



**TOWN OF DAVIDSON  
PLANNING BOARD  
Board Room  
Davidson Town Hall  
January 28, 2019**

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

(Held in the Town Hall Board Room)

**I. CALL TO ORDER**

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

**III. CHANGES TO THE AGENDA**

**IV. NEW BUSINESS**

- (a) Welcome New Members

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

- (a) November 26, 2018 Minutes

**VI. OLD BUSINESS**

- (a) Comprehensive Plan Update
- (b) Mayes Hall Master Plan Review & Comment

**VII. OTHER ITEMS**

**VIII. B.O.C. LIAISON SELECTION**

**IX. ADJOURNMENT**



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**Agenda Title:** Welcome New Members

**Summary:** Planning Board Chair Matt Dellinger and board members will welcome two new members to the board: Nora Barger and Kate Barr.

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**Agenda Title:** November 26, 2018 Minutes

**Summary:** Planning Board members will review and consider approval of the November 26, 2018 Minutes.

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**ATTACHMENTS:**

Description	Upload Date	Type
❏ November 26, 2018 Minutes	1/24/2019	Exhibit

## MEETING MINUTES

Planning Board  
Town of Davidson, NC  
November 26<sup>th</sup>, 2018

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

### I. CALL TO ORDER: 6:07 pm

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

- **Present Board Members:** Susan Cooke; Kelly Ross; Mike Minett; Matt Dellinger (Chair); Ellen Donaldson; Shawn Copeland; John Swope; Lindsey Williams; Bob Miller
- **Absent Board Members:** Michael Flake
- **Town Representatives:** Travis Johnson, Trey Akers

### III. CHANGES TO THE AGENDA: None

### IV. REVIEW/APPROVAL OF THE MINUTES

#### a. Approval of Minutes from October 29th, 2018

Planning Board members suggested four changes to the October 2018 Minutes: Confirming which members were absent vs. arrived late for the meeting; clarifying the watershed discussion; correcting the BOC Liaison notes; and, fixing a spelling error.

- Motion to Approve: Susan Cooke
- Second: John Swope
- Vote: 9-0 (Minutes Approved)

### V. B.O.C. LIAISON REPORT: None

### VI. OLD BUSINESS:

- #### a. Mayes Hall Master Plan Update:
- Planner Trey Akers provided an overview of the proposal, noting that the overall block structure and housing mix reflected that of many Davidson neighborhoods. He explained that the removal of a cul-de-sac resulted in various tradeoffs that were being considered – the shifting of lots away from the eastern boundary, leaving more open space and saving a stream; the revision of a park to now include the relocated lots instead of the park; and, the increased use of retaining walls. He noted other items requiring clarification and described the schedule moving forward. Planning Board members asked about the BMP design, use of retaining walls, and timing of streetlight installation.

### VII. NEW BUSINESS:

- #### a. DPO 9 Text Amendments:
- Planner Trey Akers provided an overview of the topics being considered as amendments to Section 9 of the Davidson Planning Ordinance, which deals with trees and landscaping. He described the proposal to utilize an arborist in permitting review/approval; the inclusion of tree-specific bond language/processes; the Davidson Board of Commissioner's direction to undertake a tree canopy study; and, fees associated with violations.



Planning Board members asked about the use of remediation fees and also suggested that the arborist should provide guidance not just on tree removal but also on where to plant trees (esp. concerning remediation actions).

**VIII. OTHER ITEMS:**

- The Planning Board discussed various items including:
  1. Sidewalk Construction: The process for building facilities in the town and ETJ.
  2. Board of Adjustment Process: How to submit items based on research performed by a party other than the applicant or town.
  3. Park at Beaty Street: Whether a third survey regarding uses at the NE corner would be forthcoming based on the Manager's Report from 11/6/18 that indicated this survey had been/would be undertaken.
  4. Affordable Housing: A summary of the recent Davidson Board of Commissioners discussion on how to allocate available money; coordination between the town and Davidson Housing Coalition; and, ideas to consider as the program evolves.

**IX. PLANNING STAFF REPORT**

- Planner Trey Akers provided a brief update on various development projects underway.

**X. B.O.C. LIAISON SELECTION: N/A**

**XI. ADJOURNMENT: 8:44 pm**

- Motion to Adjourn: Susan Cooke  
Second: John Swope

***APPROVAL OF MEETING MINUTES***

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Signature/Date  
Matt Dellinger  
Planning Board Chair



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**Agenda Title:** Comprehensive Plan Update

**Summary:** Senior Planner Trey Akers will provide a brief update regarding the comprehensive plan process, including: The initial public engagement period and results; the recent Conversation on What's Next community workshop; and, upcoming events.

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**ATTACHMENTS:**

Description	Upload Date	Type
☐ Comprehensive Plan Overview Graphics	1/24/2019	Exhibit

# PUBLIC INTERCEPT ENGAGEMENT

## summary by the numbers

Oct-Dec 2018



**1,301+**

**Personal Interactions**



**22**

**Events**

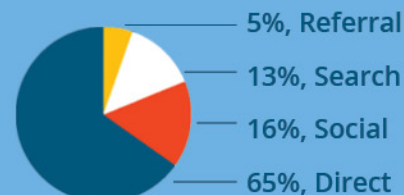
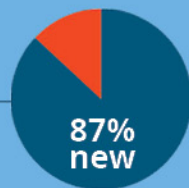


**642**

**Surveys Completed**

**1,490**

**Unique  
Website Visitors**



**Traffic Sources**



# About What's Next? Davidson

**What's Next? is the community-centered process to update Davidson's Comprehensive Plan.**

## WHAT IS A COMPREHENSIVE PLAN?

Davidson's comprehensive plan is our leading policy document that guides long-term decision-making and investment in our community. The plan covers a wide range of topics including: land use; community character; historic preservation; transportation; economic development; demographics; housing; health; the natural environment; and others. Our last comprehensive plan was completed in 2010. What's Next Davidson will build off of the 2010 Comprehensive Plan and establish a vision for the next 20 years.

## WHO IS INVOLVED?

Everyone! First and foremost, What's Next? is a community-centered process. The comprehensive plan process entails an extended community conversation that intentionally engages all stakeholders — residents, neighborhoods, businesses, Davidson College, town government, non-profits, and institutions. Soliciting everyone's input is critical to the plan and specific groups each play a role in the process.

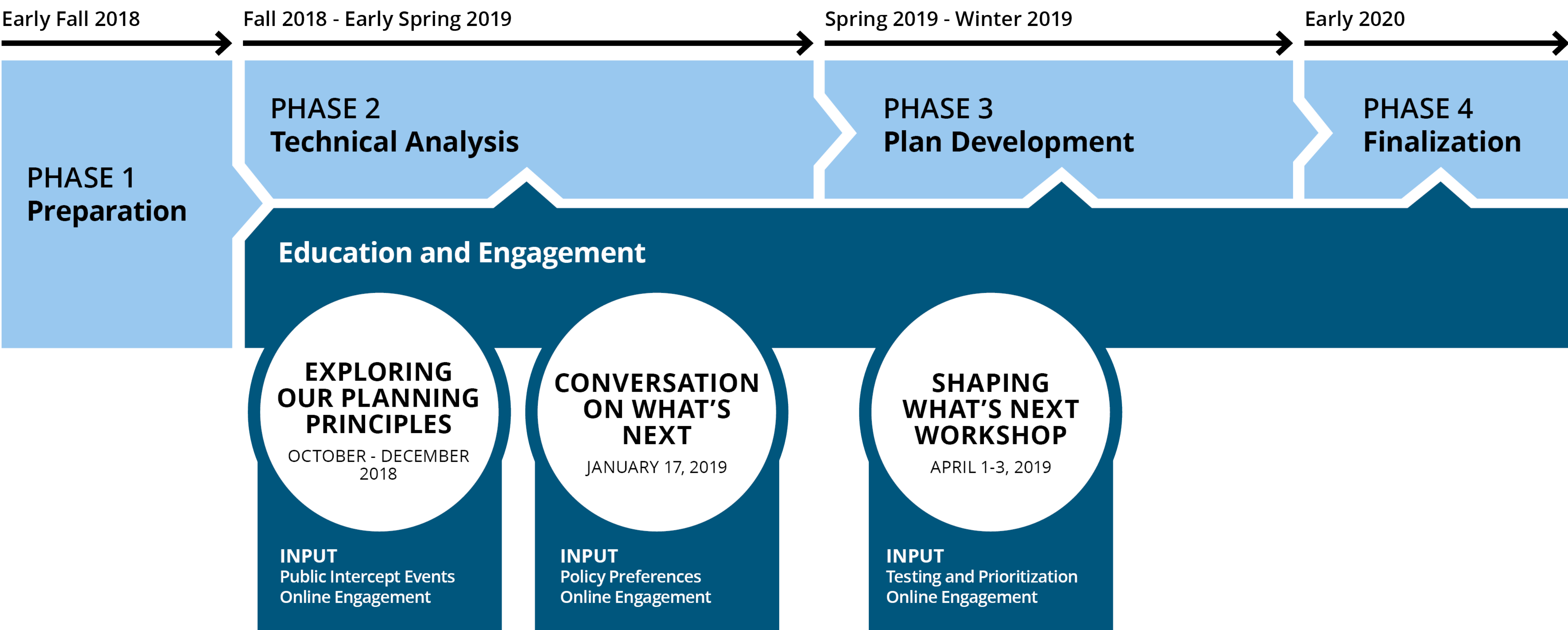
## WHY DOES DAVIDSON NEED TO UPDATE ITS PLAN?

The comprehensive plan will directly inform decisions that we make as a community. It does so by helping us to understand our historical context; identify current or anticipated issues; evaluate options for how to best proceed; and, establish a set of recommendations to accomplish our aims. The board of commissioners identified the need to update the comprehensive plan as a priority in their 2018-2019 Strategic Plan. Additionally, our last comprehensive plan was completed in 2010 — most communities update or create a new plan every five to ten years. This is especially true for communities in high-growth areas like the Charlotte metropolitan region.

## WHAT IS THE PROCESS TIMELINE?

What's Next? will last through early 2020 and offers multiple opportunities for residents and community stakeholders to share their voice in shaping the town's future. See the timeline below for more details.

## PROCESS TIMELINE







# Highlights from Public Engagement

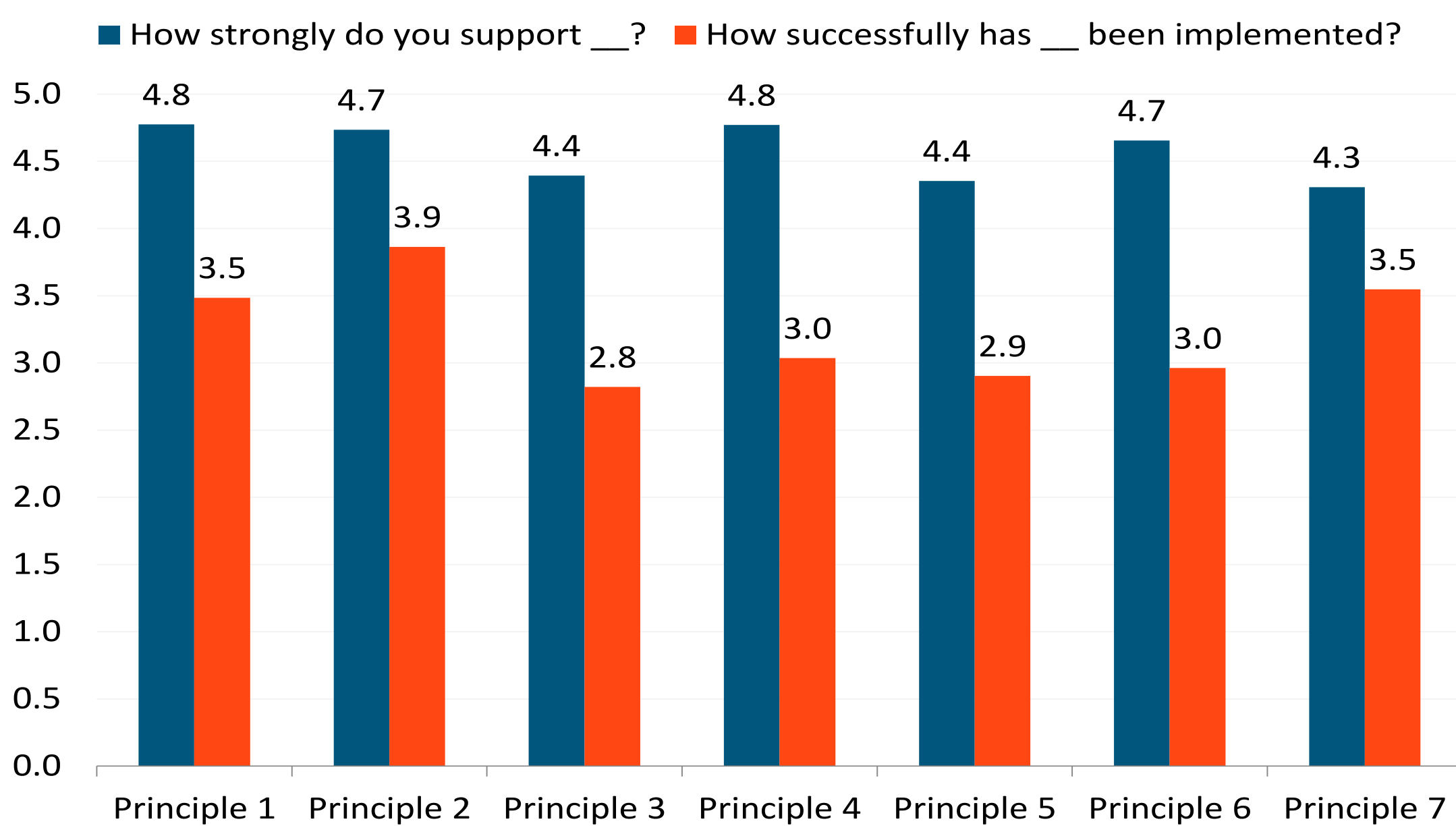
## Initial Findings from Round 1 Public Engagement: Exploring Our General Planning Principles (October-December 2018)

### Public Engagement Highlights

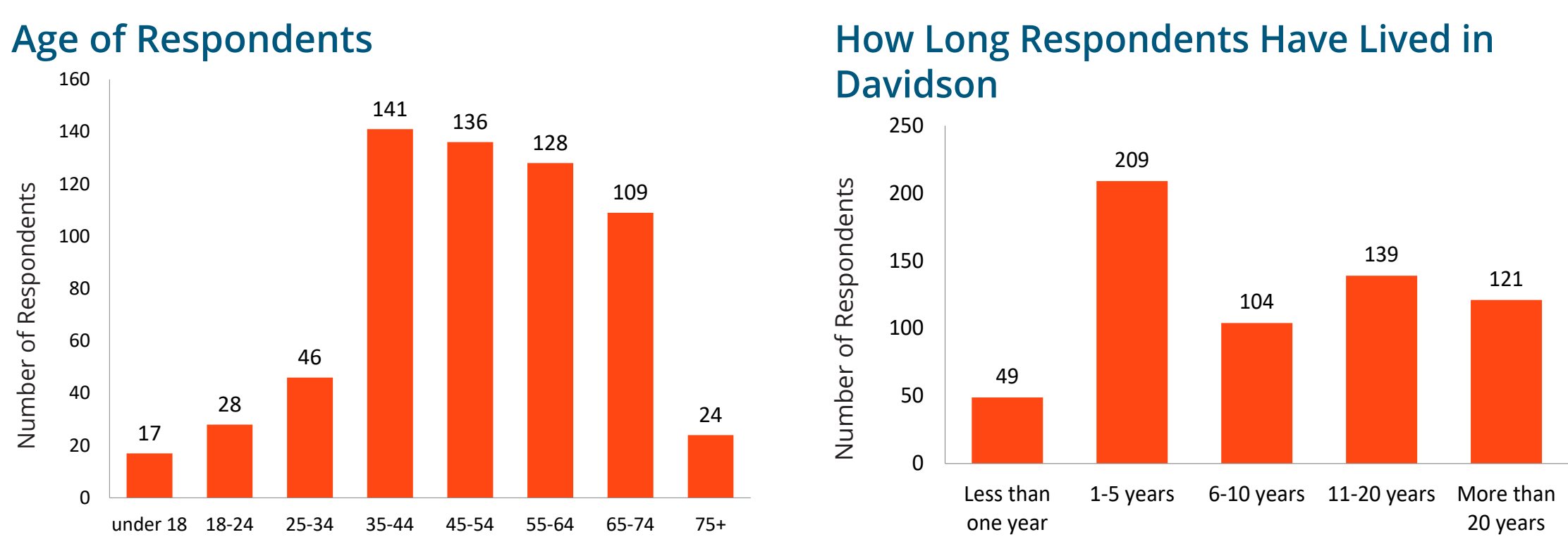


### What We've Heard

In the fall of 2018, the town initiated the What's Next Davidson comprehensive plan process and kicked it off with a community survey. This survey was used as a screening tool to understand the level of support for the town's current General Planning Principles that serve as the foundational guidance for the town's plans and ordinances. The survey identified that, generally speaking, all seven principles (listed to the right) were strongly supported by the 642 survey respondents. The survey also identified that while the principles themselves were well supported, the implementation of the principles could be improved. The table below shows the average ratings provided by survey respondents.



### About the Survey Respondents



### General Planning Principles

- 1. We must preserve Davidson's character and sense of community.**  
*The essence of Davidson is that residents know their neighbors and interact with them in a variety of well-designed settings. This sense of community is enhanced by: compact developments with community open space; a street, sidewalk, and greenway network that knits the community together; engaging public spaces; a walkable and historic downtown; neighborhoods welcoming to all citizens; and neighborhoods as integral parts of town.*
- 2. We must preserve and enhance Davidson's unique downtown.**  
*The presence of our cherished downtown has always contributed to the quality of life of our residents. This valuable asset will remain viable if we: capitalize on its status as Davidson's social and civic center; encourage a mix of uses in each building; provide a variety of retail and services to meet citizens' needs; provide compelling areas for citizens to congregate; strengthen existing businesses while encouraging new businesses; and maintain its walkability and increase its bikability.*
- 3. We must encourage alternative means of active transportation.**  
*The built environment can enhance the use of alternatives to the car and increase our physical health. We will make it preferable to do some of life's activities without driving by: development and redevelopment in walkable, mixed-use, connected neighborhoods; planning commercial centers so walking, bicycling, and riding public transit to these destinations are viable options; new greenway, bike, and sidewalk connections to existing developments; and creating streets that give preference to cyclists and pedestrians.*
- 4. We must use our scarce land resources wisely.**  
*The natural environment enhances our quality of life, both physically and socially. We will preserve this irreplaceable asset for future generations by: preserving rural views, significant hardwood forests, farmland, wildlife habitats, rock outcroppings, parkland, and watersheds in their pristine form; balancing natural habitat with active and passive recreational opportunities in our preserved open space; encouraging development that uses green design, energy conservation, and flexible spaces; and ensuring that development builds up and not out.*
- 5. We must create an environment that fosters diversity.**  
*We will create a community where all persons are welcome and are able to fully and safely participate in community life. To encourage diversity of all economic levels, all races and ethnic groups, all ages, and all physical and mental abilities we will: provide a mixture of housing types and prices in every neighborhood; support our citizens who wish to age in place by employing universal design and accessibility principles; encourage economic opportunities at all income levels and all abilities; and preserve our cultural heritage.*
- 6. We must manage growth so the town can provide public facilities and services apace with development.**  
*Livability depends on the timely provision of transportation, schools, public safety, utilities, commercial life, spiritual life, and job opportunities. It is our intent that all parts of a vibrant, successful community grow together through: establishment and maintenance of an adequate commercial tax base; a healthy diversity of uses in walkable, compact neighborhoods; alternative transportation options between destinations; encouragement of economic growth without jeopardizing our sense of community; and decisions based on the long-term goals of the comprehensive plan rather than a short term benefit.*
- 7. We must enhance our quality of life through architecture and design.**  
*Livable environments include well-designed buildings, a dynamic public realm, and seamless connections between the two. This means that: private buildings and public infrastructure must work together to shape public space and to build community character; we will preserve our historical assets; the design of our public spaces, parks, and plazas will encourage social interaction, cultural experiences, and recreational opportunities; and public art will animate our civic spaces.*



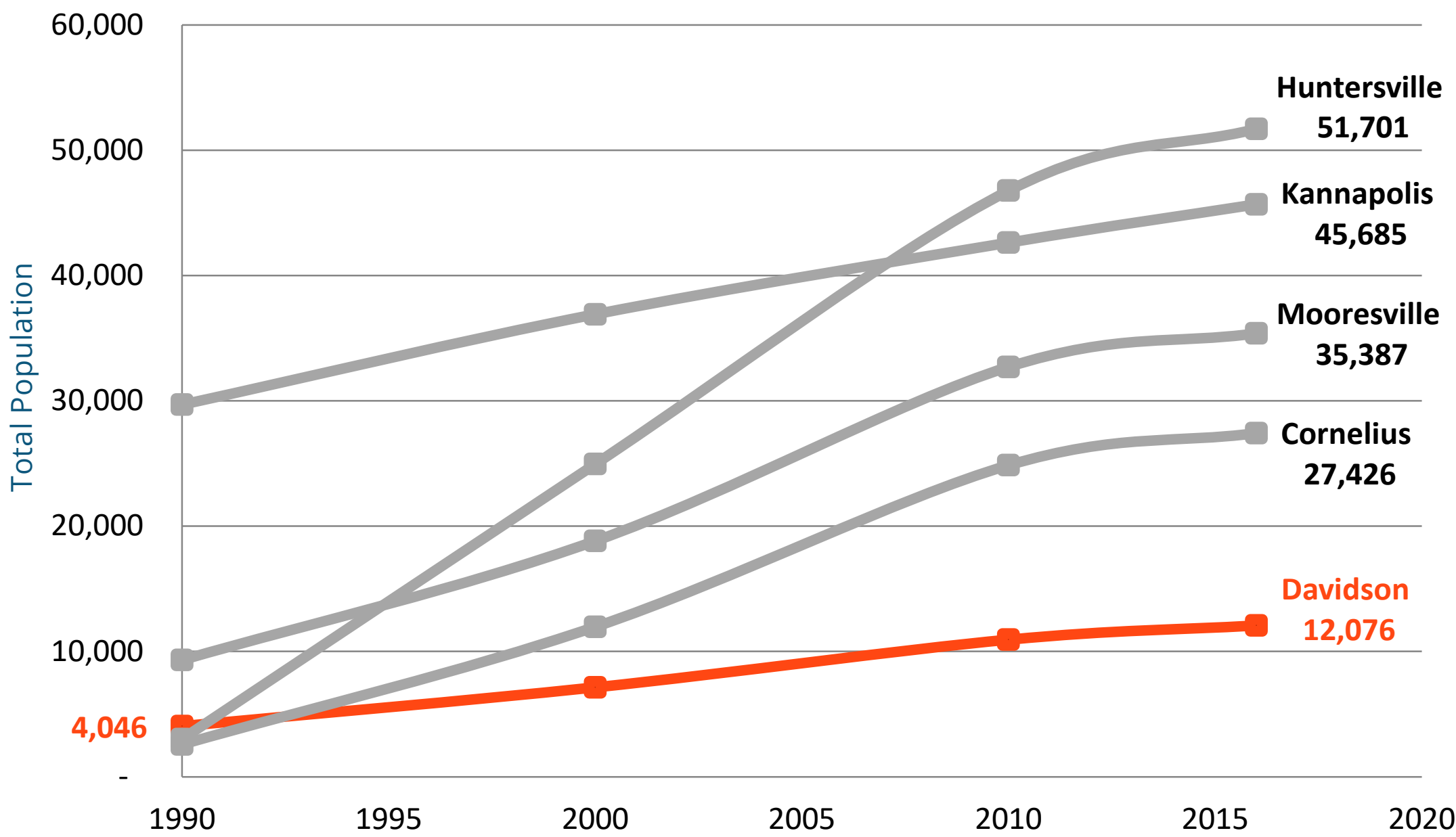


# Highlights from the Community Snapshot Report

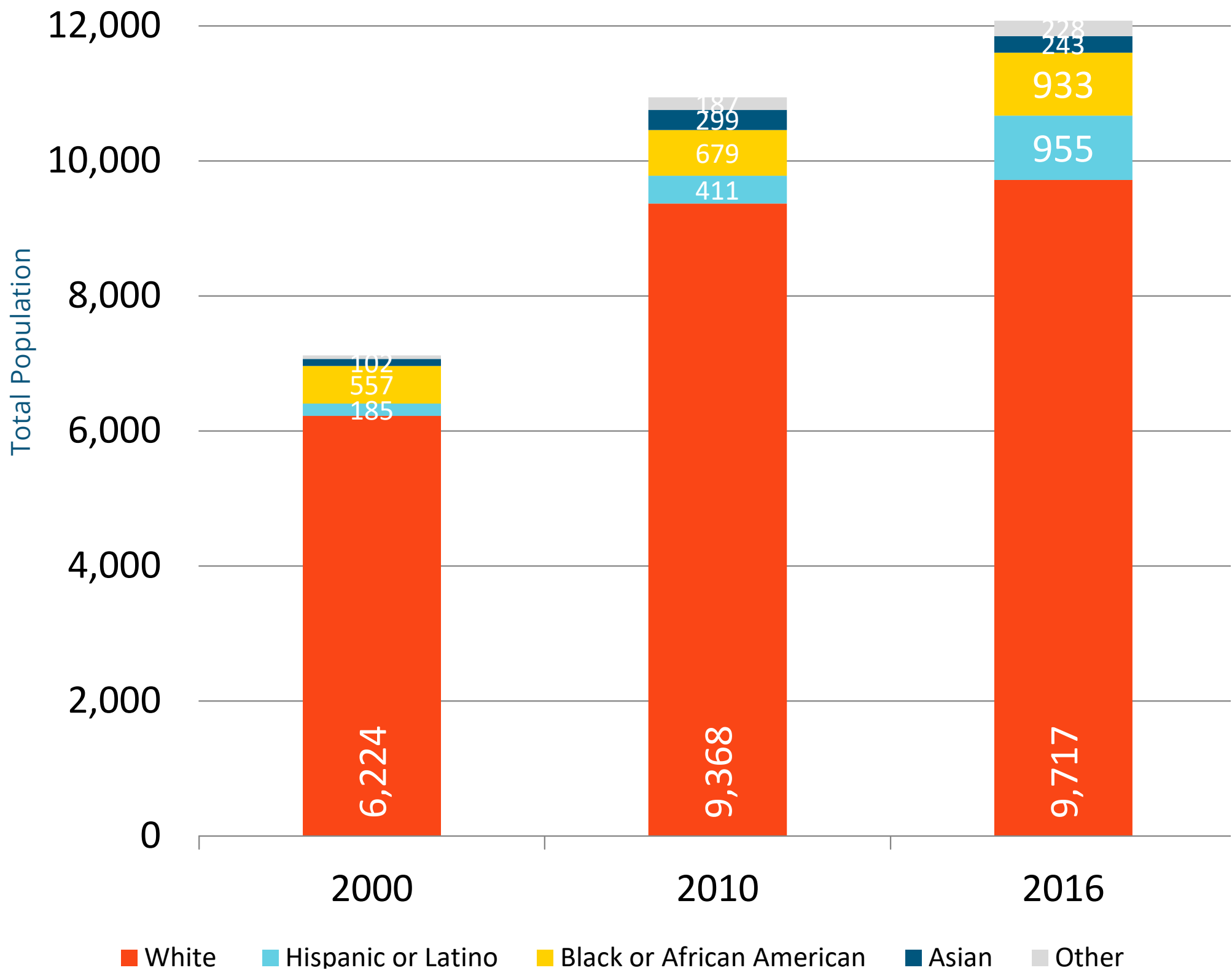
## Population Growth

Between 1990 and 2016 the town tripled in population, adding nearly 8,000 new residents. However, nearby communities located in the northern part of the Charlotte metropolitan area have undergone significantly higher rates of growth.

## Regional Population Growth



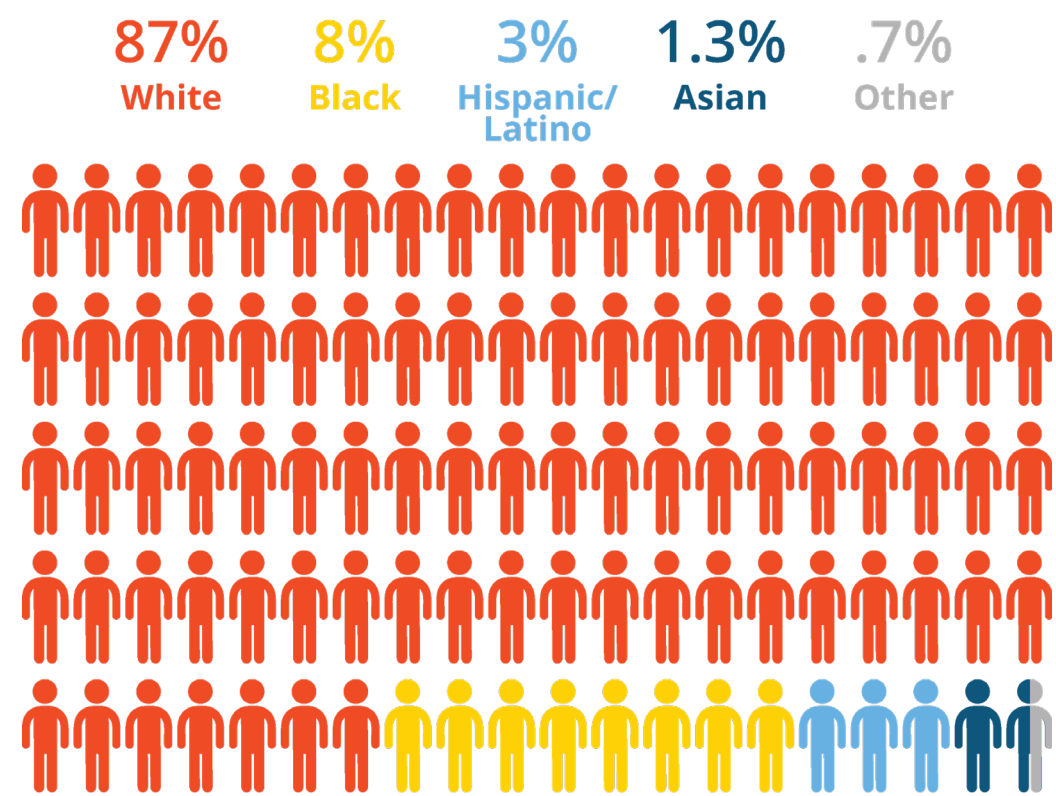
## Race and Population Growth



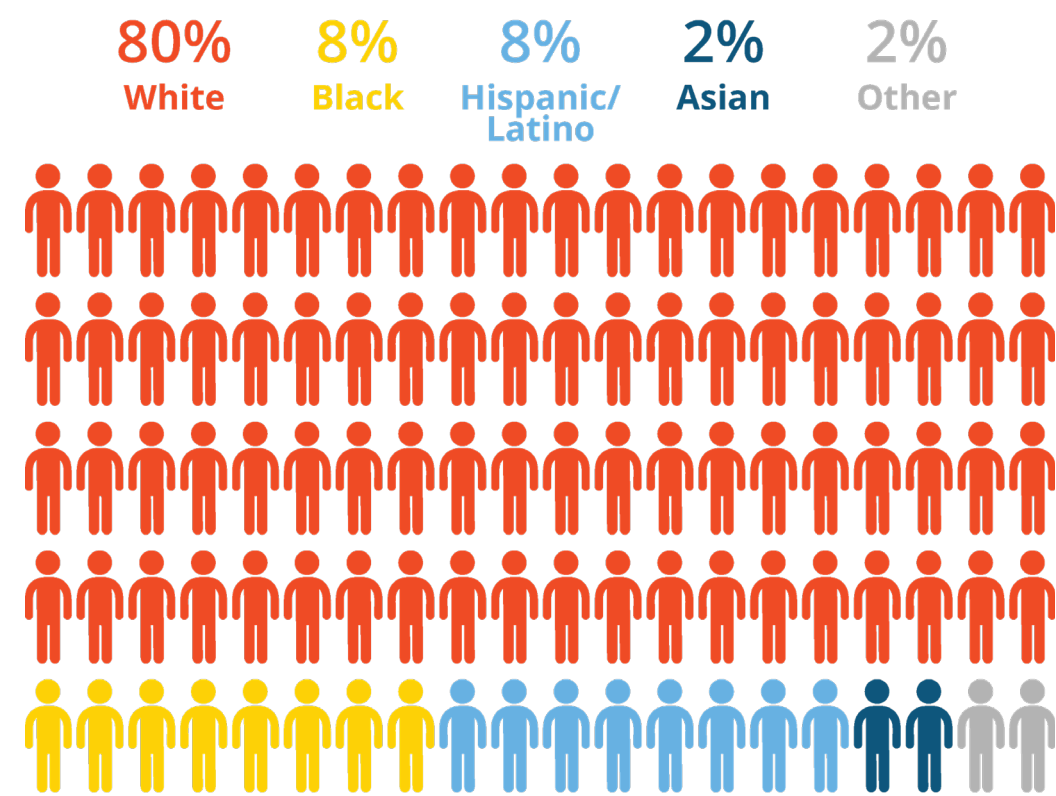
## Population Diversity

Davidson has become more racially diverse since 2010 and continues to be relatively racially homogeneous compared to the Charlotte region.

### 2000 Davidson Population



### 2016 Davidson Population

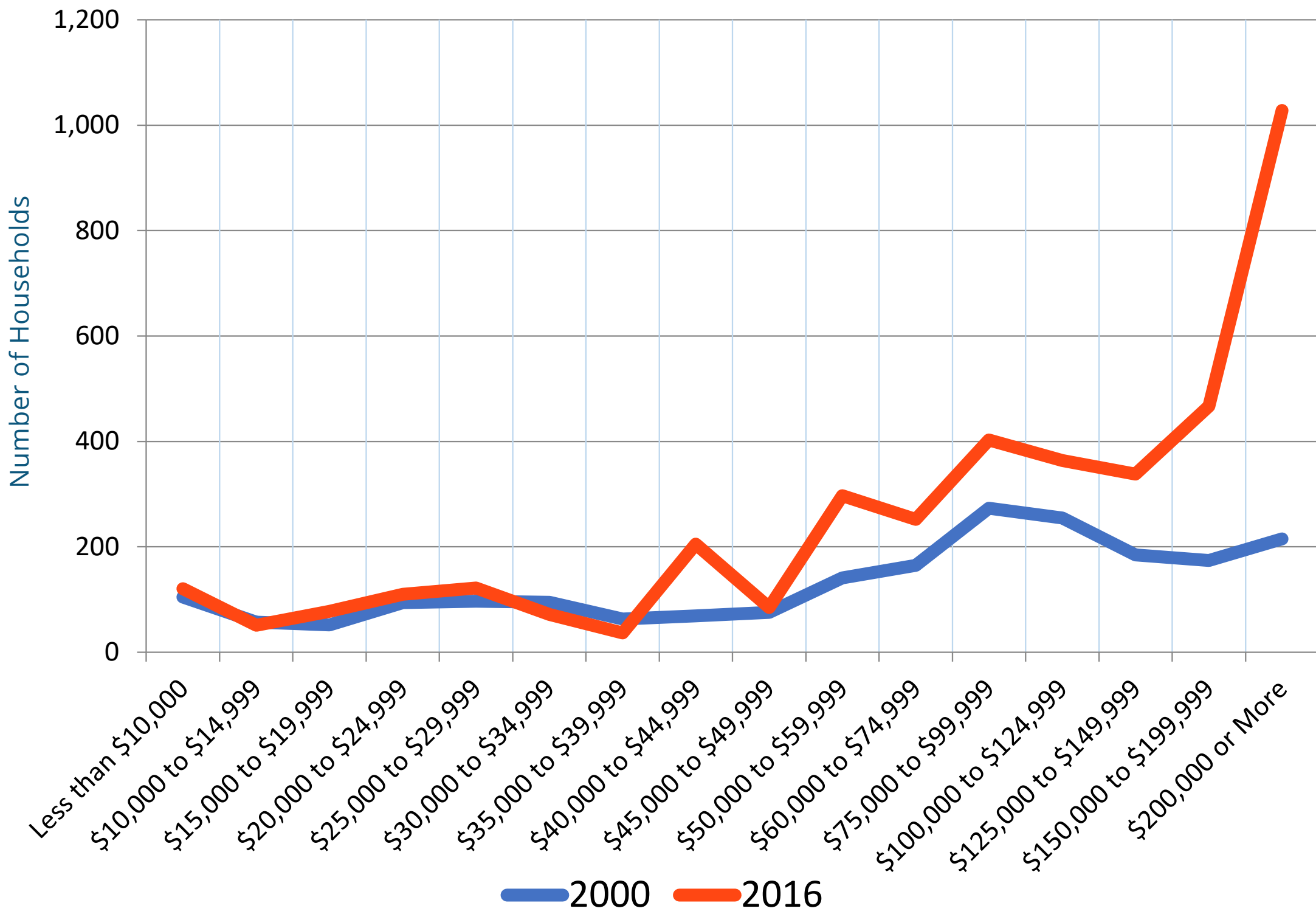


## Median Household Income

Davidson's median household income is the highest of any municipality in North Carolina. Between 2000 and 2016, the median household income increased dramatically as the distribution of high income earners grew, especially among the number of households earning over \$200,000 annually.

Davidson	\$109,907
Cornelius	\$86,355
Huntersville	\$90,633
Mooresville	\$63,632
Kannapolis	\$45,863
Charlotte MSA	\$55,821

## Distribution of Household Income





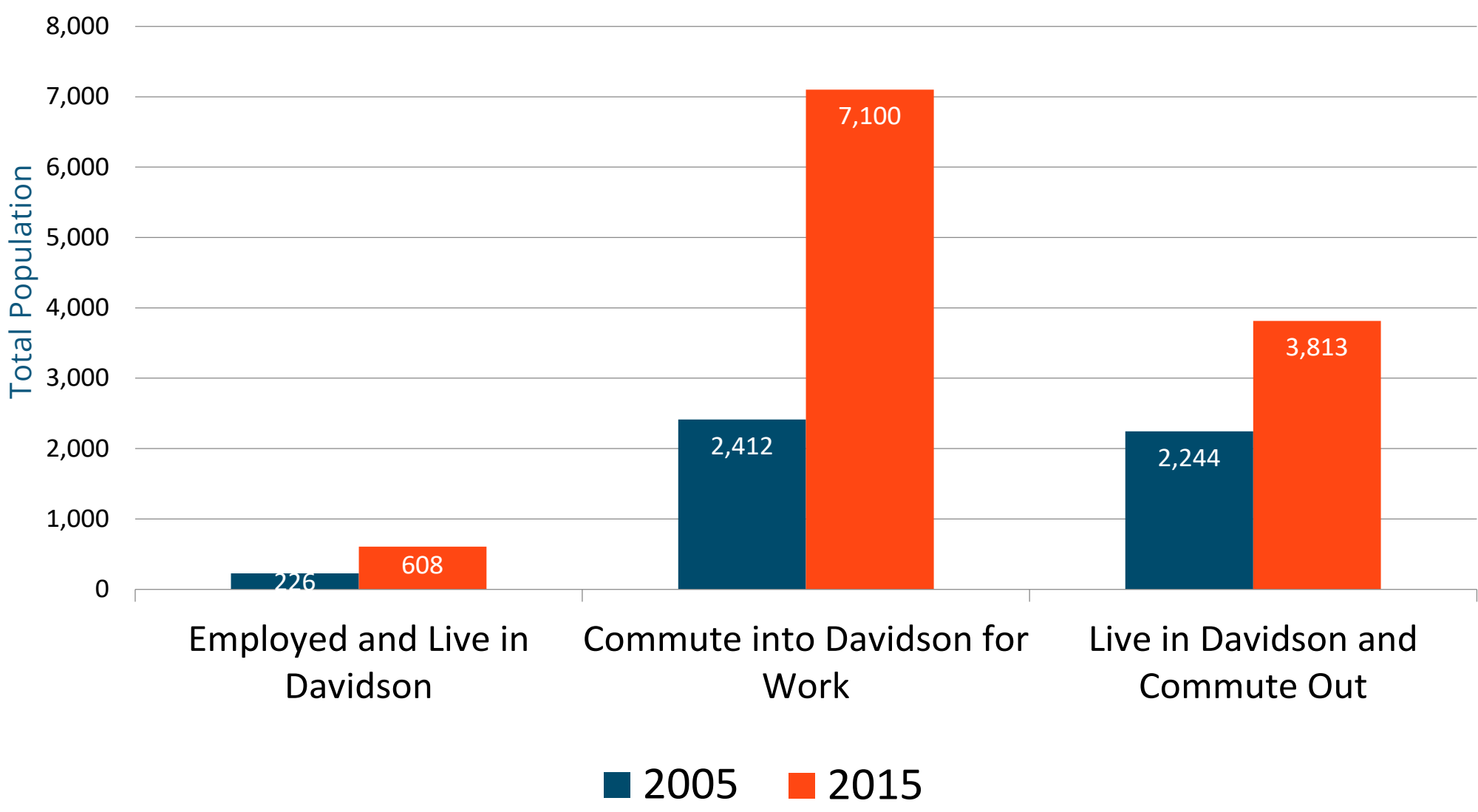


# Highlights from the Community Snapshot Report

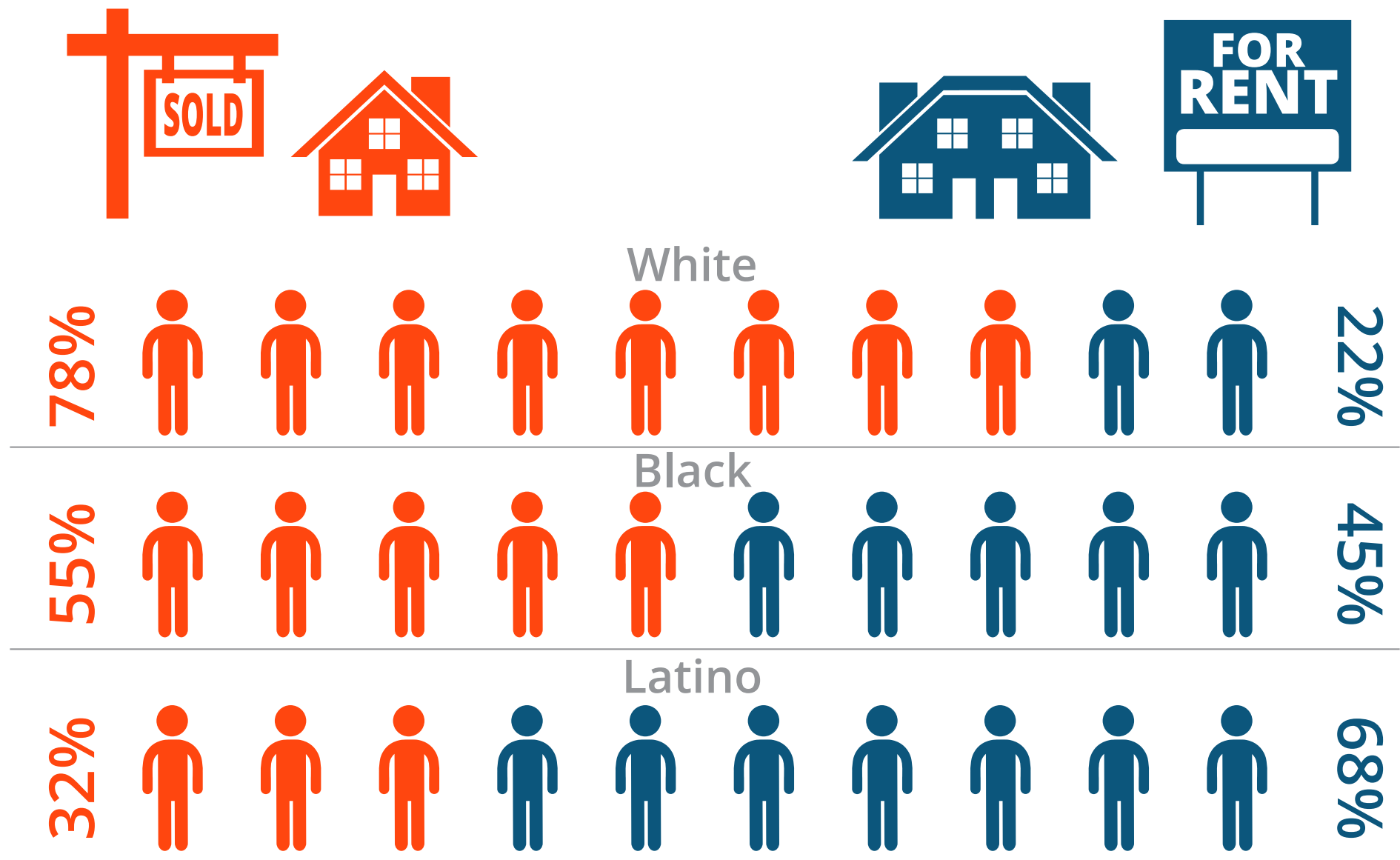
## Commuting Workers

Increasingly, the supply of labor for Davidson's Industries lives outside of the town and commutes in. The number of workers living and working in Davidson rose between 2005 and 2015 by less than 400, and the number of workers living in Davidson and commuting out increased by less than 1,600. The number of workers commuting into Davidson increased by a far greater total amount of 4,688 commuters.

## Where Workers Live and Work



## Davidson Renters and Homeowners by Race



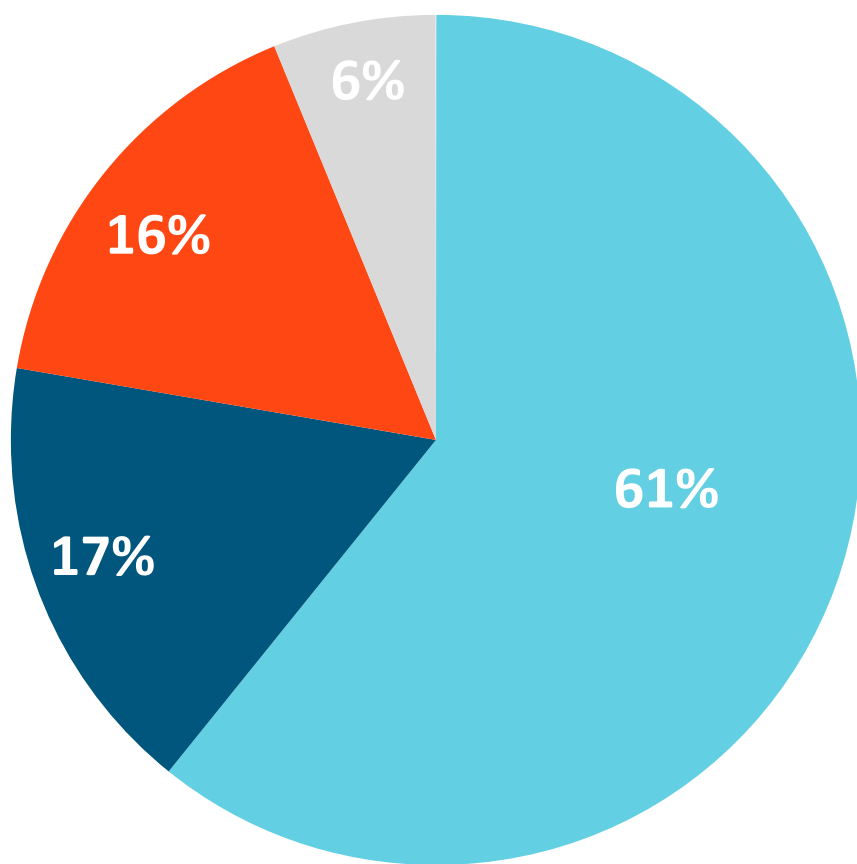
## Housing Costs

Housing costs have risen to a point where some households are deemed to be cost-burdened (more than 30 percent of household income is spent on housing). The burden of housing costs is falling primarily on renters, the proportion of which has grown from 18 percent to 25 percent of households in Davidson from 2000 to 2016. Black and Latinx populations include much higher proportions of renters than white families.

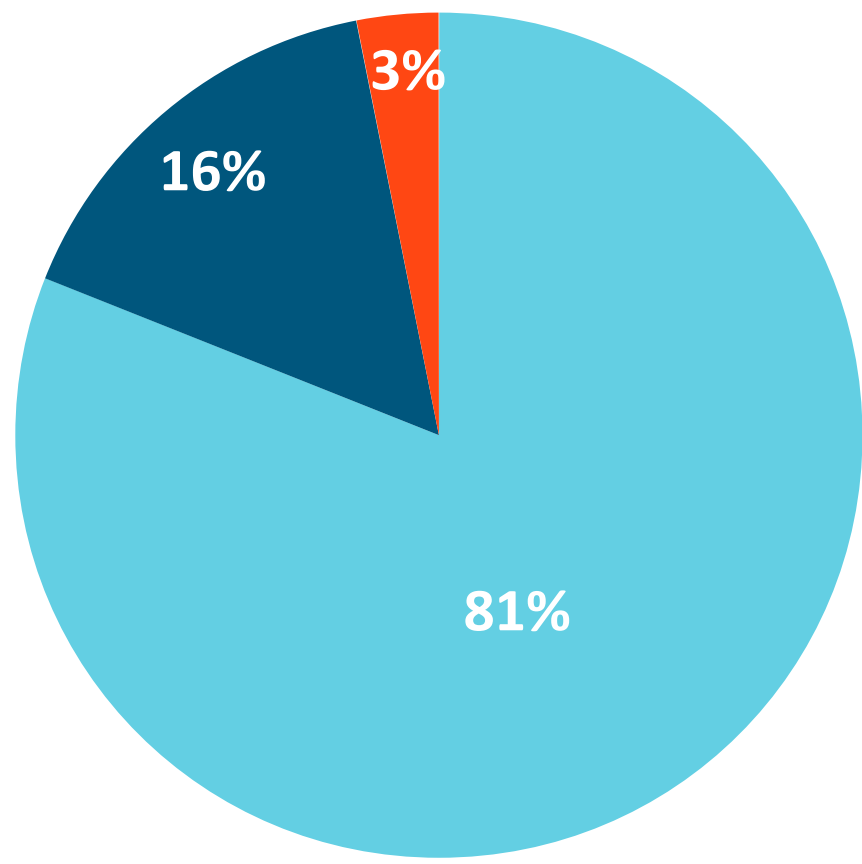
## Housing Type

The number of each type of housing has grown in Davidson since 1990. As a percent of total housing stock, single family detached housing is the predominant type of housing, comprising approximately 70 percent of all units in 2016. Since 1990, non-single family housing (calculated as a percent of total housing) has decreased from 37.8% to 30.6%.

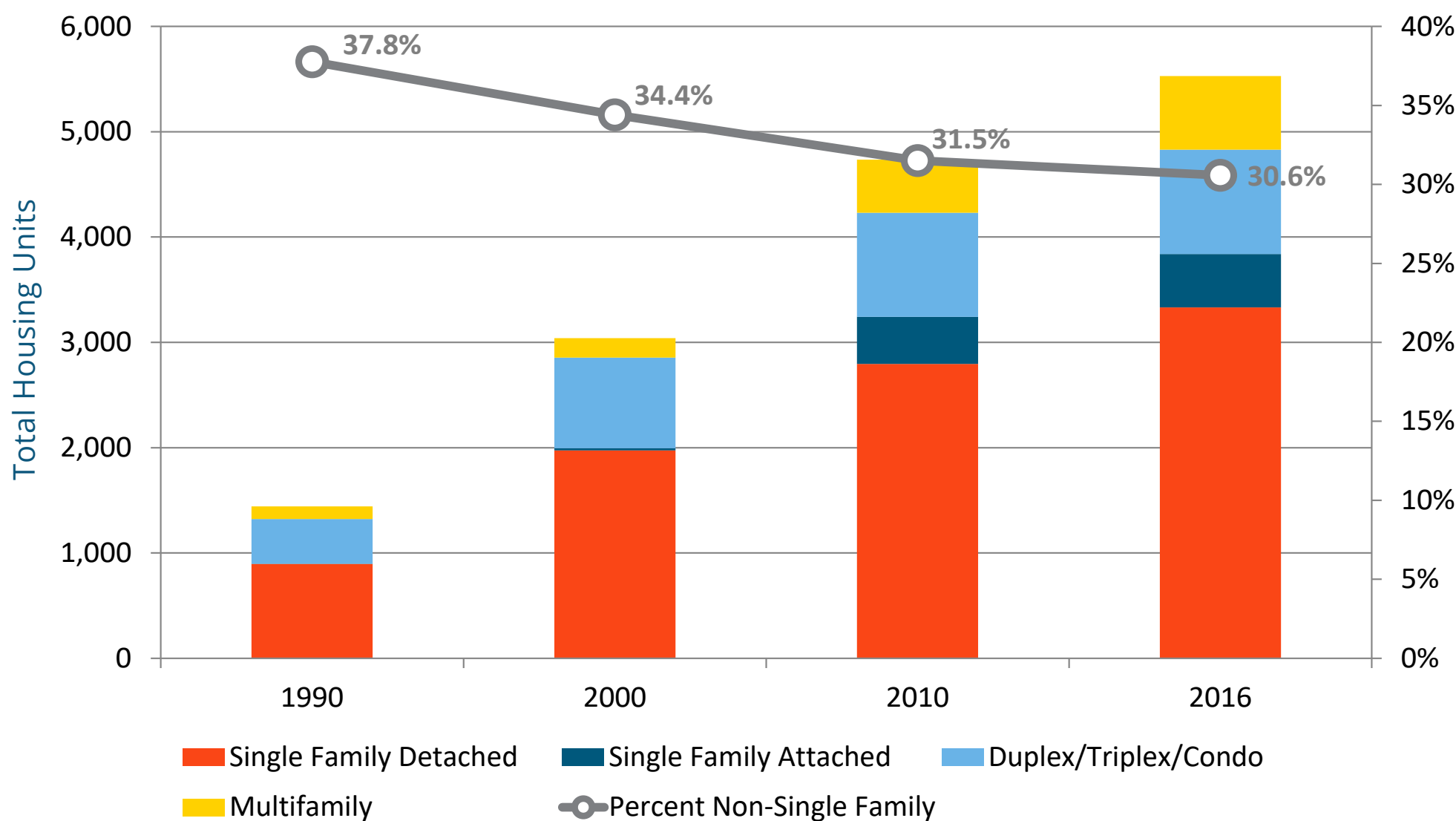
2016 Gross Rent as a Percentage of Household Income for all Renter Households



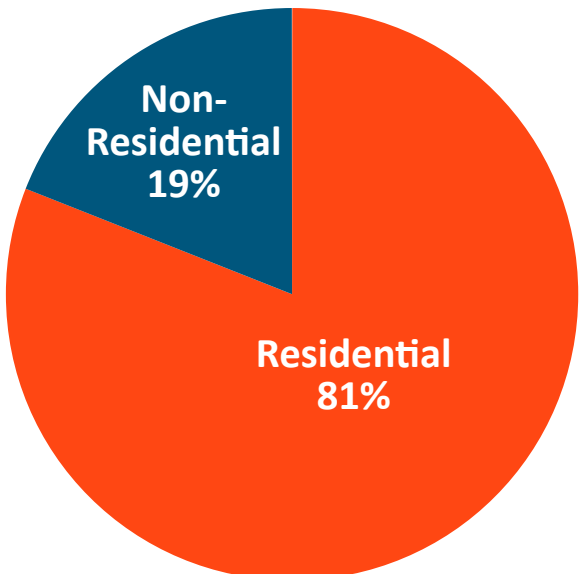
2016 Selected Monthly Owner Costs as a Percentage of Household Income for Housing Units with a Mortgage



## Housing Types in Davidson



Share of Tax Base



Davidson's property tax revenues are primarily funded by residential property taxes.



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**Agenda Title:** Mayes Hall Master Plan Review & Comment

**Summary:** Planning Board members will review and offer comments regarding the Mayes Hall Master Plan proposal.

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**ATTACHMENTS:**

<b>Description</b>	<b>Upload Date</b>	<b>Type</b>
❏ Mayes Hall Master Plan - Staff Analysis	1/24/2019	Exhibit
❏ Mayes Hall Master Plan - Staff Presentation	1/24/2019	Presentation
❏ Mayes Hall Master Plan - Developer Presentation	1/24/2019	Presentation





## STAFF ANALYSIS

Date: January 28, 2019  
To: Planning Board  
From: Trey Akers, Senior Planner  
Re: Mayes Hall Master Plan, Neighborhood Edge Planning Area

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### 1. INTRODUCTION

#### APPLICANT INFO

- **Owners:** Gina Mayes Harris, Dawn Sanderson, Narrow Passage Holdings LLC
- **Developer:** The Bayard Group (Ken Holbrooks)
- **Project Team:** ColeJenest & Stone (Colin Jenest)
- **Location:** 13297, 13415 Mayes Road (Parcel IDs: 00716286, 00716206, 00716207)
- **Planning Area(s):** Neighborhood Edge
- **Area:** 23.89 acres

#### REQUEST

The applicant proposes the development of a residential subdivision consisting of 68 units of single-family detached housing on approximately 24 acres. The master plan includes required open space, park, and greenway features along with street infrastructure. The applicant intends to meet all applicable requirements as part of the Master Plan process identified in Davidson Planning Ordinance (DPO) Section 14.6.

### 2. PLANNING STAFF REVIEW

#### BACKGROUND

The total master plan area consists of three parcels, with one parcel fronting Mayes Road for the entirety of its southern boundary (13297 Mayes Road/PID 00716206 a.k.a. the “Blount” property). This 10.5-acre parcel is currently farmed and largely treeless, though significant stands of trees line its northern and eastern borders. The other two parcels likewise connect to Mayes Road but for very short lengths: One is a small strip of land on the Blount property’s west/northwest boundaries (PID 00716286, owned by Narrow Passage Holdings Inc., NPH); and, the other is a 13-acre wooded parcel to the Blount property’s north (PID 00716207, a.k.a. the “Sanderson” property). Together, these parcels comprise the proposed 24-acre residential master plan.

Various parties have explored a number of residential concepts on the Blount and NPH sites for the past few years. Together, these two parcels total about 11 acres. For various reasons including the siting of street connections along Mayes Rd. (an NCDOT facility) and various Davidson Planning Ordinance criteria, none of these plans materialized. The current project team became involved in 2017 and

worked through various plans on these sites, encountering similar constraints. In January 2018 a plan was submitted that included the Sanderson property, which had not been in consideration up to that point. The inclusion of this parcel allowed greater flexibility in site design/infrastructure and enabled the project team to address the previous constraints to a greater extent.

The resulting plan proposes 68 units on 24 acres and includes a variety of open space/park areas, a greenway, and required infrastructure related to streets, stormwater, etcetera. The following sections offer greater detail concerning specific plan features and how they do/do not meet Davidson Planning Ordinance requirements.

## **PLANNING AND DEVELOPMENT STANDARDS**

### **CONTEXT**

The proposed residential subdivision is in keeping with the predominant area land use – single-family detached housing. The area features a mix of housing arrangements involving both master-planned and existing, non-master planned residences, including:

- Large-lot homes that do not front roads on parcels ranging from 5-10 acres (and many in excess of 10 acres);
- Large-lot homes that do front roads on parcels about 2 acres in size;
- Large-lot homes that are part of master-planned subdivisions (i.e. The Woodlands); and
- Smaller-lot homes that are part of master-planned subdivisions (i.e. Bailey's Glen/Forest).

On the larger, non-master planned parcels there is a mix of residential-only parcels and parcels that contain residences as well as primary or ancillary uses like equestrian or agricultural enterprises. Overall, the area seems to be in an extended transition period from larger lot/parcel residences to large/small lot residential subdivisions as long-time landowners sell their land, which is then subdivided into further residential lots via deed and master planning. However, the area's enduring land use pattern continues to be residential.

In maintaining a significant open space fronted by single-family homes along Mayes Road, the proposal acknowledges the range of existing development patterns: Across Mayes Rd. to the south sit large lot residences with deep setbacks; to the east lies The Woodlands, which likewise reserved open space along the entirety of its Mayes Rd. frontage. In this manner, the proposed master plan strikes a balance by incorporating characteristics of existing master-planned and non-master planned residential lots. Similarly, the proposal is subject to the Neighborhood Edge Planning Area standards and is consistent with the description laid out in DPO 2.2.11.A: As a transition area consisting primarily of low-density residential uses.

### **HOUSING**

Concerning the proposed building types: The proposed plan meets both the permitted building types and setbacks specified in the ordinance (DPO Tables 2-41, 2-42). With the implementation of the Rural Area Plan the master plan reflects a greater diversity of lot sizes and building types now required in the Neighborhood Edge Planning Area. Specifically, the plan contains three different lot sizes distributed throughout the development, some of which are served by alleys (enabling more homes to front on designated open spaces). And, with four sets of duplexes anchoring key corners throughout the development, the plan meets the requirement that at least ten percent of the units be single-family detached duplexes or attached houses (DPO 2.2.11.C). Lastly, the proposal does not include affordable housing; the applicant intends to satisfy DPO 5.2 Affordable Housing/Covered Development Projects by making a payment-in-lieu for eight units (\$212,400).

### STREETS/CONNECTIVITY/TRANSPORTATION IMPACT ANALYSIS

The proposed street network contains two street types: Neighborhood General and Neighborhood Yield (DPO 6.7). In this proposal the General streets contain formalized planting strips, sidewalks, and on-street parking. The Yield streets feature the same elements though the parking is informal. Previous plans included a cul-de-sac on the site's eastern side to extend the street network; however, due to the challenging topography this feature has been removed. The site's overall connectivity remains strong and unaffected by this deletion.

The inclusion of the Sanderson property in January 2018 greatly increased the plan's ability to fulfill numerous DPO street connectivity, block structure, and pedestrian linkage requirements. The result is a network that gives all street users options, with different on- and off-street travel ways and access points for users of varying abilities. The current plan reflects the required street connections where possible based on topography, including to the southeastern and northeastern corners of the Goduti property (DPO 6.5.1). The northeastern connection will provide a direct connection while the southeastern connection will be provided as an easement; based on the proximate location of the existing house and topography, it is not desirable nor necessary to feature that connection now but only in the event the Goduti property develops as a master plan.

A transportation impact analysis (TIA) was conducted in the fall of 2018 by Stantec, a third-party firm retained as part of the Town's TIA program. Traffic counts were collected in September and an analysis of these counts and the vehicular movements was performed in October. In sum, the report found that the proposed development would not have a significant impact on the surrounding vehicular or multi-modal street network. Specifically, none of the intersections/approaches to intersections were found to have a reduced ranking in terms of level of service (i.e. an intersection performing as an "A" today would still perform as an "A" if the development was built). In fact, the results show that nearly 80 percent of the data points currently operate and would continue to operate at level of service B or better. And more than half (54 percent) of the total data points would operate at a level of service A – less than 10 seconds of average vehicular delay – if the project is constructed as proposed. The analysis also recommends completion of the greenway network through the site as required in adopted plans (Davidson Walks & Rolls Plan, Route Network Map).

Finally, parking will be handled both on-site (i.e. via driveways on lots) and, for visitors, via on-street parking. Parking will not be permitted in alleys, as specified by the Police/Fire and Public Works Departments. Public safety staff also requested the addressing of properties in alleyways to aid in the timeliness of response calls; this detail will be reflected in a note on the plan.

### OPEN SPACE/GREENWAYS/TREE PRESERVATION

One of the plan's attributes is the integration of a variety of open space areas throughout the proposal. In particular, the proposal features three distinct open space/park types: Undisturbed open space; park; and, greenway (DPO 7.4.1, 7.5.1). A network of ordinance-required sidewalks and pedestrian linkages connect these elements. Notably, the plan illustrates a greenway running along the entire Mayes Rd. frontage – as shown in the Walks & Rolls Plan Figure 4.1. Additionally, about half of the lots front one of these designated open spaces and even more are adjacent to open space.

The current plan version elects to preserve the existing stream and buffer area running north-south along the site's eastern boundary, completely removing the close and/or cul-de-sac from this area. This is a welcome revision from previous plans, though this move has resulted in a few tradeoffs that need to be carefully considered:

- The revised plan creates the opportunity for significantly more open space along in its eastern area, perhaps with the opportunity to tie into and strengthen the existing open space maintained by the adjacent Woodlands development along their southwestern boundary;

- The public park on the Sanderson parcel has been eliminated and replaced by a mix of residential lots (the park had served as an important organizing element/focal point for the plan, though the increase in open space on the eastern boundary may afford for a larger, contiguous open space to be created);
- And, the number of retaining walls need to accomplished the revised plan's layout appears to have been reduced compared to the previous plan. The scale of these features – and their facilitation or hindrance of public access to open space areas – will need to be closely evaluated through the technical review process.

It should be noted that Meck. County staff indicated that the revised plan addresses all of the comments previously related to the development, which centered on the elimination of the stream buffer.

In terms of open space criteria, the plan illustrates the provision of the 45% required in the Neighborhood Edge Planning Area (i.e. 10.75 acres). Meeting this requirement is contingent on a few factors that have been confirmed:

- The emergency vehicle turnaround in the westernmost alley must be designed as a landscaped entrance linking the proposed pedestrian linkage and open space trail;
- Only pedestrian linkages connecting directly to open space may be considered eligible to count as open space;
- The required connection to the Goduti property's southeast corner – regardless of whether it is an actual street or a future street/easement area – must be removed from the open space calculations.

The master plan also contains information based on an environmental inventory (EI) conducted. The EI included a survey of the site area's hundreds of trees, many stands of which were found to be comprised of mature trees – with several significant trees/stands identified (for this exercise, trees in excess of 20 inches diameter breast height). A total of 828 trees of 12 inches or greater diameter breast height were identified. Document pages MP-01 and MP-06 detail the mature trees and identify the significant trees intended for preservation. Correspondence from the project team indicates that the proposal meets DPO 9.3.2 by preserving at least 20% of the mature tree canopy (165 trees). This criterion will continue to be monitored and enforced based on any alterations to the plan. One tradeoff, in particular, that will need to be carefully considered is the connection of the multi-use path through the site's southeastern corner – which may mean either the loss of lots or trees in order to fulfill the Davidson Planning Ordinance connectivity requirements.

### 3. PUBLIC PLANS & POLICIES

Below is a list of town-adopted documents and a brief summary of each's applicability to the proposed master plan:

- The ***General Principles for Planning in Davidson (2015)*** include tenets to guide development in Davidson. Principles relevant to this proposed development are listed below. They can be summarized as: Residential development should include a variety of housing and transportation options integrated with thoughtful open space preservation.
  1. We must preserve Davidson's character and sense of community.
    - Compact developments with community open space
    - A street, sidewalk, and greenway network that knits the community together
    - Neighborhoods welcoming to all citizens
    - Neighborhoods as integral parts of town
  3. We must encourage alternative means of active transportation.
    - New greenway, bike, and sidewalk connections to existing developments

5. We must create an environment that fosters diversity. To encourage diversity of all economic levels, all races and ethnic groups, all ages, and all physical and mental abilities we will:

- Provide a mixture of housing types and prices in every neighborhood

- The **Davidson Comprehensive Plan (2010)** characterizes the project site and surrounding area as a “Smart Suburban” context, describing these areas as “...transition areas between the more intense growth targets and existing low-intensity neighborhoods or protected open space. Residential development, public services and civic uses (such as churches and schools) and additional neighborhood-support centers are ideally located within” these areas.
- The **Town of Davidson Water/Sewer Policy (2018)** requires a determination by Charlotte Water regarding their ability to serve a site as well as whether a development proposal constitutes an extension (i.e. construction of a non-existing line) or connection (i.e. tapping into an existing line). Charlotte Water determined this project would be considered an extension; the Davidson Board of Commissioners approved this project’s extension at their 8/28 meeting.

#### 4. PUBLIC INPUT SESSIONS

The developer, The Bayard Group, hosted two public input sessions – on December 13, 2018 and another on January 16, 2019. The purpose of the meetings was to review the master plan, including changes since the first public input session, and solicit feedback. About 13 persons attended the first session and 7 attended the second session; most attendees were residents of the adjacent Woodlands development or area residents along Mayes Road (several of which live in neighboring jurisdictions). Reports of each public input session are available on the project [website](#). The feedback received can be summarized as:

- **Housing:** Attendees asked about the style of homes being built and their consistency with existing, adjacent development.
- **Timing:** Attendees asked to know the general timing of the development and whether it would be phased.
- **Connectivity:** Attendees asked about vehicular and non-vehicular connections to adjacent properties, including trails within the open space network.
- **Environmental:** Attendees asked about potential flooding during and after construction based on the site’s elevation and components such as curb + gutter and a BMP.

Responses to these and other items are included in the aforementioned reports. The revised plan aims to incorporate each set of comments while meeting the ordinance (and county) requirements for housing, transportation, open space, and site design (i.e. environmental).

#### 5. OUTSTANDING ISSUES

Below is a list of items that require further clarification/resolution prior to the plan’s approval. Several of these have been noted previously in the Planning Staff Review section above. They are consolidated here to provide a single location for the identified issues.

- **Open Space Amount/Character/Connectivity:** Though the revised plan increases the overall open space, the final open space amount and character must be clarified pending the resolution of the factors listed earlier in this report. Specifically: The final amount of open space must meet the minimum 45% threshold; a more definitive vision for the public park provided; spaces must be linked together to a greater extent (including greenway connectivity requirements); and, spaces must be publicly-accessible.

- Retaining Walls: The extent and scale of retaining walls must be clarified, particularly in/around publicly-accessible open space areas and parks.
- Mid-Block Crossings: The current plan now addresses what had been an outstanding item – non-aligned crossings on the Sanderson parcel and a crossing connecting only to an alley on the Mayes parcel. These issues have been addressed by aligning and removing the crossings, where appropriate, resulting in more coherent connectivity.

## 6. FYI OR REQUIRED ACTION

This analysis was produced for the Planning Board’s review and comment on the proposed plan. At their January 28, 2019 meeting the Planning Board will review the proposal and provide a set of comments for consideration prior to plan’s approval (DPO 14.6.4).

## 7. HISTORY/NEXT STEPS

- Board of Commissioners Water/Sewer Connection Request: August 2018 [Complete]
- Planning Board FYI Presentation: August, November 2018 [Complete]
- Transportation Impact Analysis: September - November 2018 [Complete]
- Master Plan Schematic Design Submittal: November 2018 [Complete]
- Public Input Session: December 2018 [Complete]
- Public Input Session #2: January 2019 [Complete]
- Planning Board Review & Comment: January 2019
- Final Master Plan Submittal for Review/Approval: February/March 2019
- Preliminary Plat (i.e. Construction Documents): TBD

## 8. ATTACHMENTS & RESOURCES

### ATTACHMENTS

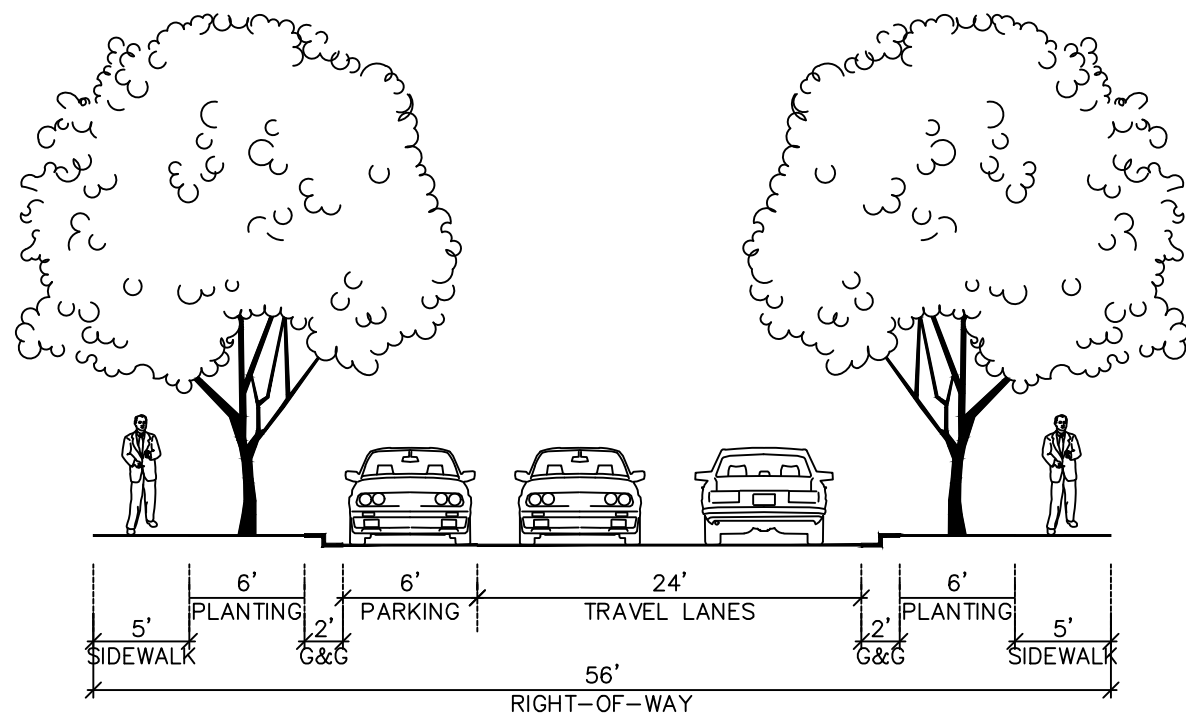
- Mayes Hall Site Plan

### RESOURCES

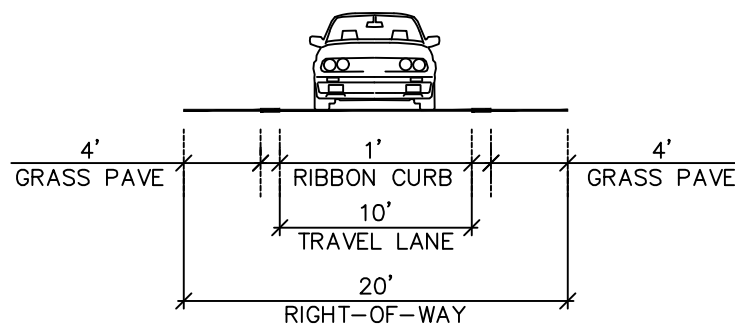
- Master Plan Schematic Design (i.e. Master Plan), Application, & Statement of Intent: <http://www.townofdavidson.org/1164/Mayes-Hall> (see “Documents” tab).
- Davidson Planning Ordinance (2015): <http://www.ci.davidson.nc.us/DocumentCenter/View/8499>
- Comprehensive Plan (2010): <http://www.townofdavidson.org/340/Davidson-Comprehensive-Plan>



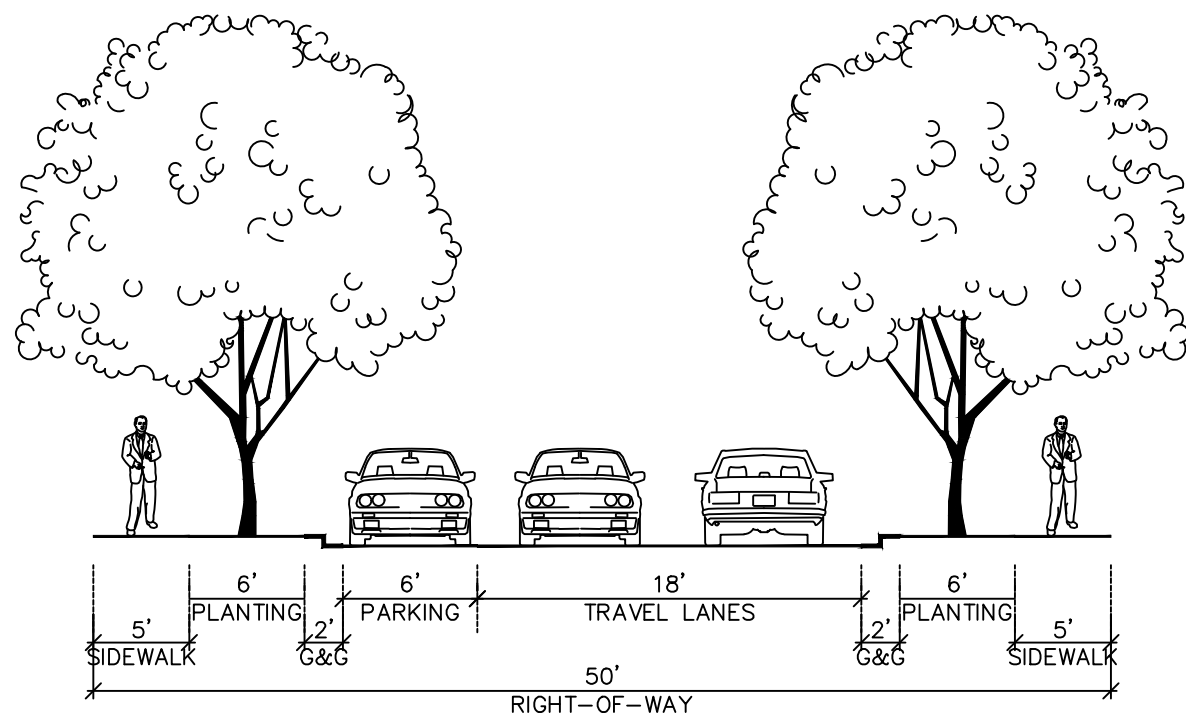
NEIGHBORHOOD GENERAL



ALLEY



NEIGHBORHOOD YIELD



TRAIL NOTE:  
TRAIL LOCATIONS ARE APPROXIMATE.  
FINAL LOCATIONS TO BE DETERMINED  
DURING PRELIMINARY PLAT PROCESS.



SITE SUMMARY

LOT SIZE	QTY
70' X 90'	17 (27.0%)
55' X 90'	27 (42.9%)
40' X 90'	15 (23.8%)
DUPLEX LOTS	4 (6.3%)
TOTAL LOTS:	63

4 DUPLEX = 12% (REQ 10-30%) - 8 UNITS  
SINGLE FAMILY DETACHED = 88% (REQ 90%) - 59 UNITS  
TOTAL UNITS: 67

PERCENTAGE OF LOTS UNDER 60 FEET = 67%

TOTAL SITE ACREAGE ±23.89 ACRES

OPEN SPACE  
- REQUIRED: ±10.75 ACRES (45%)  
- PROVIDED: ±11.21 ACRES (47%)

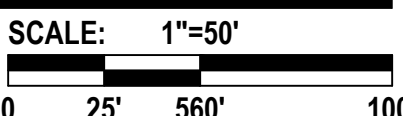
STREET ROW - 56', 50', 38'  
ALLEY ROW - 20'



MAYES HALL  
BAYARD DEVELOPMENT

SITE PLAN

Project No. 4452 Issued 01.23.19





# MAYES HALL MASTER PLAN



College Town. Lake Town. *Your Town.*

Mayes Hall Master Plan  
Planning Board Review + Comment

Trey Akers, Planning Dept.

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January 23, 2019



# MAYES HALL MASTER PLAN

## PRESENTATION/DISCUSSION ROADMAP

1. **Process Highlights:** Past/Present/Future
2. **Site Context:** Surrounding Area
3. **Site History:** Evolving Plans
4. **Current Plan:** Important Features
5. **Staff Analysis:** Highlights
6. **Questions:** The Theory of Everything



# MAYES HALL MASTER PLAN

## PROCESS HIGHLIGHTS [DPO 14.6]

1. **Pre-Concept/Application:** 2017-2018 **[Complete]**
2. **BOC Water/Sewer Connection Request:** August 2018 **[Complete]**
3. **Planning Board FYI Presentation:** August, November 2018 **[Complete]**
4. **Transportation Impact Analysis:** September - November 2018 **[Complete]**
5. **Master Plan Schematic Design Submittal:** November 2018 **[Complete]**
6. **Public Input Session #1:** December 2018 **[Complete]**
7. **Public Input Session #2:** January 2019 **[Complete]**
8. **Planning Board Review & Comment:** January 2019
9. **Final Master Plan Submittal for Review/Approval:** February/March 2019
10. **Preliminary Plat (i.e. Construction Documents):** TBD





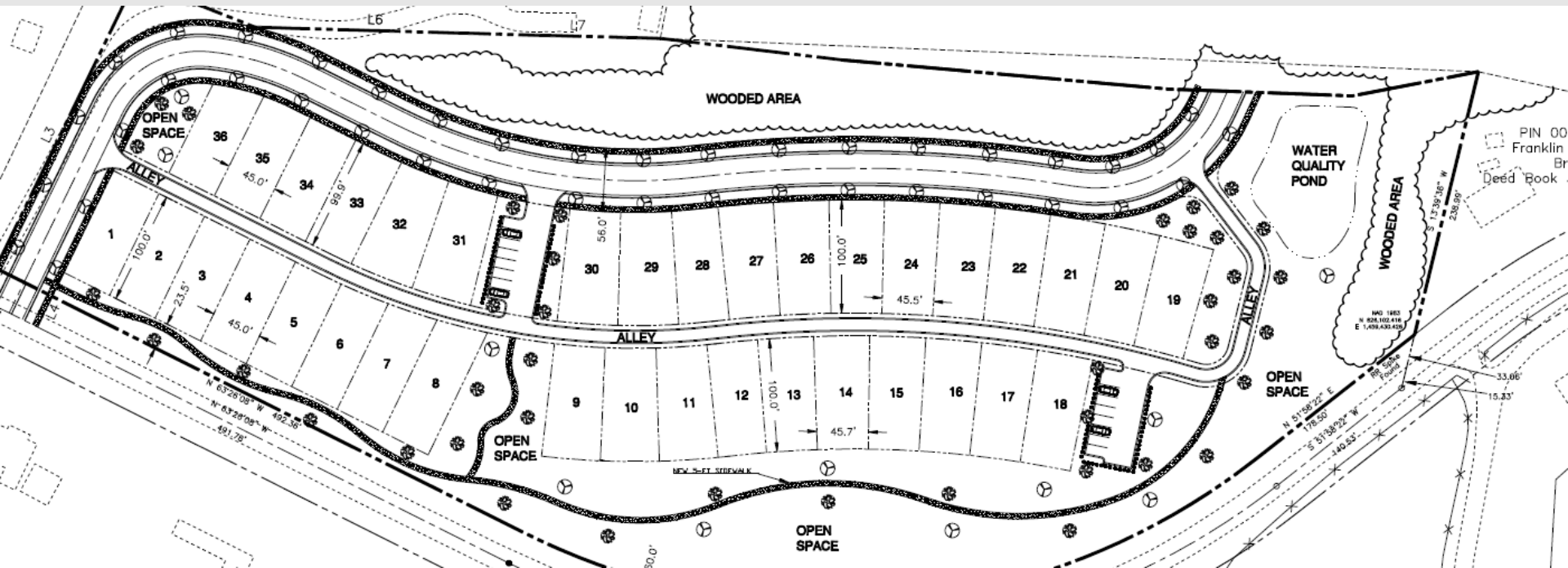
## An aerial photograph of a residential neighborhood with property boundaries overlaid. The map features several streets, including 16000-16099, 16000-18107, 16000-18109, 16000-18111, 16000-18113, 16000-18115, 16000-18117, 16000-18119, 16000-18121, 16000-18123, 16000-18125, 16000-18127, 16000-18129, 16000-18131, 16000-18133, 16000-18135, 16000-18137, 16000-18139, 16000-18141, 16000-18143, 16000-18145, 16000-18147, 16000-18149, 16000-18151, 16000-18153, 16000-18155, 16000-18157, 16000-18159, 16000-18161, 16000-18163, 16000-18165, 16000-18167, 16000-18169, 16000-18171, 16000-18173, 16000-18175, 16000-18177, 16000-18179, 16000-18181, 16000-18183, 16000-18185, 16000-18187, 16000-18189, 16000-18191, 16000-18193, 16000-18195, 16000-18197, 16000-18199, 16000-18201, 16000-18203, 16000-18205, 16000-18207, 16000-18209, 16000-18211, 16000-18213, 16000-18215, 16000-18217, 16000-18219, 16000-18221, 16000-18223, 16000-18225, 16000-18227, 16000-18229, 16000-18231, 16000-18233, 16000-18235, 16000-18237, 16000-18239, 16000-18241, 16000-18243, 16000-18245, 16000-18247, 16000-18249, 16000-18251, 16000-18253, 16000-18255, 16000-18257, 16000-18259, 16000-18261, 16000-18263, 16000-18265, 16000-18267, 16000-18269, 16000-18271, 16000-18273, 16000-18275, 16000-18277, 16000-18279, 16000-18281, 16000-18283, 16000-18285, 16000-18287, 16000-18289, 16000-18291, 16000-18293, 16000-18295, 16000-18297, 16000-18299, 16000-18301, 16000-18303, 16000-18305, 16000-18307, 16000-18309, 16000-18311, 16000-18313, 16000-18315, 16000-18317, 16000-18319, 16000-18321, 16000-18323, 16000-18325, 16000-18327, 16000-18329, 16000-18331, 16000-18333, 16000-18335, 16000-18337, 16000-18339, 16000-18341, 16000-18343, 16000-18345, 16000-18347, 16000-18349, 16000-18351, 16000-18353, 16000-18355, 16000-18357, 16000-18359, 16000-18361, 16000-18363, 16000-18365, 16000-18367, 16000-18369, 16000-18371, 16000-18373, 16000-18375, 16000-18377, 16000-18379, 16000-18381, 16000-18383, 16000-18385, 16000-18387, 16000-18389, 16000-18391, 16000-18393, 16000-18395, 16000-18397, 16000-18399, 16000-18401, 16000-18403, 16000-18405, 16000-18407, 16000-18409, 16000-18411, 16000-18413, 16000-18415, 16000-18417, 16000-18419, 16000-18421, 16000-18423, 16000-18425, 16000-18427, 16000-18429, 16000-18431, 16000-18433, 16000-18435, 16000-18437, 16000-18439, 16000-18441, 16000-18443, 16000-18445, 16000-18447, 16000-18449, 16000-18451, 16000-18453, 16000-18455, 16000-18457, 16000-18459, 16000-18461, 16000-18463, 16000-18465, 16000-18467, 16000-18469, 16000-18471, 16000-18473, 16000-18475, 16000-18477, 16000-18479, 16000-18481, 16000-18483, 16000-18485, 16000-18487, 16000-18489, 16000-18491, 16000-18493, 16000-18495, 16000-18497, 16000-18499, 16000-18501, 16000-18503, 16000-18505, 16000-18507, 16000-18509, 16000-18511, 16000-18513, 16000-18515, 16000-18517, 16000-18519, 16000-18521, 16000-18523, 16000-18525, 16000-18527, 16000-18529, 16000-18531, 16000-18533, 16000-18535, 16000-18537, 16000-18539, 16000-18541, 16000-18543, 16000-18545, 16000-18547, 16000-18549, 16000-18551, 16000-18553, 16000-18555, 16000-18557, 16000-18559, 16000-18561, 16000-18563, 16000-18565, 16000-18567, 16000-18569, 16000-18571, 16000-18573, 16000-18575, 16000-18577, 16000-18579, 16000-18581, 16000-18583, 16000-18585, 16000-18587, 16000-18589, 16000-18591, 16000-18593, 16000-18595, 16000-18597, 16000-18599, 16000-18601, 16000-18603, 16000-18605, 16000-18607, 16000-18609, 16000-18611, 16000-18613, 16000-18615, 16000-18617, 16000-18619, 16000-18621, 16000-18623, 16000-18625, 16000-18627, 16000-18629, 16000-18631, 16000-18633, 16000-18635, 16000-18637, 16000-18639, 16000-18641, 16000-18643, 16000-18645, 16000-18647, 16000-18649, 16000-18651, 16000-18653, 16000-18655, 16000-18657, 16000-18659, 16000-18661, 16000-18663, 16000-18665, 16000-18667, 16000-18669, 16000-18671, 16000-18673, 16000-18675, 16000-18677, 16000-18679, 16000-18681, 16000-18683, 16000-18685, 16000-18687, 16000-18689, 16000-18691, 16000-18693, 16000-18695, 16000-18697, 16000-18699, 16000-18701, 16000-18703, 16000-18705, 16000-18707, 16000-18709, 16000-18711, 16000-18713, 16000-18715, 16000-18717, 16000-18719, 16000-18721, 16000-18723, 16000-18725, 16000-18727, 16



# SITE HISTORY

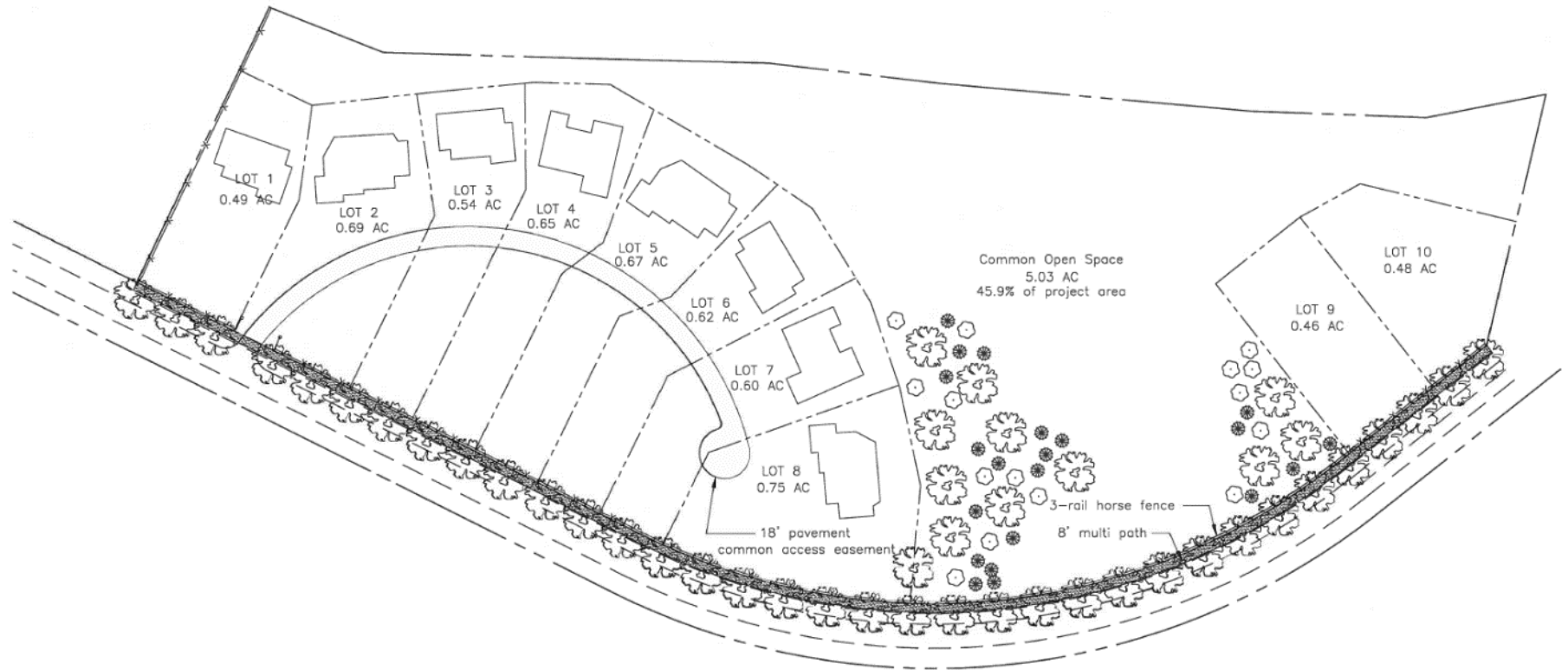


# SITE HISTORY



2015

# SITE HISTORY



# SITE HISTORY





# SITE HISTORY





# SITE HISTORY



# SITE HISTORY





# SITE HISTORY





# SITE HISTORY



2018



# SITE HISTORY

2018

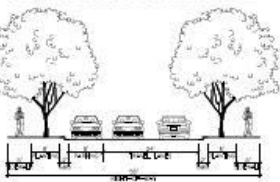


## SITE SUMMARY

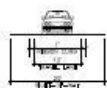
LOT SIZE	QTY
70' X 90'	18 (29%)
55' X 90'	25 (41%)
40' X 90'	17 (27.5%)
DUPLEX LOTS	4 (6.5%)
TOTAL LOTS	62
4 DUPLEX = 10% (REQ 10-30%) - 8 UNITS	
BRICK P. FRAME V. DETACHMENT = 50% (REQ 50%)	
TOTAL UNITS: 88	
PERCENTAGE OF LOTS UNDER 90 FEET	
WATER TREATMENT = 0.450 ACRES	
(ESTIMATING 2% OF TOTAL SITE)	
TOTAL SITE ADGREASE	423.90 ACRES
OPEN SPACE	
- REQUIRED:	±10.76 ACRES
- PROVIDED:	±10.77 ACRES
STREET ROW - 50', 40'	
ALLEY ROW - 20'	



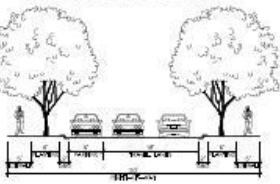
## NEIGHBORHOOD GENERAL



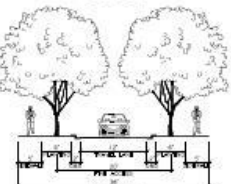
## ALLEY



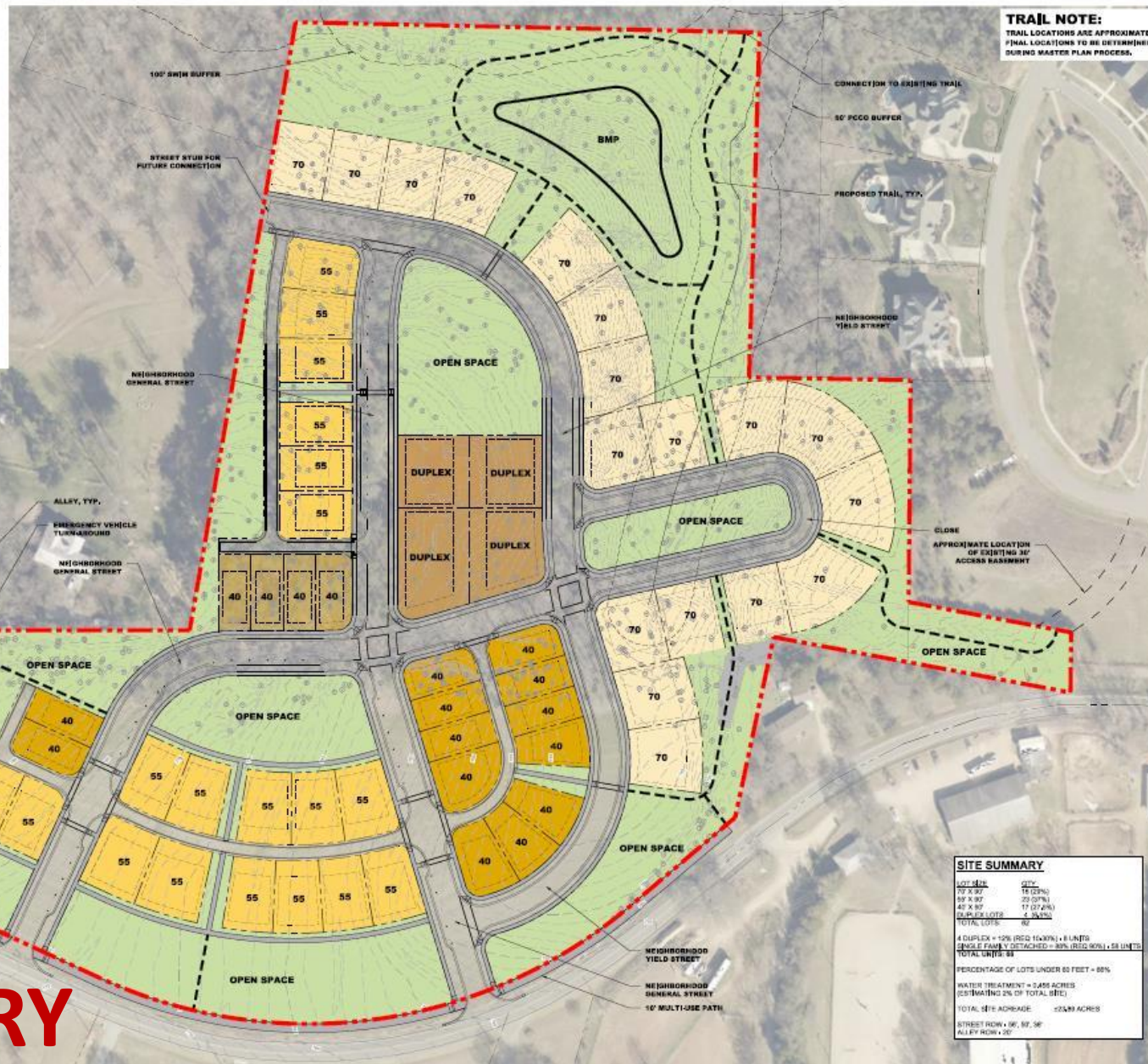
## NEIGHBORHOOD YIELD



## CLOSE



# SITE HISTORY 2018





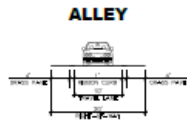
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# 2018





**ALLEY**

### NEIGHBORHOOD YIELD



## OPEN SPACE

**OPEN SPACE**

ALLEY (20' ROW)

**OPEN SPACE**

100% 5MIN BUTTON

**STREET STUD FOR  
FUTURE CONNECTION**



0006-706X(199809)10:03;1-P



•

55

11

1.



5 11 39

**TRAIL NOTE:**

TRAIL LOCATIONS ARE APPROXIMATE.  
FINAL LOCATIONS TO BE DETERMINED  
DURING PRELIMINARY PLAT PROCESS.

## SITE SUMMARY

**LOT DATA**

	<b>ACRE</b>
70' X 90'	1.2 (27.08)
50' X 90'	2.7 (42.98)
40' X 90'	15 (23.88)
<b>TOTAL LOTS</b>	<b>6.3 (93.94)</b>

**4 DOWNS = 12% (RED 10-100) = 8 UNITS**

**UNIT FAMILY FTO-ONE = 8000 (220,000) = 28 UNITS**

**TOTAL UNITS: 67**

**PERCENTAGE OF LOTS UNITS: 60 FEET = 67%**

**TOTAL SITE ACRES = 23.89 ACRES**

**OPEN SPACE**

- REQUIRED: 10.79 ACRES (45%)
- PROVIDED: 11.21 ACRES (47%)

**STREET ROW = 30', 50', 50', 30'**

**ALLEY ROW = 30'**

OPEN SPACE  
- ~~REQUIRED~~: ±10.75 ACRES (45%)  
- ~~PROMISED~~: ±11.21 ACRES (47%)

STREET ROW - 50', 50', 38'  
ALLEY ROW - 20'

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# MAYES HALL MASTER PLAN

## STAFF ANALYSIS HIGHLIGHTS

### ■ **Housing:**

- Mix of Types (Rural Area Plan/PB Input)
- Affordable Housing: Payment-in-Lieu (\$212,400)

### ■ **Connectivity:**

- TIA Results: No Intersection/Approach Reduced Rankings
- Vehicular: To Mayes, Adjacent Properties, Varied Blocks
- Non-Vehicular: Along Mayes, Adjacent Properties, Throughout Site

### ■ **Environmental:**

- Open Space: Variety, Interconnected, 47% (Min. 45%)
- Tree Preservation: Existing 872, Req. Save 175 (20%), Saved 285 (33%)
- Retaining Walls: Usage Significantly Reduced



# QUESTIONS



College Town. Lake Town. *Your Town.*

Mayes Hall Master Plan  
Planning Board Review + Comment

Trey Akers, Planning Dept.

Page 39 of 52

January 23, 2019





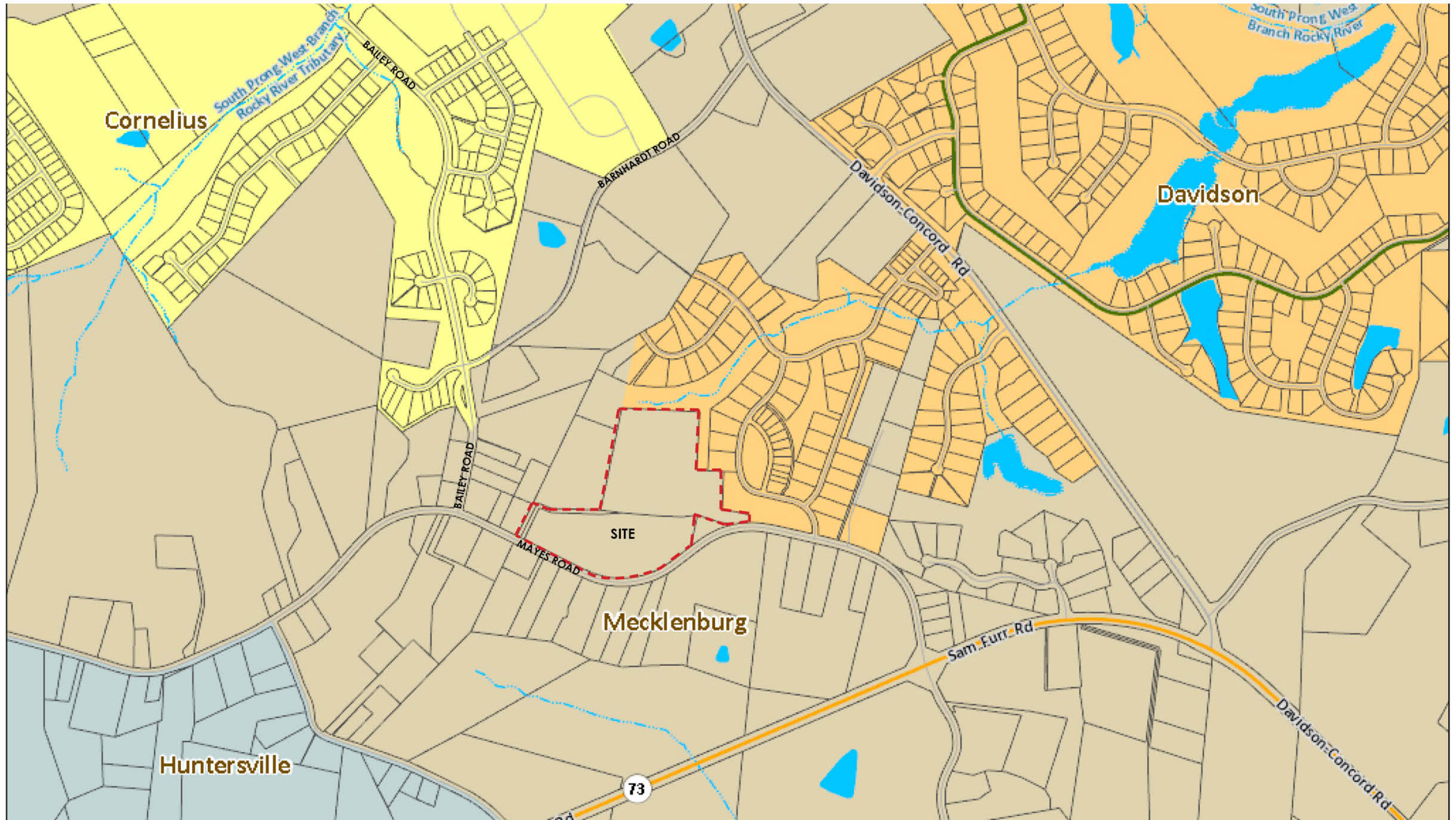
MAYES HALL  
PLANNING BOARD  
JANUARY 28TH



*The Bayard Group*

















# LEGEND

SYMBOL	
	PROPOSED SIDEWALK
	PROPOSED 2'-0" CURB & GUTTER
	OPEN SPACE
	STALITE EMERGENCY VEHICLE ACCESS
	40'x90' LOTS
	55'x90' LOTS
	70'x90' LOTS
	DUPLEX
	TRAIL SYSTEM
	AREAS OF PRIMARY CONSERVATION

## ZONING CODE SUMMARY

PROJECT NAME: MAYES ROAD RESIDENTIAL  
OWNER/APPLICANT: THE BAYARD GROUP  
JURISDICTION: TOWN OF DAVIDSON  
ZONING: NEIGHBORHOOD EDGE

PARCEL ID: 007-16-207  
007-16-206  
007-16-286

EXISTING USE: AGRICULTURE/SINGLE FAMILY RESIDENTIAL

PROPOSED USE: SINGLE FAMILY RESIDENTIAL - DETACHED

SITE ACREAGE: 23.89 AC±  
LOT SIZE: 40'x90' 16 (25.8%)  
55'x90' 25 (40.3%)  
70'x90' 17 (27.4%)  
DUPLEX LOTS 4 (6.5%)  
TOTAL LOTS: 62

4 DUPLEX = 12% (REQ 10-30%) - 8 UNITS  
SINGLE FAMILY DETACHED = 88% (REQ 90%) - 58 UNITS  
TOTAL UNITS: 66

PERCENTAGE OF LOTS UNDER 60 FEET = 66%

OPEN SPACE  
- NEIGHBORHOOD EDGE REQUIRED: ±10.75 ACRES (45%)  
- NEIGHBORHOOD EDGE PROVIDED: ±10.75 ACRES (45%)  
- PCSO UNDISTURBED REQUIRED: ±4.18 ACRES (17.5%)  
- PCSO UNDISTURBED PROVIDED: ±4.74 ACRES (19.8%)

STREET ROW - 50', 55'  
ALLEY ROW - 20'

ESTIMATED CONSTRUCTION DATE: TBD

PLANTING AND TREE REQUIREMENTS PER ORDINANCE. ALL LOTS SUBJECT TO TABLE 9-1 OF ORDINANCE REGARDING TREE CANOPY COVERAGE AND TREE PLANTING REQUIREMENT.

SEE MP-04 FOR UNDISTURBED OPEN SPACE AREAS AND CALCULATIONS

SEE MP-06 FOR TREE PRESERVATION CALCULATIONS

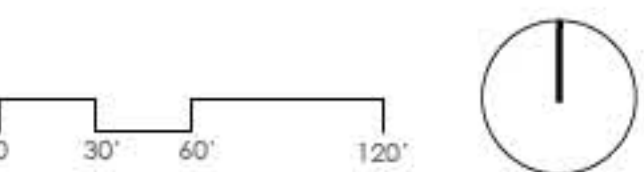


- CONTRACTOR IS FULLY RESPONSIBLE FOR CONTACTING APPROPRIATE PARTIES AND ASSURING THAT EXISTING UTILITIES ARE LOCATED PRIOR TO CONSTRUCTION.
- CONTRACTOR IS RESPONSIBLE FOR PLACING BARRICADES USING FLAG MEN, ETC. AS NECESSARY TO INSURE SAFETY TO THE PUBLIC.

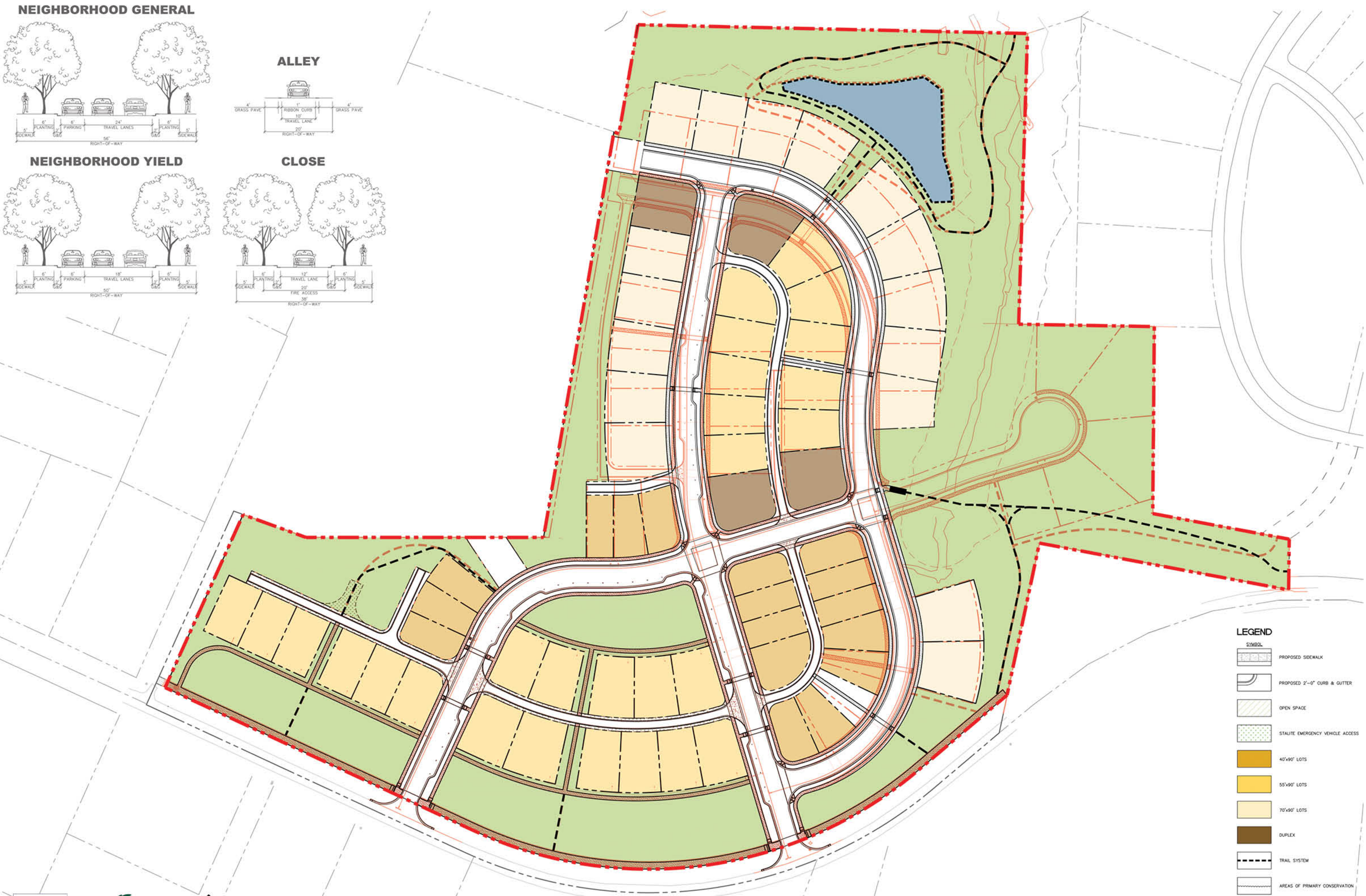
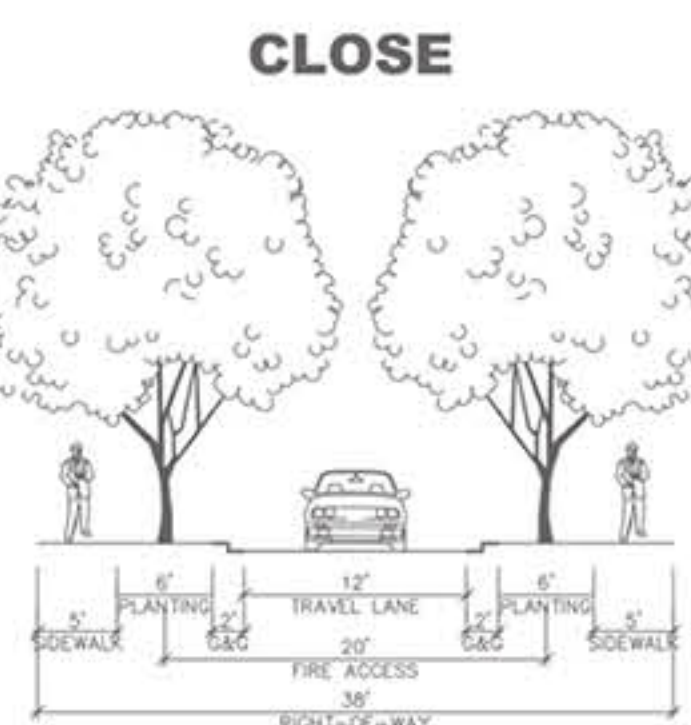
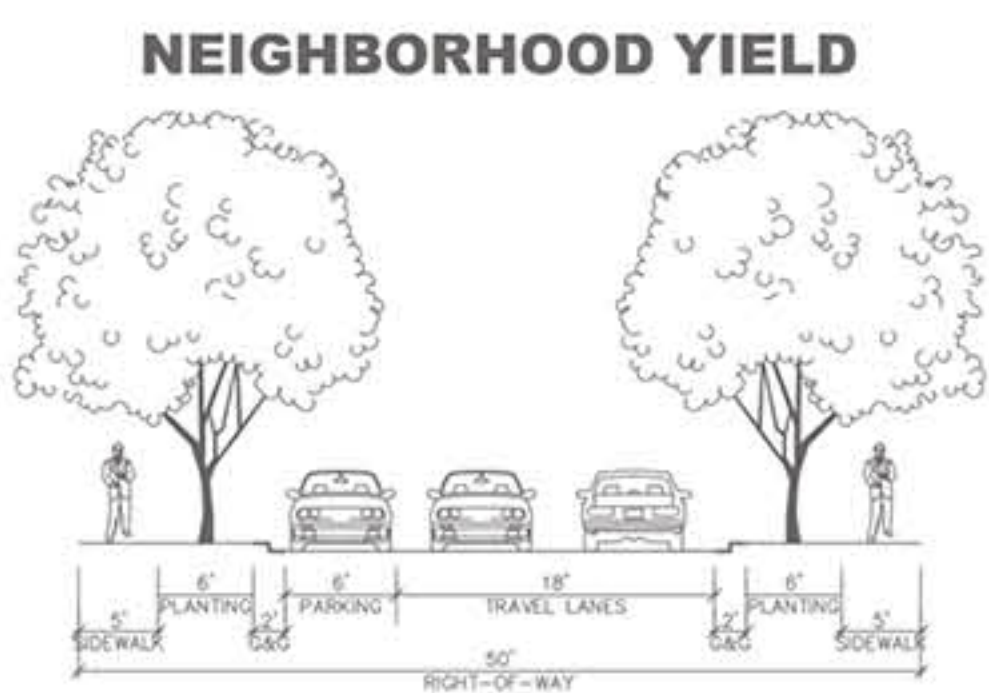
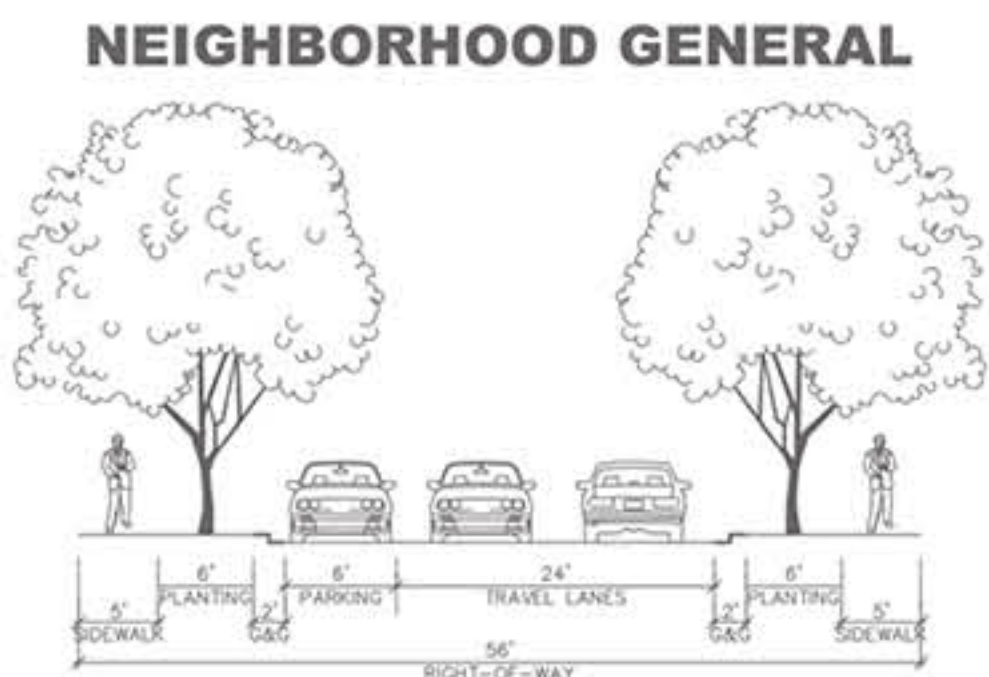


## FIRST SITE PLAN

COLEJENEST & STONE | 01.28.2019 | 04552.00







**LEGEND**

SYMBOL	
	PROPOSED SIDEWALK
	PROPOSED 2'-0" CURB & GUTTER
	OPEN SPACE
	STATUTE EMERGENCY VEHICLE ACCESS
	40'x90' LOTS
	55'x90' LOTS
	70'x90' LOTS
	DUPLEX
	TRAIL SYSTEM
	AREAS OF PRIMARY CONSERVATION



**TRAIL NOTE:**  
 TRAIL LOCATIONS ARE APPROXIMATE.  
 FINAL LOCATIONS TO BE DETERMINED  
 DURING PRELIMINARY PLAT PROCESS.



#### SITE SUMMARY

LOT SIZE	QTY
70' X 90'	16 (25%)
55' X 90'	27 (42%)
40' X 90'	17 (26.5%)
DUPLEX LOTS	4 (6.5%)
TOTAL LOTS:	64

4 DUPLEX = 12% (REQ 10-30%) = 8 UNITS  
 SINGLE FAMILY DETACHED = 88% (REQ 90%) = 60 UNITS  
 TOTAL UNITS: 68

PERCENTAGE OF LOTS UNDER 60 FEET = 69%

TOTAL SITE ACREAGE ±23.89 ACRES

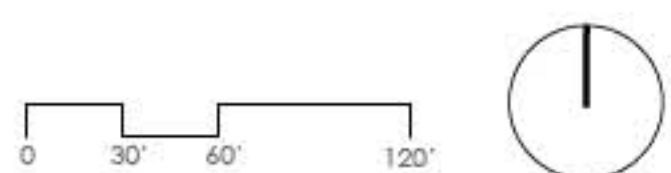
OPEN SPACE  
 - REQUIRED: ±10.75 ACRES (45%)  
 - PROVIDED: ±11.11 ACRES (46.5%)

STREET ROW - 56', 50', 38'  
 ALLEY ROW - 20'



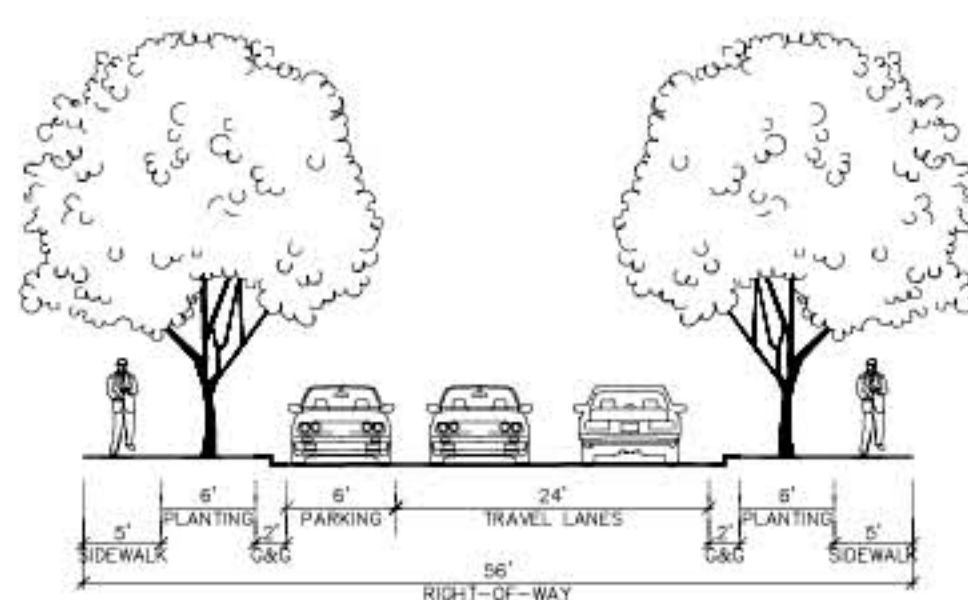
## SECOND SITE PLAN

COLEJENEST & STONE | 01.28.2019 | 04552.00





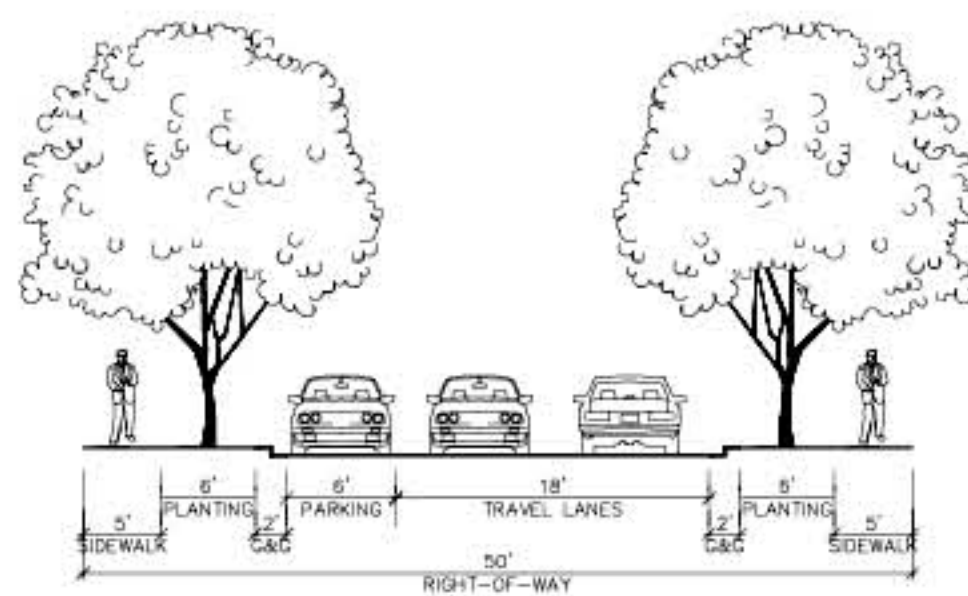
## NEIGHBORHOOD GENERAL



## ALLEY



## NEIGHBORHOOD YIELD



## TRAIL NOTE:

TRAIL LOCATIONS ARE APPROXIMATE.  
FINAL LOCATIONS TO BE DETERMINED  
DURING PRELIMINARY PLAT PROCESS.



## SITE SUMMARY

LOT SIZE	QTY
70' X 90'	17 (27.0%)
55' X 90'	27 (42.9%)
40' X 90'	15 (23.8%)
DUPLEX LOTS	4 (6.3%)
TOTAL LOTS:	63

4 DUPLEX = 12% (REQ 10-30%) - 8 UNITS  
SINGLE FAMILY DETACHED = 88% (REQ 90%) - 59 UNITS  
TOTAL UNITS: 67

PERCENTAGE OF LOTS UNDER 60 FEET = 67%

TOTAL SITE ACREAGE ±23.89 ACRES

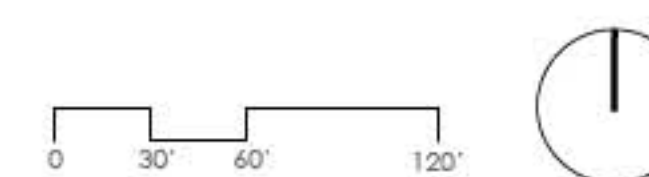
OPEN SPACE  
- REQUIRED: ±10.75 ACRES (45%)  
- PROVIDED: ±11.21 ACRES (47%)

STREET ROW - 56', 50', 38'  
ALLEY ROW - 20'



## FINAL SITE PLAN

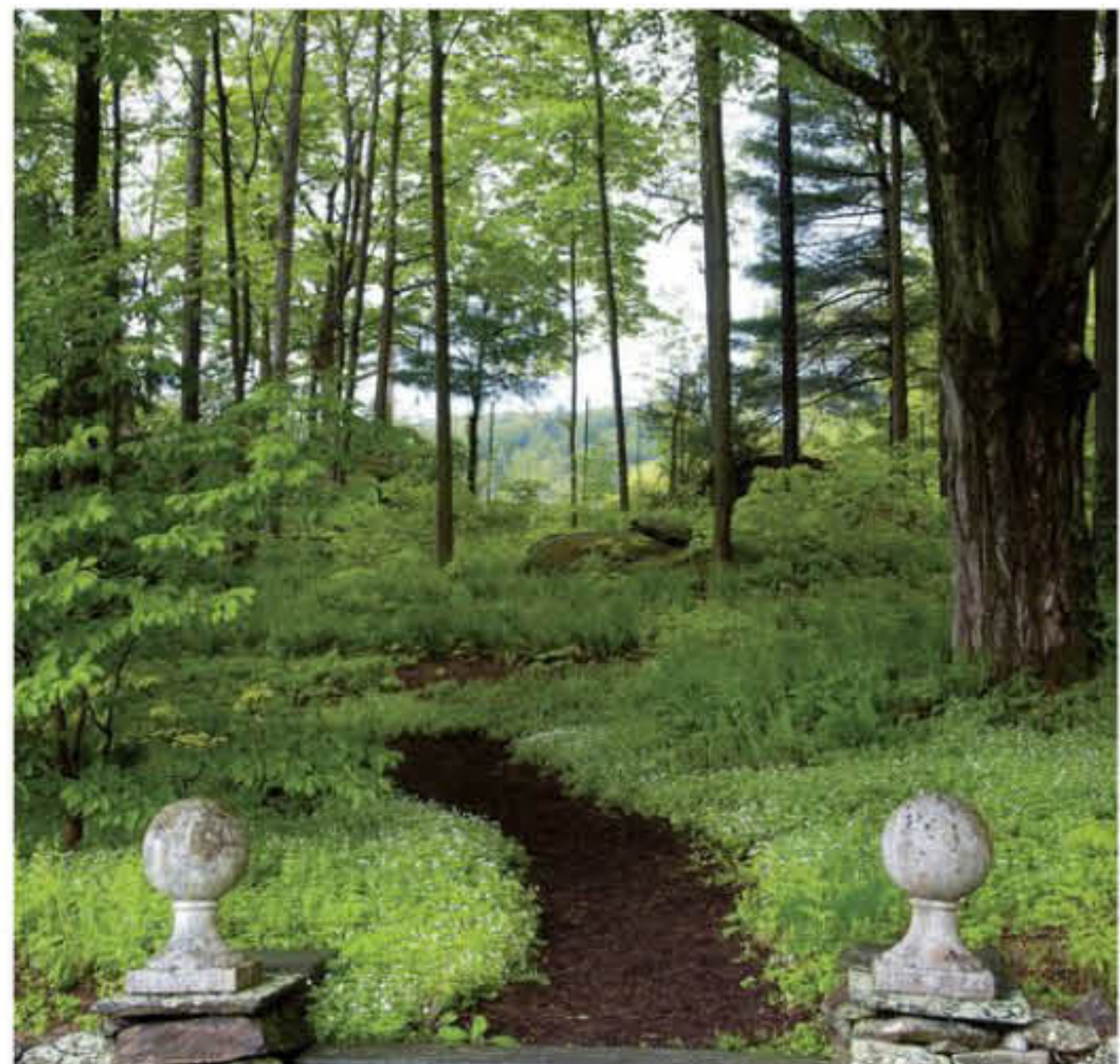
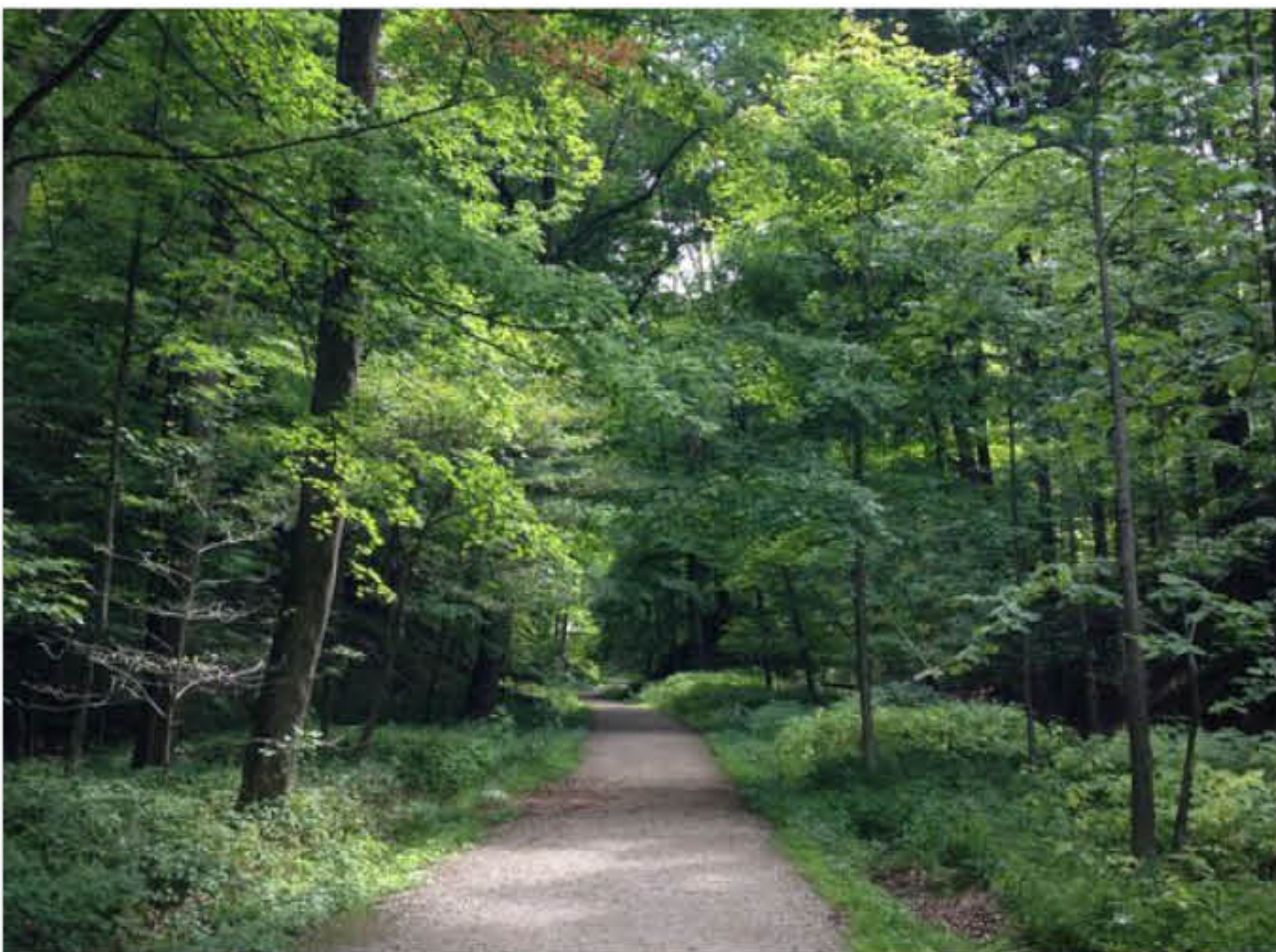
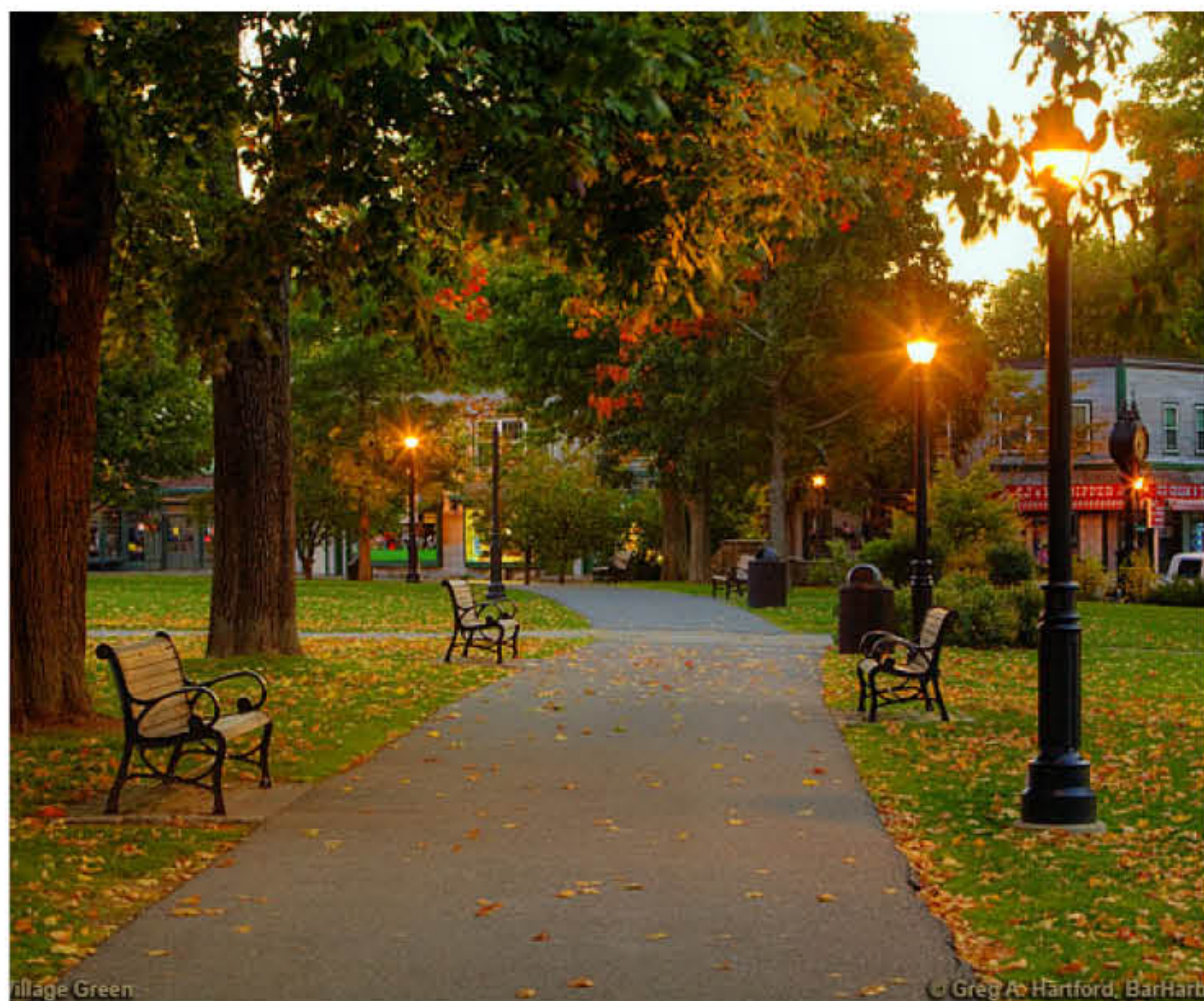
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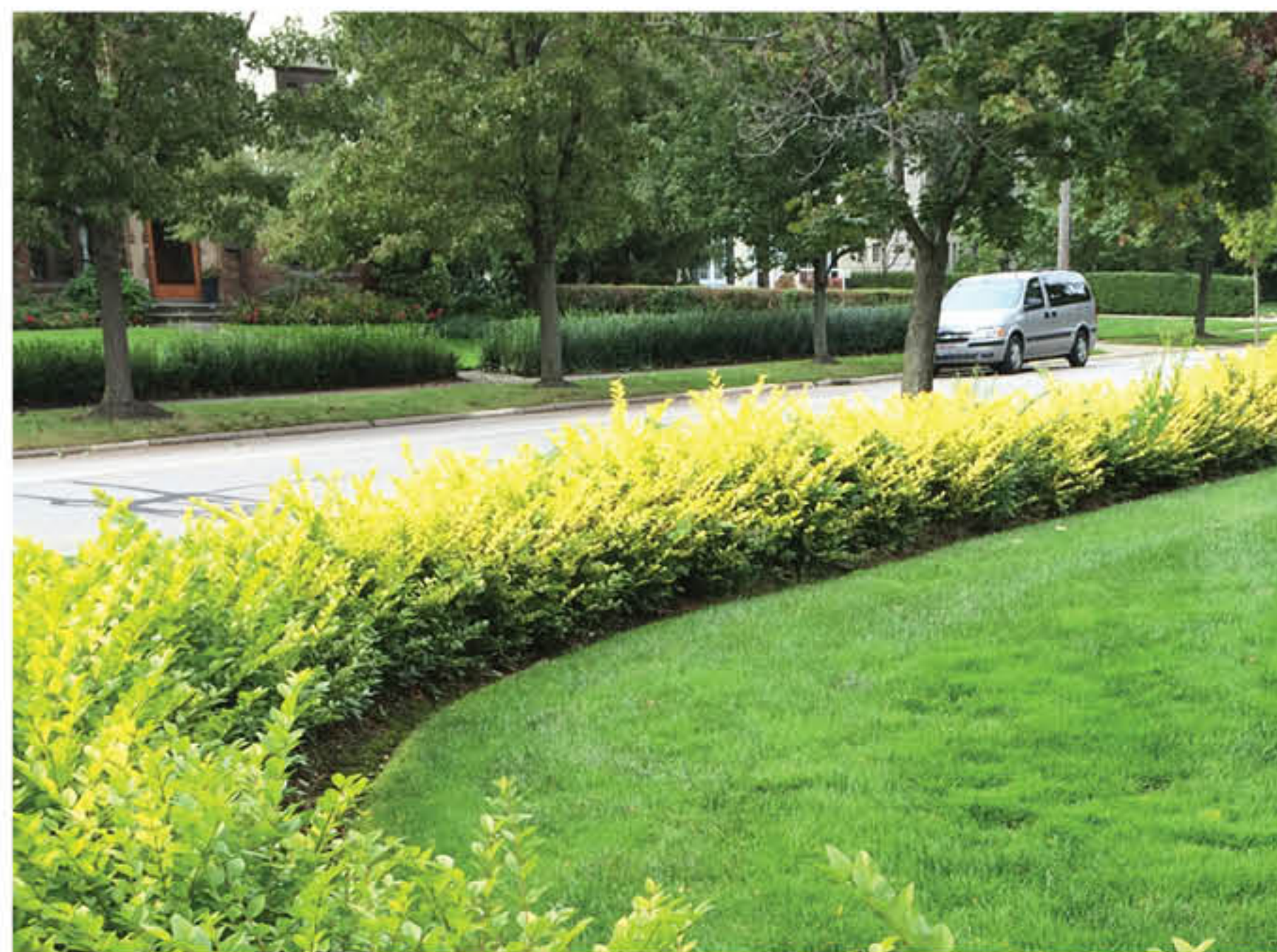
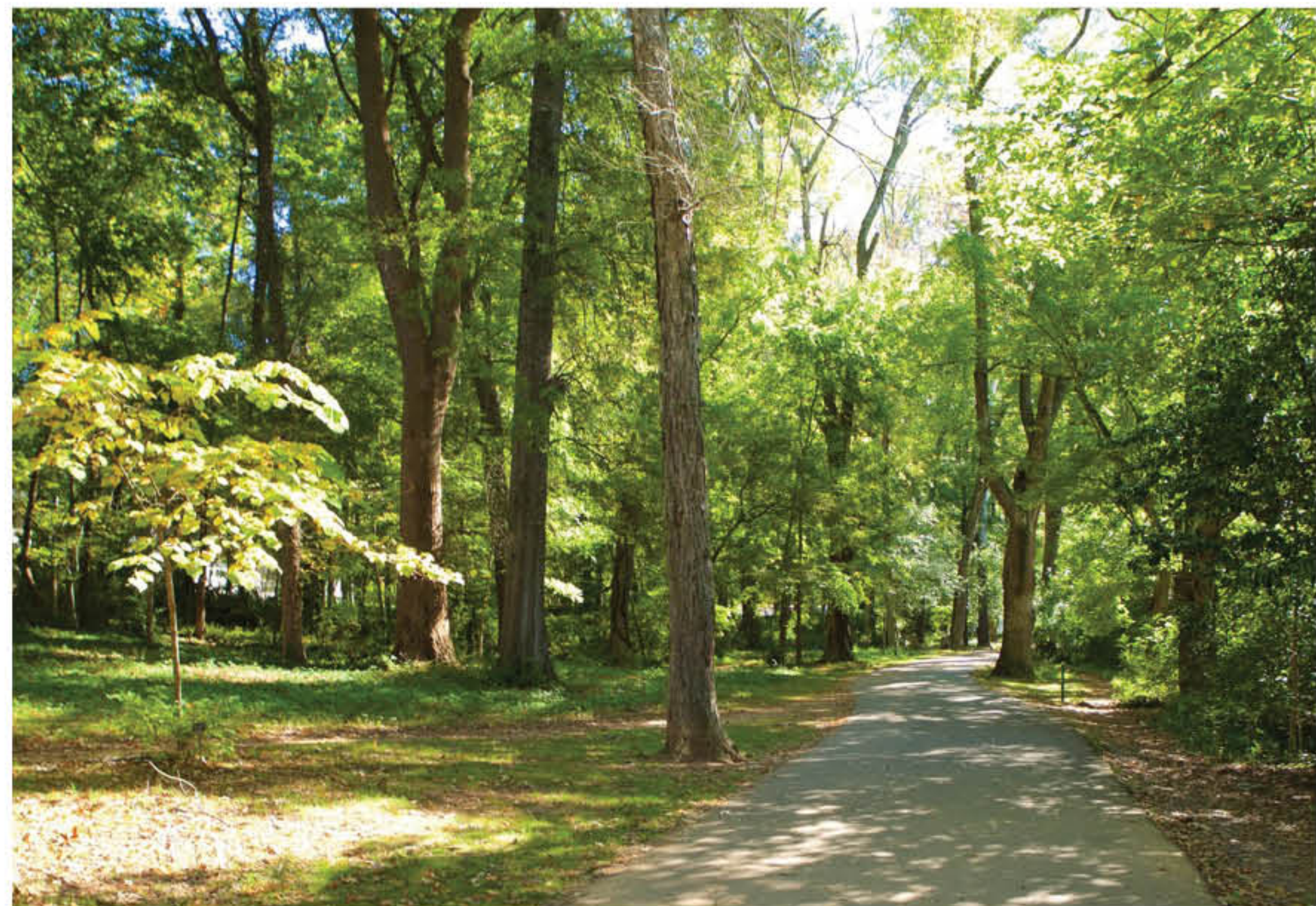














## FEEDBACK FROM DECEMBER 13TH PUBLIC INPUT SESSION

1. Number of existing trees on-site and what percentage will the development preserve?  
872 trees total on site, 285 to be preserved (33%).
2. Elevation difference between the site and adjacent homes located in the Woodlands neighborhood?  
Site elevation will be 745, Woodlands elevation is 750.
3. What type of stormwater facility will the development will utilize?  
A surface sand filter will be utilized for water quality treatment and peak runoff control.
4. Neighbors to the east of the project expressed concerns related to the 70' lots and cul-de-sac.  
The 70' lots and cul-de-sac have been removed. This area will now be common open space.
5. How were the street connections to Mayes Road were determined?  
The Davidson block spacing and NCDOT sight distance requirements dictated the driveway locations.
6. Requested clarification on the Traffic Impact Analysis (TIA) prepared for the project.  
The Town posted the TIA to the project website and sent the document to residents who requested clarification. Current projections do not require off-site improvements based on the built-out traffic analysis.
7. Is a street connection to the Woodlands neighborhood viable?  
Woodlands' common open space abuts the site so a connection was not considered in an attempt to preserve this area.
8. What is the street cross-section proposed for Mayes Road?  
The Mayes Road cross-section will remain as is and continue to utilize roadside ditches for drainage.
9. What is the proposed construction timeline and how long it will take before houses are complete?  
Construction will likely begin during the summer of 2019 with the first houses coming on-line in 2020.



## FEEDBACK FROM JANUARY 16TH PUBLIC INPUT SESSION

1. Clarification on phasing out the development was requested?

Phasing will be determined during the development of construction documents.

2. How will you mitigate flooding problems during construction?

Erosion control measures will be designed in accordance with the jurisdictional requirements.

3. Will the speed limit on Mayes Road be reduced based off the TIA report?

Speed limit on Mayes Road is determined and controlled by NCDOT.

4. With the annexation of the proposed site, would Mayes Road become the Town of Davidson's jurisdiction?

The Town of Davidson confirmed that Mayes Road is under NCDOT's jurisdiction and will remain that way.