



**TOWN OF DAVIDSON  
PLANNING BOARD  
216 South Main St.  
Town Hall Board Room  
October 30, 2017**

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**PLANNING BOARD MEETING - 6:00 PM**

(Held in the Town Hall Board Room)

**I. CALL TO ORDER**

**II. SILENT ROLL CALL AND DETERMINATION OF QUORUM**

**III. CHANGES TO THE AGENDA**

**IV. REVIEW/APPROVAL OF THE MINUTES**

- (a) Review/Approval of September 25, 2017 Minutes

**V. B.O.C. LIAISON REPORT**

**VI. OLD BUSINESS**

**VII. NEW BUSINESS**

- (a) Narrow Passage Condition Master Plan Amendment
- (b) Davidson Planning Ordinance Text Amendments: Informal Review

**VIII. OTHER ITEMS**

- (a) PLANNING STAFF REPORT

**IX. B.O.C. LIAISON SELECTION**

**X. ADJOURNMENT**



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**Agenda Title:** Review/Approval of September 25, 2017 Minutes

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**ATTACHMENTS:**

<b>Description</b>	<b>Upload Date</b>	<b>Type</b>
☐ Review/Approval of September 25, 2017 Minutes	10/27/2017	Cover Memo

## MEETING MINUTES

Planning Board  
Town of Davidson, NC  
September 25, 2017

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

**CALL TO ORDER:** 6:00 pm

### **SILENT ROLL CALL AND DETERMINATION OF QUORUM**

**PRESENT BOARD MEMBERS:** Ellen Donaldson; Kelly Ross; Susan Cooke; Mickey Pettus (Chair); Michael Higgs; Mike Minett; Shawn Copeland; Bob Miller; Matt Dellinger, Lindsey Williams.

**ABSENT BOARD MEMBERS:** N/A

**TOWN REPRESENTATIVES:** Travis Johnson, Trey Akers

**CHANGES TO THE AGENDA:** N/A

**REVIEW/APPROVAL OF THE MINUTES OF:** August 28, 2017

- Motion to Approve: Bob Miller  
Second: Ellen Donaldson  
Vote: 10-0 (Minutes Approved)

### **OLD BUSINESS**

### **NEW BUSINESS**

#### **1. Narrow Passage Plan Amendment Update:**

- Trey Akers provided a brief overview of the requested amendments – additional land area; reduction in the multi-use path bridge payment-in-lieu amount; increase in the number of non-conforming garages; and, request for one additional construction sign.
- Michael Higgs asked why the developer requested a reduction in the bridge payment. Akers indicated that project team believed that they could construct the bridge for less than the condition specified and maintains that the project was approved based on that assumption.

#### **2. Davidson Commons East Hotel - Update:**

- Introduction/Feedback Review: Mickey Pettus indicated that staff and the project team would present, and that public comments would be solicited regarding new information pertaining to the proposed site and/or building design.
- Presentations: Trey Akers delivered a presentation describing the proposal, including: The process and public engagement; site context; the current proposal; and, updates to conditions and issues since the previous meeting. Afterwards Susan Irvin, representative of

the project team, provided various handouts related to the hotel proposal, including responses to questions posed by Planning Board members at their August meeting.

- Discussion: 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.
- Public Comment: Members of the public in attendance made comments, including: Concern about the proximity of existing schools to the proposed hotel use; how the project would manage storm water; inadequacy of the proposed parking; and, whether market conditions support the addition of another hotel.
- Consistency Statement: Members' provided a draft statement finding the proposal inconsistent with various planning principles and criteria. Members worked together to revise the statement, which summarized the inconsistencies as follows (a full copy is at the end of the Minutes):
  1. Davidson Comprehensive Plan (Inconsistency with Core Values, Goals);
  2. Height Differential Between Proposal/Adjacent Properties;
  3. Traffic Generated by Proposed Use;
  4. Amount of Parking Proposed;
  5. Planning Principles (Inconsistency with Items 1, 4, 5, 6);
  6. Watershed Effects.
- Motion to Approve: Susan Cooke  
Second: Michael Higgs  
Vote: 10-0 (Proposal found inconsistent/not recommended)

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

#### **PERMIT & STAFF DEVELOPMENT REPORTS**

##### **1. Permit & Planning Staff Reports:**

- No permit or staff reports were provided.

**SELECTION OF BOARD OF COMMISSIONERS LIAISON:** Matt Dellinger was selected to present the Planning Board's consistency statement to the Board of Commissioners at the 10/24 Board of Commissioners Work Session.

**ADJOURNMENT:** 7:54 PM

- Motion to Adjourn: Mickey Pettus
- Second: Susan Cooke

#### **APPROVAL OF MEETING MINUTES**

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Signature/Date

Mickey Pettus, Planning Board Chair

**TOWN OF DAVIDSON PLANNING BOARD**  
Inconsistency Statement

**PROJECT**

Davidson Commons East Hotel: Conditional Master Plan

**SUMMARY OF ACTION TAKEN BY BOARD**

Vote: 10-0

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

**PROPOSAL / REQUEST**

The applicant requests a Conditional Master Plan Amendment to develop a commercial hotel on 2.1 acres. The proposed hotel size would be approximately 74,500 square feet, four stories in height, and feature +/- 115 rooms. The proposal includes a pedestrian plaza along Griffith St. and a retail space on the site's northwest corner at the intersection of Griffith St. and Davidson Gateway Dr.

**SUMMARY OF PETITION / PROPOSAL**

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

**INCONSISTENCY STATEMENT**

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

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

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

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

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

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

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

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

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

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

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

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

Westside have voiced their significant concerns regarding the proposed hotel.

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

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

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Adopted this 25th day of September, 2017.



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**Agenda Title:** Narrow Passage Condition Master Plan Amendment

**Summary:** The Planning Board will review and comment on proposed amendments to the Narrow Passage Conditional Master Plan. The board will offer comments and issue a statement as to whether the proposal is consistent with adopted plans and policies.

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**ATTACHMENTS:**

<b>Description</b>	<b>Upload Date</b>	<b>Type</b>
❑ Narrow Passage Staff Analysis	10/27/2017	Cover Memo
❑ Narrow Passage Planning Board Presentation	10/27/2017	Cover Memo





## MEMO

Date: October 30, 2017  
To: Planning Board  
From: Jason Burdette Planning Director  
Re: Narrow Passage, Amendment to a Conditional Planning Area – Staff Analysis

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### 1. INTRODUCTION

#### APPLICANT INFO

- **Developer:** Jeff Watson, Piedmont Land Development
- **Owners:** Narrow Passage LLC
- **Site Designer:** Woodbine Design, PC (Peyton Woody)
- **Area:** 60.37 acres (Total)
- **Location:** 19615 Shearer Rd. (Parcel ID #00323193)  
15201 East Rocky River Road (Parcel ID# 00309201)  
15210 East Rocky River Road (Parcel ID# 00725101)  
15215 East Rocky River Road (Parcel ID# 00309241) [Requested Addition]

#### REQUEST

The applicant requests an amendment to the plan approved by the Board of Commissioners on August 13, 2016 to permit the addition of 1.07 acres to the proposed development. Additionally, the request includes a proposed modification to two conditions as well as a new condition: A reduction in the previously-approved payment-in-lieu amount for the multi-use path bridge on the southern parcel; an increase in the amount of non-conforming garages permitted within the development; and, an increase in the amount of allowed construction signs from one to two (one for each road frontage).

#### SUMMARY OF PETITION

The applicant requests an amendment to the approved Conditional Planning Area that would permit the addition of 1.07 acres to the proposed development. The amendment does not include a request to increase the number of units/lots originally approved (the plan is approved for 40-units, including one duplex). Annexation of the development is required per Condition 5; this includes any land added to the development. Per Condition 9. Open Space Deficiency Contribution, the request would lower the per lot payment-in-lieu for open space required of each future homeowner because the overall open space provided by the development would be increased by 1.07 acres if the request is approved.

## 2. PLANNING STAFF REVIEW

### BACKGROUND

As part of the sewer extension amendment approved in September 2016, the applicant requested the option to expand the amount of open space provided by the development through the acquisition of 15215 East Rocky River Road (Parcel ID#00309240). This action was undertaken by the applicant in December 2016, and staff was informed of the action in the spring of 2017. In the summer of 2017 the applicant met with town staff to understand how to revise the plan, and to propose modifications to two conditions and inclusion of a new condition.

The revised proposal illustrating the additional land area was submitted on August 30, 2017 and was deemed to be complete on September 5, 2017. This review considers compliance with the Davidson Planning Ordinance adopted June 11, 2001, as amended; the Conditional Planning Area plan approved for this project on September 13, 2016; and, applicable plans.

### PLANNING AND DEVELOPMENT STANDARDS

As noted earlier, the proposal does not include modifications to the number of lots/units approved or the site's infrastructure layout. Clearing and grading work for the originally approved plan has already begun and this proposal does not seek to modify that work. The only physical modification proposed is the addition of Parcel ID# 00309241, which was purchased by the applicant in December 2016 and lies along the project's southeastern boundary. The proposal would extend the project boundary southeast to the rear of lots that front East Rocky River Road, and would extend the parcel between Lots 34-35 to be dedicated to the Town to the new boundary. No additional modifications, including clearing, to this land area are proposed.

The proposal does not alter the following, previously approved project Conditions, General Notes, or Davidson Planning Ordinance standards as they apply to the approved site design, including: 1. Mix of Building Types; 2. Lot Width; 3. Infrastructure (except 3b. Multi-Use Path Bridge); 4. Affordable Housing; 5. Annexation; 6. Walking Paths & Common Open Space; 7. HERS Rating; 8. Permanent Open Space; 9. Open Space Deficiency Contribution; 10. Sewer Connection; and, all General Conditions. Although the majority of approved Conditions and General Notes are not affected, the proposal requests revision to Condition 3b. Multi-Use Path Bridge; Condition 11. Design Standards; and, the addition of a new Condition 12. Signage.

Note: The approved plan includes a specific condition regarding the amount of open space that the development must provide (70%) – either through land set asides or payment-in-lieu (9. Open Space Deficiency Contribution). Accordingly, any open space land that is reduced or any qualifying land that is acquired – as proposed here – would be factored into the required payment-in-lieu for each lot. This condition will not be modified as a result of this amendment.

### PROPOSED CONDITIONS

As put forward by the applicant, the proposal would affect Condition 3b. Multi-Use Path Bridge by lowering the permitted payment-in-lieu; Condition 11. Design Standards by allowing an additional five non-compliant garages; and, add a new Condition 12. Signage permitting the installation of one additional construction sign on Shearer Road where none currently exists.

The proposed conditions are below, with revisions highlighted and staff commentary following each

condition:

### 3. Infrastructure:

- b. Multi-Use Path Bridge:** As part of the multi-use path that the Developer has agreed to construct on the south side of the East Rocky River Road, as shown on the Plan, Developer is obligated to deposit with the Town a sum equal to its share to construct a bridge across a water course up to the Developer's property line. The Developer's share of the cost to construct the bridge is based upon the percentage of the bridge located on the Developer's property. Accordingly, Developer may either (1) pay to the Town the sum of ~~\$80,000~~ **\$40,000** as a payment in lieu of constructing the bridge over the West Branch of the Rocky River, or (2) if Developer acquires an appropriate easement, Developer may elect to construct the entire bridge. In the event that the Developer elects to construct the bridge as set forth in (2), Developer shall provide to the Town the estimate for such cost and the Town shall reimburse the Developer for the portion of the bridge located on the adjoining property (PID # 00725133) upon completion of the bridge, not to exceed \$15,000. If the Developer elects to construct the entire bridge, but is unable to secure the easement on the adjoining property, the Town will either obtain the easement or will reduce the payment in (1) above from \$40,000 to \$20,000. [Note: the estimated cost for the developer to construct the bridge is significantly lower than the estimated cost for the Town to construct to the bridge, which accounts for the disparity in the above payment amounts.]

Staff Analysis: Staff does not support the proposed reduction in payment. The applicant maintains that the original plan approval included the installation of the path directly along East Rocky River Road, and that the path in this alignment can be constructed at less cost. However, the following points bear mentioning:

- The approved plans' conditions have always referenced the location of the path and attendant facilities on the southern parcel.
- The applicant has not fully explored the bridge construction as requested by staff repeatedly in 2016-2017. Specifically, flood models of any potential bridge have yet to be submitted to Meck. County Land Use & Environmental Services for official review. Therefore, the actual cost of the facility remains unknown.
- The original payment value of \$80,000 is already significantly less than the estimated cost of the applicant's portion of the facility, a point noted during the original approval in 2015 and re-verified with Meck. County Parks & Rec. staff in the summer of 2017.

Given these issues, revision to lower the payment-in-lieu amount is not recommended. However, since at this point the easement for the other side of the bridge is nearly finalized (the plat is under review currently), staff recommends revision to the condition to include only the language related to the required payment-in-lieu: "Developer shall pay to the Town the sum of \$80,000 as a payment-in-lieu of constructing the bridge over the West Branch of the Rocky River."

- 11. Design Standards:** The Developer voluntarily consents to the condition that all homes constructed in the development shall comply with the DPO criteria governing building design, including aesthetics; provided, however, ~~25% of the garages~~ **garages on 12 of the homes** in the development are exempt from the placement criteria listed in DPO Section 5 (Garages & Accessory Structures, Rural Planning Area). To qualify, the garage must be side-loaded ( i.e. oriented at least 90 degrees to any road abutting the lot) or rear-loaded.

Staff Analysis: Staff does not support the proposed increase in non-conforming garages. The approved plans currently allow for up to seven non-conforming garages; the requested increase to 12 garages would result in an additional five garages. Because the ten homes at the development's entrance include alley-fed garages, the request effectively pertains to the remaining 30 lots. Therefore, the request for 12 of these lots' garages to be non-conforming represents 40% of the non-alley-fed lots in the development.

The Davidson Planning Ordinance includes standards regulating the massing and location of garages to serve the public interest, including public safety (crossing distance/site lines), impervious coverage, and quality of life through an improved and safe streetscape atmosphere (tree spacing distance, space for sidewalk facilities, etc.). The ordinance applies these criteria equally to all development, including individuals that apply for building permits for home renovations or construction of new dwellings – and that work within the ordinance framework to find feasible, scaled design solutions for each site. To make an exception to these rules and processes would not be consistent with existing policy or regulations. Nor is difficulty in siting a certain size garage on a lot considered worthy of a variance, which are granted for hardships in which owners are deprived of the reasonable/material use of a property.

- 12. Signage:** The Developer may install a second sign on Shearer Road in addition to the sign on Rocky River road which shall not exceed 64 square feet (4x8 2 sided) and shall be approved by TOD through the sign ordinance.

Staff Analysis: Staff supports the proposed increase in allowed construction signs in so far as the signs conform to the Davidson Planning Ordinance regulations. Given the property's frontage along two major roads – including an entrance set back from Shearer Rd. and no entrance/connection along East Rocky River Rd. – this request is reasonable. Staff recommends simplifying the condition language to read: “The Developer may install a second construction sign on Shearer Road, in addition to the sign on Rocky River Road, in accordance with the Davidson Planning Ordinance requirements.”

### 3. PUBLIC PLANS AND POLICIES

Below is a list of town-adopted plans considered during the proposed Narrow Passage Conditional Planning Area rezoning in 2015. A summary of these plans' and the applicability of each to the project was provided in the Planning Board and Board of Commissioners analyses (June/July 2015).

- The *Davidson Greenprint Plan: Natural Assets Inventory (2008)*
- The *Davidson Walks and Rolls: Active Transportation Master Plan (2013)*
- The *Parks and Recreation Master Plan (2014)*
- The *Mecklenburg County Greenways and Trails Master Plan (2008)*
- The *Davidson Bicycle Transportation Plan (2008)*
- The *General Principles for Planning in Davidson (2001)*
- The *Davidson Comprehensive Plan (2010)*

Since that time the Town has adopted the Rural Area Plan, which aims to accommodate, direct, and manage conservation and growth in its 3,800 acre rural area over the next few decades. The plan was approved in September 2016 and contemplates a standard of development for the Rural Planning Area similar to the proposed plan. Specifically, the Rural Area Plan proposes a revision to

the Rural Planning Area standards that would require a min. of 40-70% open space, with varying levels of density permitted. The proposal to increase the amount of open space provided to move closer towards the approved master plan's target of 70% is consistent with the Rural Area Plan.

#### 4. STAFF RECOMMENDATION

Because the proposal does not include a request to alter the previously-approved project layout, density, or open space criteria, the plan remains – in effect – the same as it was when approved in August 2015. Based on these circumstances, and because the proposal works towards increased compliance with the approved 70% open space target, staff recommends approval of the proposed land addition the development. Staff also recommends approval of the signage condition, as revised in this analysis; staff does not recommend approval of the proposed bridge payment-in-lieu or garage condition modifications.

#### 5. ATTACHMENTS

- Narrow Passage Plans – Cover Sheet, Concept Plan Sheet 5
- Narrow Passage Handout – Greenway Options & Area Sewer Context

# NARROW PASSAGE CONDITIONAL MASTER PLAN AMENDMENT

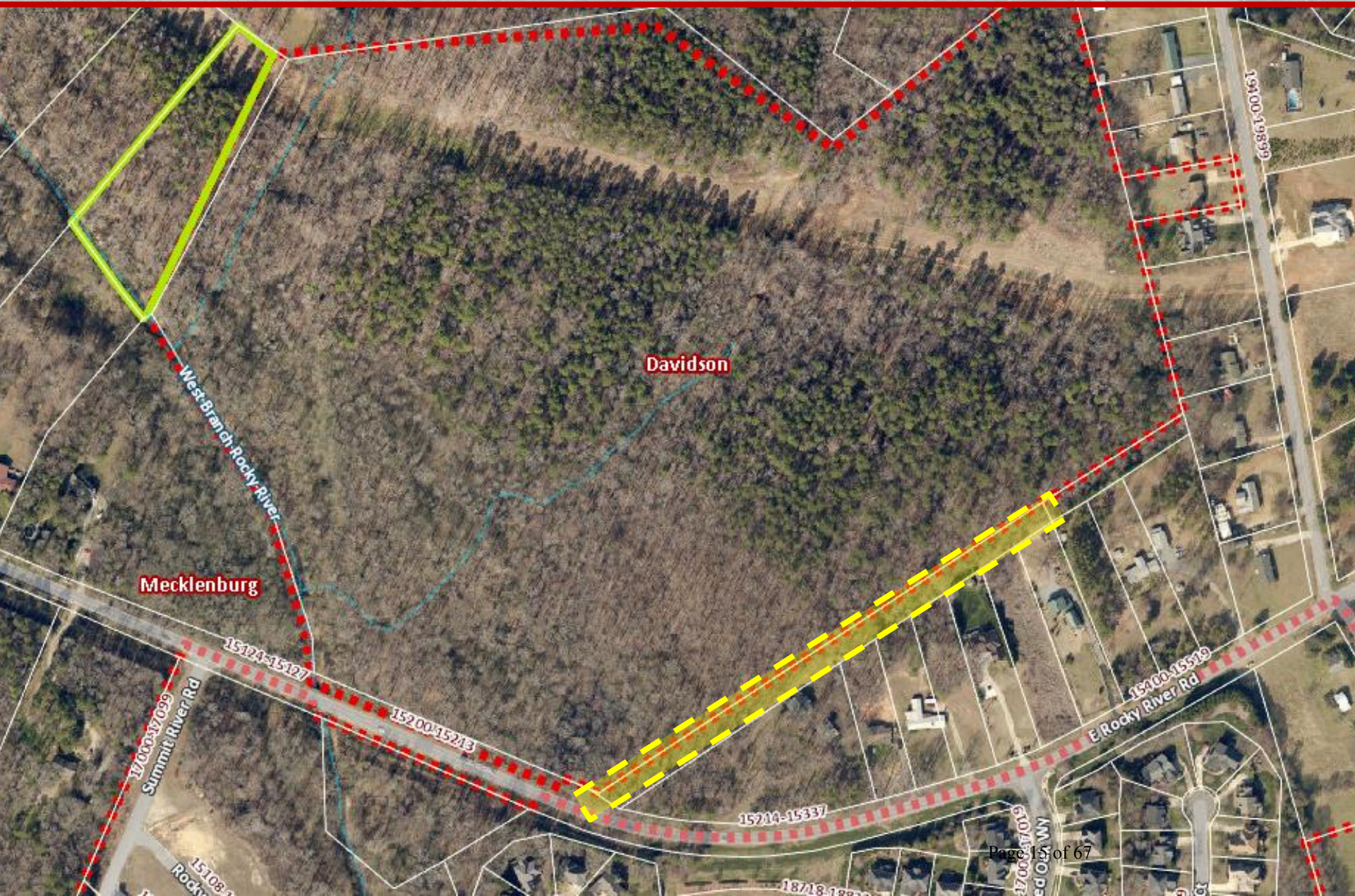


College Town. Lake Town. *Your Town.*

Narrow Passage Conditional Master Plan Amendment  
Planning Board Presentation  
Trey Akers, Planning Dept.  
Page 14 of 67      October 30, 2017



# NARROW PASSAGE – CONTEXT





# NARROW PASSAGE – LAYOUT [UNCHANGED]





# PLAN AMENDMENTS

## SUMMARY

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- **Land Area Addition**

- Proposed: 1.07 Acres/Southeastern Boundary
- No Additional Site Changes Proposed
  - » Staff Response: **Recommended**

- **Applicant Proposed Condition Modifications**

- Number of Construction Signs: Request = 2 [1 on Shearer, 1 on East Rocky River]
  - » Staff Response: **Recommended**
- Multi-Use Bridge Payment-in-Lieu: Request = Reduction from \$80,000 to \$40,000
  - » Staff Response: **Not Recommended**
- Number of Non-Conforming Garages: Request = Increase Overall Number to 12
  - » Staff Response: **Not Recommended**

# STAFF RECOMMENDATION

## SUMMARY

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- **Land Area Addition + Construction Sign Condition:**
  - Approval Recommended
- **Bridge Payment + Garage Conditions:**
  - Approval Not Recommended

# QUESTIONS/DISCUSSION



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**Agenda Title:** Davidson Planning Ordinance Text Amendments: Informal Review

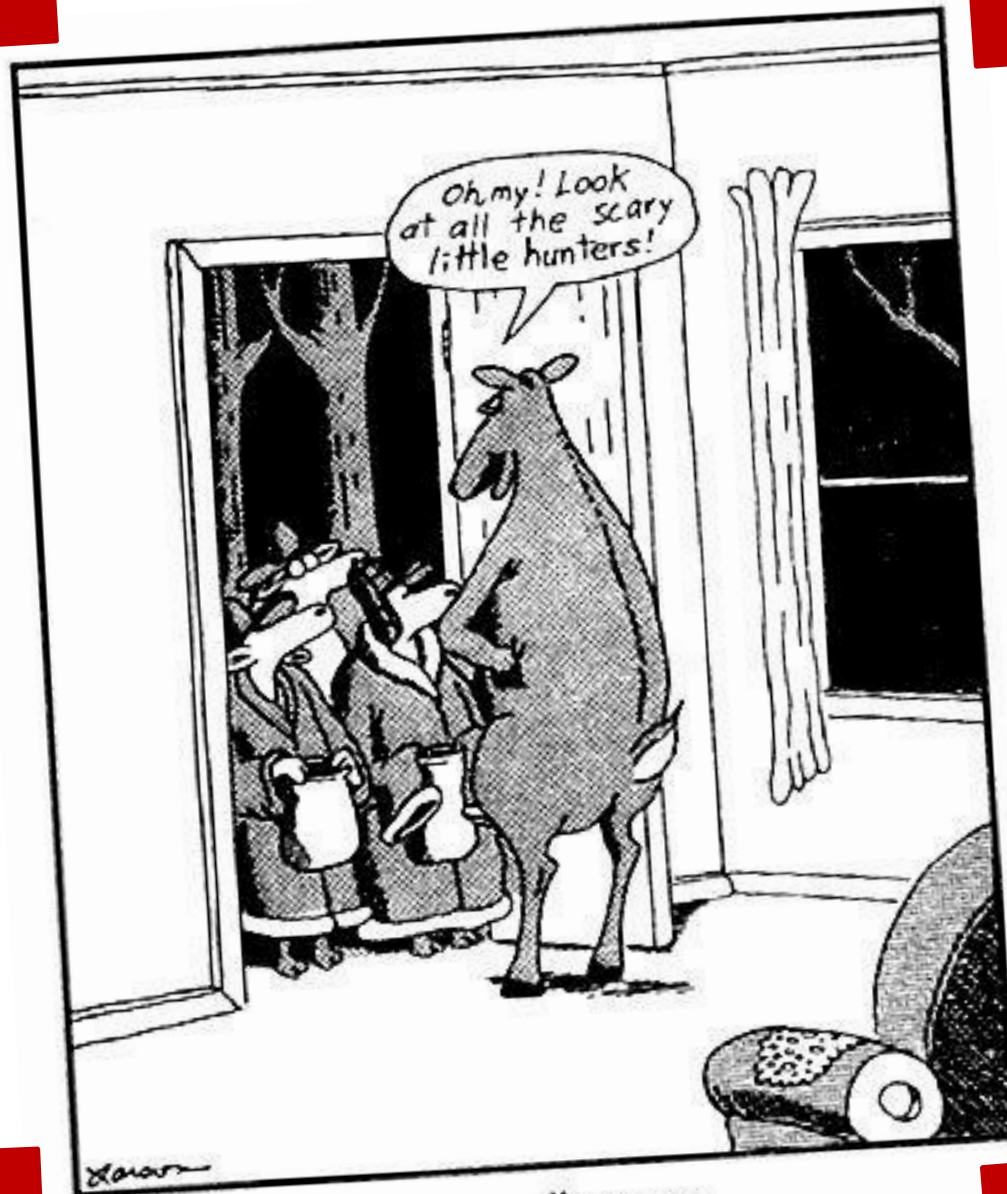
**Summary:** The Planning Board will review potential amendments to the Davidson Planning Ordinance regarding building types in the Village Infill Planning Area and use requirements for Civic/Educational/Institutional buildings in the Retail Overlay District. No action will be taken.

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**ATTACHMENTS:**

Description	Upload Date	Type
❏ DPO Text Amendments Presentation	10/27/2017	Cover Memo

# DPO TEXT AMENDMENTS



Deer Halloweens

# TEXT AMENDMENTS – OVERVIEW

## TOPICS COVERED

1. **Overview:** What We'll Discuss/Timeline
2. **Purpose:** Why We're Discussing It
3. **Background:** Why It's Important to Davidson
4. **Proposed Changes:** Draft Concepts/Changes
5. **Current Status & Next Steps:** Where We Are/Where We're Going

# SECTIONS 2 & 4 – TEXT AMENDMENTS

## PURPOSE

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- **BOC DIRECTIVE:** Review Multi-Family Building Type in Village Infill Planning Area
- **CONCERNS:**
  - As Currently Exists: Compatibility
  - If Removed: Housing Choice (Historic, Future); Affordability
- **STRATEGY:** Find Middle Ground
- **PROPOSAL SUMMARY:**
  - Section 2: Modify Village Infill Planning Area Permitted Building Types
  - Section 4: Introduce Two New Building Types



# BACKGROUND



College Town. Lake Town. *Your Town.*

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# PLANNING PRINCIPLES

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## P1

### **CHARACTER**

*We must preserve Davidson's character and sense of community...This sense of community is enhanced by: Neighborhoods welcoming to all citizens...*

## P5

### **DIVERSITY**

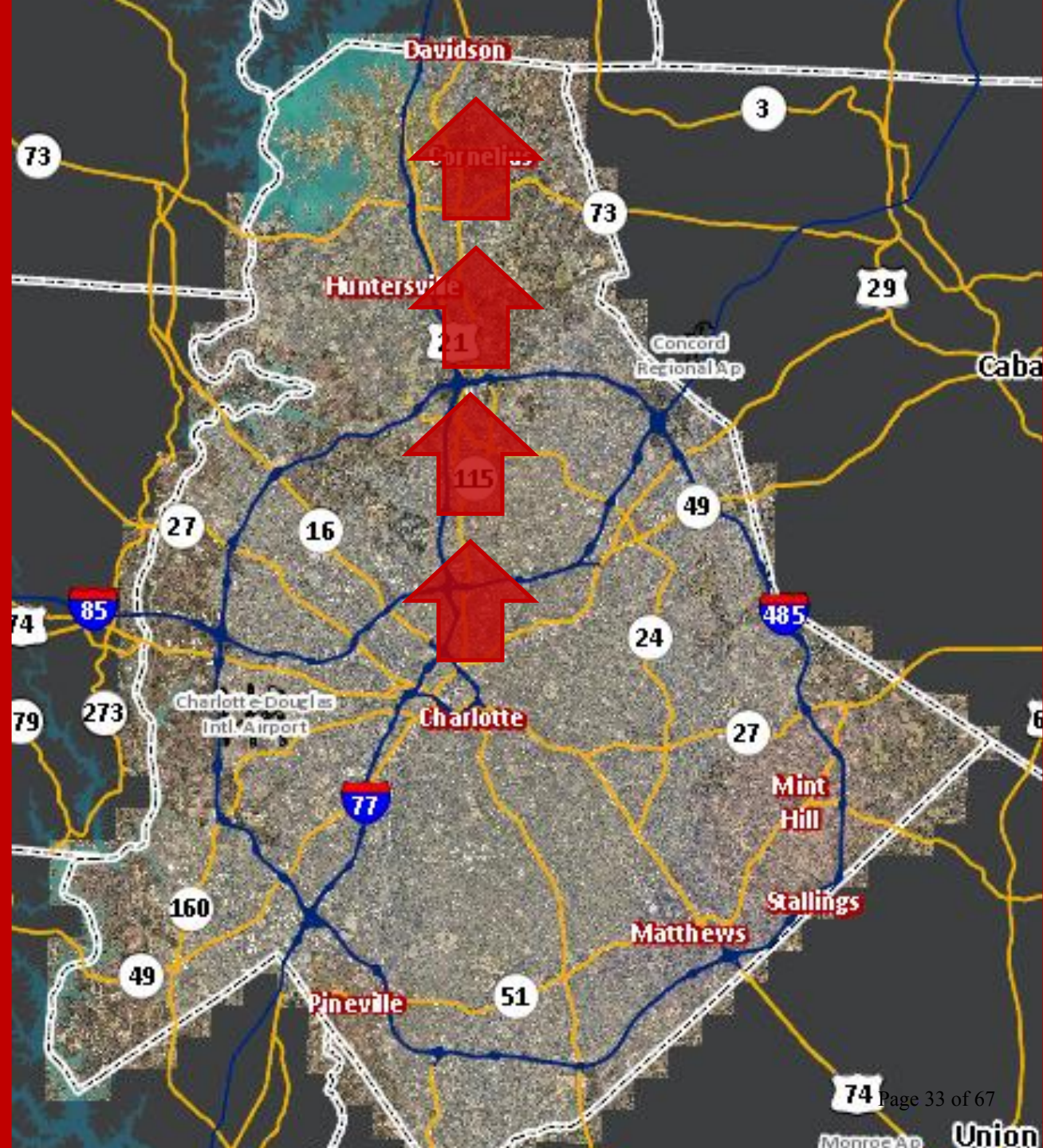
*We will create a community where all persons are welcome and are able to fully and safely participate in community life. To encourage diversity of all economic levels, all races and ethnic groups, all ages, and all physical and mental abilities we will: Provide a mixture of housing types and prices in every neighborhood.*



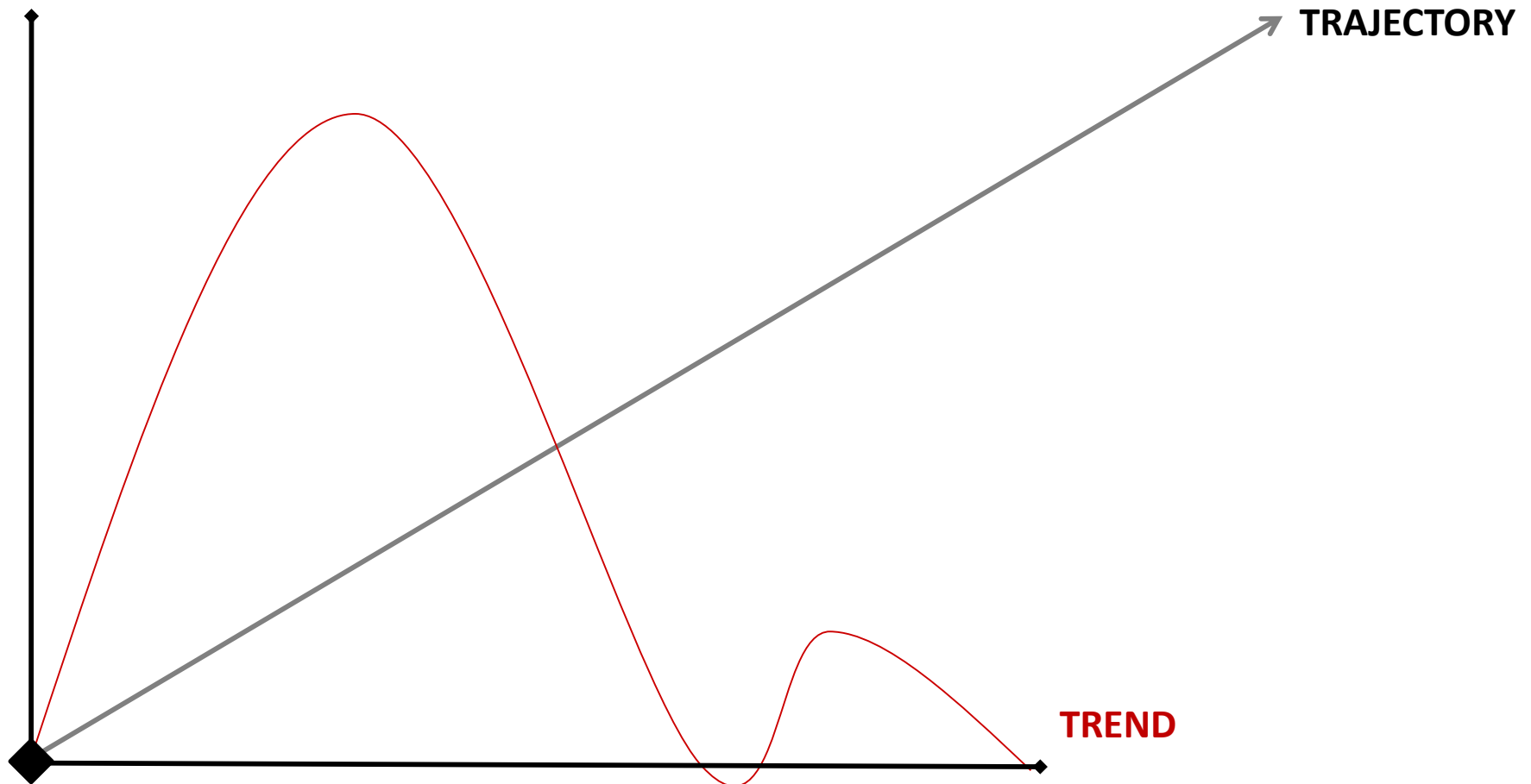
# CURRENT TRAJECTORIES

Figure 2.1: Growth Rate of Davidson and Neighboring Municipalities			
	1990	2000	2010 (est)
Cornelius	2,581	11,969	25,000
Growth Rate		364%	109%
Davidson	4,046	7,139	10,500
Growth Rate		76%	47%
Huntersville	3,014	24,960	45,000
Growth Rate		728%	80%
Mooresville	9,317	18,823	30,000
Growth Rate		102%	59%

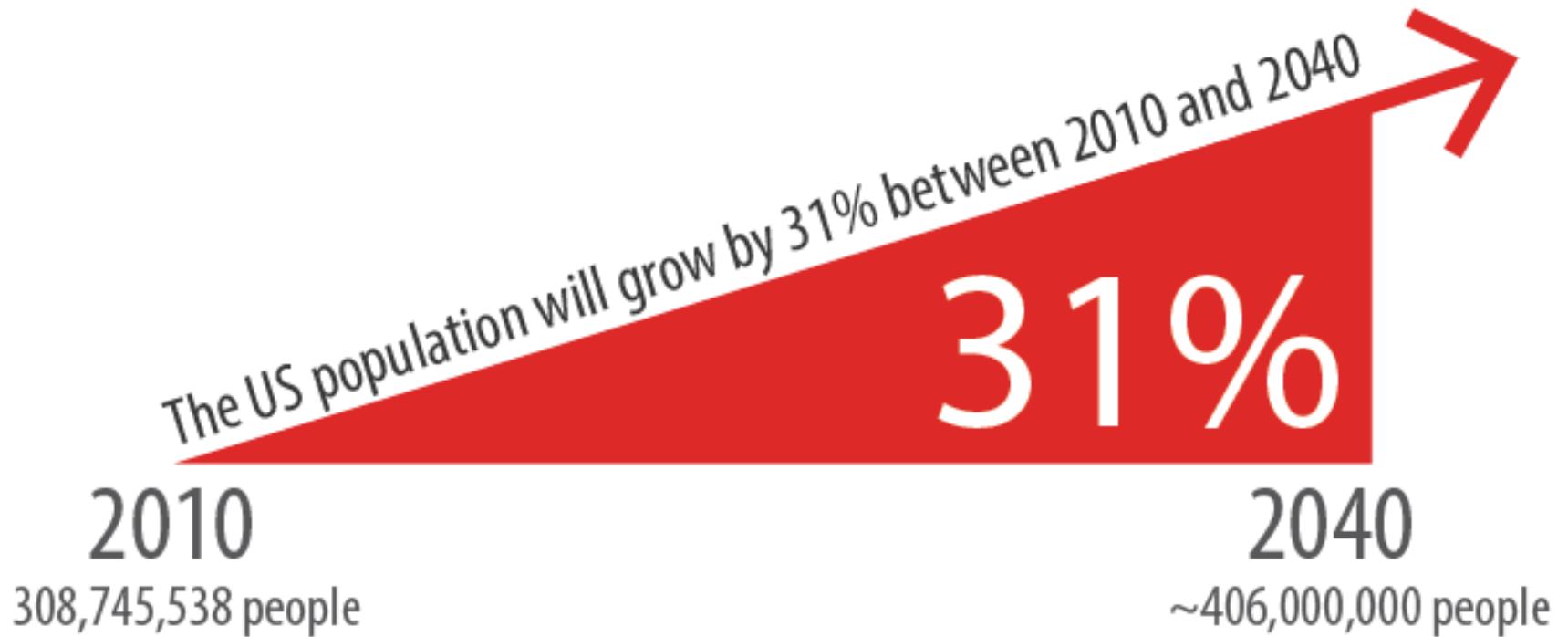




# TRENDS VS. TRAJECTORIES



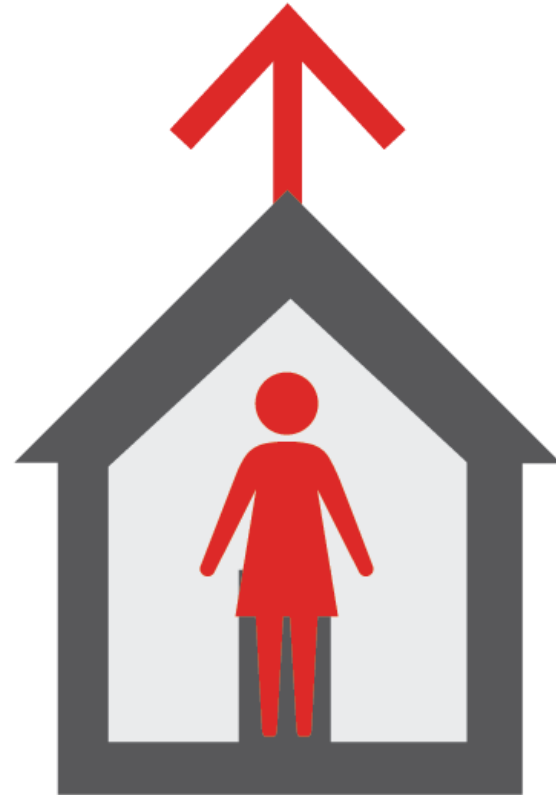
# TRAJECTORY



>80% of growth will be households without children



Why? Babyboomers are empty nesters.  
People are living longer.  
Millenials aren't having children yet.



+40%

More than 40 percent of growth in households will be single person households.





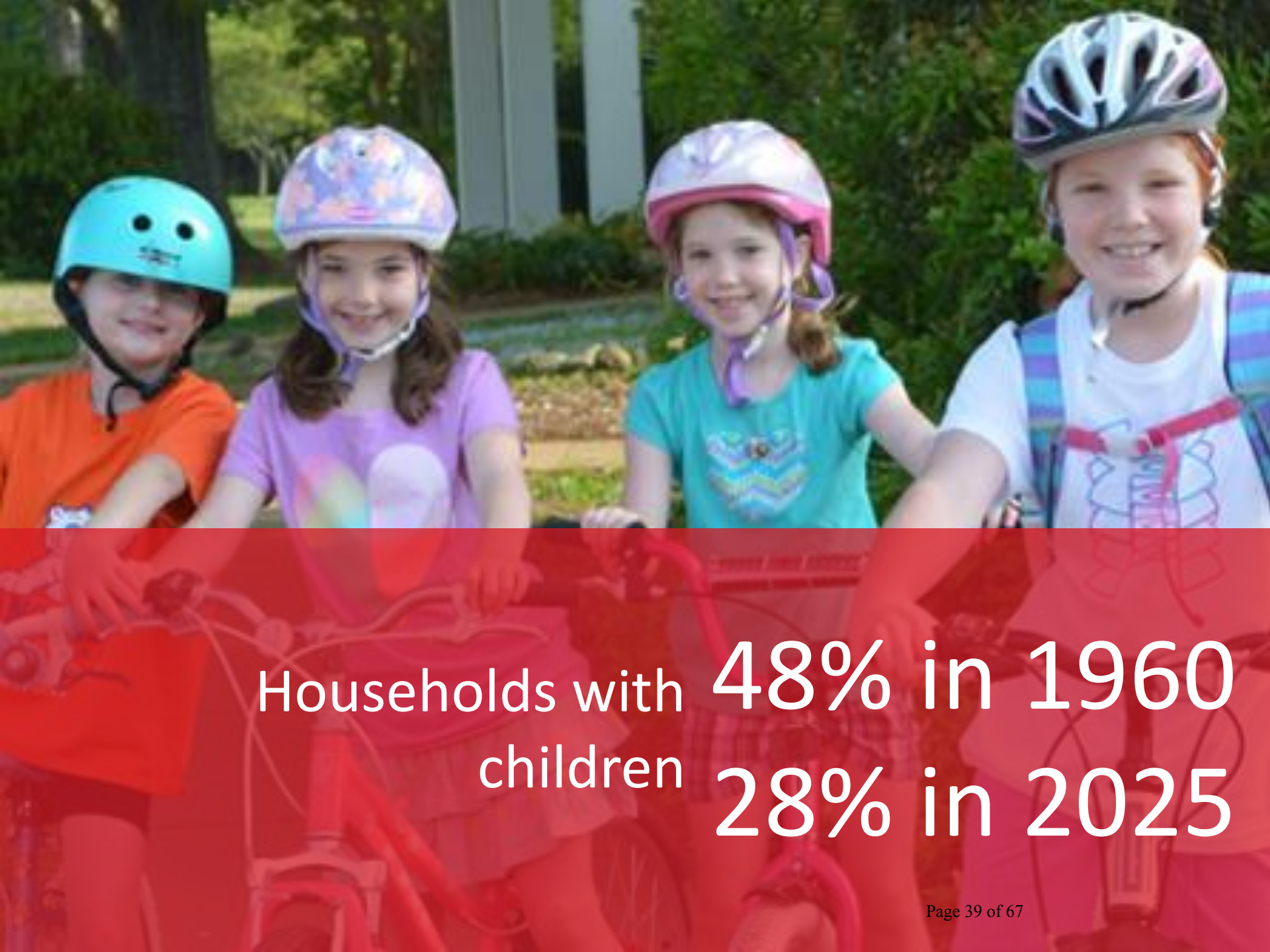
73%

# 35%

Annie E. Casey Foundation







Households with children

48% in 1960
28% in 2025





# 4.3m

Americans turning 65 each year  
by the year 2025. (Up from 1.5 M in 2000)



# 14%

percentage increase in Davidson's median age  
from 2000 (31.3) to 2010 (35.7)



50% Attached homes



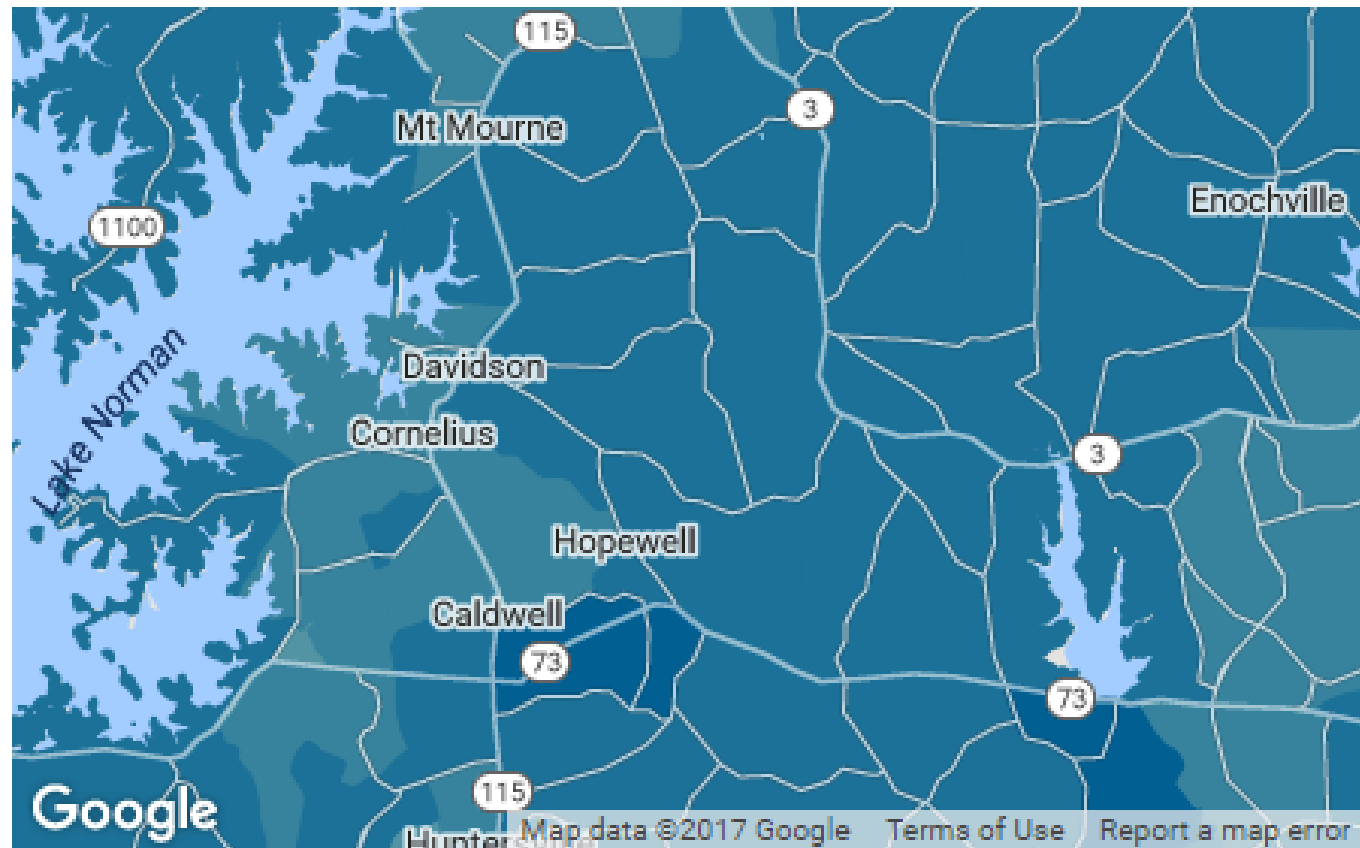
50% Small lot homes



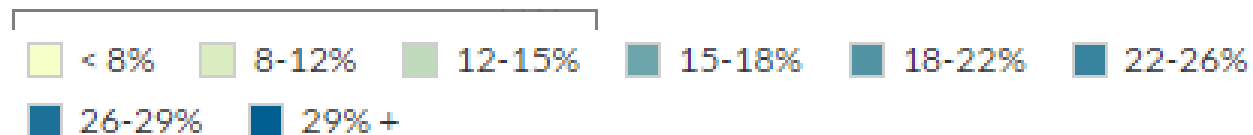


**1/3 of municipal  
budgets are affected by  
where/how to build**

## Map of Transportation Costs % Income



Location Efficient Areas



**COST TO OWN/OPERATE A CAR ANNUALLY...**

**\$8,558**



**conventional  
suburban  
developments**



**Smart-growth  
developments  
1/3 less  
infrastructure costs**



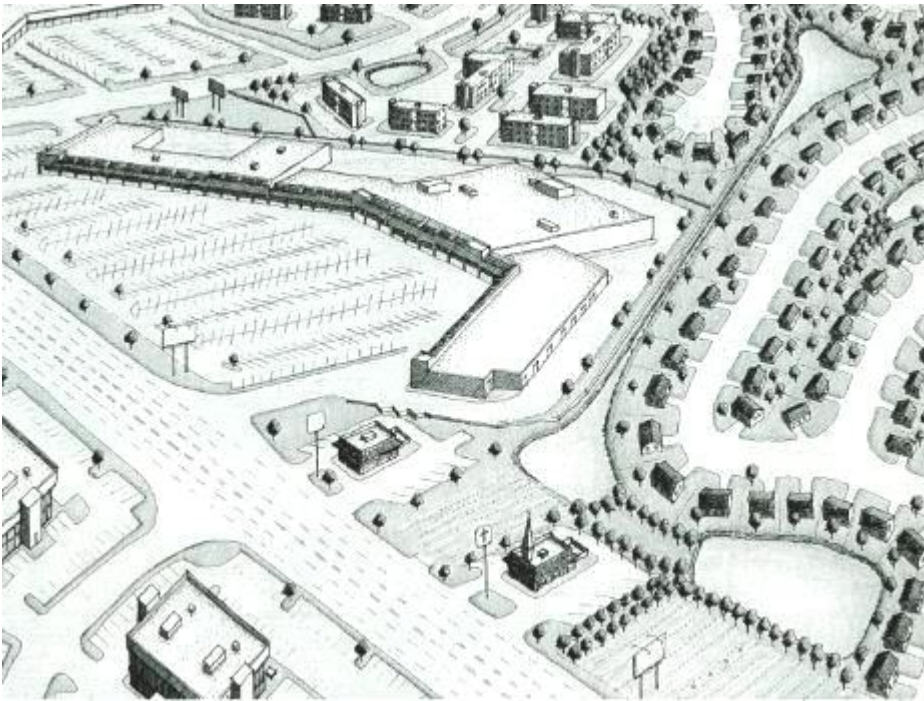
**conventional  
suburban  
developments**



**Smart-growth development  
10x more tax revenue  
per acre**

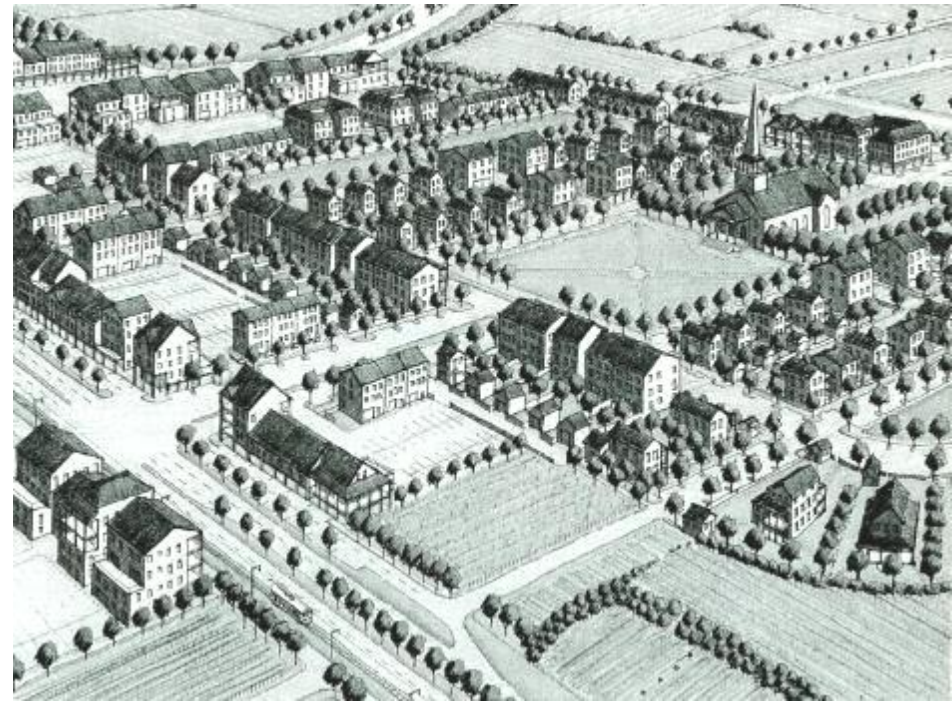


## CONVENTIONAL DEVELOPMENT



- 'Single Use' Development
- Lack of Connectivity
- Reliance on Few, Large Roads

## SMART GROWTH DEVELOPMENT



*Images: Dover+Kohl & Partners*

- Mixed-Use Development
- Compact/Walkable Nodes
- Variety of Lot Sizes + Housing Types
- Network of Streets/Options

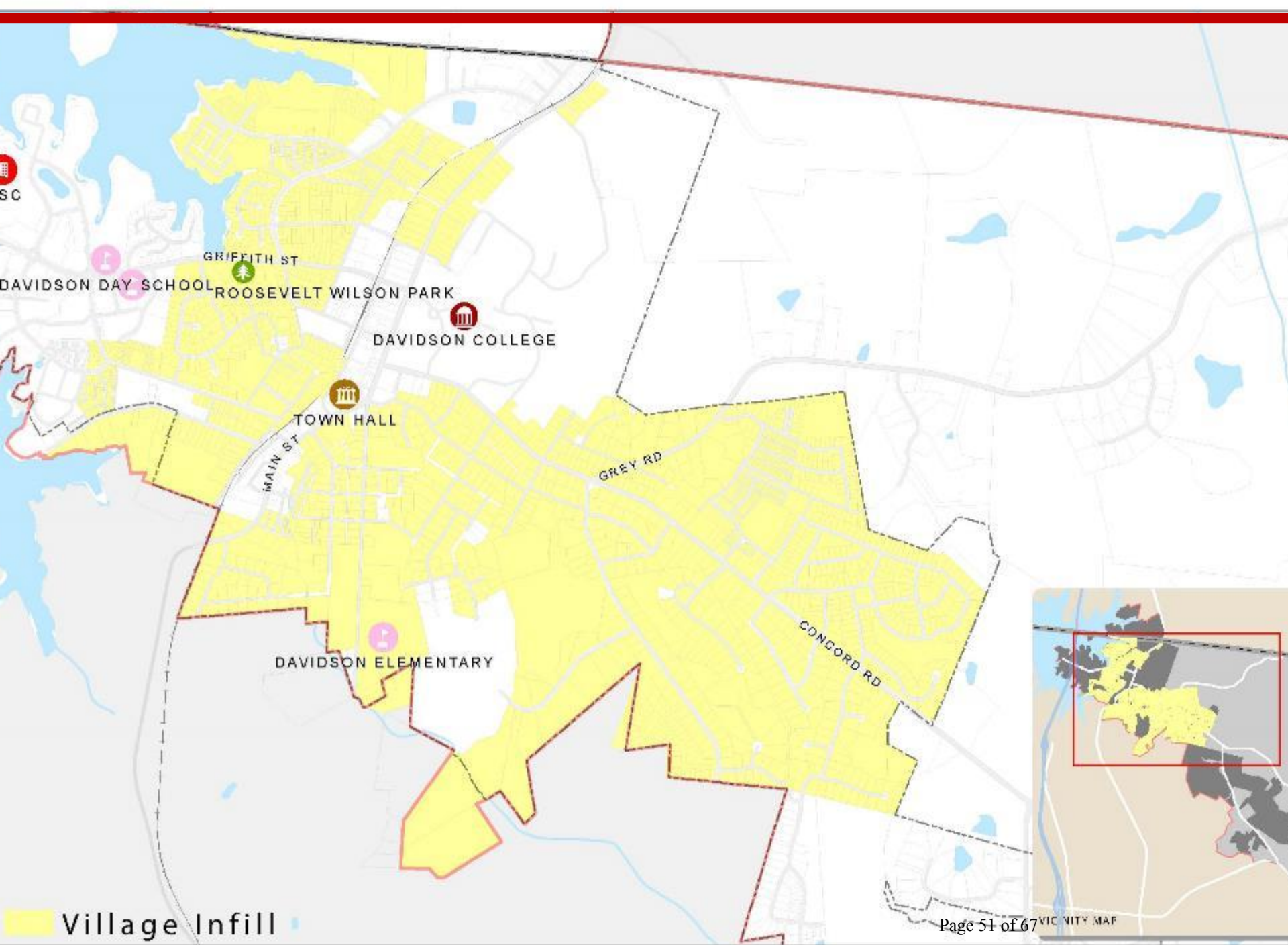
# DRAFT CONCEPTS/CHANGES

# SECTIONS 2 & 4 TEXT AMENDMENTS

## PURPOSE

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- **BOC DIRECTIVE:** Review Multi-Family Building Type in Village Infill Planning Area
- **CONCERNS:**
  - As Currently Exists: Compatibility
  - If Removed: Housing Choice (Historic, Future); Affordability
- **STRATEGY:** Find Middle Ground
- **PROPOSAL SUMMARY:**
  - Section 2: Modify Village Infill Planning Area Permitted Building Types
  - Section 4: Introduce Two New Building Types





# RESIDENTIAL FOCUS + FUNCTION



College Town. Lake Town. *Your Town.*

# THE MISSING MIDDLE



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



“Well, I’ll be. ... I must’ve been holding  
the dang work order like *this!*”



# SECTIONS 2 & 4 TEXT AMENDMENTS

## NEW BUILDING TYPES

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- **Multi-Family Building Type:** Remove from VIPA
- **Mixed Village Housing:** New/Create within VIPA
- **Mixed Village Includes:**
  - Village Walk-Up
  - Village Courtyard
- **Benefits:**
  - Respects Historic Precedents in Town
  - Accommodates Demographic Needs
  - Meets Market Demand



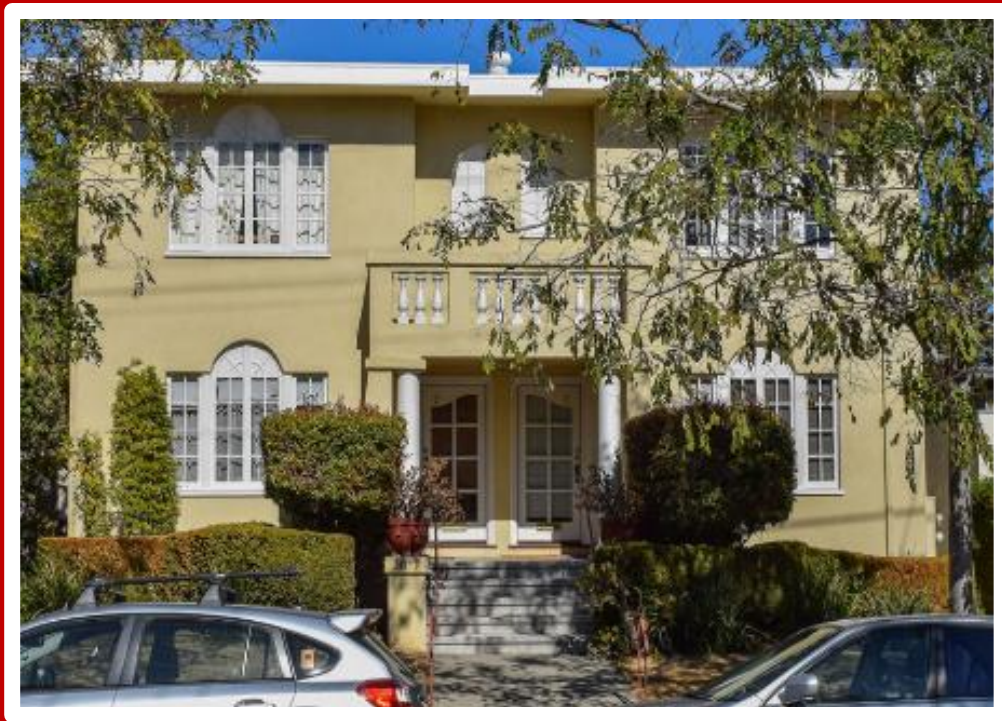
“Fool! This is an eleven-sixteenths ...  
... I asked for a five eights!”

# SECTIONS 2 & 4 TEXT AMENDMENTS

## VILLAGE WALK-UP

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- **Units:** 4-10 Dwelling Units
- **Height:**
  - Minimum 2 Stories
  - Maximum 3 Stories
  - Overlay Districts Applicable
- **Setbacks:**
  - Front: 5' (min.) 10' (max.) [Option: Meet Single-Family Detached Criteria]
  - Side: 10' (min.)
  - Rear: 5' (min)





# VILLAGE WALKUP



# SECTIONS 2 & 4 TEXT AMENDMENTS

## VILLAGE COURTYARD

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- **Units:** 10-20 dwelling units
- **Height:**
  - Minimum 2 Stories
  - Maximum 3 Stories
  - Overlay Districts Applicable
- **Setbacks:**
  - Front: 5' (min.) 10' (max.) [Option: Meet Single-Family Detached Criteria]
  - Side: 10' (min.)
  - Rear: 5' (min)
- **Courtyard Criteria:** Emphasize Location, Proportion



## VILLAGE COURTYARD



# SECTIONS 2 & 4 TEXT AMENDMENTS

## MIXED VILLAGE

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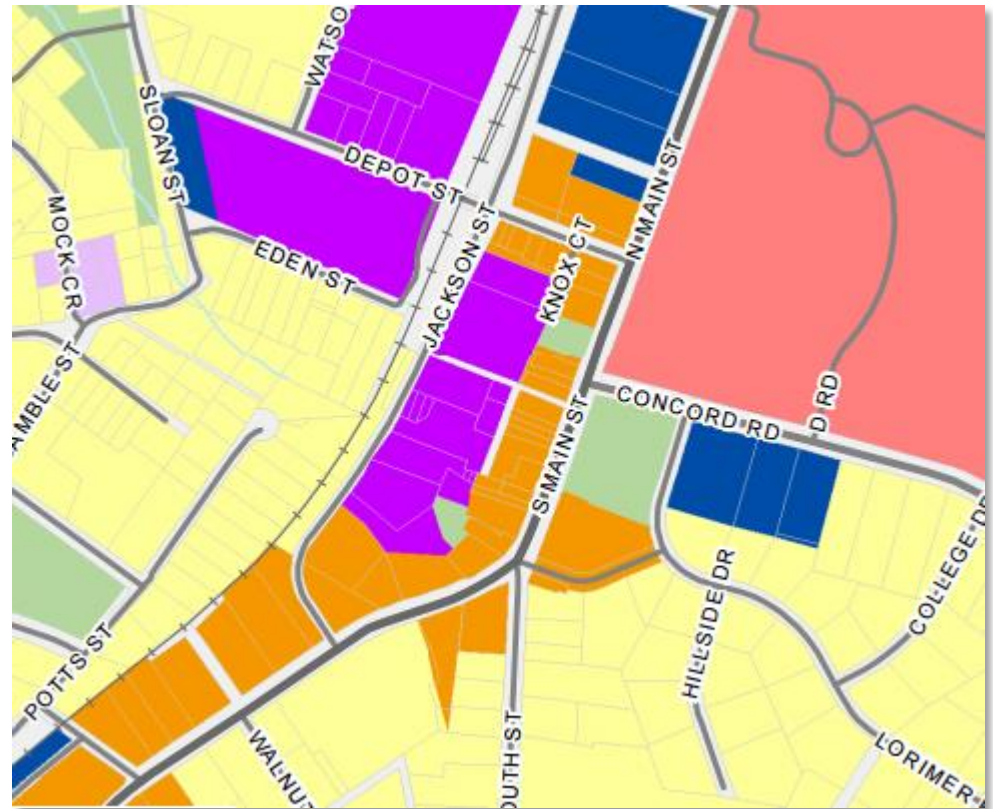
- **Incentivizing a Mix of Building Types:**
  - Minimum/Maximum:
    - » No more than 60 percent of the units in each Master Plan development shall be single-family residential Detached House or Townhouse building types;
    - » No more than 60 percent of the units in each Master Plan development shall be Attached House, Live/Work, and Mixed Village building types.
  - Master Plans: Applicable to Only to Master Plans > 2 Ac.
    - » (i.e.) Master Plan = Two or More Buildings



# SECTION 2 - TEXT AMENDMENTS

## VILLAGE CENTER & RETAIL OVERLAY DISTRICT

- **Village Center Uses:**
  - Table 2-1
  - “Government Services” = An existing, non-conforming use in the Village Center Planning Area (i.e. Town Hall).



## SECTION 2 - TEXT AMENDMENTS

### VILLAGE CENTER & RETAIL OVERLAY DISTRICT



# SECTION 2 - TEXT AMENDMENTS

## VILLAGE CENTER & RETAIL OVERLAY DISTRICT

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### ■ Retail Overlay District

- Current Criteria:
  - » First 35' of Building Must be Retail
  - » Applies to All New Development, Redevelopment, & and Changes of Use
- Unintended Impact: If Primary Use is Civic/Educational/Institutional
- Proposed Criteria:
  - » For Civic/Educational/Institutional Buildings: 20% of the first floor square footage must be reserved for publicly-accessible gathering (including galleries/lobbies) and/or community meeting or programming. This gathering and/or community space must be located along a street-facing façade.

# TEXT AMENDMENTS

## CURRENT STATUS & NEXT STEPS

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- **Status:** Input from BOC, Citizens, PB; Finalize Text
- **Next Steps:** Public Hearing in November



**HAPPY HALLOWEEN!!!**



“Thwarting the Vampcow.”