 spaces per unit.
- Driveways shall be located at a point along the frontage where it is possible for drivers of vehicles entering the street to see in both directions along the traveled way far enough to allow entering the roadway without creating a hazardous situation.
- Suitable paving materials for off-street parking areas include, but are not limited to, asphalt, porous asphalt, concrete, porous concrete and paving blocks. Overflow parking (i.e., off-street areas used for special event parking and/or to accommodate occasional overflow volumes) may be constructed of any dust-free compacted, pervious ground cover. The owner of the property shall be responsible for the maintenance of such parking in a clean and dust-free condition. Grass and mulch are examples of acceptable pervious ground cover for overflow parking areas.

Section 9 – Tree Preservation, Landscaping, & Screening

- A minimum of 10% of the existing mature tree canopy will be preserved in the Lakeshore planning area.
- The minimum project canopy coverage of 15% in the Lakeshore planning area will be met through both preserved and required plantings.
- All vegetation within the lake buffer must be preserved per DPO 2.2.6.E.

Section 10 – Lighting

- All lighting will conform to the standards listed in Section 10.4.

Section 17- Watershed Protection Overlay District

- This project lies within the Critical Area of the Lake Norman Watershed which limits the overall site built-upon area to 50%. The project is exempt from the installation of structural stormwater controls as it is a proposed low-density Development with less than 24% Built-Upon Area (BUA).
- Developments must place or maintain undisturbed vegetative buffers, except as specifically provided in this section, along the shoreline of Lake Norman measured horizontally by a licensed land surveyor from the full pond elevation (760' contour). Minimum buffer width is 40 feet if the low-density option is used.

Section 22 – Local Historic District Guidelines

- This project is not located within the Local Historic District.