



**TOWN OF DAVIDSON
BOARD OF COMMISSIONERS
2nd Tuesday Work Session
Town Hall Board Room - 216 S. Main Street
February 12, 2019**

-
- I. CALL TO ORDER**
- II. ANNOUNCEMENTS**
- III. CHANGES TO AGENDA**
- IV. DISCUSSION - Items for discussion are typically when the board will engage on a topic and no vote is planned.**
- (a) **NCDOT U-5907 & U-5873 Project Reviews
(Potts/Sloan/Beaty & Hwy 115/Davidson St./Potts)**
Summary: NCDOT & Kimley-Horn will provide project reviews on U-5907 and U-5873. Project U-5907 proposes to extend Potts Street to Sloan Street, including adding a multi-use path/sidewalk on Potts Street from N.C. 115 to Griffith Street, and add a roundabout at the Sloan Street / Griffith Street intersection. Project U-5873 proposes to improve the N.C. 115 (Main Street) / Potts Street intersection, potentially including a roundabout at Davidson Street and Potts Street.
 - (b) **LYNX System Update: North Corridor Transit Study Findings
Jason Lawrence, Senior Transportation Planner for CATS
(Charlotte Area Transit System)**
Summary: The LYNX system update is a regional study to reevaluate transit options in the region and update the system-wide plan with actionable projects. In the North Corridor, the study looked at four alternatives: 1) Red Line Commuter Rail; 2) I-77 BRT (Bus Rapid Transit); 3) US 21 Light Rail; and 4) US 21 BRT. CATS will share the findings of the study.
 - (c) **Davidson Commons East Lot 4D, Map Amendment Pre-
Development Consultation
Senior Planner Trey Akers**
Summary: The applicant proposes to re-designate approximately 3.14 acres located on Davidson Gateway Dr. from Conditional Planning Area to Lakeshore Planning Area. The applicant envisions a development of approximately 38 single-family homes, including homes constructed on-site to meet the Davidson Planning Ordinance requirements for Section 5

Affordable Housing. The applicant is meeting with the board of commissioners to understand the viability of the Map Amendment (i.e. rezoning) request prior to initiating the official Map Amendment process. The applicant does not anticipate asking for any exceptions to the Davidson Planning Ordinance as part of the Map Amendment process.

(d) **River Run Phase VI Pre-Conditional Development Consultation**

Planning Director Jason Burdette

Summary: The applicant proposes to re-designate approximately 74.8 acres located in east of Shearer Rd and south of E. Rocky River Rd. from a combination of Neighborhood Edge/Conditional Planning Areas to entirely Conditional Planning Area. The applicant is working with Epcon Communities to develop a 130-unit active adult (age-targeted) community. As part of the conditional request, the applicant is asking for a number of exceptions to the Davidson Planning Ordinance.

(e) **Villages at South Main Master Plan Amendment Consultation**
Planning Director Jason Burdette

Summary: Davidson Village Investments, LLC requests to reduce the proposed unit count in block 1 by an additional two units, resulting in 29 total residential units. The proposed reduction of residential units falls outside the administrative approval thresholds based upon original approval numbers: 39 residential units. If approved, total unit count for Villages of South Main would be reduced from 31 proposed units (2012 amendment) to 29 units. This is on the agenda for discussion purposes only.

(f) **Downtown Community Gathering Space Update**
Economic Development Manager Kim Fleming

Summary: Stantec has provided a revised plan for the downtown space based on feedback from the board of commissioners and downtown stakeholders (Davidson Farmers Market, downtown businesses).

(g) **Board of Commissioners Quarterly Meeting - March 5**
Town Manager Jamie Justice

Summary: In November 2018, the board of commissioners made changes to the 2019 meeting schedule to include quarterly meetings for 2019 starting in March. It was determined to revisit the topic in early 2019. The first quarterly meeting is scheduled for Tuesday, March 5th.

Staff is suggesting a Quarterly Q&A format. This would entail alternating a.m. and p.m. sessions each quarter and having the meetings in the town hall board room for logistical purposes. An elected official would act as the moderator and project updates and/or relevant topics can be shared with attendees at the beginning of the meeting. The Q&A period would be handled with note cards provided for attendees to write down questions or comments. The moderator and staff would then determine how to best address the questions. This will manage the Q&A period and allow for board/staff to respond or follow-up if questions cannot be addressed

during the meeting.

- (h) **Consider Approval of Budget Amendment 2019-21 to provide funds for the purchase of 153/155 Mock Road Home to the Davidson Housing Coalition**
Town Manager Jamie Justice and Finance Director Pieter Swart

Summary: The mayor and commissioners have been discussing the preservation of affordable housing in Davidson through the use of the payment in lieu funds the town has collected. Recently, a house located on two lots at 153/155 Mock Road, has come available. The Davidson Housing Coalition has agreed to purchase this home so that it can be preserved and maintained as an affordable housing unit in town. The town and Davidson Housing Coalition have a history of partnering together on affordable housing units for the Davidson Housing Coalition to maintain and manage as an extension of the town's affordable housing program. Acquiring this property ensures that the home can remain affordable.

The request is for the board is to amend the budget to appropriate up to \$210,000 for the acquisition of these properties and any related costs. The funds would come from the town's payment in lieu program. An agreement would be consummated between the town and Davidson Housing Coalition regarding this transaction.

- (i) **Miscellaneous/Open Discussion**
Summary: This is an opportunity for Commissioners to present or discuss any topics not previously listed on the agenda.

V. SUMMARIZE MEETING ACTION ITEMS

VI. ADJOURN



Agenda Title: NCDOT U-5907 & U-5873 Project Reviews (Potts/Sloan/Beaty & Hwy 115/Davidson St./Potts)

Summary: NCDOT & Kimley-Horn will provide project reviews on U-5907 and U-5873. Project U-5907 proposes to extend Potts Street to Sloan Street, including adding a multi-use path/sidewalk on Potts Street from N.C. 115 to Griffith Street, and add a roundabout at the Sloan Street / Griffith Street intersection. Project U-5873 proposes to improve the N.C. 115 (Main Street) / Potts Street intersection, potentially including a roundabout at Davidson Street and Potts Street.

Summary:

ATTACHMENTS:

Description	Upload Date	Type
Agenda Memo - NCDOT U-5907 & U-5873		
▣ Project Reviews (Potts/Sloan/Beaty & Hwy 115/Davidson St./Potts 02.12.19	2/8/2019	Cover Memo
▣ Presentation - U-5907 02.12.19	2/8/2019	Presentation
▣ Attachment - U-5907 Map #1	2/8/2019	Backup Material
▣ Attachment - U-5907 Map #2	2/8/2019	Backup Material



NCDOT U-5907 & U-5873 Project Reviews (Potts/Sloan/Beaty & Hwy 115/Davidson/Potts)

To: Davidson Board of Commissioners
From: Jamie Justice, Town Manager
Date: February 12, 2019
Re: NCDOT U-5907 & U-5873 Project Reviews

1. OVERVIEW

NCDOT & project engineer Kimley-Horn will provide project reviews on U-5907 and U-5873. Project U-5907 proposes to extend Potts Street to Sloan Street, including adding a multi-use path/sidewalk on Potts Street from N.C. 115 to Griffith Street, and add a roundabout at the Sloan Street/Beaty Street/Griffith Street intersection. Project U-5873 proposes to improve the N.C. 115 (Main Street) / Davidson Street/Potts Street intersection with a roundabout.

Both projects are funded primarily with bonus allocation dollars and final cost estimates are being determined. Any funding shortage will need to be determined and the strategy would be to pursue additional grant funding.

2. RELATED TOWN GOALS

STRATEGIC PLAN:

Mobility/Transportation - The Town of Davidson will enable citizens to move freely throughout town via transit, car, bicycle, and on foot.

CORE VALUE:

Citizens need to move easily throughout the town and region, so government will provide a variety of options, such as sidewalks, bike paths, greenways, connected streets, and transit.

Davidson exists in proximity to and is interdependent with other jurisdictions, so we strive for local, regional, state and federal cooperation.

3. OPTIONS/PROS & CONS

N/A

4. FYI or RECOMMENDED ACTION

FYI

5. NEXT STEPS

The projects are tentatively planned to go into the right of way phase in 2019 with construction authorization planned for summer 2020.



NCDOT Project U-5907

Prepared for the Town of Davidson
2-12-2019



NCDOT PROJECT U-5907

Agenda

2-12-2019

- Communication History
- Overview of the project
 - Connector from Potts to Sloan
 - Roundabout (Beaty/Griffith)
- SHPO update
- Where we are in the process
- Costs/Schedule
- U-5873 Update (Davidson Portion)

Past Plans with Connector

- ▀ Town Center Plan (1998)
- ▀ Circulation Plan (2003)
- ▀ Connectivity and Traffic Calming (2004)
- ▀ Station Area Plan (2005)
- ▀ PSB Corridor Land Use Plan (2007)
- ▀ Comprehensive Plan (2010)
- ▀ Walks and Rolls Active Transportation Plan (2013)

Citizen Communication

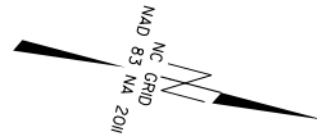
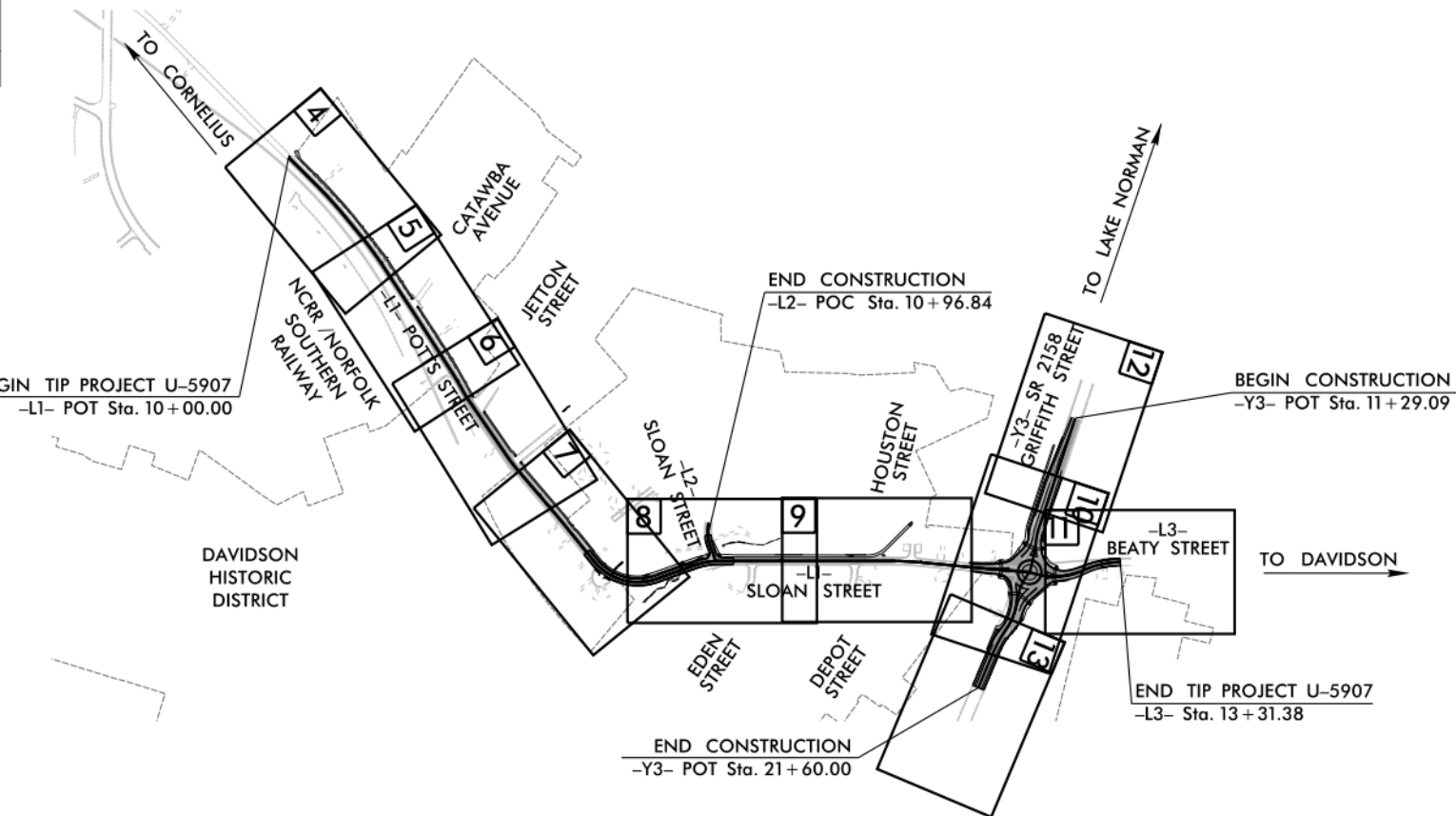
NEWSLETTERS

- January 2013
- April 2013
- July 2013
- October 2013
- July 2014
- April 2015
- July 2015
- October 2015
- April 2016
- July 2016
- January 2017
- April 2017
- July 2017
- October 2017
- January 2018
- January 2019

NCDOT

- OPEN HOUSE 10-5-2017
- Council Meeting 11-14-2017

OVERALL PROJECT





PUBLIC MEETING MAP
PROJECT U-5907
MECKLENBURG COUNTY
POTTS STREET EXTENSION & IMPROVEMENTS
U-5907 (MAP #1)

DAVIDSON POLICE
DEPARTMENT

DAVIDSON HISTORIC
DISTRICT

ADA JENKINS
CENTER

UNITED STATES
POSTAL SERVICE

CROSS FIT ETERNAL
DAVIDSON

SLOAN ST.

EDEN ST.

CRANE ST.

JACKSON ST.

POTTS ST.

WALNUT ST.

JETTON ST.

CATAWBA AVE.

MATCHLINE

CATAWBA

DAVIDSON HOUSING
COALITION

CONTINUE SIDEWALK
TOWARD ROUNDABOUT
AT GRIFFITH STREET

MOCK CIRCLE

MOCK RD.

- LEGEND**
- EXISTING BUILDINGS
 - EXISTING RIGHT-OF-WAY
 - EXISTING RAILROAD RIGHT-OF-WAY
 - EXISTING ROADWAY
 - EXISTING ROADWAY TO BE REMOVED
 - EXISTING CONCRETE SIDEWALK
 - EXISTING MECKLENBURG CO. STREAM
 - PROPOSED EASEMENT
 - PROPOSED ROADWAY
 - PROPOSED STRUCTURES, ISLAND, CLRB AND GUTTER, AND SIDEWALK
 - PROPERTY LINES
 - REMOVE AND REPLACE 5' SIDEWALK
 - PROPOSED STUDY AREA

- LEGEND**
- EXISTING BUILDINGS
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 - POTENTIAL IMPACT AREA
 - PROPOSED ROADWAY
 - PROPOSED STRUCTURES, ISLAND, CURB AND GUTTER, AND SIDEWALK
 - PROPERTY LINES
 - PROPOSED MULTIUSE TRAIL
 - PROPOSED STUDY AREA

CROSS FIT ETERNAL
DAVIDSON

SLOAN ST.

CONTINUE MULTIUSE
PATH TOWARD ROUNDABOUT
AT GRIFFITH STREET



UNITED STATES
POSTAL SERVICE

CROSS FIT ETERNAL
DAVIDSON

SLOAN ST.

EDEN ST.

DAVIDSON HOUSING
COALITION

CONTINUE SIDEWALK
TOWARD ROUNDABOUT
AT GRIFFITH STREET

MOCK CIRCLE

MOCK RD.

CRANE ST.

WALNUT ST.

JACKSON ST.

POTTS ST.

DAVIDSON HISTORIC
DISTRICT

DAVIDSON POLICE
DEPARTMENT



PUBLIC MEETING MAP
PROJECT U-5907
MECKLENBURG COUNTY
POTTS STREET EXTENSION & IMPROVEMENTS
U-5907 (MAP #1)



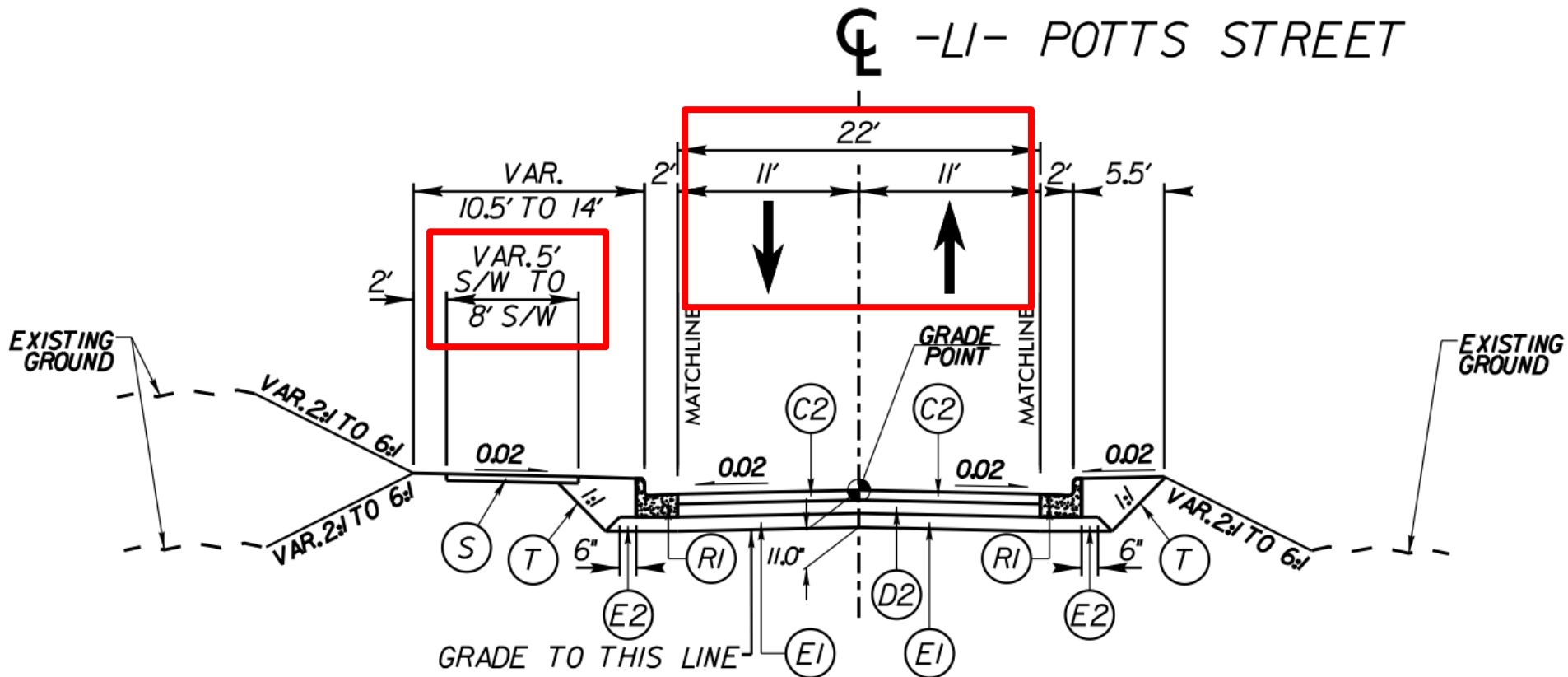
- LEGEND**
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ADA JENKINS
CENTER

DELLSOUTH TELECOMMUNICATIONS, INC.



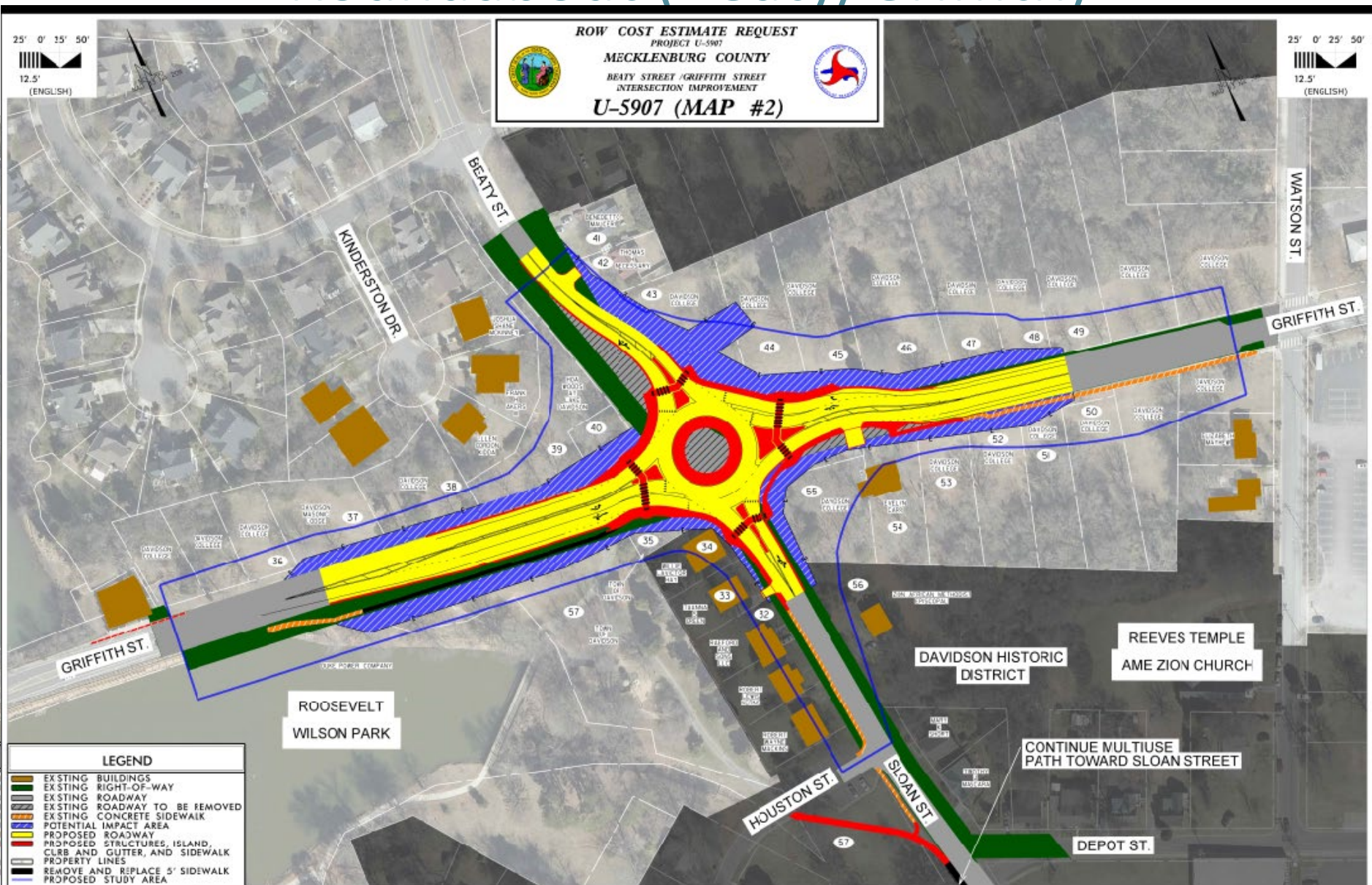
Typical Section through Connector



TYPICAL SECTION NO. 5

-LI- STA 28+84.88 TO STA 32+35.00

Roundabout (Beaty/Griffith)

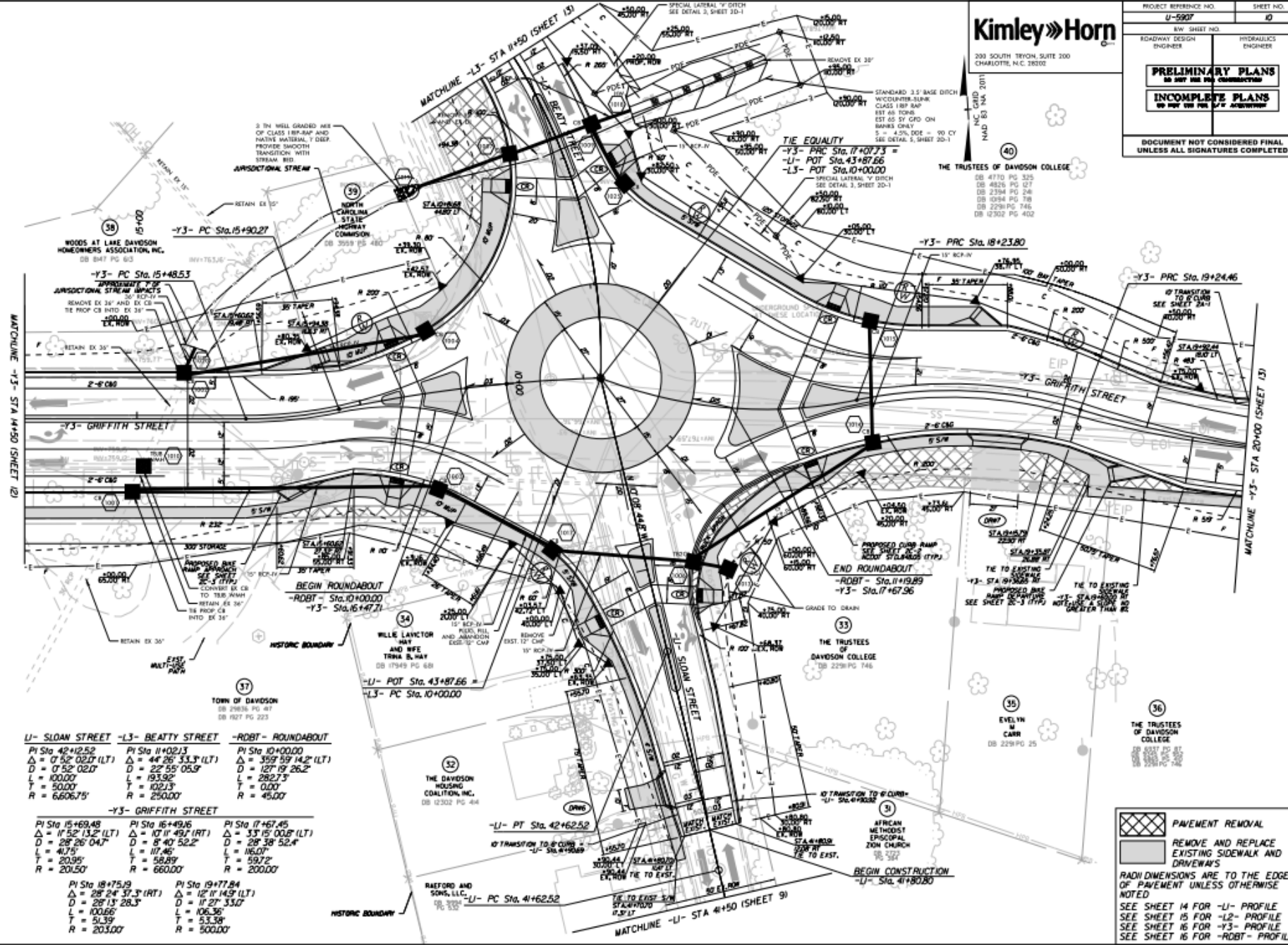


Kimley»Horn

200 SOUTH TRYON, SUITE 200
CHARLOTTE, N.C. 28202

N.C. CHED 204, 2011
NAD 83 TIA 2011

PROJECT REFERENCE NO.	SHEET NO.
U-5907	10
RW SHEET NO.	HYDRAULICS ENGINEER
ROADWAY DESIGN ENGINEER	
PRELIMINARY PLANS DO NOT USE FOR CONSTRUCTION	
INCOMPLETE PLANS DO NOT USE FOR A/C TIE ADJUSTMENT	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	



LI- SLOAN STREET PI Sta 42+12.52 $\Delta = 0^{\circ} 52' 02.0''$ (LT) $D = 0^{\circ} 52' 02.0''$ $L = 100.00'$ $T = 50.00'$ $R = 6606.75'$	LI- BETTY STREET PI Sta 11+02.13 $\Delta = 44^{\circ} 26' 33.3''$ (LT) $D = 27^{\circ} 55' 05.9''$ $L = 193.92'$ $T = 102.13'$ $R = 250.00'$	-ROBT- ROUNDABOUT PI Sta 10+00.00 $\Delta = 39^{\circ} 59' 14.2''$ (LT) $D = 127^{\circ} 19' 26.2''$ $L = 282.23'$ $T = 0.00'$ $R = 45.00'$
-Y3- GRIFFITH STREET PI Sta 15+69.48 $\Delta = 1^{\circ} 52' 13.2''$ (LT) $D = 28^{\circ} 26' 04.7''$ $L = 41.75'$ $T = 20.95'$ $R = 201.50'$	PI Sta 15+49.16 $\Delta = 10^{\circ} 11' 49.2''$ (RT) $D = 8^{\circ} 40' 52.2''$ $L = 117.46'$ $T = 58.89'$ $R = 660.00'$	PI Sta 17+67.45 $\Delta = 33^{\circ} 15' 00.8''$ (LT) $D = 28^{\circ} 38' 52.4''$ $L = 116.01'$ $T = 59.72'$ $R = 200.00'$
PI Sta 18+75.19 $\Delta = 28^{\circ} 24' 37.3''$ (RT) $D = 28^{\circ} 19' 28.3''$ $L = 100.66'$ $T = 51.39'$ $R = 201.00'$	PI Sta 19+77.84 $\Delta = 12^{\circ} 11' 14.9''$ (LT) $D = 10^{\circ} 27' 33.0''$ $L = 106.36'$ $T = 53.38'$ $R = 500.00'$	

PAVEMENT REMOVAL
 REMOVE AND REPLACE
 EXISTING SIDEWALK AND
 DRIVEWAYS

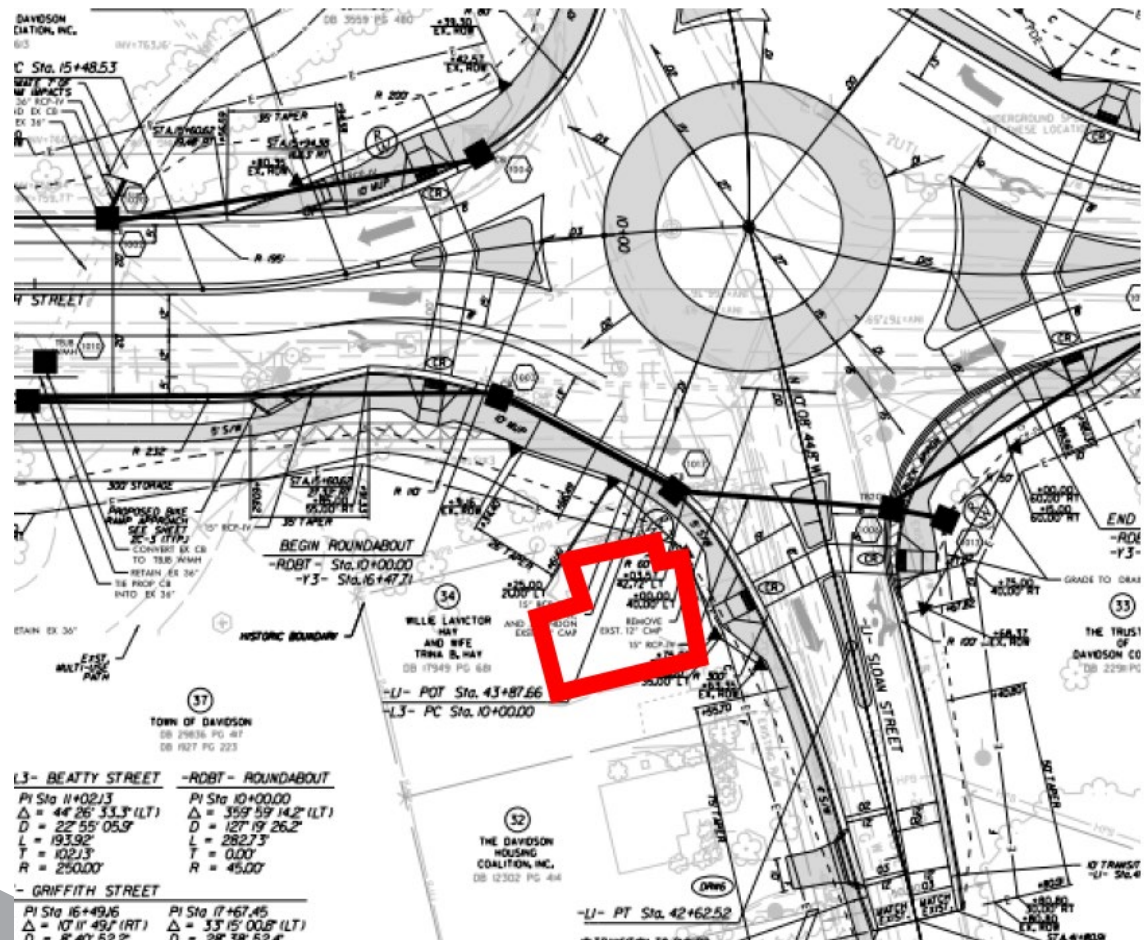
RADI DIMENSIONS ARE TO THE EDGE
 OF PAVEMENT UNLESS OTHERWISE
 NOTED

SEE SHEET 14 FOR -LI- PROFILE
 SEE SHEET 15 FOR -L2- PROFILE
 SEE SHEET 16 FOR -Y3- PROFILE
 SEE SHEET 16 FOR -ROBT- PROFILE

Sidewalk along Potts



House Relocation



Process

- Planning
- Design
- Utility Coordination
- Real Estate Acquisition
- Utility Relocation
- Construction

Construction Costs

Construction	\$ 2,000,000 +/-
Right of Way	\$ 700,000 +/-

Schedule

Right of Way Plans

Q1 2019

Real Estate

Thru 2019

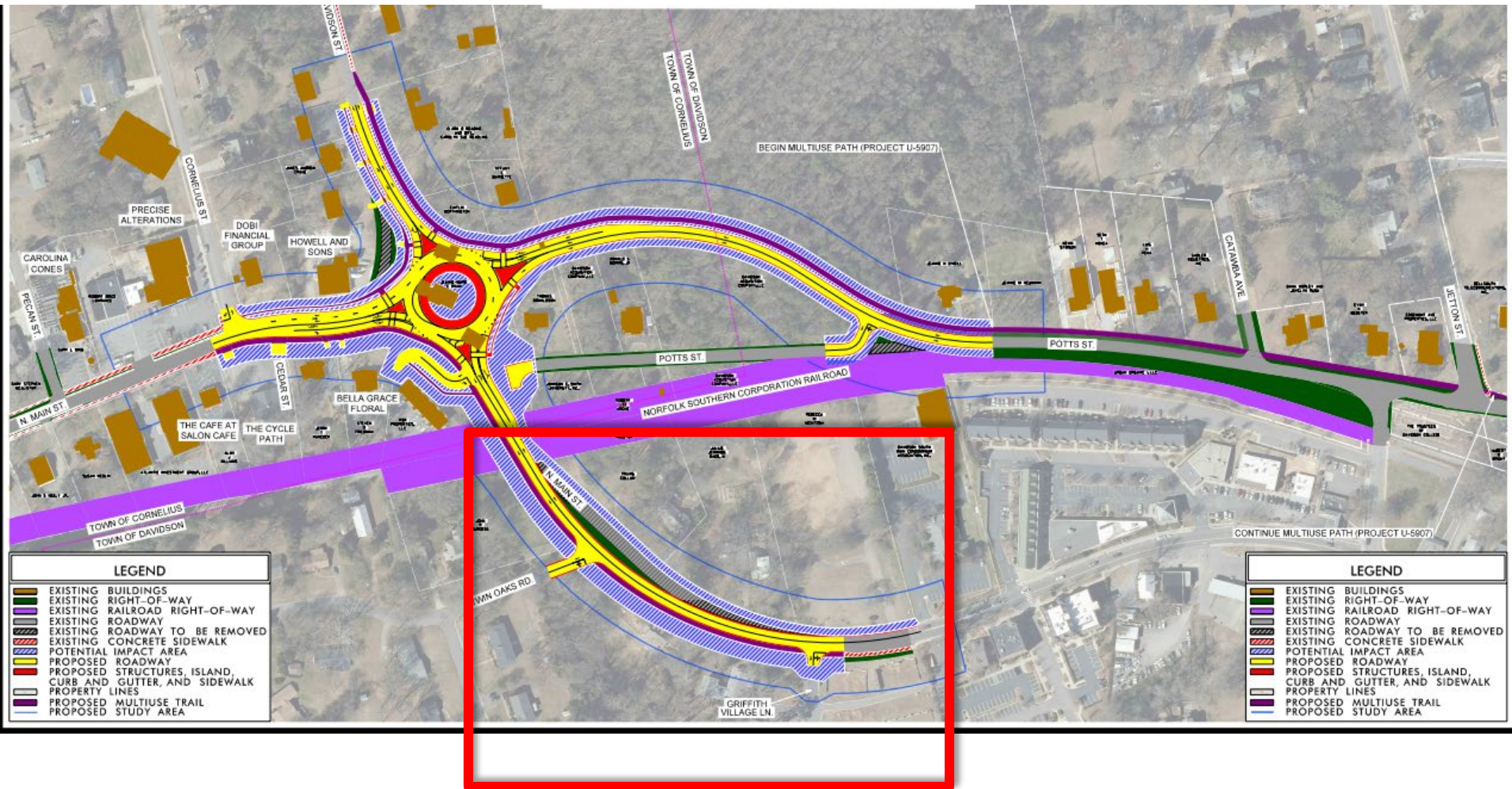
Construction Begins

July 2020

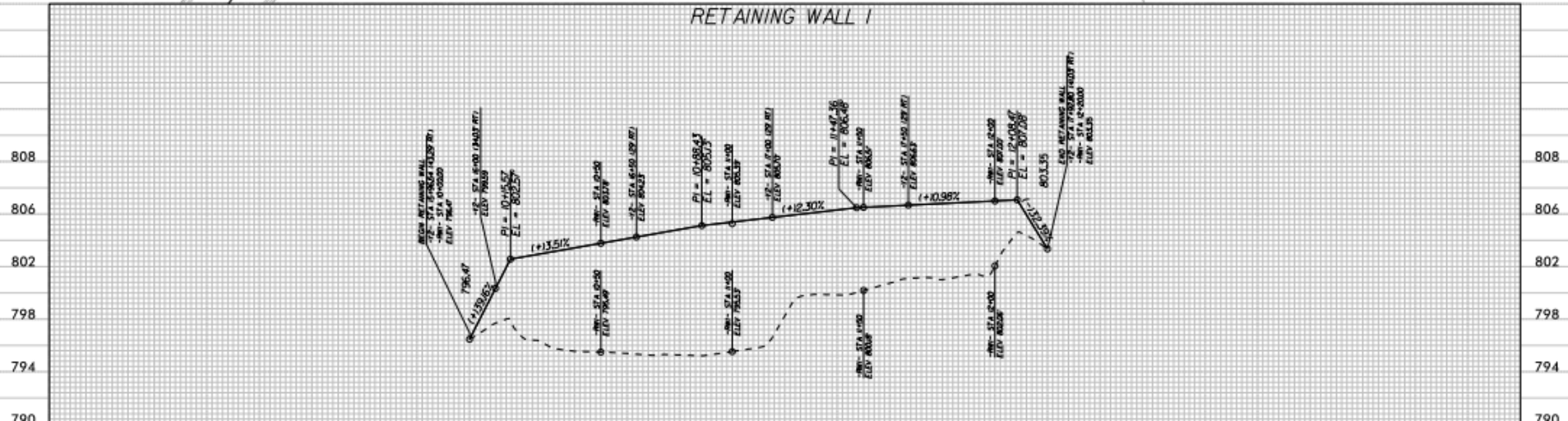
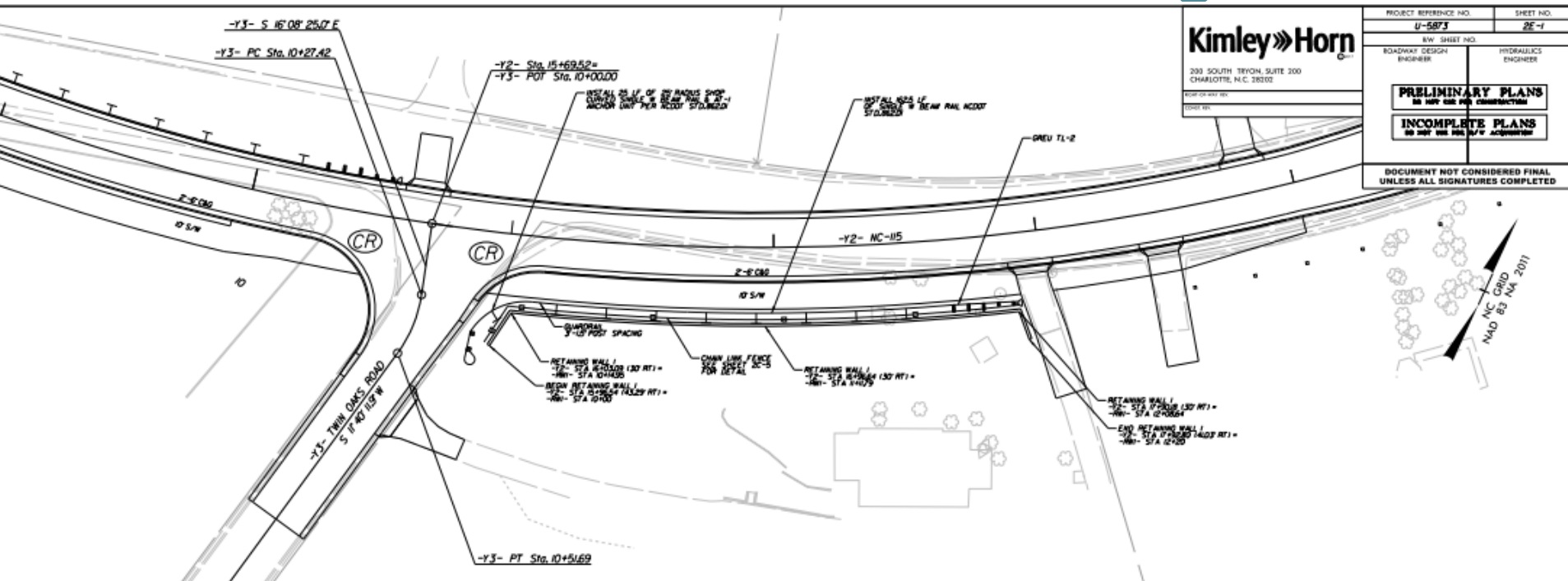
U-5873

Potts/NC 115 Intersection

U-5873 – Portion in Davidson



Davidson Green School – Retaining wall

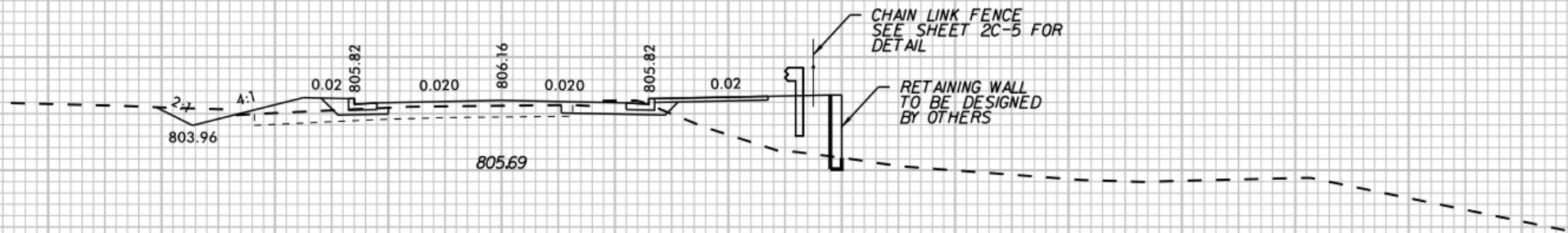


Davidson Green School – Retaining wall

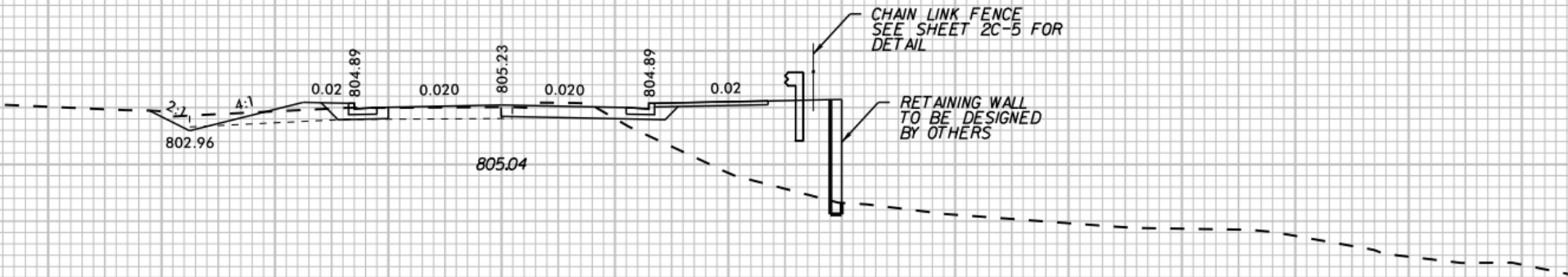


Green School – Cross Sections at wall

18+00.00



17+50.00

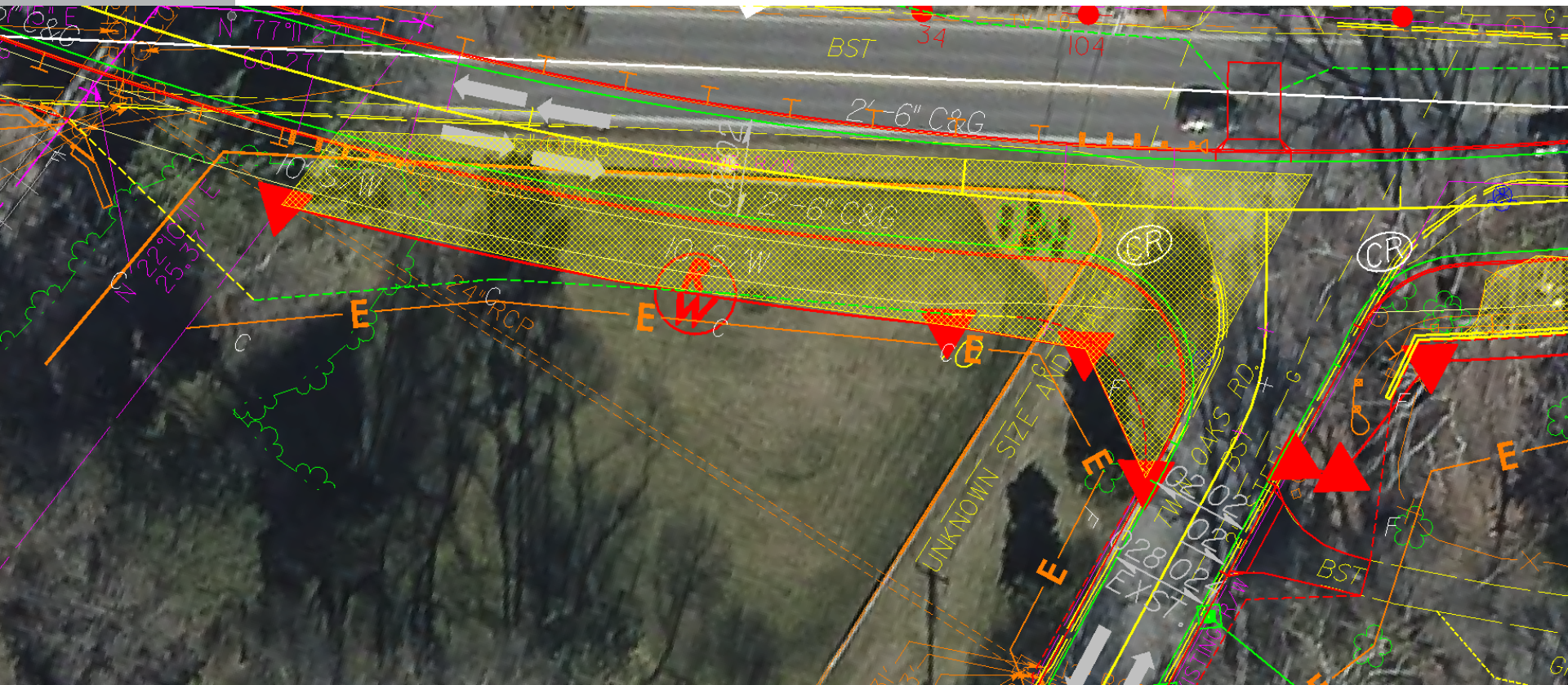


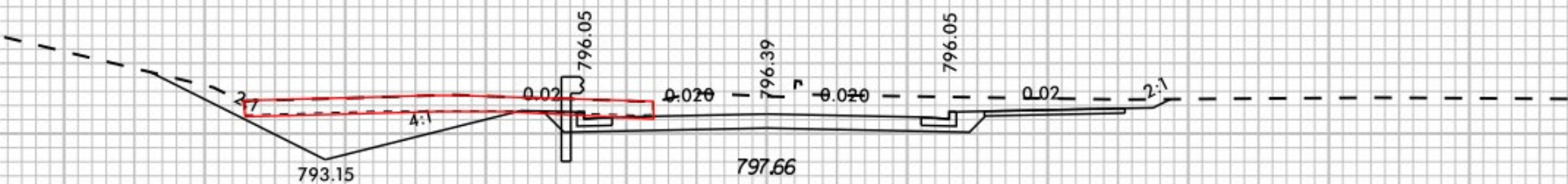
Burgess Parcel



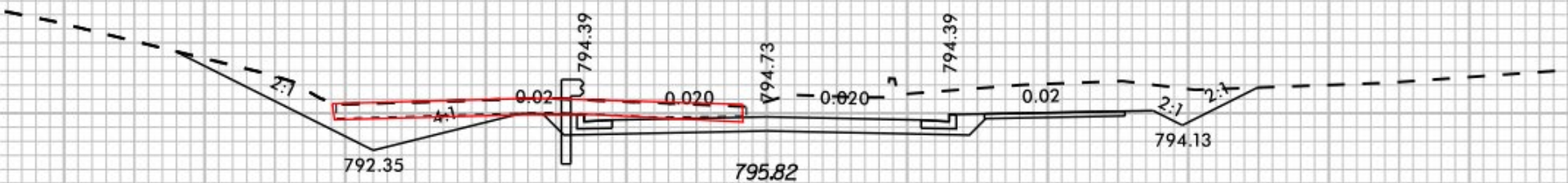
Burgess Parcel







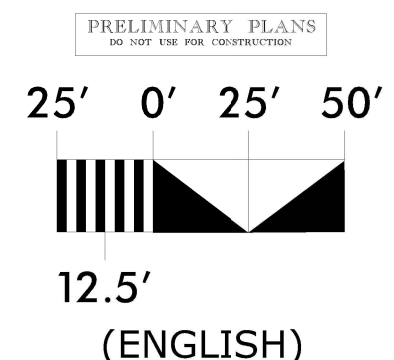
14 + 50.00



14 + 00.00

Questions?





UNITED STATES
POSTAL SERVICE

PUBLIC MEETING MAP
PROJECT U-5907
MECKLENBURG COUNTY
POTTS STREET EXTENSION & IMPROVEMENTS
U-5907 (MAP #1)

DAVIDSON POLICE
DEPARTMENT

DAVIDSON HISTORIC
DISTRICT

CROSS FIT ETERNAL
DAVIDSON

SLOAN ST.

EDEN ST.

JACKSON ST.

SLOAN ST.

CRANE ST.

POTTS ST.

WALNUT ST.

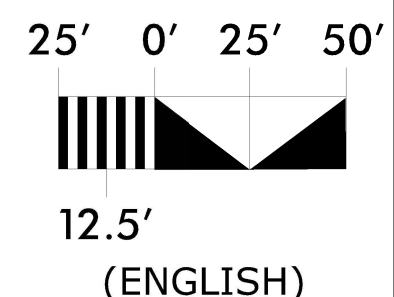
JETTON ST.

MATCHLINE

POTTS ST.

CATAWBA AVE.

CATAWBA AVE.



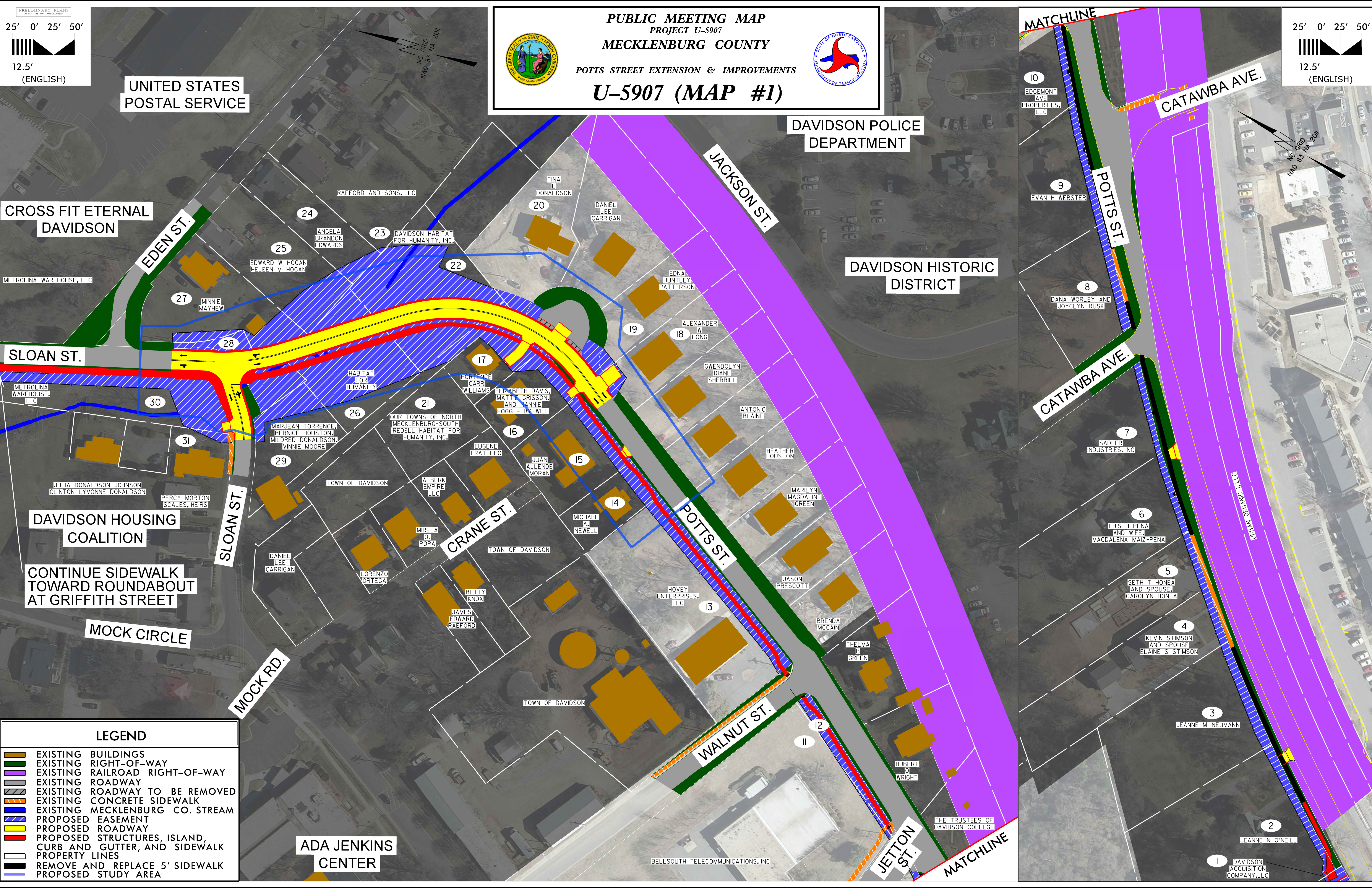
LEGEND	
	EXISTING BUILDINGS
	EXISTING RIGHT-OF-WAY
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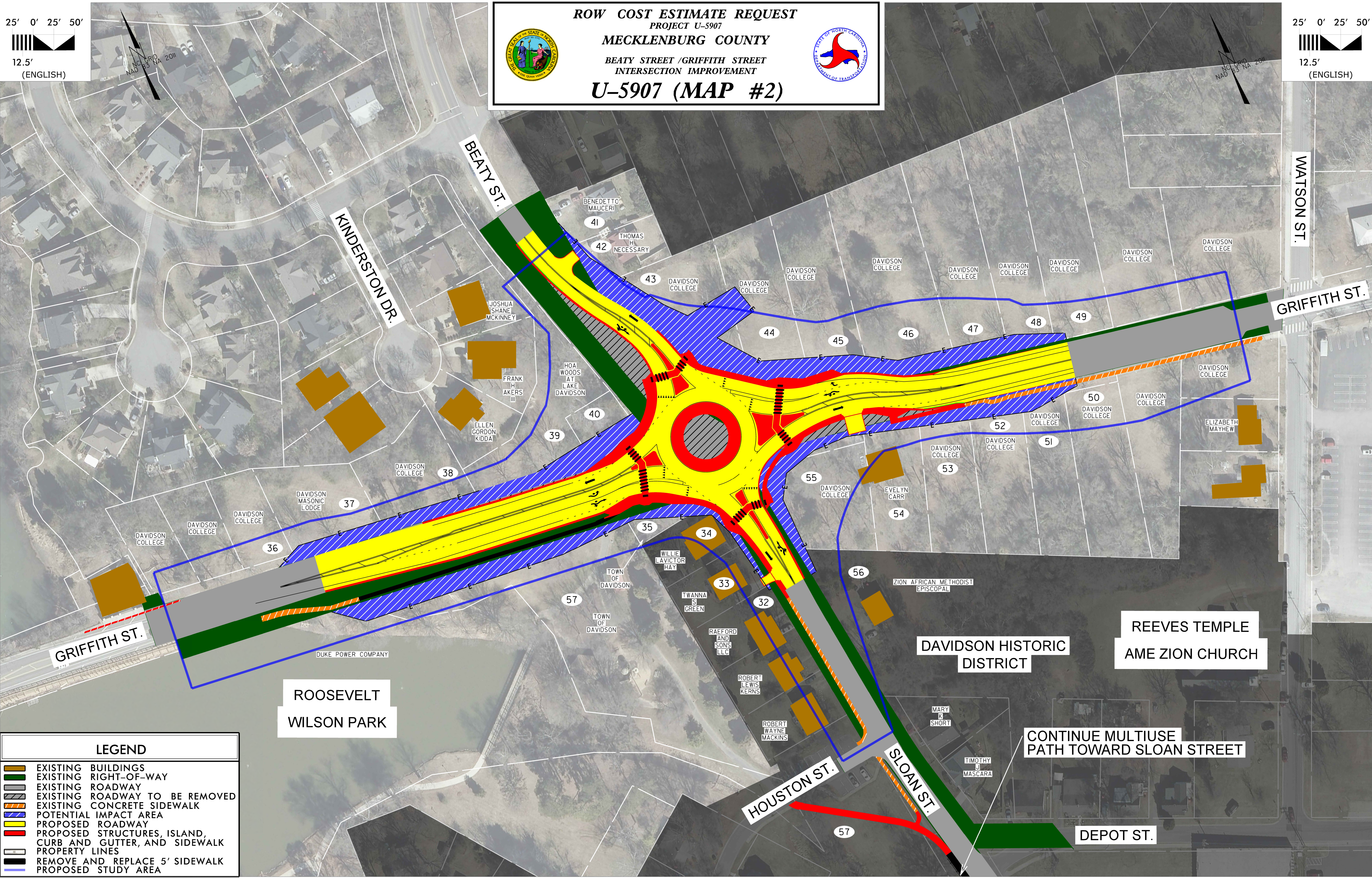
ADA JENKINS
CENTER

BELLSOUTH TELECOMMUNICATIONS, INC

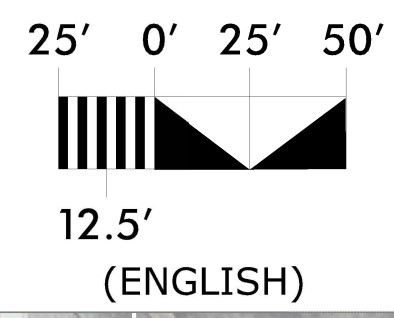
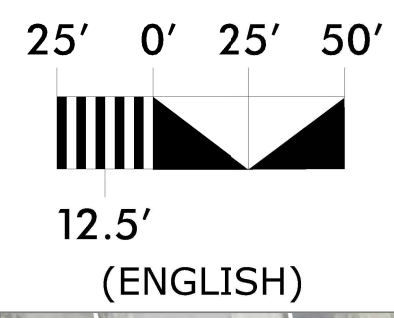
THE TRUSTEES OF
DAVIDSON COLLEGE

DAVIDSON
ACQUISITION
COMPANY, LLC





ROW COST ESTIMATE REQUEST
PROJECT U-5907
MECKLENBURG COUNTY
BEATY STREET /GRIFFITH STREET
INTERSECTION IMPROVEMENT
U-5907 (MAP #2)



LEGEND	
	EXISTING BUILDINGS
	EXISTING RIGHT-OF-WAY
	EXISTING ROADWAY
	EXISTING ROADWAY TO BE REMOVED
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	PROPOSED STUDY AREA



Agenda Title: LYNX System Update: North Corridor Transit Study Findings
Jason Lawrence, Senior Transportation Planner for CATS (Charlotte Area Transit System)

Summary: The LYNX system update is a regional study to reevaluate transit options in the region and update the system-wide plan with actionable projects. In the North Corridor, the study looked at four alternatives: 1) Red Line Commuter Rail; 2) I-77 BRT (Bus Rapid Transit); 3) US 21 Light Rail; and 4) US 21 BRT. CATS will share the findings of the study.

Summary:

ATTACHMENTS:

	Description	Upload Date	Type
▢	Agenda Memo - LYNX System Update, North Corridor Transit Study	2/8/2019	Cover Memo
▢	Presentation - LYNX System Update, North Corridor Transit Study 02.12.19	2/8/2019	Presentation



LYNX System Update, North Corridor Transit Study Findings

To: Davidson Board of Commissioners
From: Jason Burdette, Planning Director
Date: February 12, 2019
Re: LYNX System Update, North Corridor Transit Study Findings

1. OVERVIEW

The LYNX system update is regional study to reevaluate transit options in the region and update the system-wide plan with actionable projects. In the North Corridor, the study looked at four alternatives: 1) Red Line Commuter Rail; 2) I-77 BRT (Bus Rapid Transit); 3) US 21 Light Rail; and 4) US 21 BRT. CATS Senior Transportation Planner Jason Lawrence will describe the study and its findings which recommend pursuing the I-77 BRT alternative.

2. RELATED TOWN GOALS

Strategic Goal

Mobility / Transportation

The Town of Davidson will enable citizens to move freely throughout town via transit, car, bicycle, and on foot.

Core Value

Citizens need to move easily throughout the town and region, so government will provide a variety of options, such as sidewalks, bike paths, greenways, connected streets, and transit.

3. OPTIONS/PROS & CONS

Pros

- Once implemented, the results of this study will provide additional transit options to the north corridor towns.
- Implementation creates new mobility opportunities that can be implemented in short, medium, and long term.
- The study explores additional options beyond commuter rail.

Cons

Costs associated with implementation.

4. FYI or RECOMMENDED ACTION

FYI

5. NEXT STEPS

CATS will lead the following efforts in coordination with all of the North Corridor towns:

Short term

Village Rider and Express bus stop amenity improvements. Continued express lane bus service improvements as recommended in the North Corridor Mobility Study and Envision My Ride.

Medium Term

Implementation of an I-77 Bus Rapid Transit service from Charlotte Gateway Station to Mooresville to include:

- All day service including nights and weekends
- Four new park and rides and two new express lane direct-connects
- Integrated BRT stations into mixed use developments that also incorporate emerging mobility technologies for first/last mile.

Long Term

Continue dialogue with Norfolk Southern on use of the “O” line corridor for a Rapid Transit project.



LYNX SYSTEM UPDATE

Staff Recommendations

Davidson Board of Commissioners

February 12, 2019



- **Southeast Corridor (Silver Line)**

- MTC adopted light rail to Matthews as the LYNX Silver Line LPA in November 2016
- Need to determine Center City access

- **North Corridor (Red Line)**

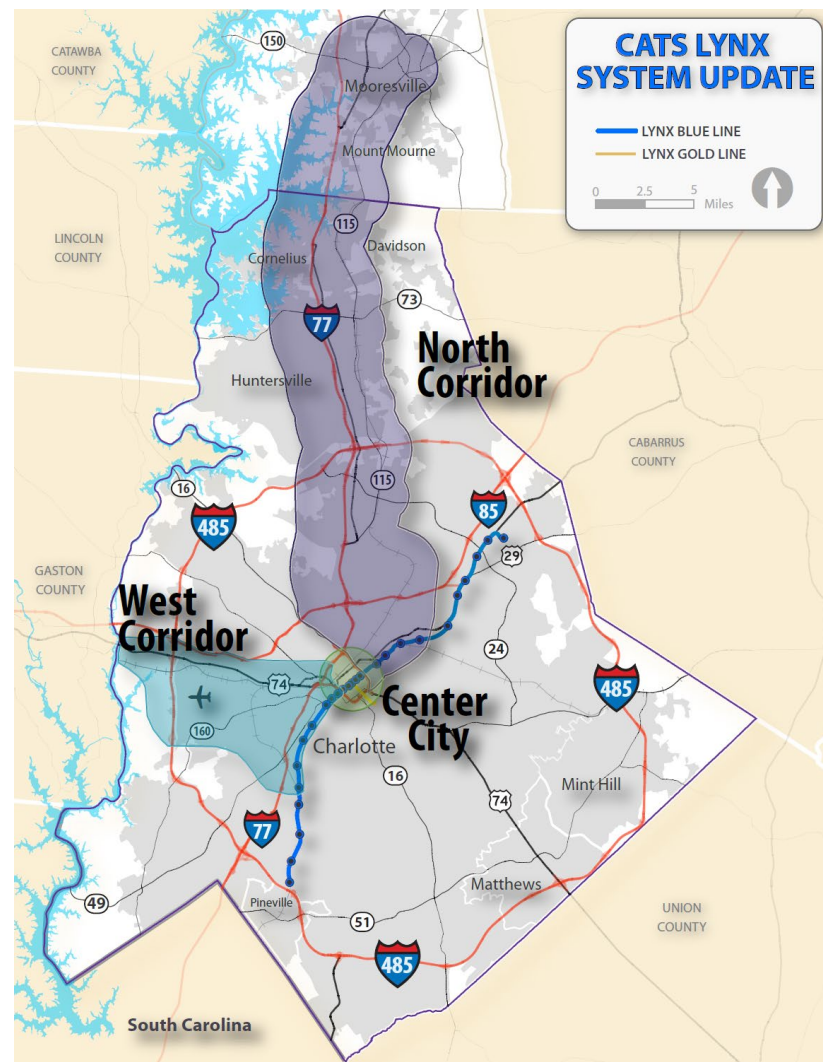
- LYNX Red Line LPA is commuter rail on Norfolk Southern (NS) O-Line
- Use of NS O-Line corridor problematic
- In addition to O-Line, the study considered rapid transit on other alignments

- **West Corridor**

- Extends approximately 9.5 miles from Uptown Charlotte to the Gaston County border
- Current LPA is streetcar
- Plan to study light rail and potential alignments

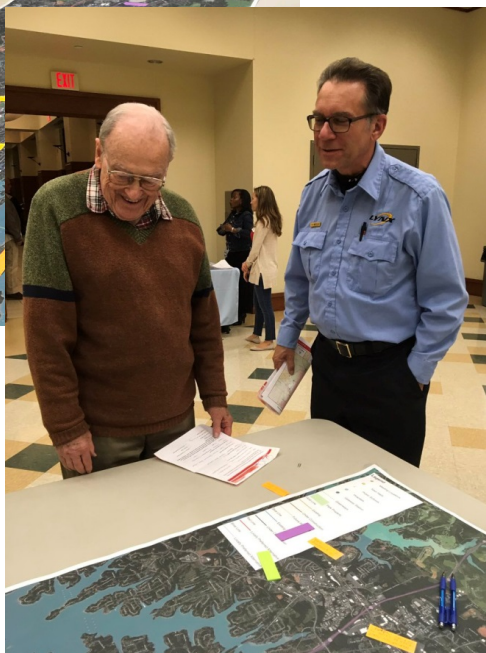
- **Center City Integration Study**

- Determine how best to integrate three corridors into Uptown with LYNX Blue Line, CityLYNX Gold Line, and Charlotte Gateway



19 Public Workshops

600+ Attendees at
Public Workshops



Cornelius Town Hall
October 17, 2017



19 Public Workshops

600+ Attendees at
Public Workshops

Gaston College, Belmont
August 21, 2018



 **Charlotte Area Transit System (CATS)** was live.
August 9 at 3:15 PM · 🌐

LYNX Red Line public meeting is underway this evening at Charles Mack Citizen Center in Mooresville. We will be here until 7:30 discussing future transit options. Can't stop by? Watch the public meeting LIVE now and comment with your questions!



3,200+

 Survey Participants

2,800+

 Facebook Live Public Workshop Video Views

CATS LYNX System Update

Progress 

LYNX System Update

Tell us about your needs for rapid transit.

Please consider: Which alternative in the North and the West Corridors best provides reliable transit to connect the region, enhances quality of life, increases mobility, and strengthens access to opportunities?

 Español

 Begin

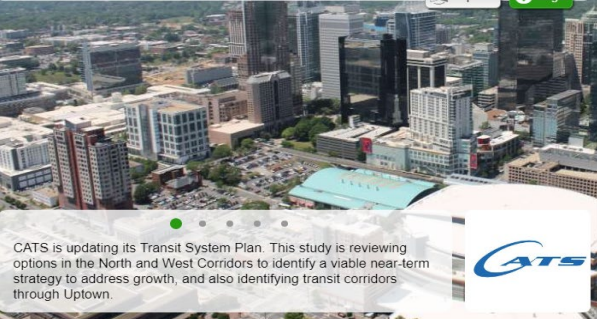
JOIN THE DISCUSSION

NORTH CORRIDOR

WEST CORRIDOR

CENTER CITY

THANK YOU



CATS is updating its Transit System Plan. This study is reviewing options in the North and West Corridors to identify a viable near-term strategy to address growth, and also identifying transit corridors through Uptown.



[Help](#) [Privacy](#) [About MetroQuest](#)



70

Stakeholder, Civic
Organization, and
Neighborhood Meetings



2,000

 Engaged



Establish **reliable transit** to connect the region, enhance quality of life, and strengthen access to opportunities



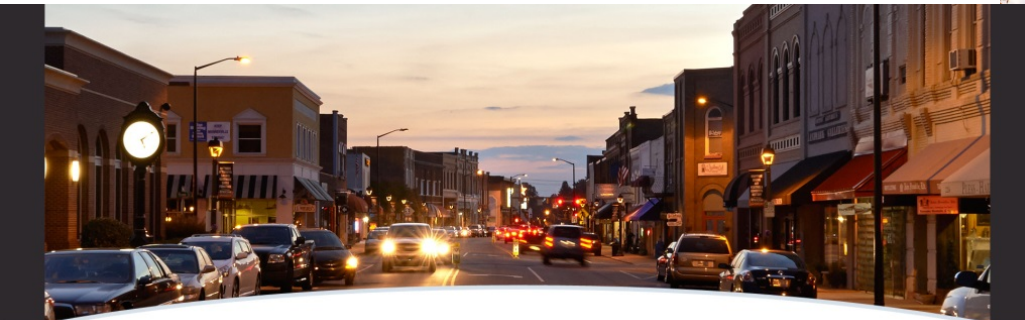
Use transit to **influence and shape growth** while respecting community character



Increase mobility in each corridor through effective transit investments

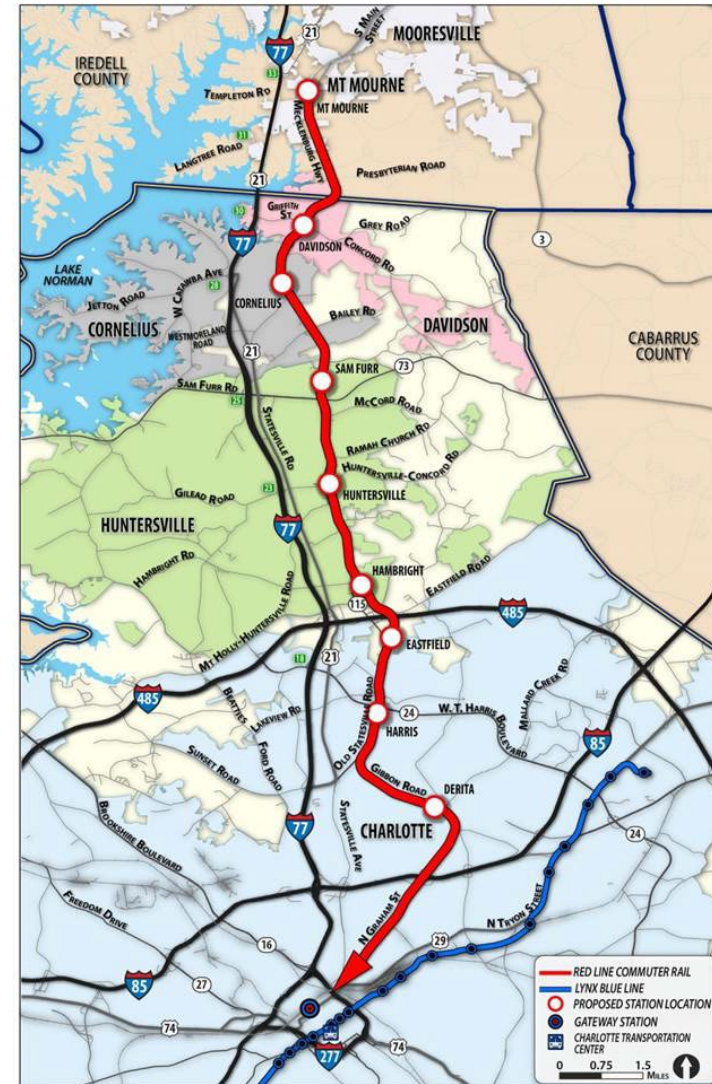


North Corridor



LYNX Red Line Commuter Rail

- Utilizes existing tracks owned by Norfolk Southern (NS) from south of Mooresville to Uptown Charlotte
- Strong downtown land use connection in Mooresville, Davidson, Cornelius, and Huntersville
- Intended to terminate at multimodal Charlotte Gateway Station
- Peak and limited midday service only
- Adopted rapid transit vision for the North Corridor since 1998
- LYNX System Update Study has evaluated potential rapid transit options for consideration by the MTC



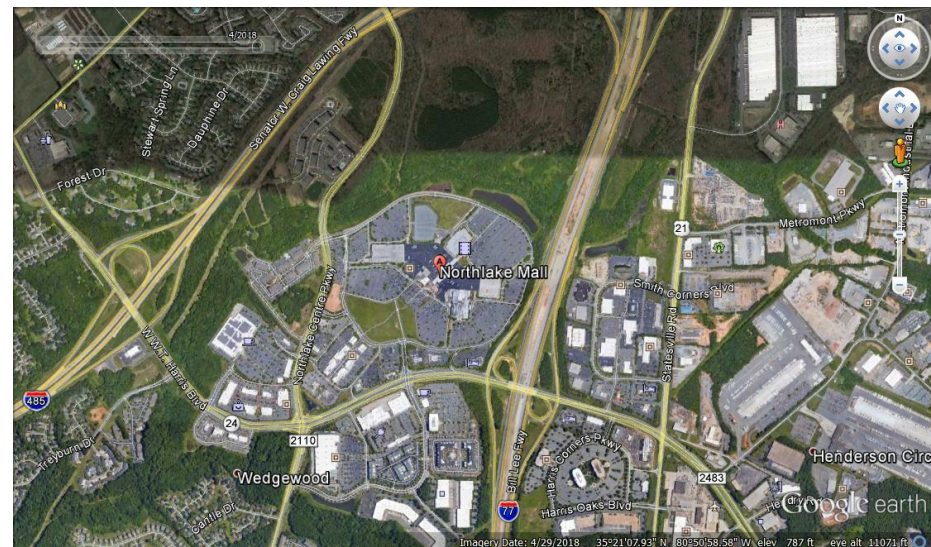
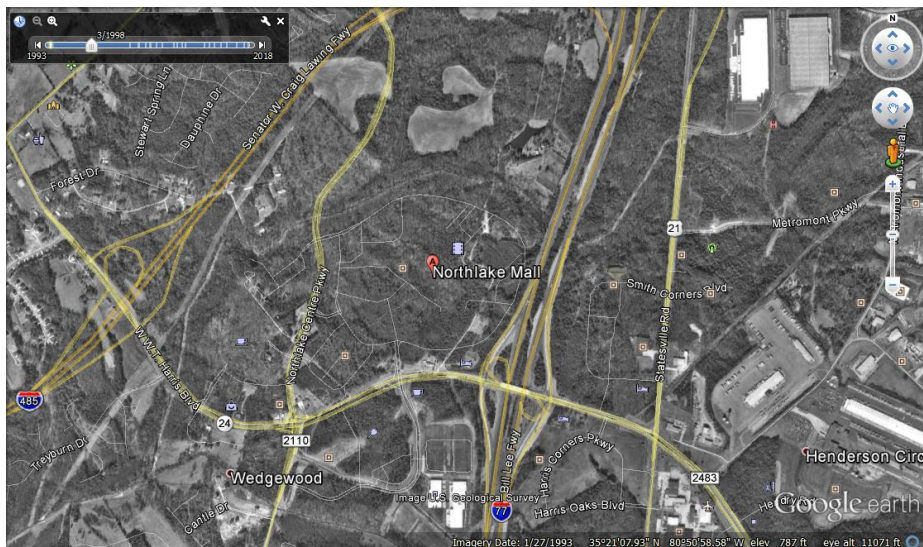
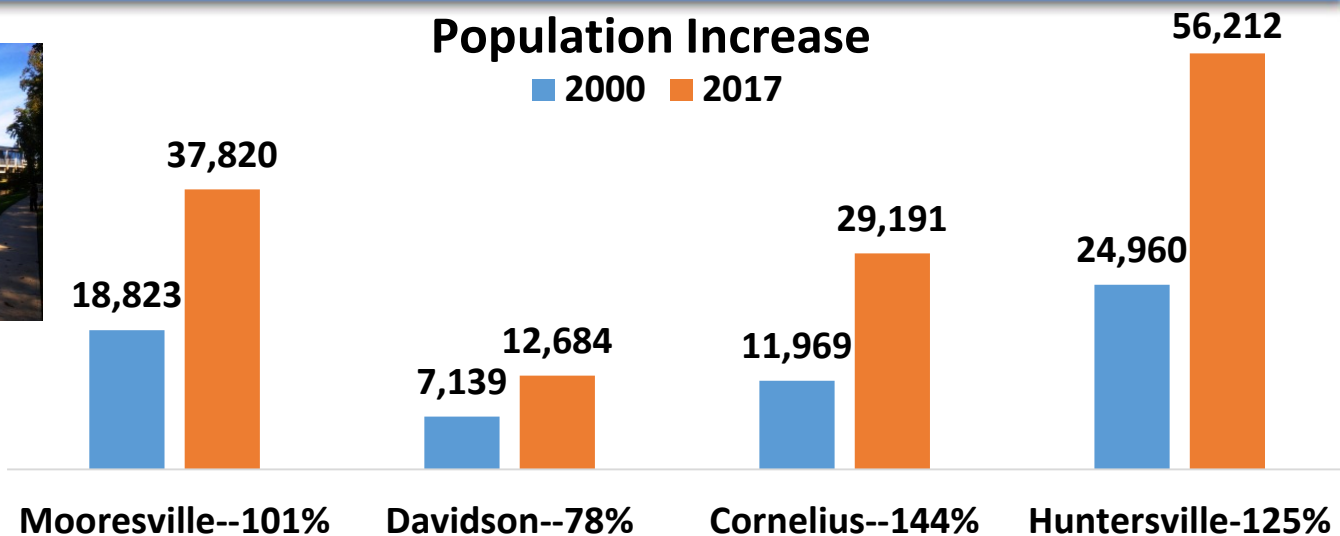
What's Changed since 1998?



Lowes moves to Mooresville in 2004

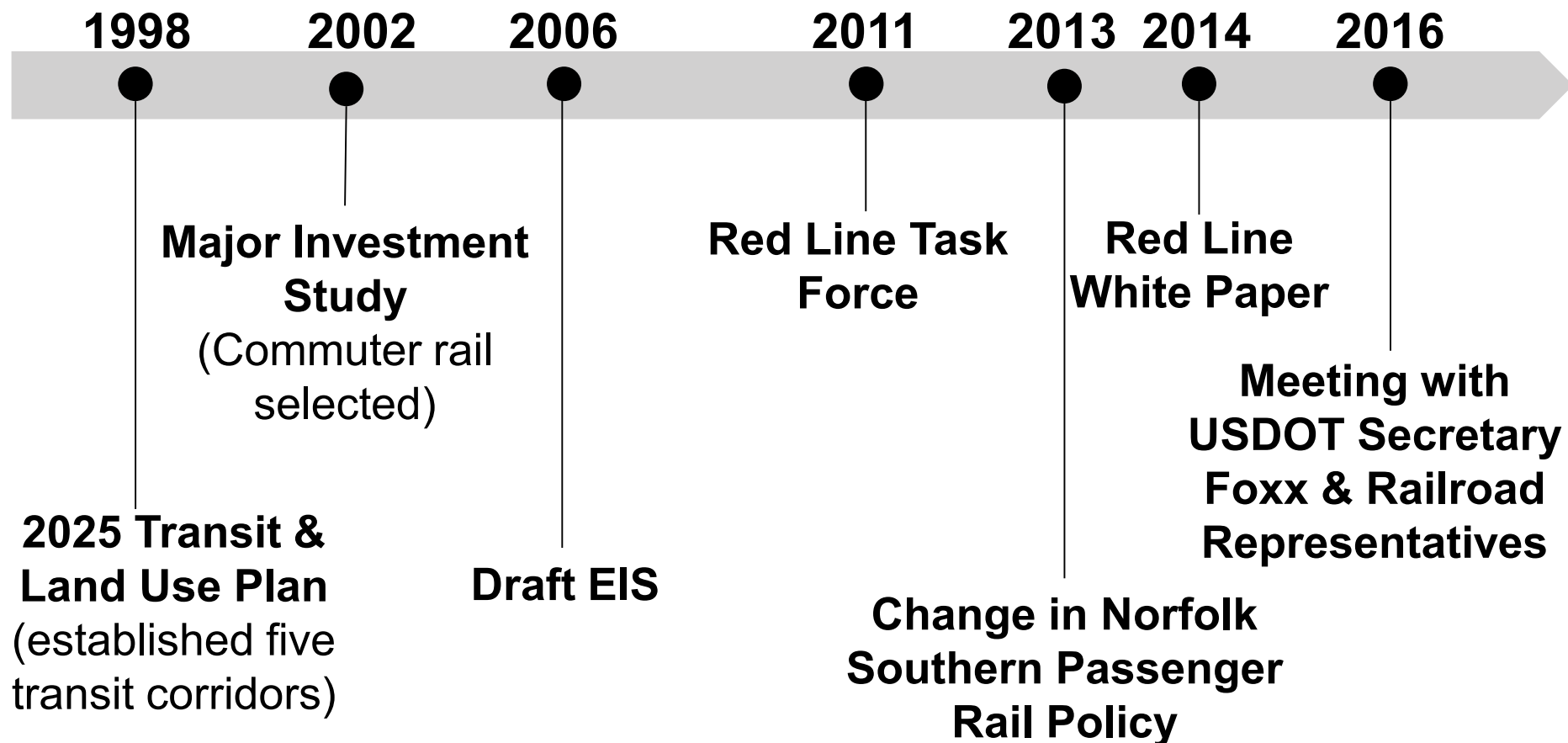
Population Increase

■ 2000 ■ 2017



1998--NorthLake Mall--2018

North Corridor Planning History



Norfolk Southern Corporation sent an updated letter to CATS on February 21, 2018



Norfolk Southern Corporation
Strategic Planning
Three Commercial Place
Norfolk, VA 23510

John V. Edwards
General Director Passenger Policy
757-629-2838
757-533-4884 – Fax
John.Edwards@nscorp.com

February 21, 2018

Via email only

John M. Lewis, Jr.
Chief Executive Officer
City of Charlotte – Charlotte Area Transit System
600 East Fourth Street – 9th Floor
Charlotte, NC 28202

Re: Proposed Passenger Projects

Dear Mr. Lewis:

First, I want to thank you for our close working relationship over the past couple of years. It has always been a pleasure.

I wanted to send our recently updated our 2013 passenger planning policy principles. You will note that nothing has changed in the principles – only the final two bullet points have been updated to address wording issues.

These passenger planning policy principles will guide our review of any new passenger initiative. They protect the safety of Norfolk Southern employees and communities, service to our freight customers, and the right-of-way and land needed to fulfill our freight transportation mission.

Please feel free to distribute this document to those who may be involved in progressing passenger initiatives in North Carolina. I am also happy to provide a separate policy that applies to the design and construction of passenger stations, should that be relevant.

As always, three primary conditions must be satisfied for NS to consider a passenger project. First, public and employee safety must be maintained or improved. Second, NS must model the configuration and effects of the proposed project, a process that can take several years. And third, any project – like our freight business – must provide a return for our stockholders. It is helpful to understand that the availability of project funding and an operational feasibility study are not the end of the discussion, but rather the beginning. Therefore, we always urge planning well in advance of when funding could become available.

Sincerely,



John Edwards

Passenger projects are meant to be successful, so the study will focus on the proposal's full -build scenario versus any interim plan. Along the same lines, freight volumes will grow, so any study will anticipate future freight levels.

- ***Norfolk Southern will want to preserve the ability to double track for freight operations***

GENERAL PRINCIPLES GUIDING NORFOLK SOUTHERN'S EVALUATION OF INTERCITY AND COMMUTER PASSENGER RAIL PROPOSALS

The following principles are a guide for planners of intercity and commuter rail proposals when working with Norfolk Southern. Of course, each proposal necessarily is unique, and NS' application of the principles to particular proposals will often be unique as well.

Safety is our paramount concern. Design, maintenance practices, and operating patterns always will emphasize safety.

An operational feasibility study is necessary to fully understand all potential impacts.

- The proposed passenger operation must create "transparency" in the affected rail system. Transparency is the capacity for passenger trains and freight trains to operate without delay, however, it is not a guarantee of no delay.
 - Passenger projects are meant to be successful, so the study will focus on the proposal's full-build scenario versus any interim plan. Along the same lines, freight volumes will grow, so any study will anticipate future freight levels.
 - Freight operations are long distance and customer driven, which precludes "passenger only" operating windows and temporal separation such as night-time-only freight operations.
 - Passenger projects might cause "network effects" on the NS system that are broader than the project area. Often, the studied geographic scope will have to be larger than the passenger project area in order to identify and address these effects.
 - Project costs associated with compliance with Federal Railroad Administration regulations are the responsibility of the project sponsor.
- The rail environment changes. Conditions attached to various forms of funding differ. Therefore, until funding is available, any passenger study is necessarily hypothetical.
 - A completed operational feasibility study by NS is a prerequisite to progress a project. NS will support only passenger project requests that have been fully studied and modeled.
 - As the transportation industry is dynamic, any proposal that does not secure funding cannot be shelved for future use – each proposal is unique, requiring its own up-to-date study.
 - Sometimes public funding comes with special conditions and requirements (including so-called "service outcome requirements"), which represent additional costs. Just as NS does not customarily agree to similar guarantees with our freight customers, the public sponsor will be responsible for any passenger guarantees.
 - It is possible that public funding may be taxable to Norfolk Southern, so the public sponsor must indemnify Norfolk Southern for any income taxes paid or incurred as a result of the receipt of public funding.

Freight operations are long distance and customer-driven, which precludes "passenger only" operating windows and temporal separation such as night –time-only freight operations.

- ***Additional, separate tracks are required for passenger service***

GENERAL PRINCIPLES GUIDING NORFOLK SOUTHERN'S EVALUATION OF INTERCITY AND COMMUTER PASSENGER RAIL PROPOSALS

The following principles are a guide for planners of intercity and commuter rail proposals when working with Norfolk Southern. Of course, each proposal necessarily is unique, and NS' application of the principles to particular proposals will often be unique as well.

Safety is our paramount concern. Design, maintenance practices, and operating patterns always will emphasize safety.

An operational feasibility study is necessary to fully understand all potential impacts.

- The proposed passenger operation must create "transparency" in the affected rail system. Transparency is the capacity for passenger trains and freight trains to operate without delay, however minimal, to each other, while still allowing for route maintenance.
 - Passenger projects are meant to be successful, so the study will focus on the proposal's full-build scenario versus any interim plan. Along the same lines, freight volumes will remain as they are; the study will not affect freight levels.
 - Freight operations are long distance and customer-driven, which precludes "passenger only" operating windows and temporal separation such as night-time-only freight operations.
 - Passenger projects must be evaluated in the context of the rail system that are broader than the project area. Often, the studied geographic scope will have to be larger than the passenger project area in order to identify and address these effects.
 - Project costs associated with compliance with Federal Railroad Administration regulations are the responsibility of the project sponsor.
- The rail environment changes. Conditions attached to various forms of funding differ. Therefore, until funding is available, any passenger study is necessarily hypothetical.
 - A completed operational feasibility study by NS is a prerequisite to progress a project. NS will support only passenger project requests that have been fully studied and modeled.
 - As the transportation industry is dynamic, any proposal that does not secure funding cannot be shelved for future use – each proposal is unique, requiring its own up-to-date study.
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 - It is possible that public funding may be taxable to Norfolk Southern, so the public sponsor must indemnify Norfolk Southern for any income taxes paid or incurred as a result of the receipt of public funding.

Light rail service involves use of equipment that is not appropriate for use on NS tracks. Physical separation is required.

- ***Additional, separate tracks with buffer space would be required***

- NS will coordinate the operational feasibility study. The cost of the study (including NS' time) is the responsibility by the sponsoring public agency. For planning purposes, NS can estimate study costs in advance. Studies are detailed and specific and take a year, and often longer, to complete.

NS will receive fair compensation for use of its transportation corridors.

- NS' corridors consist of track and right-of-way that might, or might not, be fully utilized at any given time. As rail traffic flows change over time, this capacity, and the flexibility and potential it represents, is a key NS asset.
- Amtrak has certain statutory intercity passenger service access rights and therefore is not a good example to use in determining the fair and commercial price for use of NS assets.
- In determining a fair price for use of assets, NS will factor in any new equipment (including Positive Train Control) and costs, as well as additional property and other taxes, that would not be incurred absent passenger service.

New and expanded passenger operations require adequate liability protection.

- Passenger operators must compensate or indemnify NS for additional risk created by passenger projects, and any such indemnification needs to be backed up by an adequate level of insurance.
- Liability issues can create major hurdles. Often, sovereign immunity issues must be overcome. The cost to the passenger carrier for insurance and indemnification is substantial, as borne out by our experience with commuter authorities.

Special considerations are necessary for high speed rail service and corridors.

- Norfolk Southern is pleased to assist states planning for dedicated HSR and will work with planners to insulate those corridors from interference with and from NS freight corridors.
- Passenger trains operating in excess of 79 mph require their own dedicated tracks. Passenger trains operating in excess of 90 mph require their own private right-of-way.
- Where higher-speed trains share tracks with conventional freight trains, they will be able to reach 79 mph maximum. Where shared track is concerned, higher-speed trains must meet the same safety standards as conventional trains.

Special considerations are necessary for light rail service and corridors.

- Light rail service involves use of equipment that is not appropriate for use on NS tracks. Physical separation is required.
- Attempts to operate "non-compliant" passenger equipment (equipment that does not meet Federal Railway Administration standards) in joint operations with freight trains are not viable.
- Light-rail and non-compliant project sponsors should approach NS early in the process so that NS can advise if any of the project elements are compatible with freight trains and track.

Commuter Rail



- Typically 2-5 miles between stations
- Typically operates during peak periods Monday – Friday with limited midday trips
- Typically single track with passing tracks

Light Rail



- Typically 1 mile between stations
- Typically all day service with frequent trips
- Typically double track



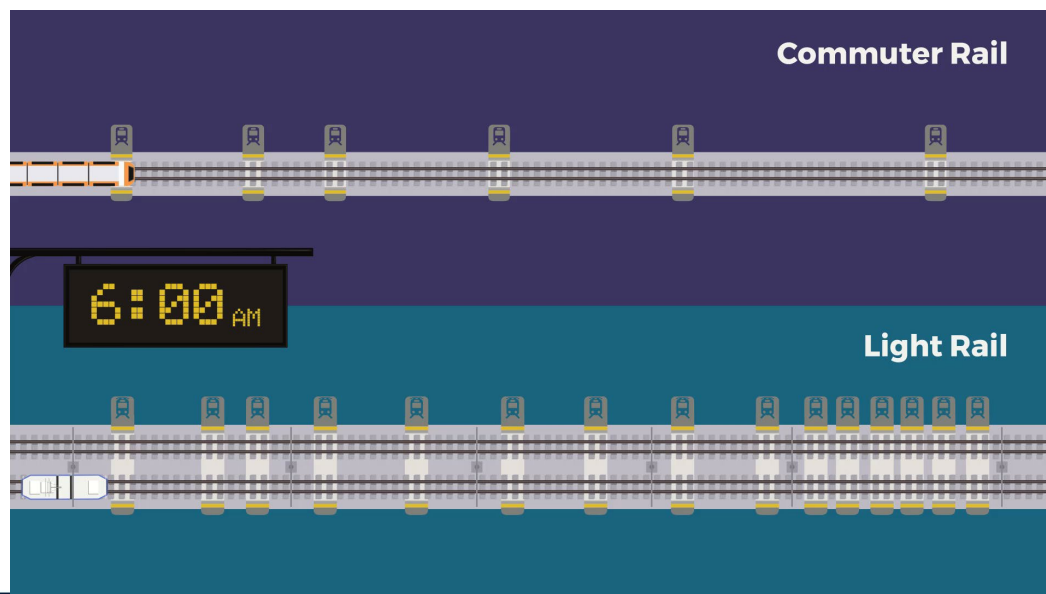
Trade Off Exercises

SPEED VS. ACCESS

MIXED-USE VS. STAND-ALONE STATION

PEAK DEMAND VS. ALL-DAY SERVICE

DRIVING VS. OTHER



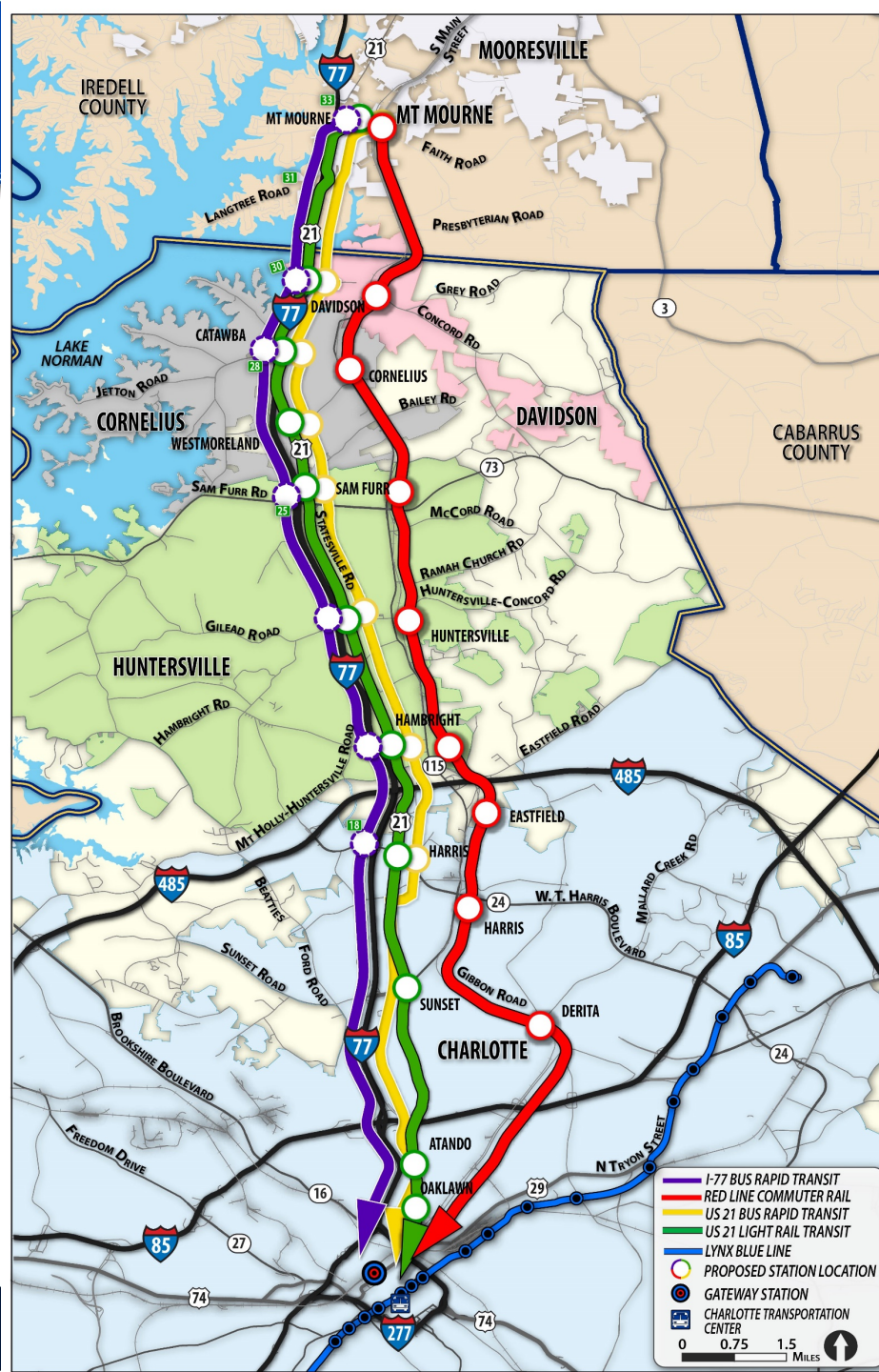
North Corridor Summer 2018 Rapid Transit Options

Red Line
Commuter
Rail






Interstate 77
BRT

US 21 Light
Rail

US 21 BRT



Alternative Highlights

-  Requires O Line agreement with Norfolk Southern and permission to cross their main line to access Gateway Station.
-  Travel time of 56 minutes is higher than options using the I-77 express lanes.
-  Frequent service desired, increasing operating costs and need for more passing tracks.
-  Only option directly serving downtowns of Huntersville, Cornelius, and Davidson.
-  Local service within towns is possible but is limited by service frequency.



LYNX Red Line Commuter Rail


Alternative Highlights

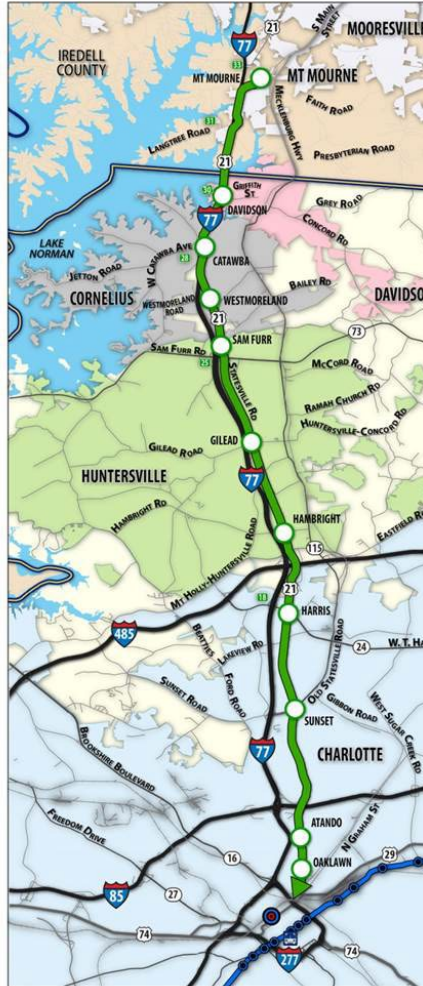
-  Low capital cost due to use of I-77 express lanes as transit guideway.
-  Travel time of 40 minutes is faster than other options due to express lanes and direct routing to park-and-ride lots.
-  New commute option that is now available due to construction of I-77 express lanes.
-  Transit-oriented development opportunities are more limited and require more creativity.
-  Local service within towns is not viable due to limited stops.



I-77 BRT

Alternative Highlights

-  Higher capital and operating costs than commuter rail.
-  Travel time of 63 minutes is much higher than other options.
-  Major new infrastructure required, including new bridge next to I-77 over Lake Norman.
-  Planned roadway widening will use most of the available right-of-way along US 21, requiring more space adjacent to US 21.
-  Frequent service provides strong connections between the towns.



US 21 LRT

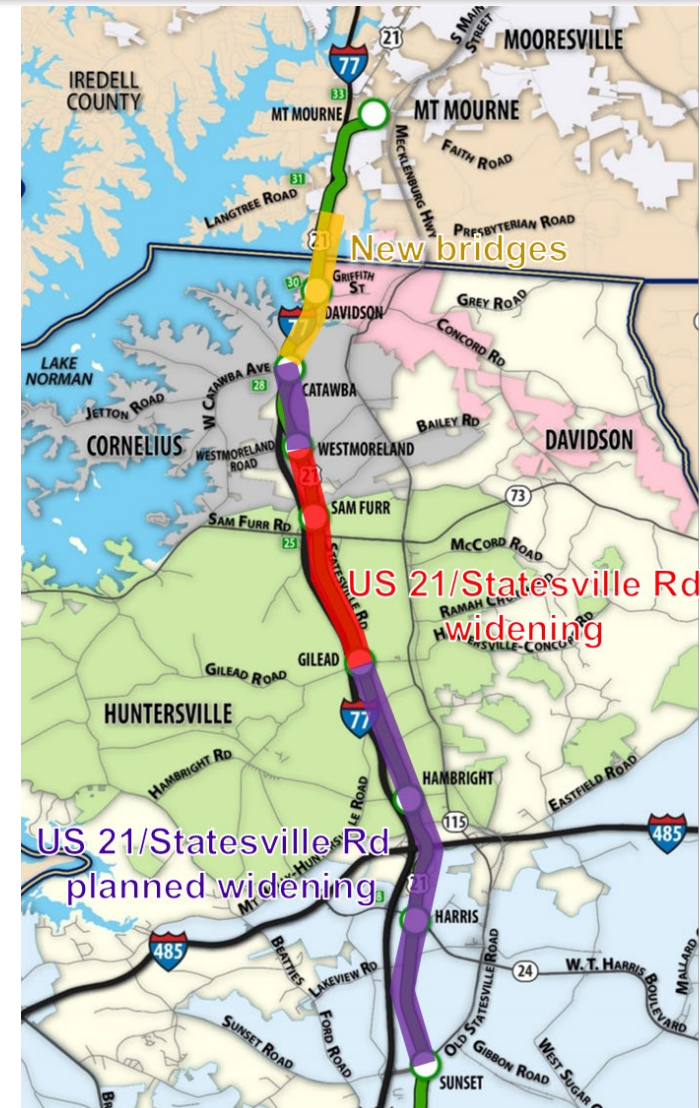
Alternative Highlights

-  Higher capital and operating costs than commuter rail, but capital costs are lower than for LRT.
-  Travel time of 54 minutes is less than LRT due to use of I-77 express lanes for some of the corridor.
-  Significant new infrastructure required, but less than LRT.
-  Planned roadway widening will use much of the available right-of-way along US 21, requiring more space adjacent to US 21.
-  Bus provides good opportunities for circulation within towns.

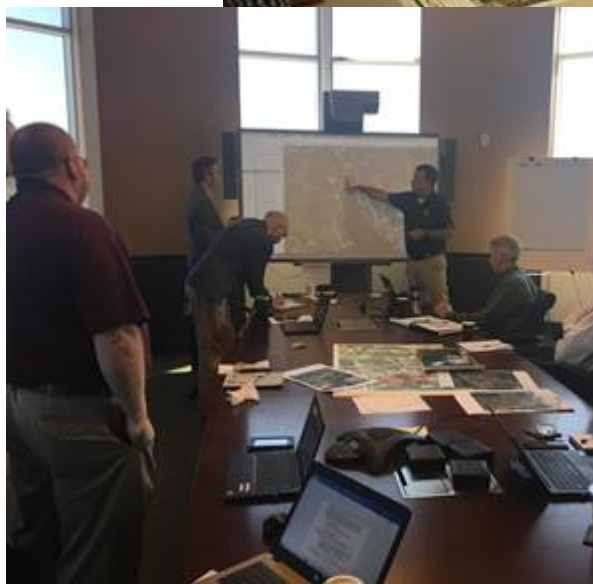


US 21/I-77 BRT

- Fall 2017 survey indicated a preference for more frequent service regardless of mode. However Summer 2018 survey indicated a preference for the LYNX Red Line commuter rail
- Advancing LRT or BRT along US-21/Statesville Rd. would require changes to NCDOT planned road projects and a shift in decades of land use planning
- In 2018 the project team held BRT station workshops with town staff September 18-20 and November 30



- Establish desired project design elements
- Potential direct connections to I-77 express lanes
- Potential station locations and types
- Mobility Hub concepts
- Land use opportunities



Flatiron Flyer BRT on US 36 in Colorado Denver to Boulder



- 6 stations
- 6 routes
 - Some express
 - Some serve all stations
 - Some stop on-street in Boulder and downtown Denver
- Frequent peak service
- Off-peak service all day, nights, and weekends
- Branded coach buses



Use of express lanes

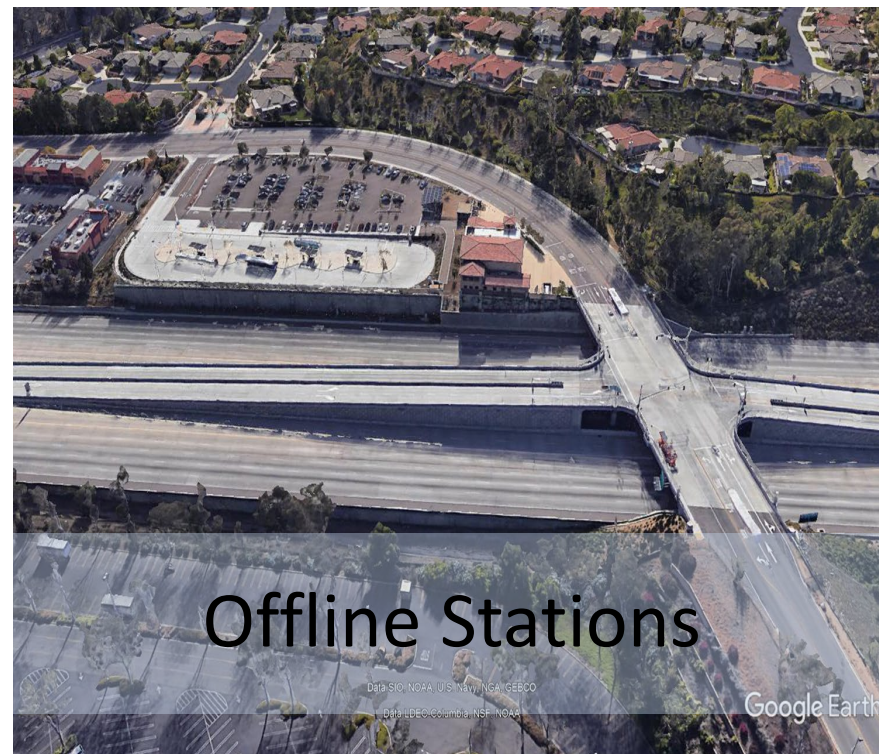
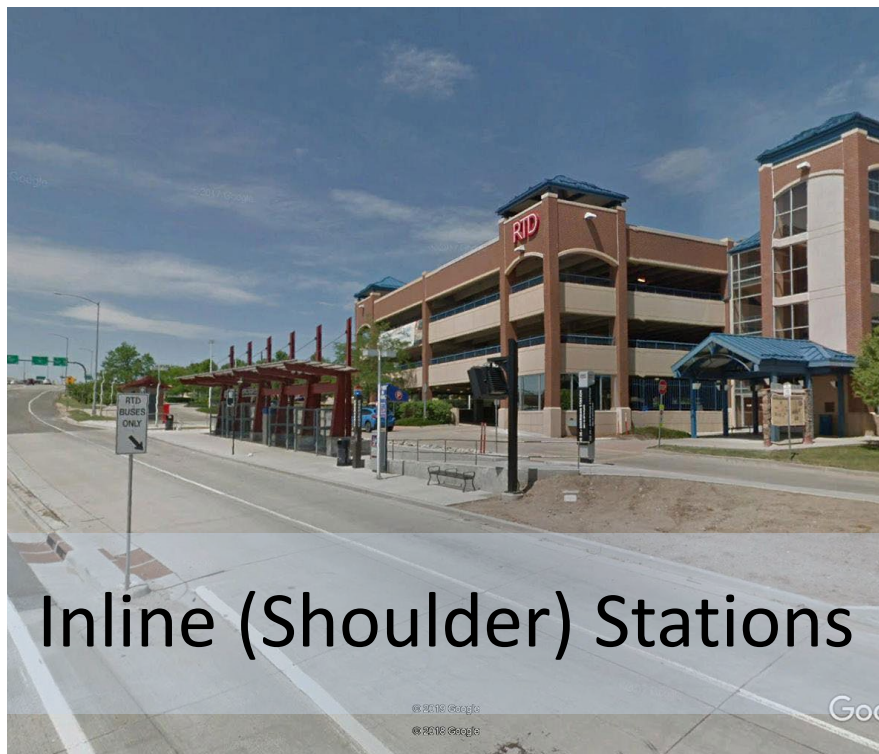


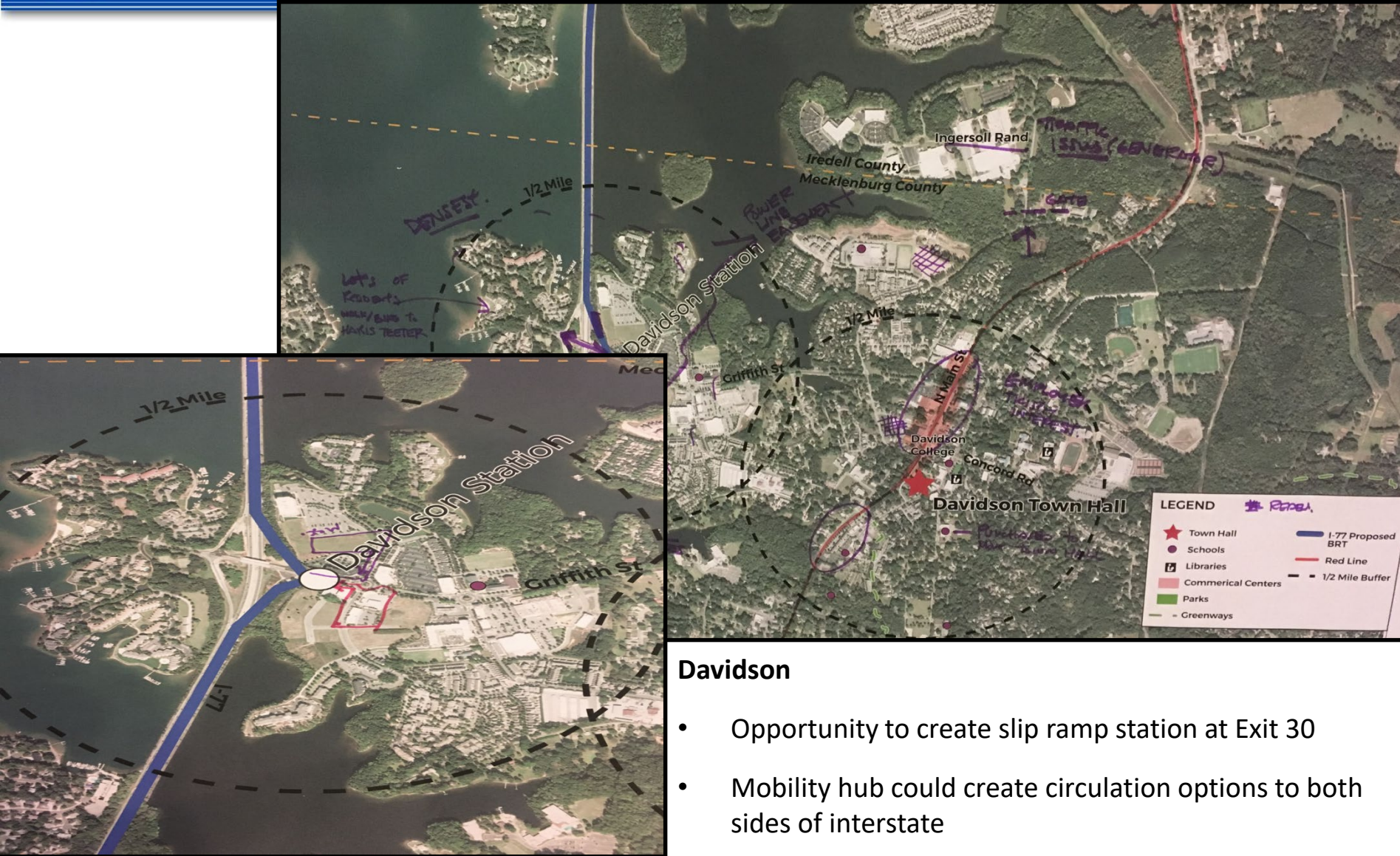
Stations functioning as local mobility and development hubs



Robust service plan

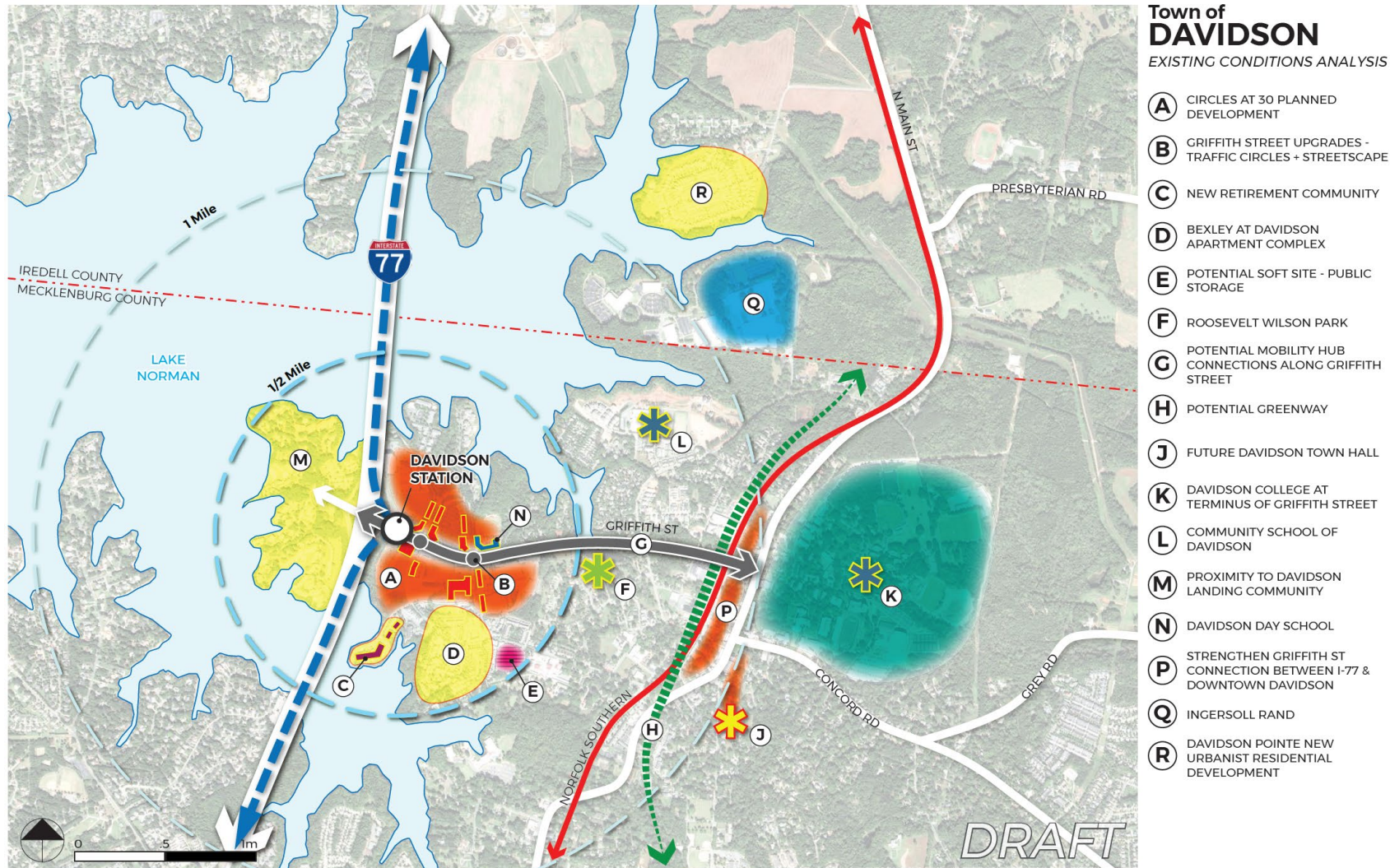
I-77 BRT – Types of Stations





Davidson

- Opportunity to create slip ramp station at Exit 30
- Mobility hub could create circulation options to both sides of interstate



1. Most appropriate location with the highest potential for trip capture in the immediate vicinity.
2. There is an approved Southeast Quadrant Master Plan from 1998 that is still applicable.
3. This entire area of town is located within the Lake Norman Critical Area of the watershed, investigate use of pervious pavers.
4. Develop a mobility hub for connections to downtown that includes parking and “future ready” capacity.
5. Any proposed park and ride at this location will need to coordinate with property owners
6. Maintain existing driveways and develop new road, bike, and ped network that is consistent with Mobility Plan

The LYNX Red Line Commuter Rail is the current North Corridor LPA. However, until the NS passenger rail policy changes there is no path forward. In order to meet the public's desire for rapid transit services and increased mobility, CATS staff recommends:

Short term

Village Rider and Express bus stop amenity improvements

Continued express lane bus service improvements as recommended in the North Corridor Mobility Study and Envision My Ride

Medium term

Implementation of an I-77 Bus Rapid Transit service from Charlotte Gateway Station to Mooresville to include:

- All day service including nights and weekends
- Four new park and rides and two new express lane direct connects
- Integrated BRT stations into mixed use developments that also incorporate emerging mobility technologies for first/last mile.

Long term

Continue dialogue with Norfolk Southern on use of the "O" Line corridor for a Rapid Transit project

- Mooresville
- Langtree
- Griffith
- Catawba
- NorthCross
- Gilead
- Hambright
- Northlake Mall

- Catawba (bus access to station)
- NorthCross (direct connect)
- Stumptown/Gilead (direct connect)

- Hambright
- Lakeview

- Center City Charlotte

I-77 BRT Critical Coordination

Possibility to extend service past Langtree

Fairview Rd overpass

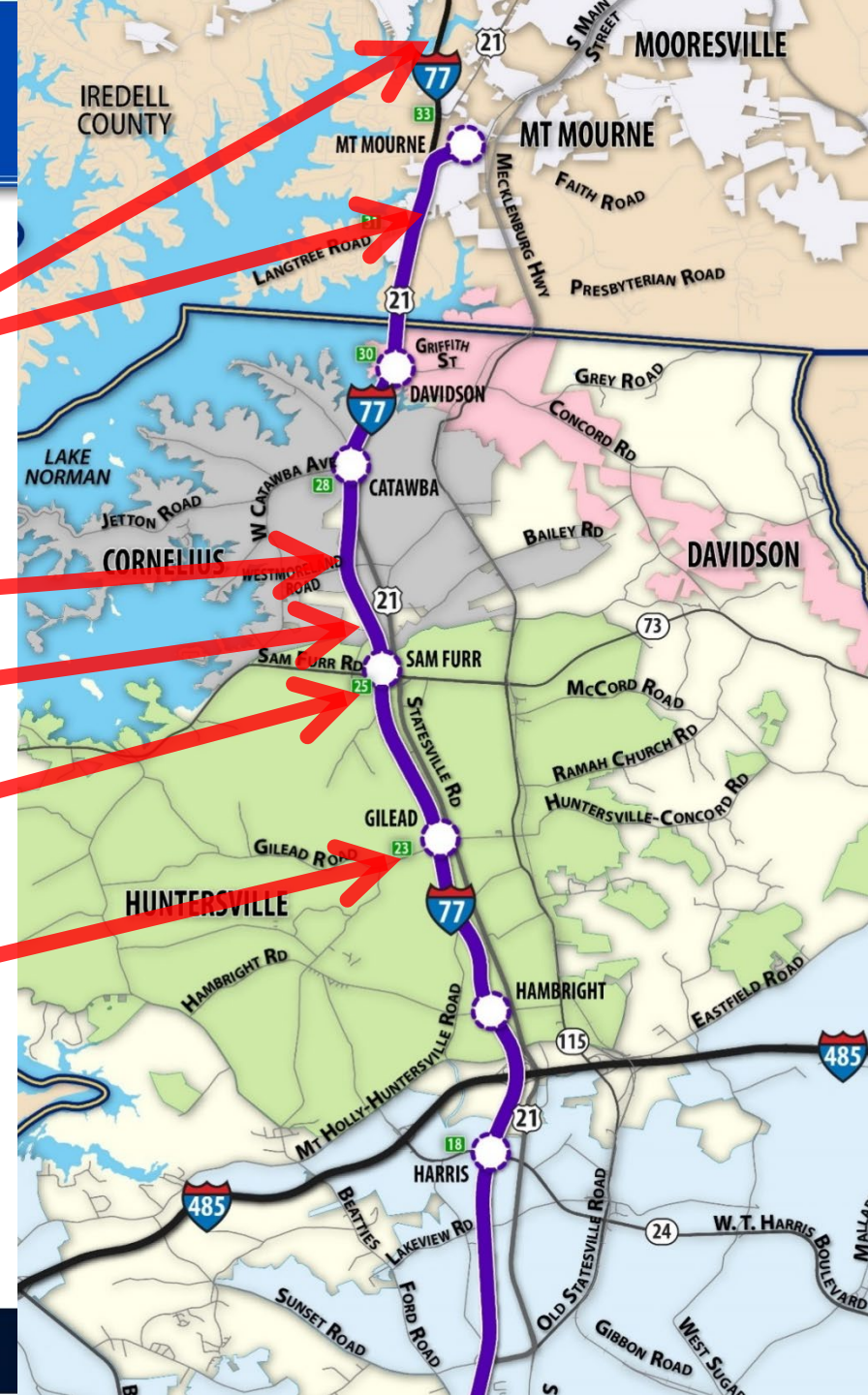
Westmoreland Rd interchange

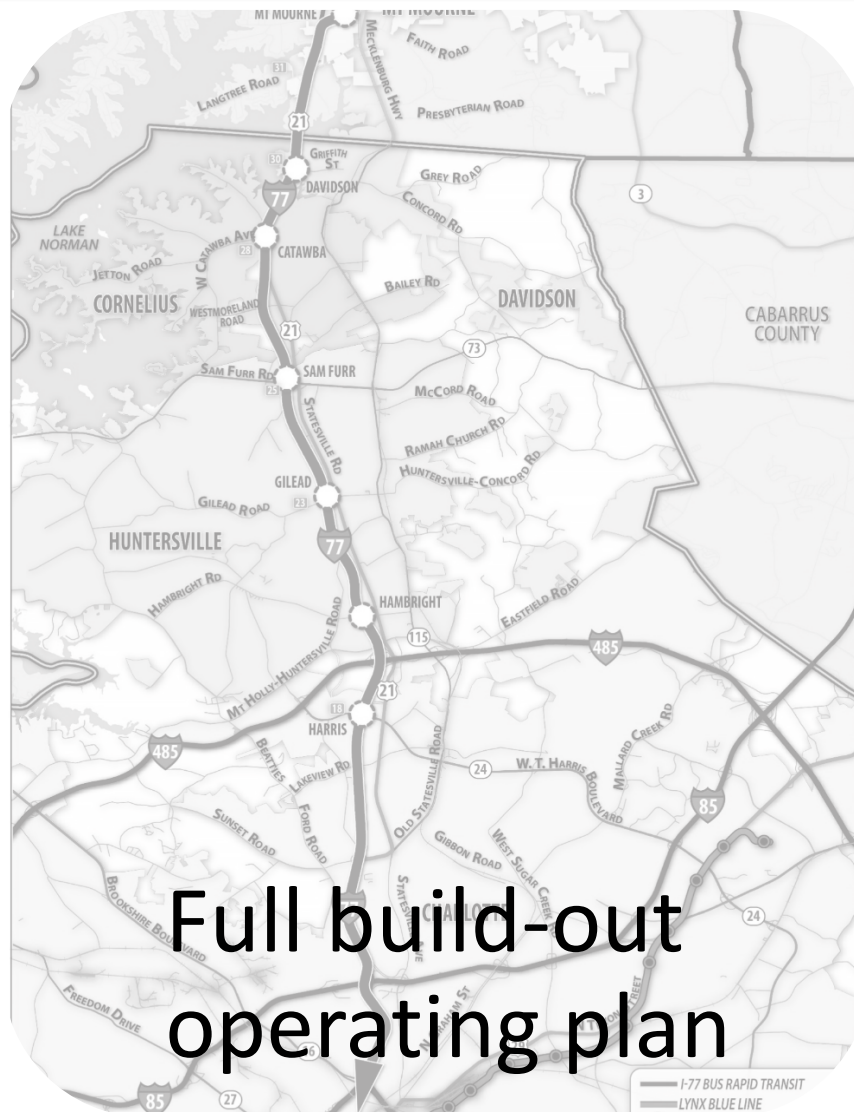
Bailey Rd flyover

Exit 25 reconfiguration

Exit 23 reconfiguration

Coordination with comprehensive land use planning efforts throughout corridor



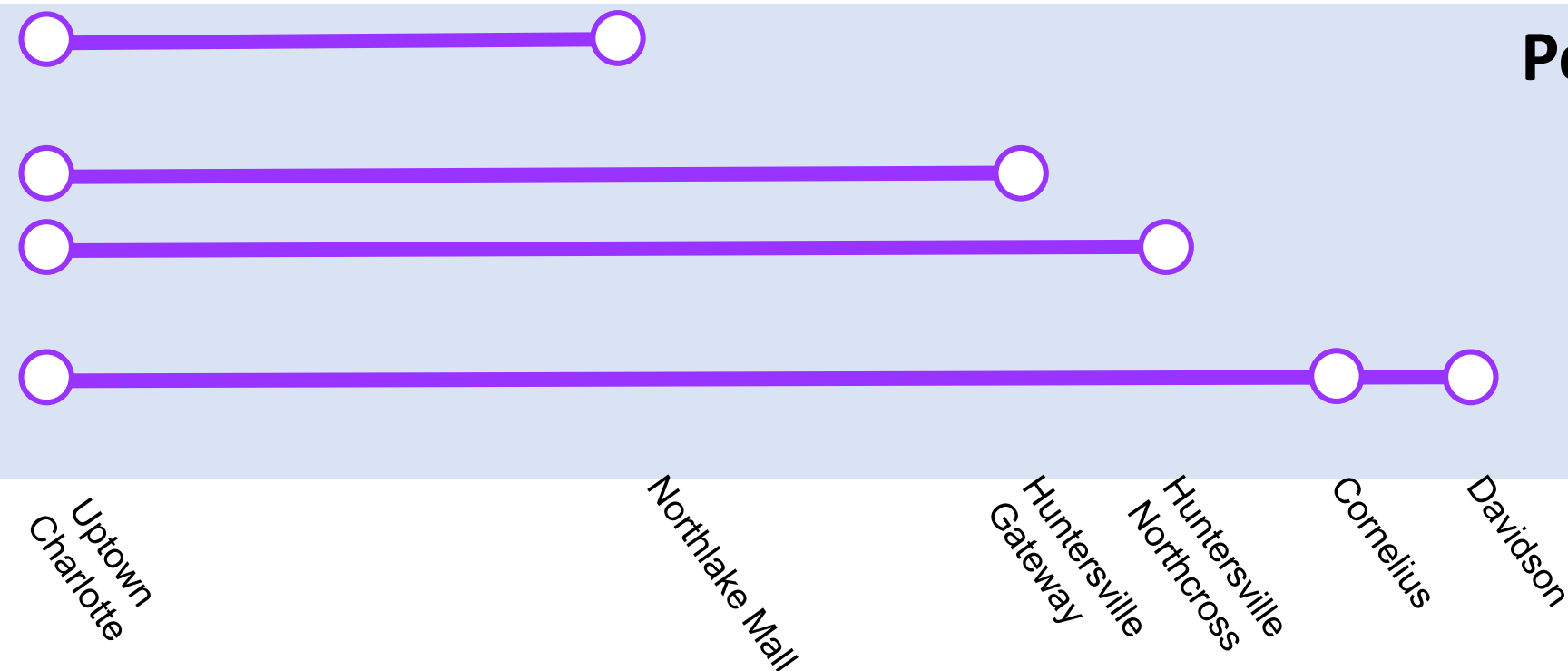


Family of services operating in the corridor



Mobility hub with flexibility to offer future autonomous service

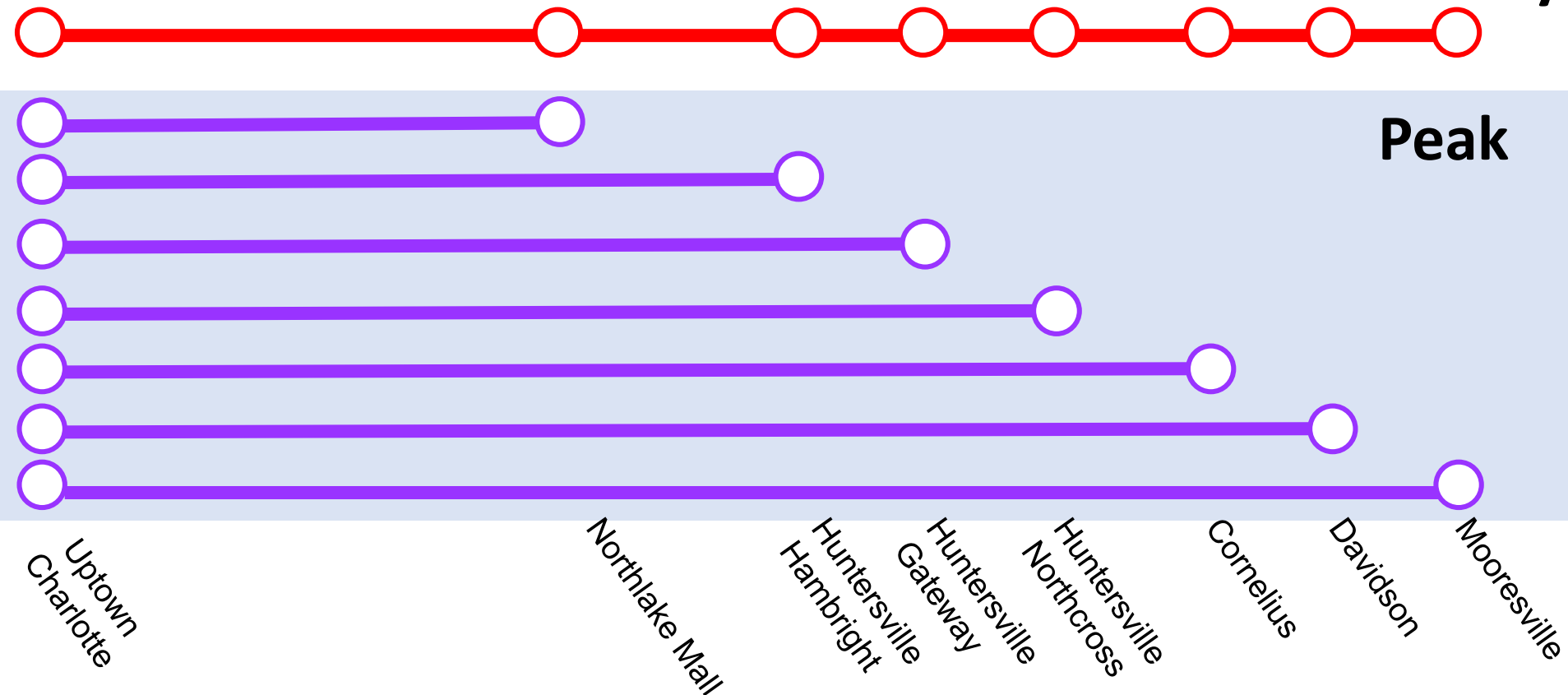
Peak



- **Peak direct service to existing park and rides**

All Day

Peak



- Peak direct service to existing and future park and rides
- Frequent service all day to each park and ride and stops
- Service would be provided in both directions

Current Study

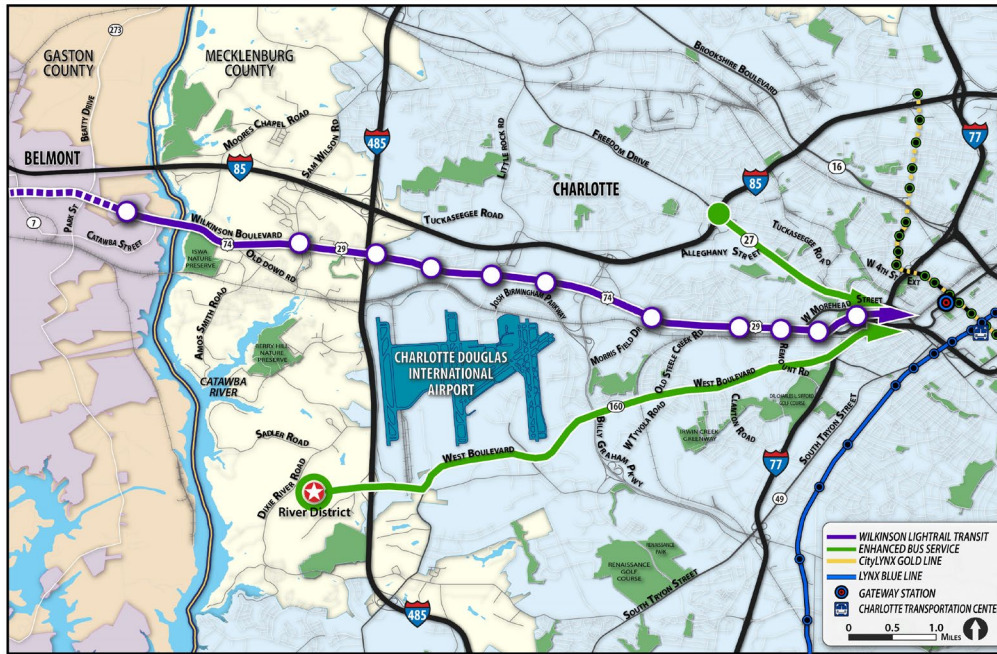
- Establishment of conceptual program of projects
- Development of initial illustrative station site framework concepts

Next Phase of Study

- Detailed evaluation of locations for stations and direct connects
- Coordination with NCDOT & I-77 Mobility Partners
- Community input on possible site locations
- Detailed operations planning for BRT service
- Site selection for park-and-rides

Future Implementation

- Submit program of projects for STI/FTA funding
- Final design for stations and direct connects
- Project construction

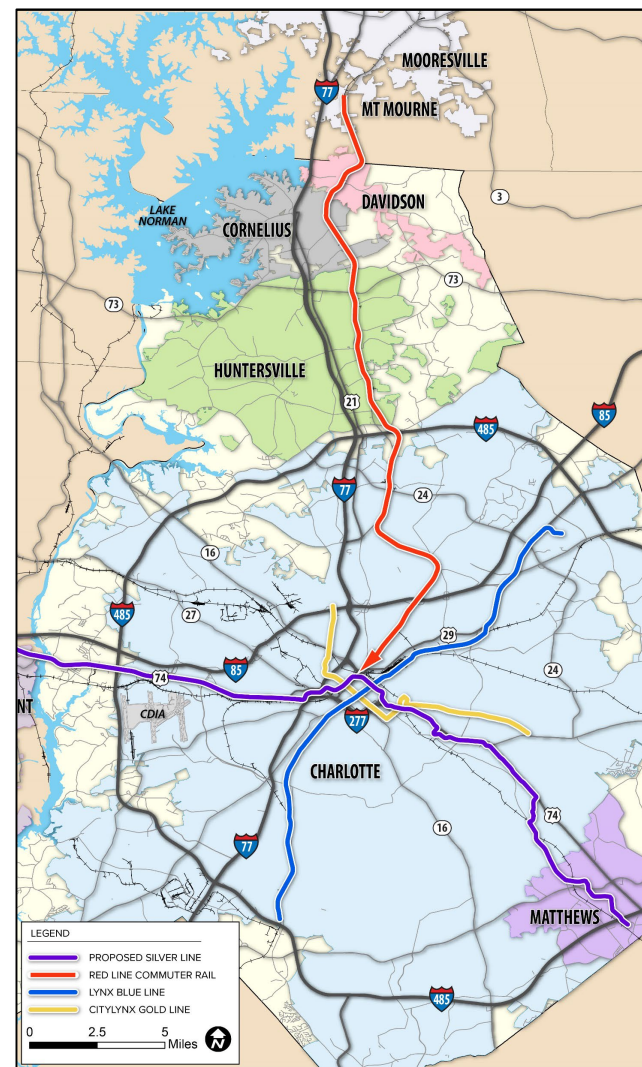


- Light rail replace streetcar as the West Corridor Transit Mode along Wilkinson Blvd.
- West Corridor be included in the LYNX Silver Line project
- Extend light rail across the Catawba River to the City of Belmont
- As part of the Regional Transit Study, evaluate light rail to downtown Gastonia



- During the LYNX System Update and the Regional Transit Engagement Series there was significant interest in rapid transit to Pineville and Ballantyne
- CATS recommends to continue the LYNX System Update efforts by beginning an immediate LYNX Blue Line Extension study to Pineville and Ballantyne as well as develop near-term mobility options

- Continue to meet with stakeholders including Affordable Housing Agencies
- Cornelius Town Board, February 4
- Davidson Town Board, February 12
- Lake Norman Transportation Commission, February 13
- Charlotte Regional Transportation Planning Organization, February 13
- Huntersville Town Board, February 18
- CATS staff will present the LYNX System Update Staff Recommendations as an action item at the February 27, 2019 MTC Meeting





LYNX SYSTEM UPDATE

Staff Recommendations

Questions?





Agenda Title: Davidson Commons East Lot 4D, Map Amendment Pre-Development Consultation

Senior Planner Trey Akers

Summary: The applicant proposes to re-designate approximately 3.14 acres located on Davidson Gateway Dr. from Conditional Planning Area to Lakeshore Planning Area. The applicant envisions a development of approximately 38 single-family homes, including homes constructed on-site to meet the Davidson Planning Ordinance requirements for Section 5 Affordable Housing. The applicant is meeting with the board of commissioners to understand the viability of the Map Amendment (i.e. rezoning) request prior to initiating the official Map Amendment process. The applicant does not anticipate asking for any exceptions to the Davidson Planning Ordinance as part of the Map Amendment process.

Summary:

ATTACHMENTS:

Description	Upload Date	Type
□ Agenda Memo - Davidson Commons East Lot 4D, Map Amendment Pre-Development Consultation 02.12.19	2/8/2019	Cover Memo
□ Presentation - Davidson Commons East Lot 4D, Map Amendment Pre-Development Consultation 02.12.19	2/8/2019	Presentation
□ Attachment - Davidson Cottages Site Plan 02.12.19	2/8/2019	Backup Material
□ Attachment - Davidson Cottages Statement of Compliance 02.12.19	2/8/2019	Backup Material



STAFF ANALYSIS

To: Board of Commissioners
From: Jason Burdette, Planning Director
Date: February 12, 2019
Re: Davidson Commons East Lot 4D, Map Amendment Pre-Development Consultation

1. INTRODUCTION

APPLICANT INFO

- **Owner:** Saussy Burbank
- **Designer:** Woodbine Design
- **Location:** 219 Davidson Gateway Dr. (Parcel ID: #00323193)
- **Planning Area(s):** Conditional Planning Area
- **Area:** 3.14 Acres

REQUEST

The applicant proposes to re-designate approximately 3.14 acres located on Davidson Gateway Dr. from Conditional Planning Area to Lakeshore Planning Area. The applicant envisions a development of approximately 38 single-family homes, including homes constructed on-site to meet the Davidson Planning Ordinance requirements for Section 5 Affordable Housing. The applicant is meeting with the Board of commissioners to understand the viability of the Map Amendment (i.e. rezoning) request prior to initiating the official Map Amendment process. The applicant does not anticipate asking for any exceptions to the Davidson Planning Ordinance as part of the Map Amendment process.

2. PLANNING STAFF PRELIMINARY REVIEW

OVERVIEW

The applicant proposes a Map Amendment for +/- 3.14 acres currently zoned Conditional Planning Area to be re-designated as Lakeshore Planning Area. The purpose of tonight's discussion is to determine whether the Board of commissioners would like to see this proposed rezoning move through the formal Map Amendment (i.e. rezoning) process.

Note: Although as part of this work session the project team has provided a description (i.e. Statement of Compliance) and site plan illustrating their potential development, the plan would not be part of the official rezoning process. However, these materials have been provided by the applicant to aid in the discussion about what a rezoning would mean and this specific project team's intentions concerning the site. The decision to re-designate the land from Conditional Planning Area to Lakeshore Planning Area would be based on the Board of Commissioner's determination that Lakeshore Planning Area is an appropriate designation for the site.

LAKESHORE PLANNING AREA

Per Davidson Planning Ordinance (“DPO”) Section 2.2.6, the Lakeshore Planning Area is located at the town’s western 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 residential development of varying intensities integrated within corporate, commercial, and retail mixed-use development. This planning area is within the state-mandated watershed overlay district; thus, development should be more concentrated in form with a smaller footprint. Shorelines must be preserved for public use and aesthetic character.

The Lakeshore Planning Area permits an array of building types ranging from detached homes (single-family and duplex), attached homes (triplex and quadplex), townhomes, and multi-family residential buildings to Live/Work, Storefront, and Workplace commercial and mixed-use buildings (DPO Table 2-21). The list of permitted uses in Table 2-20 is equally diverse, ranging from commercial, professional, and retail services to institutional uses such as public safety, childcare, and recreational facilities.

Keeping with the expressed emphasis on compact development noted earlier, the setbacks in the Lakeshore Planning Area encourage development to locate close-to the street. Most building types do not require a minimum setback distance and a few building types set the maximum setback as zero feet (Table 2-22). This reinforces the walkable character of the area and uses land more efficiently in this particular context where water quality proves critical.

Other standards to note include a minimum open space requirement of five percent of the land area and a requirement that 100 percent of the lakeshore must be preserved for public access. The latter criterion would not apply to this parcel since it does not feature lake front area.

TIMELINE/PROCESS

In the spring of 2016, the project team approached staff to discuss the possibility of rezoning the site to allow a mix of commercial and residential uses. The project team worked for several months on a few different plan iterations feature a mixed-use commercial building adjacent to Woodies Automotive and single-family detached residential to the south. Each plan iteration included a built-upon-area (BUA) that exceed the impervious area permitted by the Watershed Overlay District (DPO 17), which places maximum BUA restrictions on the site (i.e. hardscape surfaces like driveways, parking lots, and building footprints must be under a certain percentage of the overall site area).

The project team began exploring their existing assets throughout the watershed area – generally, land west of Main Street – to see if enough of their land holdings could be put under a permanent conservation easement that would then allow them to transfer the buildable impervious area from these sites to the proposed development site, Davidson Commons East Lot 4D. The project team worked on this for many months and well into 2017, documenting the available land and drawing up draft plat materials to execute the land transfer. They likewise assembled the other required materials for an application. Together, these documents were reviewed and refined over several months while preparing an application for “Built-Upon-Area Averaging,” the process alluded to earlier that allows the transfer of building land area from one parcel to another within the Watershed Overlay District. In September 2017 it was determined by staff that the Built-Upon-Area Averaging (BUAA) process required the approval of a master plan prior to submitting for BUAA approval to the Board of Adjustment. At the that time, the proposed hotel rezoning on Davidson Commons East Lots 4AB was moving forward; it was determined that the Board of commissioners would not entertain another rezoning on the same street prior to the decision regarding Lots 4AB, especially since the permitted BUA for Lots 4 A-D is linked together through a final plat that set the maximum allowed for all four lots, collectively. Until the plan for Lots 4AB was finalized, it couldn’t be determined how much BUA would be available for Lot 4D.

In March 2018, after the board of commissioners’ decision in late 2017 concerning Lots 4AB, the project team again approached staff to ask about the process to re-designate the land from Conditional to

Lakeshore Planning Area. Staff outlined the Conditional Map Amendment and Map Amendment processes that would allow the project team to request a rezoning to replace the current Conditional Planning Area designation or the request a new designation, such as Lakeshore Planning Area (LPA), that would allow development within the prescribed LPA requirements.

The project team worked for several months to produce a new plan consisting entirely of single-family homes. In the late fall of 2018, they requested to move forward with the Map Amendment process to re-designate the parcel to Lakeshore Planning Area. Materials for a Board of commissioners work session consultation were submitted in December 2019.

PREVIOUS PLANS/PROPOSED PLAN

The site has a long history dating to the early 2000's, when the Harris Teeter/Davidson Commons master plan emerged on what was once the Elox Industrial commercial site. This plan partitioned off the land east of Davidson Gateway Drive to be handled in a separate planning process. In the mid-2000's the Davidson Commons East Master Plan envisioned on Lots 4C-D an array of single-family detached homes around a common green fronting Davidson Gateway Drive. This was replaced in 2010 by a plan for Lots 4C-D illustrating two commercial buildings fronting Davidson Gateway Dr. with ball fields occupying the Lot 4D's southern half. The Circles at 30 Plan, a town-initiated plan that was recommended by the planning board but not adopted by the board of commissioners, later contemplated a couple different options: Option A focusing on mixed-use office/retail buildings and a public park featuring tennis courts, and Option B featuring a series of attached housing dwellings or small-scale apartment buildings (2013). Since the construction of Woodies Automotive on Lot 4C in 2014, the fate of Lot 4D has remained uncertain – a circumstance underscored by the usage of more BUA than initially contemplated on Lots 4A-C.

The proposed conceptual plan reflects several elements of the plans that preceded it:

- The original Davidson Commons East Master Plan with its homes arranged around a common open space;
- The fronting of Davidson Gateway Dr. by buildings (2010 plan, 2013 Circles at 30 plan); and
- The use of the eastern border for buffering and/or stormwater management facilities.

As conveyed by the project team, were the requested rezoning to be granted the intent is for the proposed plan to meet the ordinance requirements and not request any exemptions. Again, the plan is only an indication of what may occur on the site if the parcel is designated as Lakeshore Planning Area.

BUILT UPON AREA AVERAGING

With the adoption of the Watershed Overlay District text amendments in 2018, the criteria governing the use of the Built-Upon-Area Averaging (BUAA) process changed. Notably, the requirements were strengthened to afford the Davidson Board of Adjustment increased scrutiny in reviewing such requests. Specifically, the text signaled that plans attempting to utilize the process should meet a clearly identified housing need (i.e. provide affordable housing) or be a civic/institutional use. The project team has expressed an intent to meet the ordinance's affordable housing requirement (DPO 5.2) through on-site construction – an increasingly rare option among developments in Davidson.

It's helpful to understand when/how the BUAA process comes into play (the following assumes affirmative responses at each point in the process):

- Pre-Development Consultation: Commissioners signal their interest in the proposed rezoning.
- Map Amendment (i.e. Rezoning): The proposed rezoning proceeds and the planning board makes a recommendation and the board of commissioners holds a public hearing and approves the rezoning request for Lakeshore Planning Area.
- Master Plan: A proposed master plan is put forward in accordance with and follows the process outlined in DPO 14.6. This includes an iterative design/revision process, public input session,

planning board review and comment, and any additional revisions prior to approval. Assuming all applicable DPO and Meck. County criteria are met, the plan is approved.

- **Built-Up-on-Area Averaging (BUAA):** The project team then files an application to pursue the BUAA process outlined in DPO 17.8. The requisite land area to be traded is secured, placed under conservation easement to prevent future development, and the board of adjustment (a subset of the planning board that makes quasi-judicial determinations) reviews the application and – if all applicable requirements are met – approves the transfer of built upon area from the conservation parcels to the proposed development parcel. Lot 4D would then be able to be developed according to the previously-approved master plan under Lakeshore Planning Area.

RELATED TOWN GOALS

There are several parts of the adopted Planning Principles and Comprehensive Plan that address the proposed rezoning. These include:

PLANNING PRINCIPLES

- **Principle 1 Character/Community:** *We must preserve Davidson’s character and sense of community* (compact developments with community open space; neighborhoods welcoming to all citizens; and neighborhoods as integral parts of town).
- **Principle 3 Mobility:** *We must encourage alternative means of transportation* (development and redevelopment in walkable, mixed-use, connected neighborhoods).
- **Principle 4 Natural Resources:** *We must use our scarce land resources wisely* (development that builds up and not out).
- **Principle 5 Diversity:** *We must create an environment that fosters diversity* (provide a mix of housing types and prices in each neighborhood).
- **Principle 6 Growth Management:** *We must manage growth so that the town can provide public facilities and services apace with development* (A healthy diversity of uses in walkable, compact neighborhoods; alternative transportation options between destinations).
- **Principle 7 Quality of Life:** *We must enhance our quality of life through architecture and design* (well-designed buildings; the design of public spaces to encourage social interaction; public art to animate our shared spaces).

COMPREHENSIVE PLAN (2010)

Theme: Promote Cultural, Socioeconomic, & Age Diversity

- **Goal – Encourage Development and Activities that Attract a Variety of Age Groups:** The town should require housing and commercial development appropriate for occupants of all ages and abilities.
- **Goal – Provide a Full Range of Services and Opportunities for All Socioeconomic Groups:** The town should continue requiring affordable housing in all new residential developments.

Theme: Maintain Quality Design & Sound Planning Principles

- **Goal - Prioritize Infill and Mixed-Use Development Within or Near Already Developed Areas:** The town should establish [areas identified in the Targeted Growth Plan] as the highest priority for infill development, redevelopment, and mixed-use.

3. FYI OR RECOMMENDED ACTION

The applicant is meeting with the board of commissioners to understand the viability of the Map Amendment (i.e. rezoning) request prior to initiating the official Map Amendment process. The purpose of tonight’s discussion is to determine whether the board of commissioners would like to see this proposed rezoning move through the formal Map Amendment (i.e. rezoning) process. The board of

commissioners should provide direction to the applicant as to whether they believe the proposed rezoning to Lakeshore Planning Area to be a reasonable request worth pursuing further.

4. PROCESS/NEXT STEPS

Assuming affirmative responses at each point in the process:

- BOC Work Session: Winter 2019
- Rezoning Application: Winter 2019
- Rezoning Process/BOC Approval: Spring 2019
 - Includes Public Hearing and Planning Board Recommendation
- Master Plan Application: Summer 2019
- Master Plan Process/Approval: Summer/Late Summer 2019
 - Includes Public Input Session, Planning Board Review + Comment:
- Built-Upon-Area Averaging Application/Approval: 2019
 - Includes Board of Adjustment Approval

5. RESOURCES & ATTACHMENTS

RESOURCES

- Davidson Planning Ordinance (2015): <http://www.ci.davidson.nc.us/DocumentCenter/View/8499>
- Comprehensive Plan (2010): <http://www.townofdavidson.org/340/Davidson-Comprehensive-Plan>

ATTACHMENTS

- Statement of Compliance: Provides a description of a potential site development.
- Site Plan: Illustrates a potential site development scenario under the Lakeshore Planning Area.

DAVIDSON COMMONS EAST LOT 4D MAP AMENDMENT PRE-DEV. CONSULTATION



College Town. Lake Town. *Your Town.*

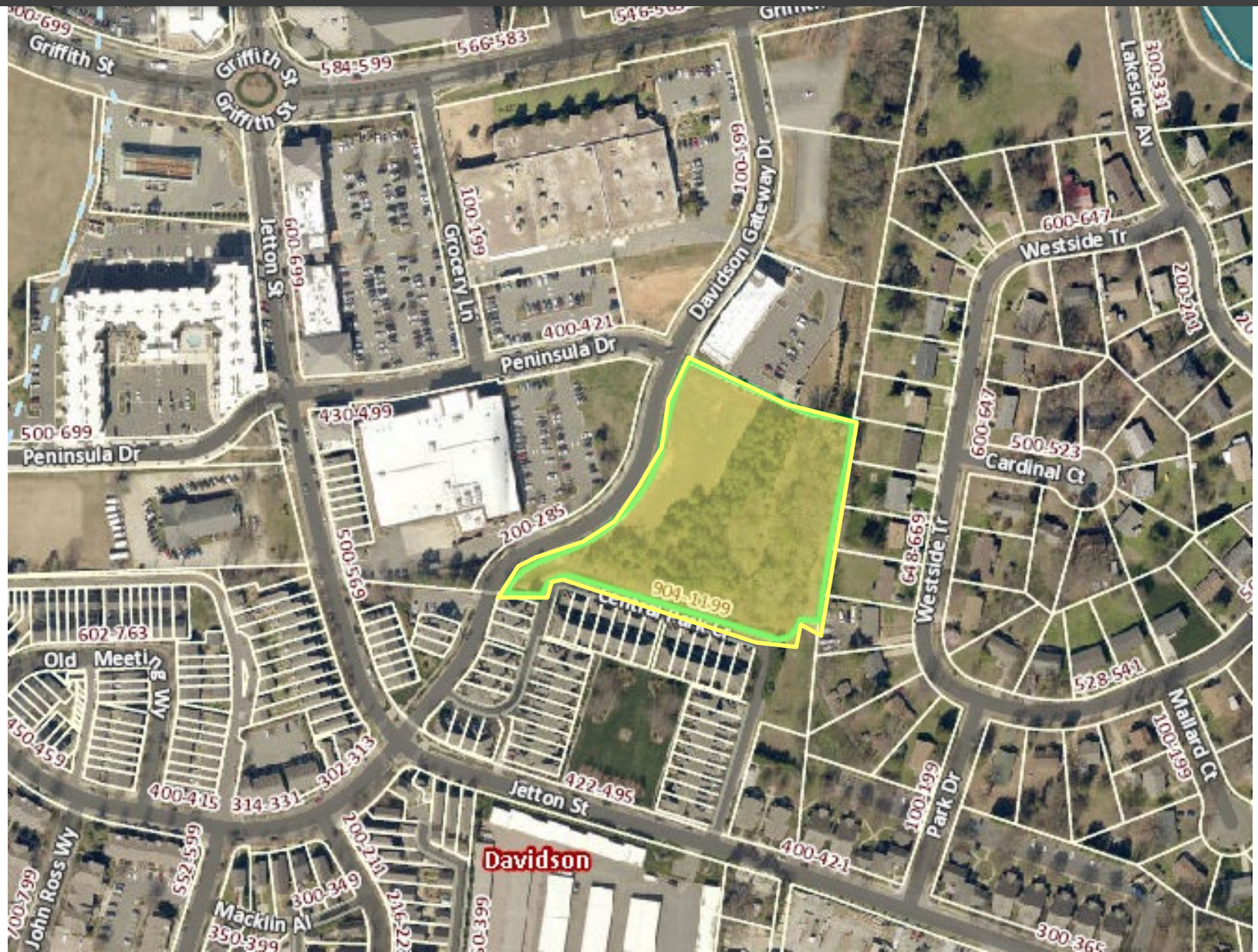
Dav. Commons East Lot 4D Map Amendment
Board of Commissioners Work Session
Trey Akers, Planning Dept.
February 12, 2019

DCE LOT 4D MAP AMENDMENT

PRESENTATION OVERVIEW

1. **Context:** Site Location
2. **Previous Plans/Timeline:** Site History
3. **Request/Overview:** Map Amendment, Proposed Plan
4. **Background:** Lakeshore Planning Area
5. **Related Town Goals:** Planning Principles, Comp. Plan
6. **Process Overview:** Decision Points, General Timeline
7. **Questions:** Follow Up + Discussion

SITE CONTEXT



SITE CONTEXT



 **North**

[illegible]

LOTS 4C-D MASTER PLAN



↑ North

2010

CIRCLES @ 30 PLAN



2013

WOODIES, HOTEL



↑ North

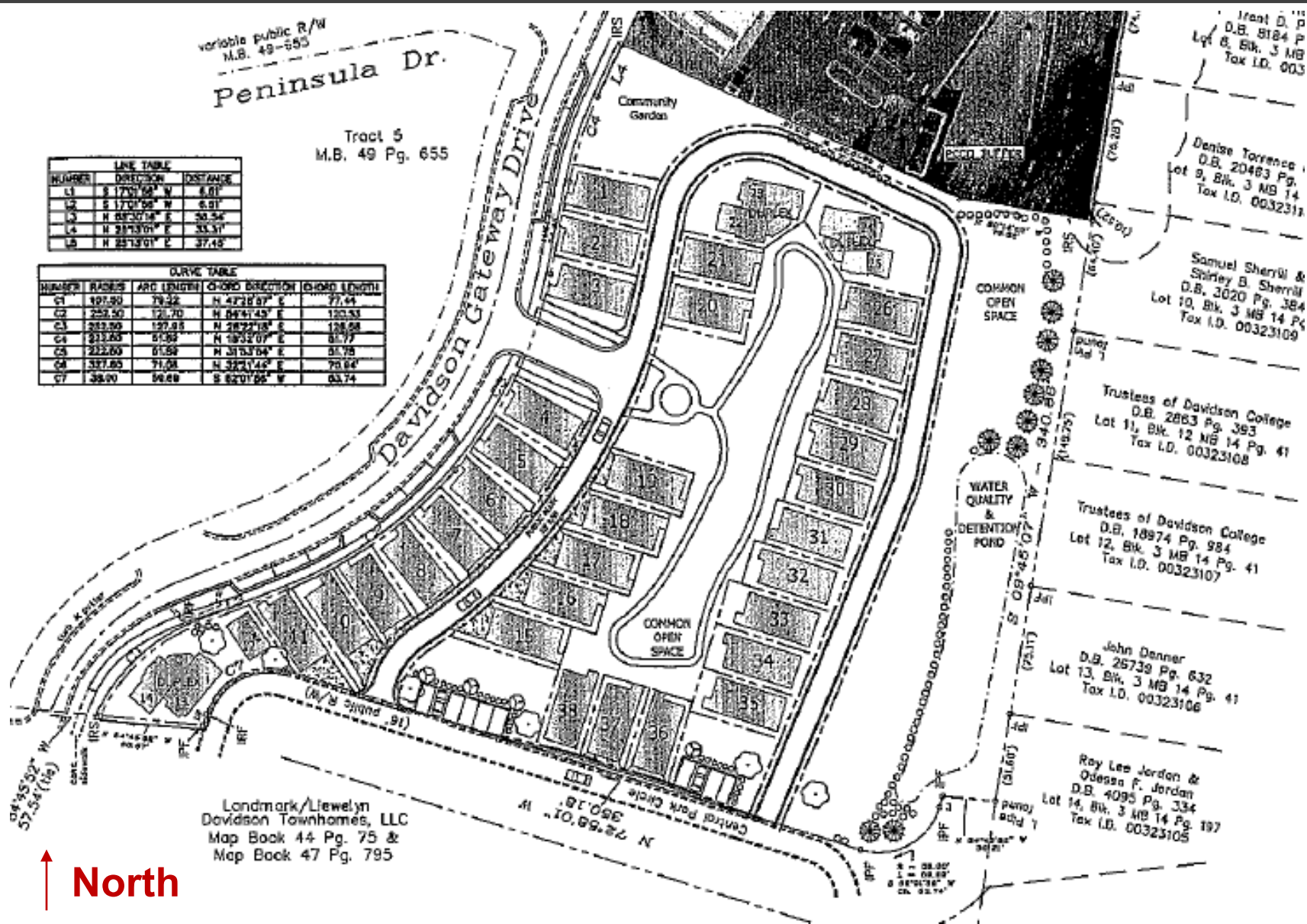
2014
2017

DCE LOT 4D MAP AMENDMENT

REQUEST / OVERVIEW

- **Applicants:** Saussy Burbank
- **Acreage/Parcels:** +/- 3.14 Acres (1 Parcels, CPA Zoning)
- **Number of Units:** 38
- **Unit Type:** Single-Family Detached
 - Includes Affordable Units (5)
- **Details:**
 - Lots: Two Frontages – Street & Common Open Space
 - Open Space: Central Focal Point

PROPOSED PLAN



LAKESHORE PLANNING AREA

STANDARD REQUIREMENTS

- **Mixed-Use Area:** Compact Form, Diverse Uses (DPO 2.2.6)
 - Housing Mix: Single-Family, Duplex, Attached, Townhome, Multi-Family
 - Building Diversity: Residential, Commercial (Live/Work, Storefront, Workplace)
 - Reflects Planning Principles, Circles @ 30 Plan, Comp. Plan
- **Transportation:** Walking/Biking Access Emphasized
- **Open Space:** Min. 5% Req.
- **Environmental:** Shoreline Preservation (Not Applicable Here)

TOWN RELATED GOALS

PLANNING PRINCIPLES / COMP. PLAN

- **PP1 Character/Place:** Compact Dev., Community Open Space;
- **PP3 Mobility:** Encourage Alt. Means of Transportation – Walkable, Mixed-Use Neighborhoods;
- **PP4 Land Resources:** Use Wisely (Dev. Up/Not Out);
- **PP 5 Diversity:** Housing/Price Mix in Each Neighborhood;
- **PP6 Manage Growth:** Healthy Diversity of Uses;
- **PP 7 Quality of Life:** Buildings/Places Encourage Interaction.
- **Comp. Plan (2010):**
 - Encourage Socioeconomic Diversity
 - Prioritize Infill Development

PROCESS OVERVIEW

BOC DIRECTION REQUIRED

- **BOC Work Session:** Winter 2019 [**BOC Guidance – Move Forward?**]
- **Rezoning Application:** Winter 2019
- **Rezoning Process/BOC Approval:** Spring 2019
 - Includes Public Hearing and Planning Board Recommendation
- **Master Plan Application:** Summer 2019
- **Master Plan Process/Approval:** Summer/Late Summer 2019
 - Includes Public Input Session, Planning Board Review + Comment
- **Built-Upon-Area Averaging Application/Approval:** 2019
 - Includes Board of Adjustment Approval

QUESTIONS



Petition for Amendment

DAVIDSON COTTAGES

(Name or Address of Proposal)

Application Requirements

Date Filed

11/9/18

11/9/18

11/9/18

11/9/18

11/9/18

11/9/18

Initial Application

- ☒ Application Fee per Town of Davidson Fee Schedule
- ☒ Contact Information
- ☒ Description of Proposed Change
(Use, compatibility with adjacent uses, consistency with by-right regulations)
- ☒ Statement of Compliance with Davidson Planning Ordinance
- ☒ Sketch Map in accordance with Section 14.21.3
(Including existing site features, perimeter line, property lines, rights-of-way)

Additional Materials

- ☒ List of Adjacent Property Owners
(All properties within 1320 feet)
- ☐ Legal Notice for Public Hearing
(Obtained from Planning Director)
- ☐ Notice Letters, Envelopes Addressed/Mailed to Property Owners
(Returned to Planning Dept. for Mailing)

As the applicant, I hereby confirm that all the required materials for this application are authentic and have been submitted to the Town of Davidson Planning Department.

[Signature]
Applicant's Signature

11/9/18
Date



Petition for Amendment

DAVIDSON COTTAGES

(Name of Proposal)

Contact Information

Applicant's Information

Name: SAUSSY BURBANK

E-Mail: peter.harakas@saussybank.com

Mailing Address: 2550 WEST TYVOLA RD, SUITE 100
CHARLOTTE NC 28217

Business Phone: 704-802-1282 Mobile Phone: _____

Property Owner's Information

(If Different from Applicant)

Name: DAVIDSON COMMONS EAST CONDOMINIUM ASSOC

E-Mail: mkenr@flatcreekconstruction.com

Mailing Address: PO BOX 11696
DAVIDSON, NC 28036

Business Phone: 704-892-0057 Mobile Phone: _____

(If Applicable)

Architect's Information

Name of Firm: WOODBINE DESIGN, PC

Architect's Name: RILEY D. BURGESS, JR.

E-Mail: rburgess@woodbinedesign.com

Mailing Address: 20816 N. MAIN STREET, SUITE 204
CORNELIUS, NC 28031

Business Phone: 704-892-5479 Mobile Phone: 980-722-2669



Petition for Amendment

DAVIDSON COTTAGES

(Name of Proposal)

Proposal Description

Application Date: _____

Project Location: 219 DAVIDSON GATEWAY DRIVE

Tax Parcel(s): 00323193

Current Planning Area: LAKE SHORE

Overlay District: ☐ No ☐ Yes District: LAKE SHORE

Proposed Planning Area: CONDITIONAL

Description of Proposed Change:

TO ALLOW SINGLE FAMILY & DUPLEX RESIDENTIAL

(Attach Additional Information if Necessary)

Existing Site Conditions:

VACANT

(Buildings, structures, easements, etc.)

Proposal Details:

• Parcel(s) Size (acres): 3.135 ACRES

• Water/Sewer Access:

☒ Water ☒ Sewer ☐ None

• Potential Use(s): SINGLE FAMILY DETACHED & DUPLEX RESIDENTIAL

• Permitted Height: 3 FLOORS

• Floor Area Ratio: _____



Petition for Amendment

DAVIDSON COTTAGES

(Name of Proposal)

Statement of Compliance

	<p>For each category below that is applicable to the proposal submit a detailed analysis describing how the amendment does or does not comply with the Davidson Planning Ordinance and the specific regulations of each applicable section.</p>
<p>Date Filed</p>	
<p>_____</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>_____</p>	<p><input checked="" type="checkbox"/> Planning Ordinance http://www.townofdavidson.org/1006/Planning-Ordinance <i>(Includes all relevant criteria such as Planning Area, Permitted Uses & Building Types)</i></p> <p><input checked="" type="checkbox"/> Section 2 Planning Areas</p> <p><input checked="" type="checkbox"/> Permitted Use/Add'l Req. <input type="checkbox"/> Not Permitted</p> <p><input checked="" type="checkbox"/> Permitted Building Type <input type="checkbox"/> Not Permitted</p> <p><input checked="" type="checkbox"/> Meets Setback Criteria <input type="checkbox"/> Does Not Meet</p> <p><input checked="" type="checkbox"/> Meets Open Space Criteria <input type="checkbox"/> Does Not Meet</p> <p><input checked="" type="checkbox"/> Meets Density Criteria <input type="checkbox"/> Does Not Meet</p> <p><input checked="" type="checkbox"/> Section 4 Site & Building Design Standards</p> <p><input checked="" type="checkbox"/> General Site Design Criteria (4.3)</p> <p><input checked="" type="checkbox"/> General Building Design Criteria (4.4)</p> <p><input checked="" type="checkbox"/> Specific Building Type Criteria (4.5)</p> <p><input type="checkbox"/> Existing Industrial Campuses Criteria (4.6)</p> <p><input type="checkbox"/> Renovation of Existing Structures Criteria (4.7)</p> <p><input checked="" type="checkbox"/> Section 8 Parking & Driveways</p> <p><input checked="" type="checkbox"/> Section 9 Tree Preservation, Landscaping & Screening</p> <p><input checked="" type="checkbox"/> Section 10 Lighting</p> <p><input type="checkbox"/> Section 22 Local Historic District Guidelines</p>

Statement of Compliance

The Davidson Cottages has been conceived in an effort to be as compliant with the various applicable sections of the planning ordinance as possible. This site incorporates a use which is permitted for the site, single family detached and duplex dwellings, with these residential dwelling units being in convenient proximity to services and transportation. The building types are fully compliant with the ordinance, and are a complimentary size and arrangement to the adjacent single family detached subdivisions, the townhomes, and the live/work units.

The site plan has utilized front setbacks that are common and typical to the building type, as well as side yards. Rear yards have been minimized in an effort to maximize the open space area in the central core of the housing units. This open space as well as other open space on the periphery of the housing in the north and eastern boundaries is in excess of the minimum requirements while providing residential density that is within the ranges of the proximate area.

The site layout is consistent with the principles and goals of the planning process within the Town of Davidson, and with the design of the homes will help to create the sense of neighborhood that is desired.

The existing site is largely open with some mixed woods concentrated mostly along the southeastern border. Some of these existing trees will be thinned and/or removed to accommodate the grading and construction of the alley and the storm water facility. Trees that are not necessary to remove for these purposes will remain. There are no known specimen or significant trees in this affected area. In areas where existing vegetation is removed to the point where the required landscape buffer requirements are not being met, then additional vegetation will be provided as needed to bring those areas into compliance.

All dwelling unit parking will be via garage and short driveways from the alley access, with some visitor parking located in several areas. Additionally, a portion of the existing Davidson Gateway Drive frontage will be modified to provide some parallel spaces along that street.

All site lighting will be in accordance with Town of Davidson standards and requirements.



**Agenda Title: River Run Phase VI Pre-Conditional Development Consultation
Planning Director Jason Burdette**

Summary: The applicant proposes to re-designate approximately 74.8 acres located in east of Shearer Rd and south of E. Rocky River Rd. from a combination of Neighborhood Edge/Conditional Planning Areas to entirely Conditional Planning Area. The applicant is working with Epcon Communities to develop a 130-unit active adult (age-targeted) community. As part of the conditional request, the applicant is asking for a number of exceptions to the Davidson Planning Ordinance.

Summary:

ATTACHMENTS:

Description		Upload Date	Type
□	Agenda Memo -River Run Phase VI Pre-Development Consultation Conditional 02.12.19	2/8/2019	Cover Memo
□	Presentation - River Run Phase VI Pre-Development Consultation Conditional 02.12.19	2/8/2019	Presentation
□	Attachment - Epcon Concept Plan 02.12.19	2/8/2019	Backup Material



STAFF ANALYSIS

To: Board of Commissioners
From: Jason Burdette, Planning Director
Date: February 12, 2019
Re: River Run Phase 6, Conditional Planning Area Map Amendment

1. INTRODUCTION

APPLICANT INFO

- **Owner:** River Run Limited Partnership
- **Contractor:** Dieter Crago (Sepi Engineering); Homebuilder: Epcom Communities
- **Location:** 18500 Shearer Rd. (Parcel IDs: 00749104, 00749196, 00749106)
- **Planning Area(s):** Neighborhood Edge Planning Area, Conditional Planning Area
- **Area:** +/- 74.8 acres

REQUEST

The applicant proposes to re-designate approximately 74.8 acres located in east of Shearer Rd and south of E. Rocky River Rd. from a combination of Neighborhood Edge/Conditional Planning Areas to entirely Conditional Planning Area. The applicant is working with Epcom Communities to develop a 130-unit active adult (age-targeted) community. As part of the conditional request, the applicant is asking for a number of exceptions to the Davidson Planning Ordinance. These exceptions are detailed below.

2. PLANNING STAFF PRELIMINARY REVIEW

OVERVIEW

The applicant proposes a Conditional Planning Area Map Amendment for +/-74.8 acres currently zoned Neighborhood Edge (+/-49.8 acres) and Conditional (+/-24.87 acres). Per the DPO, the Conditional Planning Area is an option for developers to ask for exceptions from the ordinance in a manner that is mutually agreeable to the developer and the Town of Davidson. River Run Ltd.'s proposal includes 130 age-targeted homes on 52'-wide lots with +/-41.4 acres (55 percent) open space. The purpose of tonight's discussion is to determine if the Board of Commissioners would like to see this proposed conditional rezoning move through the formal Conditional Planning Area Map Amendment (rezoning) process.

NEIGHBORHOOD EDGE PLANNING AREA

The Neighborhood Edge Planning Area (NE) was established to provide a transition between Davidson's urban areas and its rural periphery (DPO 2.2.11). Development in this planning area is low-density

residential consisting primarily of single-family homes. Transportation systems, with an emphasis on greenways and bicycle or multi-use paths, should be evaluated to improve connectivity without jeopardizing sensitive natural features or viewsheds.

The Neighborhood Edge Planning Area permits both detached homes (single-family and duplex) and attached homes (triplex and quadplex) as approved building types (DPO 2.2.11.C). There are a range of development standards specific to each respective planning area, and some requirements pertain to building type. For instance, NE Planning Area requires that no more than 90 percent of the units in each new development to be single-family detached (excluding duplexes), and no more than 30 percent of the units in each new development shall be duplex detached houses or attached house (triplex and quadplex building types).

Similarly, the NE Planning Area also requires that in developments of greater than 50 units, a minimum of three different lot sizes are required with a minimum of 15' variation in lot width (DPO 2.2.11.E). Each lot size must comprise a minimum of 20 percent of the total lots. Also, a minimum of 35 percent of the lots must be 60' or less (requiring rear alley access).

The purpose of these building type variation requirements and lot width variation standards is to ensure that each new development provides a range of housing options for citizens. Many of these concepts have long been part of the ordinance (c. 2001); others were recently reinforced with the adoption of the Rural Area Plan (2016). Above all, the intent is to ensure that new development reflects Davidson core values and planning principles.

TIMELINE

Staff has been working with River Run Ltd. Partnership and SEPI since early 2018 as part of the informal conceptual design phase of the development proposal (DPO 14.3) ahead of a formal application submittal. Initial schematic concepts assumed NE Planning Area for all of the parcels. In June 2018, staff made the determination (based upon information from River Run Ltd. Partnership and consultation with the town attorney) that the existing parcel with the Conditional designation needed to be acknowledged. This required that the entire development proposal come under some "non-conditional" designation (i.e. NE Planning Area), or that the entire proposal come under a Conditional Planning Area. Both scenarios would require a rezoning. River Run Ltd. Partnership questioned this determination until September 2018.

In November 2018, the applicant expressed interest in pursuing a Conditional Rezoning of the entire property. Per development protocol, staff provides the opportunity for a pre-conditional consultation during a work session with the Board of Commissioners. The purpose of this consultation is for staff to provide a summary of the applicant's requested deviations from the ordinance so the board can make an informed decision as to whether or not the project has support to move forward. It also allows the applicant time to describe their project. The January 8, 2019 work session was targeted; however, the applicant did not provide the necessary information as required so that staff could provide a detailed analysis. However, commissioners elected to discuss the proposal with the developer at this meeting.

PROPOSED CONDITIONS

With any conditional proposal, any deviation from the ordinance needs to be formally requested from the Board of Commissioners. An underlying zoning must be assumed to reference all deviations from the ordinance. In this case, Neighborhood Edge is the assumed underlying zoning.

The applicant provided the required list of exemptions from the ordinance they were seeking in January, complying with the deadline ahead of the February 12th work session.

Staff has summarized the exemptions below. Additionally, a preliminary review of the site plan suggests that additional exemptions should be noted if this project is to move forward.

DEVELOPER NOTED EXEMPTIONS

1. Exception from the mix of building types required. *NE Planning Area requires that no more than 90 percent of the units in each new development to be single-family detached (excluding duplexes), and no more than 30 percent of the units in each new development shall be duplex detached houses or attached house (triplex and quadplex building types). The schematic concept plan depicts all detached house lots with no variation in building type.*
2. Exception from the variation in lot widths required. *NE Planning Area also requires that in developments of greater than 50 units, a minimum of three different lot sizes are required with a minimum of 15' variation in lot width. Each lot size must comprise a minimum of 20 percent of the total lots. The schematic concept plan depicts one uniform lot size (52').*
3. Exception from the specific smaller lot requirement. *NE Planning Area requires that a minimum of 35 percent of all lots be 60' or less requiring rear alley access. All of the lots depicted on the schematic concept plan are less than 60'.*
4. Exception from the alley access requirement for smaller lots. *DPO Section 6 requires that all lots less than 60' be rear-accessed via an alley. The schematic concept plan depicts lots less than 60' and no alley access.*
5. Exception to the building setback requirements for front, side, and rear. The applicant has requested 20' front setback (to allow for a car to park), a 5' side setback, and 10' rear setback. *DPO Section 2 specifies minimum 10' front setback, 3' side setback, and 20' rear setbacks.*
6. Exception regarding fronting lots on existing streets. *DPO Section 4 requires that all developments that include or front on an existing street integrate that street into the development. The schematic concept plan depicts homes whose rear elevations front on Shearer.*
7. Exception prohibiting berms. *DPO Section 4 prohibits berms that separate development from the street.*
8. Exception to the recessed garage placement requirement. *DPO Section 4 requires that front-loaded garages be recessed 10' behind the front façade. Typical EPCOM house plans (and those shown at the Jan. 8 meeting) show garage locations forward the front door.*
9. The applicant intends to provide payment-in-lieu for the affordable housing requirement (DPO Section 5).
10. Exception to the maximum block length requirements. *DPO Section 6 limits the maximum block length to 600'.*
11. Exception to the requirement for the development's external connectivity. *DPO Section 6 requires external vehicular connections every 600'. The schematic concept plan is missing additional connections to Shearer Rd. and to the parcels to the north.*
12. Exception to the mid-block connections requirement. *DPO Section 6 requires mid-block pedestrian connections on blocks greater than 300'.*
13. Exception to greenway connections. *DPO Section 6 requires greenway connections every 600'.*
14. Exception to the integrated park space requirement. *DPO Section 7 requires that in NE Planning Area, a minimum of 5 percent of the open space requirement shall be in the form of a park integrated within the development. The schematic concept plan depicts all open space at the periphery of the proposed development.*

STAFF NOTED EXEMPTIONS

1. While the schematic concept plan depicts a greenway running north/south along the Rocky River, the plan omits the east/west connection to the terminus of the West Branch Rocky River Greenway (as shown on the adopted *Walks and Rolls Active Transportation Plan*). Greenway infrastructure on adopted plans is a requirement of all development. Also, a connection to the trails at the West Branch Nature Preserve is key.

2. The schematic concept plan depicts two flag lots. *The ordinance does not permit flag lots.*

RELATED TOWN GOALS

There are several parts of the adopted Planning Principles, Comprehensive Plan, and Strategic Plan that address the proposed rezoning. These include:

PLANNING PRINCIPLES

- **Principle 1 Character/Community:** *We must preserve Davidson's character and sense of community* (compact developments with community open space; neighborhoods welcoming to all citizens; and neighborhoods as integral parts of town).
- **Principle 3 Mobility:** *We must encourage alternative means of transportation* (development and redevelopment in walkable, connected neighborhoods).
- **Principle 4 Natural Resources:** *We must use our scarce land resources wisely*
- **Principle 5 Diversity:** *We must create an environment that fosters diversity* (provide a mix of housing types and prices in each neighborhood).
- **Principle 6 Growth Management:** *We must manage growth so that the town can provide public facilities and services apace with development* (A healthy diversity of uses in walkable, compact neighborhoods; alternative transportation options between destinations).
- **Principle 7 Quality of Life:** We must enhance our quality of life through architecture and design (well-designed buildings; the design of public spaces to encourage social interaction).

COMPREHENSIVE PLAN (2010)

Theme: Promote Cultural, Socioeconomic, & Age Diversity

- **Goal – Encourage Development and Activities that Attract a Variety of Age Groups:** The town should require housing and commercial development appropriate for occupants of all ages and abilities.
- **Goal – Provide a Full Range of Services and Opportunities for All Socioeconomic Groups:** The town should continue requiring affordable housing in all new residential developments.

Theme: Maintain Quality Design & Sound Planning Principles

- **Goal - Prioritize Infill and Mixed-Use Development Within or Near Already Developed Areas:** The town should establish [areas identified in the Targeted Growth Plan] as the highest priority for infill development, redevelopment, and mixed-use.

Theme: Enable Faithful Stewardship of Natural and Historic Assets

- **Goal: Protect and Create Meaningful Open Space:** An open space plan should describe priority natural areas for preservation and enhancement.

Theme: Maintain Quality Design and Sound Planning Principles

- **Goal: Insure Compatibility and Connectivity of New Development with Surrounding Context**

STRATEGIC PLAN (2018)

Land Use Strategy: The Town of Davidson will align land use policies... to manage residential growth and reduce the scale of future development.

3. FYI OR RECOMMENDED ACTION

The purpose of tonight's discussion is to better understand the viability of the Map Amendment (i.e. rezoning) request prior to initiating the official Map Amendment process. Board feedback is integral to this process.

Staff has conducted a preliminary review based upon information provided by the development team. At this time, staff would not recommend that this development move forward with the map

amendment process. The applicant is asking for an excessive number of exceptions to the ordinance. Many of these requested exceptions stand in stark contrast to some of the basic tenets of the ordinance and planning principles – a variety of housing options, pedestrian-centric design, connectivity, well-defined central public spaces, and accessible open space. The purpose for the Conditional Planning Area is to create additional controls outside the ordinance to allow for innovative planning/design. Insuring quality development is integral to this process. It is staff's determination that this proposal falls short of this expectation.

4. PROCESS/NEXT STEPS

TBD.

5. RESOURCES & ATTACHMENTS

Resources: Links to referenced policy documents.

- Davidson Planning Ordinance (2015): <http://www.ci.davidson.nc.us/DocumentCenter/View/8499>
- Comprehensive Plan (2010): <http://www.townofdavidson.org/340/Davidson-Comprehensive-Plan>

Site Plans/Building Renderings:

- Proposed Schematic Concept Plan (SEPI)

RIVER RUN PH. 6

CONDITIONAL PLANNING AREA

MAP AMENDMENT



College Town. Lake Town. *Your Town.*

River Run Ph. 6 Conditional Map Amendment
Board of Commissioners Work Session
Jason Burdette, Planning Director
February 12, 2019

RR6 CONDITIONAL MAP AMENDMENT

PRESENTATION OVERVIEW

1. **Request/Overview:** General Plan Details
2. **Background:** Neighborhood Edge Planning Area/Comparisons
3. **Timeline:** Evolving Plans
4. **Proposed Conditions:** Developer-Requested Exemptions
5. **Related Town Goals:** Planning Principles
6. **Process Options/BOC Direction:** Alternatives Overview
7. **Questions:** Follow Up + Discussion

SITE CONTEXT



SITE CONTEXT



RR6 CONDITIONAL MAP AMENDMENT

REQUEST / OVERVIEW

- **Applicants:** River Run Limited Partnership
 - Additional Partners: Sepi Engineering, EPCON Communities
- **Acreage/Parcels:** +/- 74.8 Acres (3 Parcels, NEPA/CPA Zoning)
- **Number of Units:** 130
- **Target Buyers:** Active Adult
- **Details:**
 - Lots: 1 Provided (52' Width); 3 Required
 - Open Space: 55% Provided; 45% Required (Caveats: Main Parcel, Floodplain)

PROPOSED PLAN



NEIGHBORHOOD EDGE PLANNING AREA

STANDARD REQUIREMENTS

- **Transition Area:** Primarily Residential (DPO 2.11.1)
 - Housing Mix: 90% Single-Family Max., 10% 2-4 Unit Min.
 - Lot Diversity: Min. 3 Diff. Lots/50+ Units, Min. # Alley Lots
 - Reflects Planning Principles, RAP
- **Transportation:** Interconnectivity/Greenways Emphasized
- **Open Space:** Min. 45% Req.
- **Environmental:** Viewshed/Natural Corridor Protection

DURING PRELIMINARY PLAT



COMPARISON – SAME SITE



RR6 CONDITIONAL MAP AMENDMENT

PROCESS HIGHLIGHTS / PLAN EVOLUTION

- **Initial Meeting:** February 2018
- **Incomplete Application:** March 2018 [NEPA Req. Not Met]
- **Initial Concept Plan Submitted:** May 2018
- **Iterative Review/Revisions:** May - September 2018 [Reqs. Nearly Met]
 - **Conditional Planning Area Identified:** June 2018
 - **Additional Site Alternatives Explored:** TOD Independent Consultant
- **Full Conditional Rezoning Interest Expressed:** November 2018
- **Initial BOC Work Session Planning:** January 2019 [Incomplete Materials]
- **BOC Work Session:** February 2019 [Complete Materials Provided Jan. 2019]

RR6 CONDITIONAL MAP AMENDMENT

DEVELOPER-REQUESTED EXEMPTIONS

1. **Building Type Mix:** 1 Provided, 3 Req.
2. **Lot Type Mix:** 1 Provided (+ 2 Illegal Flag Lots), 3 Req.
3. **Alley Lots:** None Provided, Min. 35% Req.
4. **Street Fronting Buildings:** Req., Shearer Lots Non-Compliant
5. **Berms:** DPO Prohibits Berms, Plan Proposes Berm on Shearer
6. **Min. Block Length:** 600' Max., 300' Ped. Crossings (Not Met)
7. **Connectivity:** Missing Req. Road + Greenway Connections
8. **Park:** DPO Requires Integration, Plan Ignores OS as Focal Pt.

**Taken Together, Plan Requests > 20 Exemptions*



TOWN RELATED GOALS

PLANNING PRINCIPLES

- **PP1 Character/Place:** Compact Dev., Community Open Space);
- **PP3 Mobility:** Encourage Alt. Means of Transportation – Walkable, Interconnected Neighborhoods);
- **PP4 Land Resources:** Use Wisely (Preserve Views, Trees)
- **PP 5 Diversity:** Housing/Price Mix
- **PP6 Manage Growth:** Provide Adequate Services/Facilities;
- **PP 7 Quality of Life:** Buildings/Places Encourage Interaction

PROCESS OPTIONS

BOC DIRECTION REQUIRED

▪ **Option A (Original Path):**

- Based on Sept. 2018 Plan
- Master Plan Meets NEPA, Requires Rezoning of CPA to NEPA
- Consistency with NEPA/Other Planning Processes + Requirements

▪ **Option B (Conditional Map Amendment):**

- Based on Proposed Plan or Modified Plan
- Master Plan Requests Exemptions, Requires Rezoning of CPA to NEPA
- Extensive Negotiations Required
- Not Consistent with NEPA/Other Planning Processes + Requirements

QUESTIONS



College Town. Lake Town. *Your Town.*

River Run Ph. 6 Conditional Map Amendment
Board of Commissioners Work Session
Jason Burdette, Planning Director
February 12, 2019



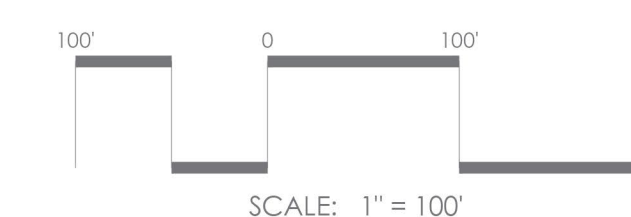
SITE DATA	
SITE AREA	± 74.8 AC
52' WIDE S/F LOTS	130
GROSS DENSITY	± 1.73 DU/AC
OPEN SPACE	± 41.4 AC (55% OF TOTAL)
NET DENSITY	± 2.6 DU/AC
SETBACKS	
FRONT	± 20'
SIDE	± 5'
REAR	± 20'
SIDE-CORNER	± 10'

THIS PLAN IS PRELIMINARY AND IS SUBJECT TO CHANGE

CONCEPT PLAN

RIVER RUN PHASE VI | DAVIDSON, NC

DATE: DECEMBER 17, 2018





**Agenda Title: Villages at South Main Master Plan Amendment Consultation
Planning Director Jason Burdette**

Summary: Davidson Village Investments, LLC requests to reduce the proposed unit count in block 1 by an additional two units, resulting in 29 total residential units. The proposed reduction of residential units falls outside the administrative approval thresholds based upon original approval numbers: 39 residential units. If approved, total unit count for Villages of South Main would be reduced from 31 proposed units (2012 amendment) to 29 units. This is on the agenda for discussion purposes only.

Summary:

ATTACHMENTS:

Description	Upload Date	Type
<input type="checkbox"/> Agenda Memo - Villages at South Main Pre-Development Consultation Master Plan Amendment 02.12.19	2/8/2019	Cover Memo
<input type="checkbox"/> Presentation - Villages at South Main Pre-Development Consultation Master Plan Amendment 02.12.19	2/8/2019	Presentation



STAFF ANALYSIS

To: Board of Commissioners
From: Jason Burdette, Planning Director
Date: February 12, 2019
Re: River Run Phase 6, Conditional Planning Area Map Amendment

1. INTRODUCTION

APPLICANT INFO

- **Owner:** River Run Limited Partnership
- **Contractor:** Dieter Crago (Sepi Engineering); Homebuilder: Epcom Communities
- **Location:** 18500 Shearer Rd. (Parcel IDs: 00749104, 00749196, 00749106)
- **Planning Area(s):** Neighborhood Edge Planning Area, Conditional Planning Area
- **Area:** +/- 74.8 acres

REQUEST

The applicant proposes to re-designate approximately 74.8 acres located in east of Shearer Rd and south of E. Rocky River Rd. from a combination of Neighborhood Edge/Conditional Planning Areas to entirely Conditional Planning Area. The applicant is working with Epcom Communities to develop a 130-unit active adult (age-targeted) community. As part of the conditional request, the applicant is asking for a number of exceptions to the Davidson Planning Ordinance. These exceptions are detailed below.

2. PLANNING STAFF PRELIMINARY REVIEW

OVERVIEW

The applicant proposes a Conditional Planning Area Map Amendment for +/-74.8 acres currently zoned Neighborhood Edge (+/-49.8 acres) and Conditional (+/-24.87 acres). Per the DPO, the Conditional Planning Area is an option for developers to ask for exceptions from the ordinance in a manner that is mutually agreeable to the developer and the Town of Davidson. River Run Ltd.'s proposal includes 130 age-targeted homes on 52'-wide lots with +/-41.4 acres (55 percent) open space. The purpose of tonight's discussion is to determine if the Board of Commissioners would like to see this proposed conditional rezoning move through the formal Conditional Planning Area Map Amendment (rezoning) process.

NEIGHBORHOOD EDGE PLANNING AREA

The Neighborhood Edge Planning Area (NE) was established to provide a transition between Davidson's urban areas and its rural periphery (DPO 2.2.11). Development in this planning area is low-density

residential consisting primarily of single-family homes. Transportation systems, with an emphasis on greenways and bicycle or multi-use paths, should be evaluated to improve connectivity without jeopardizing sensitive natural features or viewsheds.

The Neighborhood Edge Planning Area permits both detached homes (single-family and duplex) and attached homes (triplex and quadplex) as approved building types (DPO 2.2.11.C). There are a range of development standards specific to each respective planning area, and some requirements pertain to building type. For instance, NE Planning Area requires that no more than 90 percent of the units in each new development to be single-family detached (excluding duplexes), and no more than 30 percent of the units in each new development shall be duplex detached houses or attached house (triplex and quadplex building types).

Similarly, the NE Planning Area also requires that in developments of greater than 50 units, a minimum of three different lot sizes are required with a minimum of 15' variation in lot width (DPO 2.2.11.E). Each lot size must comprise a minimum of 20 percent of the total lots. Also, a minimum of 35 percent of the lots must be 60' or less (requiring rear alley access).

The purpose of these building type variation requirements and lot width variation standards is to ensure that each new development provides a range of housing options for citizens. Many of these concepts have long been part of the ordinance (c. 2001); others were recently reinforced with the adoption of the Rural Area Plan (2016). Above all, the intent is to ensure that new development reflects Davidson core values and planning principles.

TIMELINE

Staff has been working with River Run Ltd. Partnership and SEPI since early 2018 as part of the informal conceptual design phase of the development proposal (DPO 14.3) ahead of a formal application submittal. Initial schematic concepts assumed NE Planning Area for all of the parcels. In June 2018, staff made the determination (based upon information from River Run Ltd. Partnership and consultation with the town attorney) that the existing parcel with the Conditional designation needed to be acknowledged. This required that the entire development proposal come under some "non-conditional" designation (i.e. NE Planning Area), or that the entire proposal come under a Conditional Planning Area. Both scenarios would require a rezoning. River Run Ltd. Partnership questioned this determination until September 2018.

In November 2018, the applicant expressed interest in pursuing a Conditional Rezoning of the entire property. Per development protocol, staff provides the opportunity for a pre-conditional consultation during a work session with the Board of Commissioners. The purpose of this consultation is for staff to provide a summary of the applicant's requested deviations from the ordinance so the board can make an informed decision as to whether or not the project has support to move forward. It also allows the applicant time to describe their project. The January 8, 2019 work session was targeted; however, the applicant did not provide the necessary information as required so that staff could provide a detailed analysis. However, commissioners elected to discuss the proposal with the developer at this meeting.

PROPOSED CONDITIONS

With any conditional proposal, any deviation from the ordinance needs to be formally requested from the Board of Commissioners. An underlying zoning must be assumed to reference all deviations from the ordinance. In this case, Neighborhood Edge is the assumed underlying zoning.

The applicant provided the required list of exemptions from the ordinance they were seeking in January, complying with the deadline ahead of the February 12th work session.

Staff has summarized the exemptions below. Additionally, a preliminary review of the site plan suggests that additional exemptions should be noted if this project is to move forward.

DEVELOPER NOTED EXEMPTIONS

1. Exception from the mix of building types required. *NE Planning Area requires that no more than 90 percent of the units in each new development to be single-family detached (excluding duplexes), and no more than 30 percent of the units in each new development shall be duplex detached houses or attached house (triplex and quadplex building types). The schematic concept plan depicts all detached house lots with no variation in building type.*
2. Exception from the variation in lot widths required. *NE Planning Area also requires that in developments of greater than 50 units, a minimum of three different lot sizes are required with a minimum of 15' variation in lot width. Each lot size must comprise a minimum of 20 percent of the total lots. The schematic concept plan depicts one uniform lot size (52').*
3. Exception from the specific smaller lot requirement. *NE Planning Area requires that a minimum of 35 percent of all lots be 60' or less requiring rear alley access. All of the lots depicted on the schematic concept plan are less than 60'.*
4. Exception from the alley access requirement for smaller lots. *DPO Section 6 requires that all lots less than 60' be rear-accessed via an alley. The schematic concept plan depicts lots less than 60' and no alley access.*
5. Exception to the building setback requirements for front, side, and rear. The applicant has requested 20' front setback (to allow for a car to park), a 5' side setback, and 10' rear setback. *DPO Section 2 specifies minimum 10' front setback, 3' side setback, and 20' rear setbacks.*
6. Exception regarding fronting lots on existing streets. *DPO Section 4 requires that all developments that include or front on an existing street integrate that street into the development. The schematic concept plan depicts homes whose rear elevations front on Shearer.*
7. Exception prohibiting berms. *DPO Section 4 prohibits berms that separate development from the street.*
8. Exception to the recessed garage placement requirement. *DPO Section 4 requires that front-loaded garages be recessed 10' behind the front façade. Typical EPCOM house plans (and those shown at the Jan. 8 meeting) show garage locations forward the front door.*
9. The applicant intends to provide payment-in-lieu for the affordable housing requirement (DPO Section 5).
10. Exception to the maximum block length requirements. *DPO Section 6 limits the maximum block length to 600'.*
11. Exception to the requirement for the development's external connectivity. *DPO Section 6 requires external vehicular connections every 600'. The schematic concept plan is missing additional connections to Shearer Rd. and to the parcels to the north.*
12. Exception to the mid-block connections requirement. *DPO Section 6 requires mid-block pedestrian connections on blocks greater than 300'.*
13. Exception to greenway connections. *DPO Section 6 requires greenway connections every 600'.*
14. Exception to the integrated park space requirement. *DPO Section 7 requires that in NE Planning Area, a minimum of 5 percent of the open space requirement shall be in the form of a park integrated within the development. The schematic concept plan depicts all open space at the periphery of the proposed development.*

STAFF NOTED EXEMPTIONS

1. While the schematic concept plan depicts a greenway running north/south along the Rocky River, the plan omits the east/west connection to the terminus of the West Branch Rocky River Greenway (as shown on the adopted *Walks and Rolls Active Transportation Plan*). Greenway infrastructure on adopted plans is a requirement of all development. Also, a connection to the trails at the West Branch Nature Preserve is key.

2. The schematic concept plan depicts two flag lots. *The ordinance does not permit flag lots.*

RELATED TOWN GOALS

There are several parts of the adopted Planning Principles, Comprehensive Plan, and Strategic Plan that address the proposed rezoning. These include:

PLANNING PRINCIPLES

- **Principle 1 Character/Community:** *We must preserve Davidson's character and sense of community* (compact developments with community open space; neighborhoods welcoming to all citizens; and neighborhoods as integral parts of town).
- **Principle 3 Mobility:** *We must encourage alternative means of transportation* (development and redevelopment in walkable, connected neighborhoods).
- **Principle 4 Natural Resources:** *We must use our scarce land resources wisely*
- **Principle 5 Diversity:** *We must create an environment that fosters diversity* (provide a mix of housing types and prices in each neighborhood).
- **Principle 6 Growth Management:** *We must manage growth so that the town can provide public facilities and services apace with development* (A healthy diversity of uses in walkable, compact neighborhoods; alternative transportation options between destinations).
- **Principle 7 Quality of Life:** *We must enhance our quality of life through architecture and design* (well-designed buildings; the design of public spaces to encourage social interaction).

COMPREHENSIVE PLAN (2010)

Theme: Promote Cultural, Socioeconomic, & Age Diversity

- **Goal – Encourage Development and Activities that Attract a Variety of Age Groups:** The town should require housing and commercial development appropriate for occupants of all ages and abilities.
- **Goal – Provide a Full Range of Services and Opportunities for All Socioeconomic Groups:** The town should continue requiring affordable housing in all new residential developments.

Theme: Maintain Quality Design & Sound Planning Principles

- **Goal - Prioritize Infill and Mixed-Use Development Within or Near Already Developed Areas:** The town should establish [areas identified in the Targeted Growth Plan] as the highest priority for infill development, redevelopment, and mixed-use.

Theme: Enable Faithful Stewardship of Natural and Historic Assets

- **Goal: Protect and Create Meaningful Open Space:** An open space plan should describe priority natural areas for preservation and enhancement.

Theme: Maintain Quality Design and Sound Planning Principles

- **Goal: Insure Compatibility and Connectivity of New Development with Surrounding Context**

STRATEGIC PLAN (2018)

Land Use Strategy: The Town of Davidson will align land use policies... to manage residential growth and reduce the scale of future development.

3. FYI OR RECOMMENDED ACTION

The purpose of tonight's discussion is to better understand the viability of the Map Amendment (i.e. rezoning) request prior to initiating the official Map Amendment process. Board feedback is integral to this process.

Staff has conducted a preliminary review based upon information provided by the development team. At this time, staff would not recommend that this development move forward with the map

amendment process. The applicant is asking for an excessive number of exceptions to the ordinance. Many of these requested exceptions stand in stark contrast to some of the basic tenets of the ordinance and planning principles – a variety of housing options, pedestrian-centric design, connectivity, well-defined central public spaces, and accessible open space. The purpose for the Conditional Planning Area is to create additional controls outside the ordinance to allow for innovative planning/design. Insuring quality development is integral to this process. It is staff's determination that this proposal falls short of this expectation.

4. PROCESS/NEXT STEPS

TBD.

5. RESOURCES & ATTACHMENTS

Resources: Links to referenced policy documents.

- Davidson Planning Ordinance (2015): <http://www.ci.davidson.nc.us/DocumentCenter/View/8499>
- Comprehensive Plan (2010): <http://www.townofdavidson.org/340/Davidson-Comprehensive-Plan>

Site Plans/Building Renderings:

- Proposed Schematic Concept Plan (SEPI)

VILLAGES AT SOUTH MAIN PROPOSED MASTER PLAN AMENDMENT



College Town. Lake Town. *Your Town.*

Villages of South Main
Proposed Master Plan Amendment
February 12, 2019

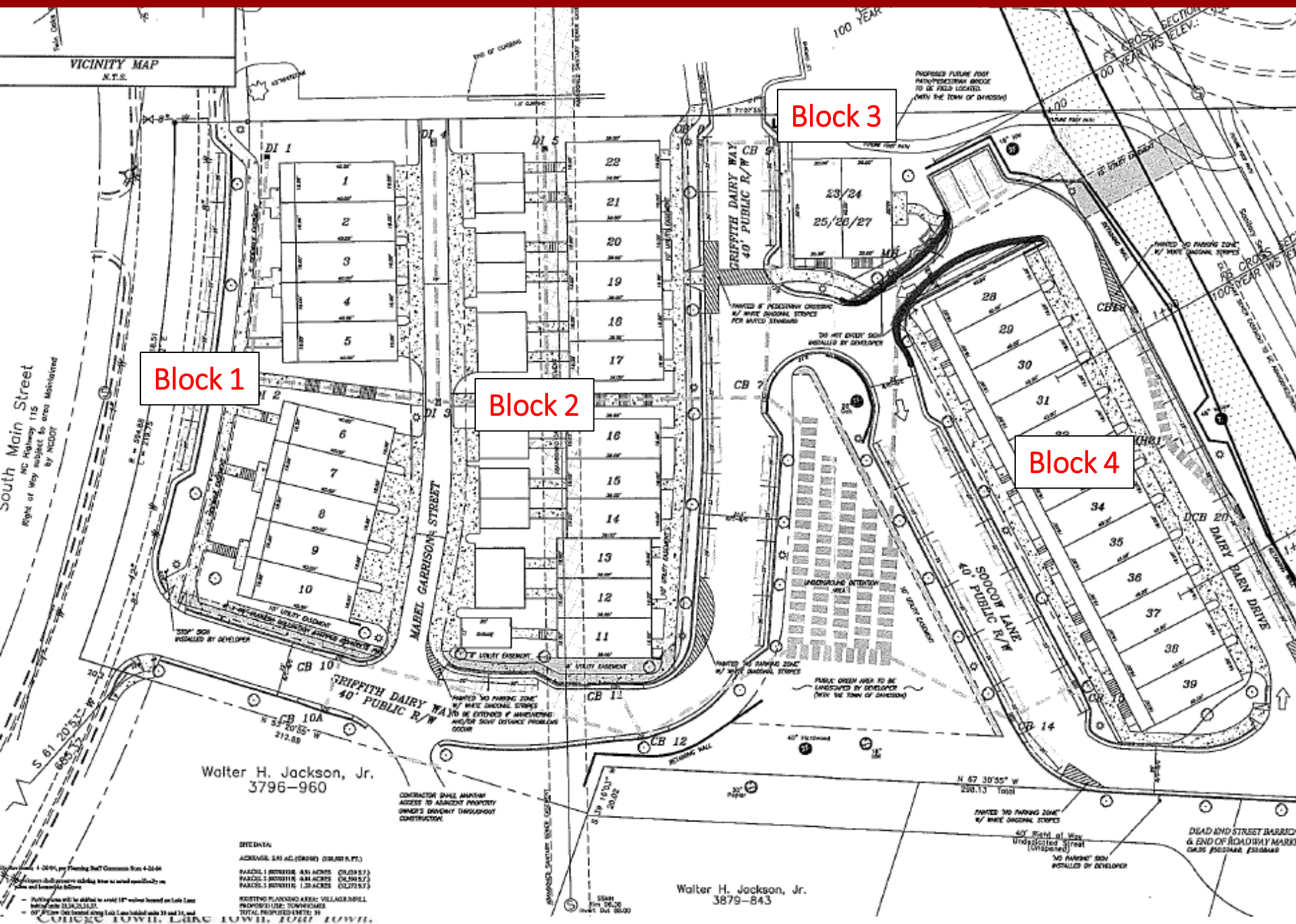


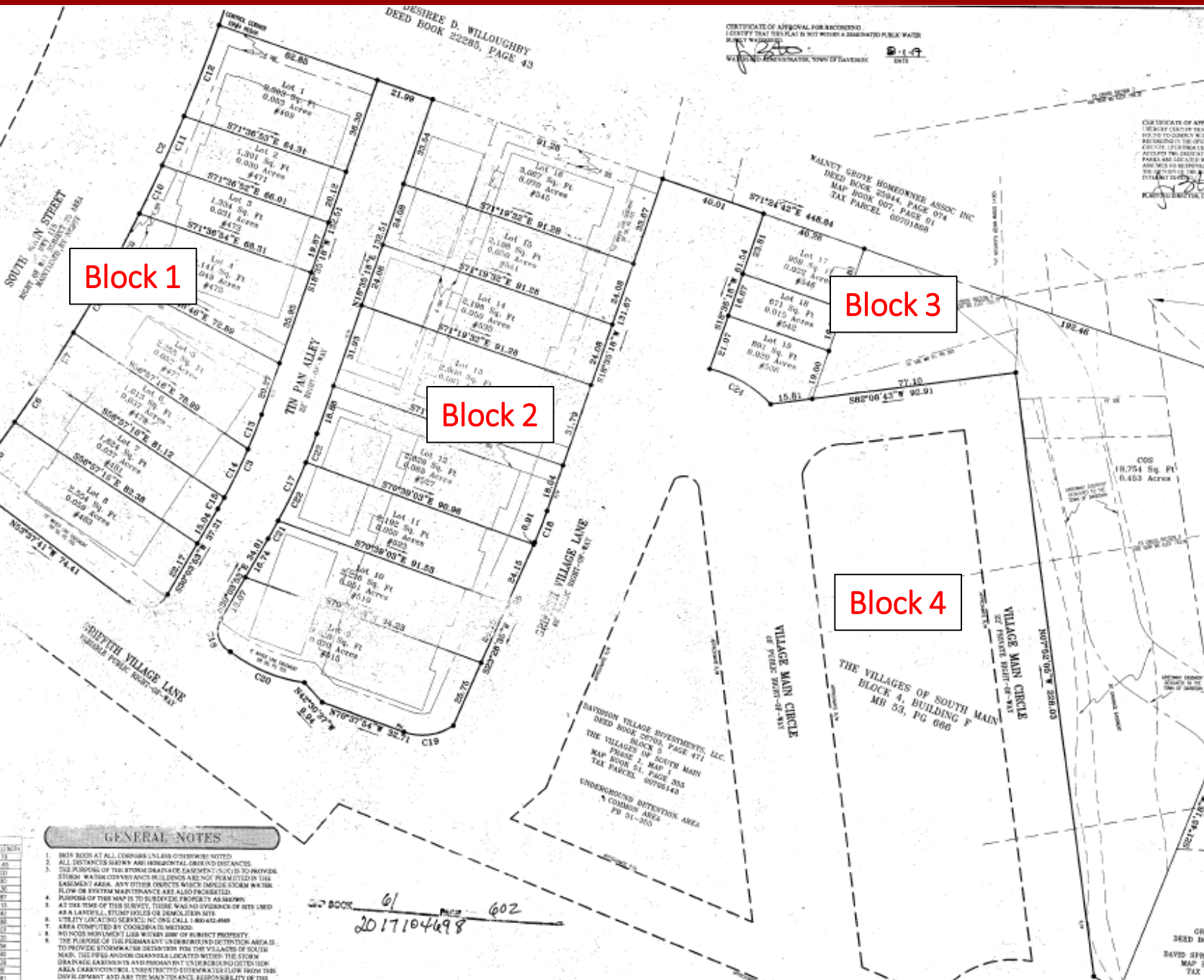
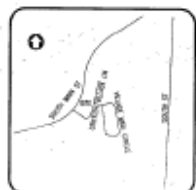
Block 1

Block 2

Block 3

Block 4





Block 1

Block 2

Block 3

Block 4

GENERAL NOTES

1. BORN BOOK AT ALL CORNERS UNLESS OTHERWISE NOTED.
2. ALL DISTANCES SHOWN ARE HORIZONTAL, GROUND DISTANCES.
3. THE PURPOSE OF THIS STORM DRAINAGE EASEMENT IS TO PROVIDE STORM WATER CONVEYANCE. BUILDINGS ARE NOT PERMITTED IN THE EASEMENT AREA. ANY OTHER OBJECTS WHICH IMPED STORM WATER FLOW OR SYSTEM MAINTENANCE ARE ALSO PROHIBITED.
4. PURPOSE OF THIS MAP IS TO SUBDIVIDE PROPERTY AS SHOWN.
5. AT THE TIME OF THIS SURVEY, THERE WAS NO EVIDENCE OF ANY LOTS AS A LANDLORD, STUMP PILES OR DRAINAGE SITES.
6. UTILITY LOCATING SERVICE: NO ONE CALL 1-800-432-6848
7. AREA COMPUTED BY COORDINATE METHOD.
8. NO POSTS OR MONUMENTS LIES WITHIN 200' OF SUBJECT PROPERTY.
9. THE PURPOSE OF THE FUGAN LAY UNDERGROUND DETENTION AREA IS TO PROVIDE STORM WATER DETENTION FOR THE VILLAGES OF SOUTH MAIN. THE PILES AND/OR CHANNELS LOCATED WITHIN THE STORM DRAINAGE EASEMENTS AND PERMANENT EASEMENTS ARE NOT TO BE USED FOR ANY OTHER PURPOSES. UNRESTRICTED STORM WATER FLOW FROM THIS DEVELOPMENT AND THE MAINTENANCE RESPONSIBILITY OF THE OWNERS OF THE VILLAGES OF SOUTH MAIN.

DEED BOOK 61 PAGE 602
2017104498

LINE	BEARING	DISTANCE	AREA	PERIMETER
1	N 74° 45' 12" E	26.33		
2	S 84° 15' 12" E	50.46		
3	S 75° 02' 30" E	34.11		
4	S 33° 02' 30" E	14.87		
5	S 74° 45' 12" E	26.33		
6	S 84° 15' 12" E	50.46		
7	S 75° 02' 30" E	34.11		
8	S 33° 02' 30" E	14.87		
9	S 74° 45' 12" E	26.33		
10	S 84° 15' 12" E	50.46		
11	S 75° 02' 30" E	34.11		
12	S 33° 02' 30" E	14.87		
13	S 74° 45' 12" E	26.33		
14	S 84° 15' 12" E	50.46		
15	S 75° 02' 30" E	34.11		
16	S 33° 02' 30" E	14.87		
17	S 74° 45' 12" E	26.33		
18	S 84° 15' 12" E	50.46		
19	S 75° 02' 30" E	34.11		
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99	S 75° 02' 30" E	34.11		
100	S 33° 02' 30" E	14.87		

Proposed Davidson Village Investments Master Plan Amendment for Block 1



VICINITY MAP
NO SCALE

Certificate of Approval for Recording - Ownership and Dedication

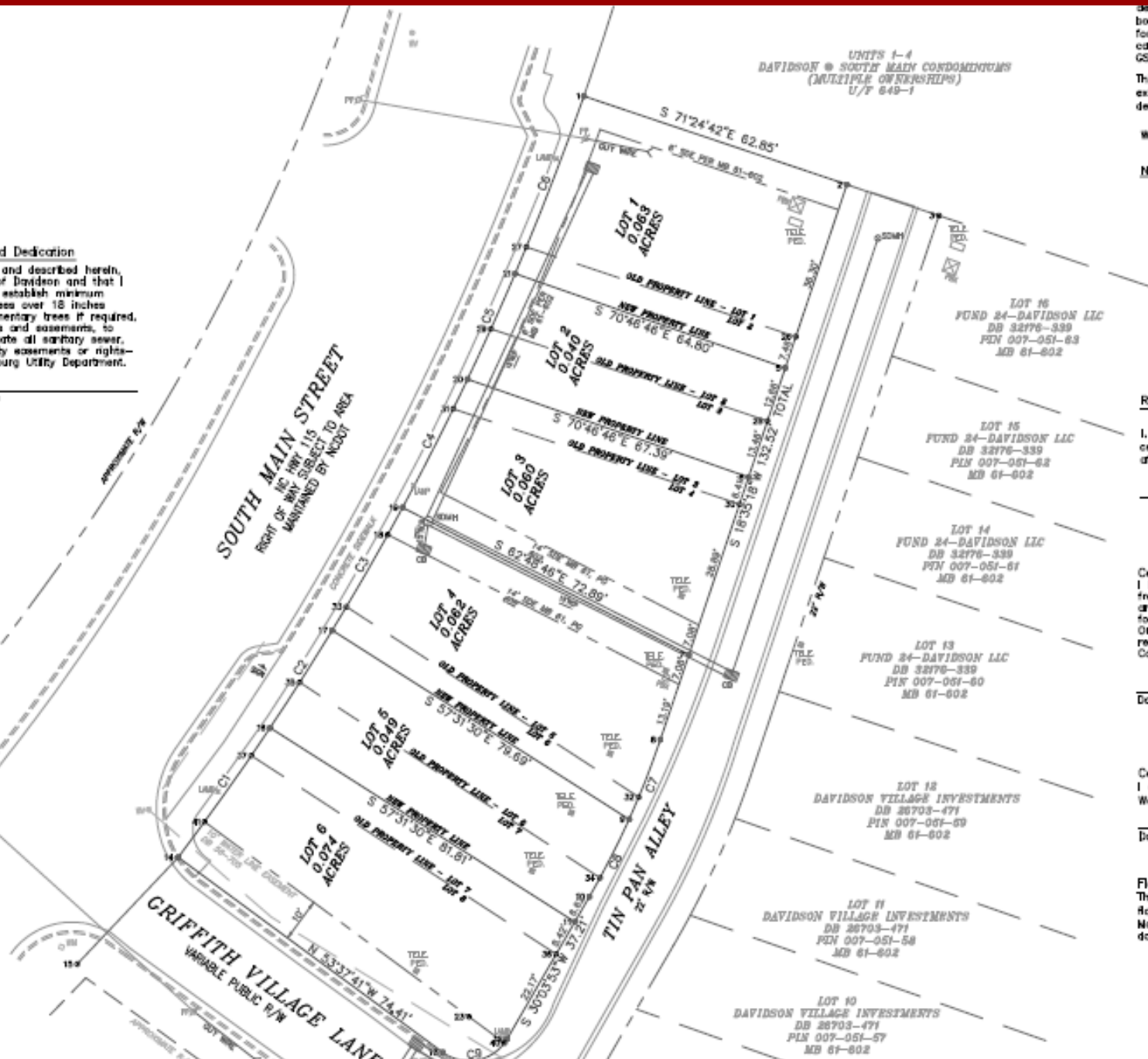
I hereby certify that I am the owner of the property shown and described herein, which is located in the subdivision jurisdiction of the Town of Davidson and that I hereby adopt this plan of subdivision with my free consent, establish minimum jacking setback lines, preserve and protect all significant trees over 18 inches diameter in the tree and root protection area, plant supplementary trees if required, and dedicate all streets, alleys, walks, parks, and other areas and easements, to public or private uses as noted. Furthermore, I hereby dedicate all sanitary sewer, storm sewer, and water lines that are located in public utility easements or right-of-way to the Town of Davidson and the Charlotte-Mecklenburg Utility Department.

Date _____ Owner(s) _____

Curve	Radius	Length	Chord	Chord Bear.
C1	624.88'	35.95'	35.95'	N 35°22'17" E
C2	624.88'	20.17'	20.17'	N 32°31'23" E
C3	624.88'	39.64'	37.23'	N 29°30'18" E
C4	645.16'	37.56'	37.56'	N 36°30'59" E
C5	645.16'	26.22'	26.22'	N 34°15'22" E
C6	645.16'	43.09'	43.09'	N 31°10'42" E
C7	195.00'	19.40'	19.40'	S 31°28'23" W
C8	195.00'	19.82'	19.84'	S 27°10'41" W
C9	10.00'	16.81'	14.90'	S 78°13'06" W



REFERENCES: LEGEND:



VILLAGES OF SOUTH MAIN MASTER PLAN AMENDMENT

APPROVED UNITS OVER TIME

	2004	2012	Proposed
Block 1	10	8	6
Block 2	12	8	8
Block 3	5	3	3
Block 4	12	12	12

DISCUSSION



**Agenda Title: Downtown Community Gathering Space Update
Economic Development Manager Kim Fleming**

Summary: Stantec has provided a revised plan for the downtown space based on feedback from the board of commissioners and downtown stakeholders (Davidson Farmers Market, downtown businesses).

Summary:

ATTACHMENTS:

Description		Upload Date	Type
▣	Agenda Memo - Downtown Community Gathering Space 02.12.19	2/7/2019	Cover Memo
▣	Presentation - Downtown Community Gathering Space 02.12.19	2/7/2019	Presentation



Downtown Community Gathering Space

To: Davidson Board of Commissioners
From: Kim Fleming
Date: February 12, 2019
Re: Revised plans for Downtown Gathering Space

1. OVERVIEW

Stantec has provided a revised plan for the downtown space based on feedback from BOC and downtown stakeholders (DFM, downtown businesses).

2. RELATED TOWN GOALS

Strategic Plan Item: Economic Development, Social Community Engagement

List core value(s): The physical, social and intellectual well-being of Davidson citizens is fundamental to our community so town government will provide and encourage enjoyable, safe, and affordable recreational and cultural lifelong learning opportunities.

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.

3. OPTIONS/PROS & CONS

- Approve re-design OR
- Gather more input/make changes

4. FYI or RECOMMENDED ACTION

Approve re-design or ask for specific changes.

5. NEXT STEPS

We are presenting the re-design to the BOC first and based on your feedback will present to the downtown stakeholder group.

Farmer's Market Concept Plan | Davidson, North Carolina



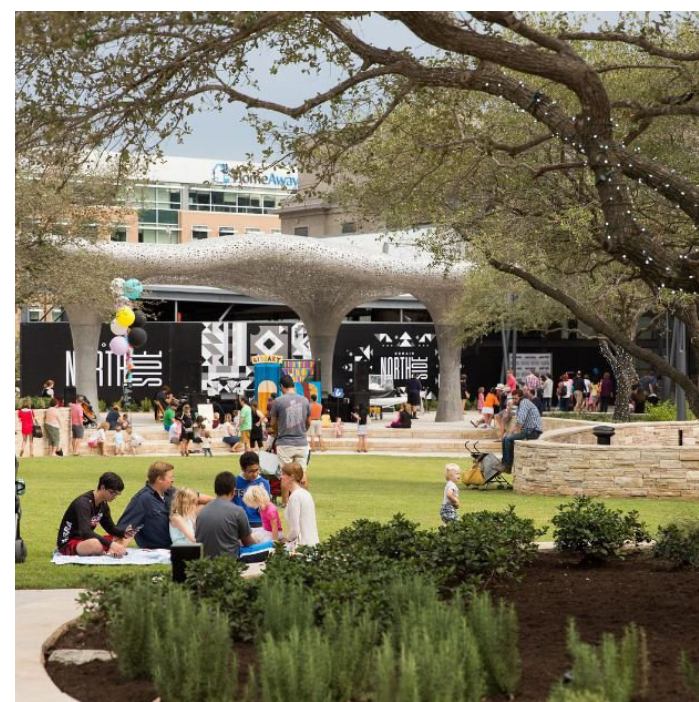
Flexible Spaces



Active Seating



Integrated Play



Variety of Gathering Places



Nighttime Character



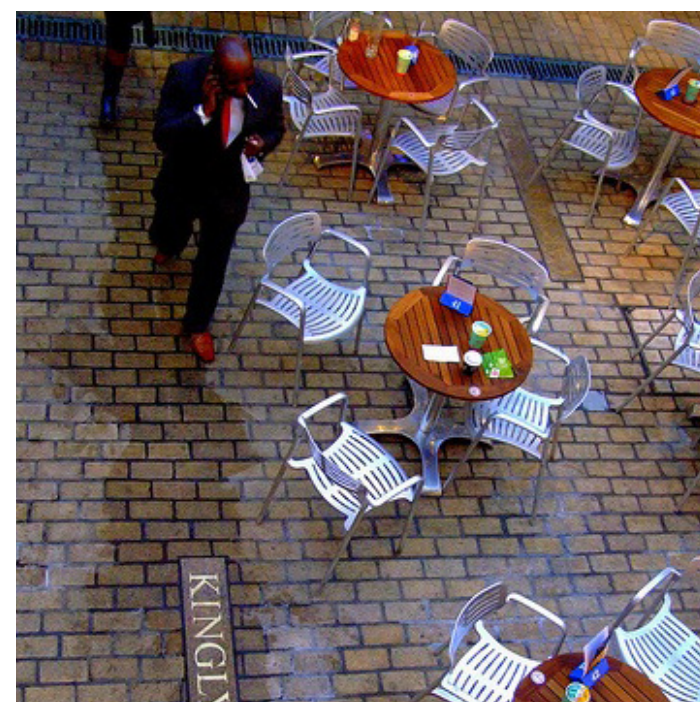
Transform Uses



Ability to Scale Up or Down



Seating and Shade



Movable Tables and Chairs



Site Plan



View from sidewalk looking toward town plaza and porch overlook (Market Day)



View from Main Street (Market Day)

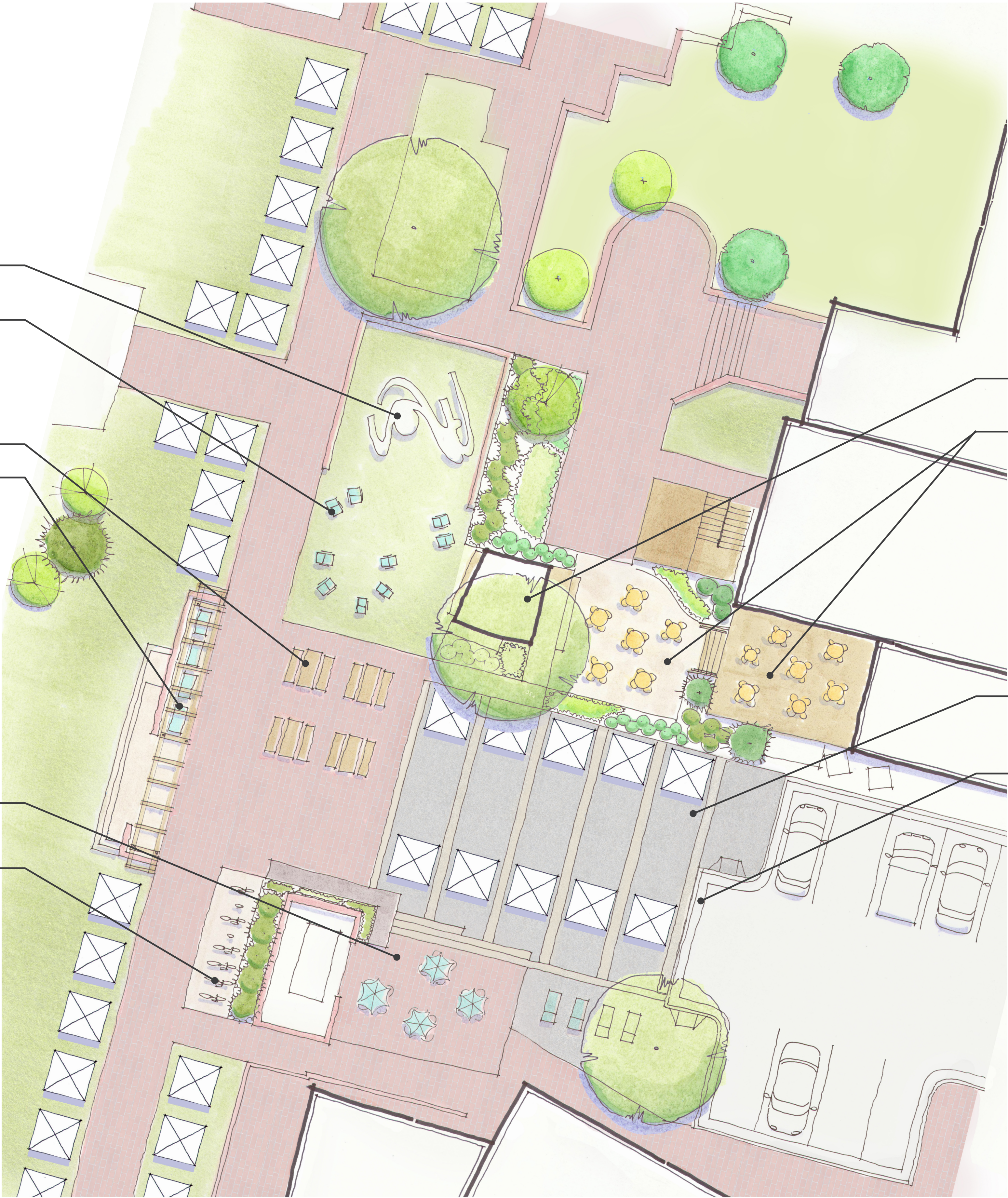


View of flexible plaza with seating and games (Non-Market Day)



View looking at porch overlook, play area and town plaza (Market Day)

Farmer's Market Concept Plan | Davidson, North Carolina



Plan View of Market Plaza on a Farmer's Market Day



Aerial View



Plan View of Market Plaza during a Food Truck Event



**Agenda Title: Board of Commissioners Quarterly Meeting - March 5
Town Manager Jamie Justice**

Summary: In November 2018, the board of commissioners made changes to the 2019 meeting schedule to include quarterly meetings for 2019 starting in March. It was determined to revisit the topic in early 2019. The first quarterly meeting is scheduled for Tuesday, March 5th.

Staff is suggesting a Quarterly Q&A format. This would entail alternating a.m. and p.m. sessions each quarter and having the meetings in the town hall board room for logistical purposes. An elected official would act as the moderator and project updates and/or relevant topics can be shared with attendees at the beginning of the meeting. The Q&A period would be handled with note cards provided for attendees to write down questions or comments. The moderator and staff would then determine how to best address the questions. This will manage the Q&A period and allow for board/staff to respond or follow-up if questions cannot be addressed during the meeting.

Summary:

ATTACHMENTS:

	Description	Upload Date	Type
□	Agenda Memo - Board of Commissioners Quarterly Q&A 021219	2/7/2019	Cover Memo



2019 Quarterly Meetings

To: Davidson Board of Commissioners
From: Jamie Justice, Town Manager
Date: February 12, 2019
Re: 2019 Quarterly Meetings

1. OVERVIEW

In November 2018, the board of commissioners made changes to the 2019 meeting schedule to include quarterly meetings for 2019 starting in March. It was determined to revisit the topic in early 2019. The first quarterly meeting is scheduled for Tuesday, March 5th.

Staff is suggesting a Quarterly Q&A format. This would entail alternating a.m. and p.m. sessions each quarter and have the meetings in the town hall board room for logistical purposes. An elected official would act as the moderator and project updates and/or relevant topics can be shared with attendees at the beginning of the meeting. The Q&A period would be handled with note cards provided for attendees to write down questions or comments. The moderator and staff would then determine how to best address the questions. This will manage the Q&A period and allow for board/staff to respond or follow-up if questions cannot be addressed during the meeting.

2. RELATED TOWN GOALS

Strategic plan:

Community Engagement Goal:

Tactical priority 1: create new approach to board meetings.

Core value(s):

Open communication is essential to an engaged citizenry, so town government will seek and provide accurate, timely information and promote public discussion of important issues.

Constituents served:

All citizens

3. OPTIONS/PROS & CONS

Option 1: Quarterly Q&A format.

Pros:

Provides meaningful informal and interactive question and answer session.

The managed format is conducive to information sharing that avoids the negative complaints received from previous coffee chats.

Cons:

Citizens may not agree with the format and the managed Q&A.
Added preparation time for board and staff.

Option 2: Do not conduct quarterly meetings.

Pros:

Less meetings in the year.
Less preparation time for board and staff.

Cons:

Does not provide the opportunity for meaningful informal and interactive question and answer session.

Option 3: Another meeting format identified by the board.

4. FYI or RECOMMENDED ACTION

I suggest the board try the Quarterly Q&A format on Tuesday, March 5th and then re-evaluate.

5. NEXT STEPS

Based on the direction from the board, the quarterly meeting details will be implemented for March 5th and the 2019 meeting schedule will be amended.



**Agenda Title: Consider Approval of Budget Amendment 2019-21 to provide funds for the purchase of 153/155 Mock Road Home to the Davidson Housing Coalition
Town Manager Jamie Justice and Finance Director Pieter Swart**

Summary: The mayor and commissioners have been discussing the preservation of affordable housing in Davidson through the use of the payment in lieu funds the town has collected. Recently, a house located on two lots at 153/155 Mock Road, has come available. The Davidson Housing Coalition has agreed to purchase this home so that it can be preserved and maintained as an affordable housing unit in town. The town and Davidson Housing Coalition have a history of partnering together on affordable housing units for the Davidson Housing Coalition to maintain and manage as an extension of the town's affordable housing program. Acquiring this property ensures that the home can remain affordable.

The request is for the board is to amend the budget to appropriate up to \$210,000 for the acquisition of these properties and any related costs. The funds would come from the town's payment in lieu program. An agreement would be consummated between the town and Davidson Housing Coalition regarding this transaction.

Summary:

ATTACHMENTS:

Description	Upload Date	Type
□ Agenda Memo - Consider Approval of Budget Amendment for Purchase of 153/155 Mock Road Home for Affordable Housing 02.12.19	2/12/2019	Cover Memo
□ BA 2019-21	2/12/2019	Cover Memo



Mock Road Purchase Budget Amendment for Affordable Housing Preservation

To: Davidson Board of Commissioners

From: Jamie Justice, Town Manager

Date: February 12, 2019

Re: Mock Road Purchase Budget Amendment for Affordable Housing Preservation

1. OVERVIEW

The mayor and commissioners have been discussing the preservation of affordable housing in Davidson through the use of the payment in lieu funds the town has collected. Recently, a house located on two lots at 153/155 Mock Road, has come available. The Davidson Housing Coalition has agreed to purchase this home so that it can be preserved and maintained as an affordable housing unit in town. The town and Davidson Housing Coalition have a history of partnering together on affordable housing units for the Davidson Housing Coalition to maintain and manage as an extension of the town's affordable housing program. Acquiring this property ensures that the home can remain affordable.

The request is for the board is to amend the budget to appropriate up to \$210,000 for the acquisition of these properties and any related costs. The funds would come from the town's payment in lieu program. Any funds up to the \$210,000 that go unused would revert back to the affordable housing payment in lieu fund. An agreement would be consummated between the town and Davidson Housing Coalition regarding this transaction.

2. RELATED TOWN GOALS

Strategic plan:

Affordable Housing Goal:

The Town of Davidson will preserve existing affordable housing,*and other indicia of inclusion, and work with a variety of partners to create new available, affordable workforce and elderly housing.

*Affordable housing for the town of Davidson is defined as incomes between 50% and 120% AMI.

Partnerships Goal:

The town of Davidson will build on existing relationships to strengthen partnerships with strategic organizations and institutions.

Historic Preservation Goal:

The Town of Davidson will preserve our historically significant structures to retain our authenticity as a historic, small college town.

Core value(s):

Davidson's historic mix of people in all income levels and ages is fundamental to our community, so town government will encourage opportunities, services, and infrastructure that allow people of all means to live and work here.

Constituents served:

All citizens

Affordable Housing program participants

3. OPTIONS/PROS & CONS

Option 1: Approve the budget amendment for the Mock Road purchase for affordable housing preservation.

Pros:

Supports the town board's interest in affordable housing.

Supports the town board's interest in the preservation of existing affordable housing.

Cons:

Appropriates monies from the limited funds in the payment in lieu program.

Option 2: Do not approve the budget amendment for the Mock Road purchase for affordable housing preservation.

Pros:

Saves the payment in lieu funds for other needs.

Cons:

Does not support the town board's interest in affordable housing.

Does not support the town board's interest in the preservation of existing affordable housing.

4. FYI or RECOMMENDED ACTION

It is recommended that the town board approve the budget amendment of \$210,000 (option 1) at the February 12th meeting in order to facilitate the transaction occurring in February.

5. NEXT STEPS

If the board approves the budget amendment, town staff will work with the Davidson Housing Coalition on the purchase and the agreement regarding this transaction.

AMENDMENT TO THE BUDGET ORDINANCE

BE IT ORDAINED by the Governing Board of the Town of Davidson, North Carolina, that the following amendment be made to the annual budget ordinance for the fiscal year ending June 30, 2019:

Section 1: To amend the Affordable Housing Fund, the appropriations are to be changed as follows:

<u>Acct. No.</u>	<u>Account</u>	<u>Decrease</u>	<u>Increase</u>
52-40-4920-495	Land and Houses		\$ 210,000.00

Funds will be provided to the Davidson Housing Coalition to purchase property located at 153/155 Mock Rd.

Section 2: To amend the Affordable Housing Fund, the estimated revenues are to be changed as follows:

<u>Acct. No.</u>	<u>Account</u>	<u>Decrease</u>	<u>Increase</u>
52-40-3990-980	Fund Balance Appropriated		\$ 210,000.00

Funds will be provided to the Davidson Housing Coalition to purchase property located at 153/155 Mock Rd.

Section 3: Copies of this budget amendment shall be furnished to the Clerk of the Governing Board, and to the Budget Officer and the Finance Officer for their direction.

Adopted this 12th day of February, 2019



Agenda Miscellaneous/Open Discussion

Title: **Summary:** This is an opportunity for Commissioners to present or discuss any topics not previously listed on the agenda.

Summary:

ATTACHMENTS:

Description

Upload Date

Type

No Attachments Available