



May 24, 2017

Town Manager David Treme, Mayor & Commissioners, and Planning Director  
Town of Mooresville  
413 N. Main Street  
Mooresville, NC 28115

Dear Mr. Treme,

As neighboring towns, we've successfully worked together on a number of regional projects for the betterment of our respective communities. On behalf of the Town of Davidson mayor, commissioners, planning department, and citizens, we are obligated to share with you concerns the Town of Davidson has with the proposed Lake Davidson development located north of Bridges Farm Road and adjacent to NC 115 in Mooresville. The proposed development is immediately adjacent to Davidson (both Davidson Pointe and Ingersoll Rand are within town limits) and would directly impact our town's mobility. Our staff has reviewed the proposed draft site plan, your planning staff's comments, and the draft Traffic Impact Analysis (TIA). Below is a summary of our concerns, specifically pertaining to regional mobility, recommendations from the TIA, water/sewer extension, and environmental impacts.

- A. Regional Mobility & TIA Recommendations:** A development of this size will impact regional mobility – vehicles, pedestrians, and cyclists. We would advocate for the inclusion of pedestrians and cyclists in the TIA analysis and recommendations. There is a high volume of residents traversing this area due to the proximity of schools (Community School of Davidson, Woodlawn School, Pine Lake Prep, Langtree Charter, and Mount Mourne Elementary), civic facilities/places of worship (The Cove Church), and regional employers (Lowe's, Ingersoll Rand) which exacerbates this concern. The proposed Charlotte-Mooresville greenway trail crosses this site, though it is not shown on the draft site plan. We would urge Mooresville to require construction of this vital multi-use path link as part of any approval. Multi-use paths provide tremendous value to regional mobility and public health, and are valuable community assets. Should this development be approved, there is a significant opportunity to augment regional mobility through non-motorized means.

The draft site plan shows a realigned Bridges Farm road intersecting with a new four-lane boulevard. While this new road could operate as a parallel facility and alleviate pressure off NC

115, it's important that this road connect northward to the future East-West Connector and Langtree Rd. and Exit 31 and that the construction of this entire facility be completed concurrently with any new housing units coming online. This would help direct the bulk of traffic northward to the more accessible Langtree exit, and would address the current draft site plan's significant deficiency –one means of ingress/egress. As alluded to above, this facility should also make considerations for pedestrian and bicycle movements.

The TIA makes several recommendations for improvements within Davidson, specifically Beaty/NC 115 and Beaty/Griffith/Sloan. We appreciate the opportunity to be included in mobility discussions pertaining to this proposed development, and we ask for your continued courtesy to be involved in the recommendations specific to these intersections, keeping in mind that a payment-in-lieu might be a viable option.

#### **B. Water/Sewer**

To date, Davidson has not been involved in the discussion regarding the extension of water/sewer infrastructure to the proposed parcel. We would like more information about the developer's intentions specific to sewer. Additionally, we would also appreciate a continued dialogue about the potential development of adjacent parcels and service areas should water/sewer infrastructure extend to the Lake Davidson project.

#### **C. Environmental Impacts**

Lastly, Davidson would like to express concerns about the potential environmental impacts the proposed Lake Davidson development could have on the Lake Norman watershed and ecosystems, as well as the compatibility of the development with the long-term passive vision for Lake Davidson (body of water). For example, we require all neighborhood developments located on the lake to include covenants limiting the horsepower of boats.

As a heavily wooded site along the shoreline, we would encourage Mooresville to require the developer to retain significant amounts of tree canopy beyond the 50' buffer. More specifically, public access to the shoreline is vital. We would ask that the developer consider publicly accessible walking trails along the shoreline – for scenic appreciation, health and wellness, and environmental stewardship.

The Town of Davidson appreciates the opportunity to share our concerns with Mooresville. Regional collaboration is imperative to successful planning, and we look forward to working with you should this development move forward. Please let us know if you have any questions pertaining to the concerns described above.

Regards,

Jamie Justice  
Town Manager

cc. Miles Atkins, Mayor  
David Coble, Commissioner  
Bobby Compton, Commissioner  
Eddie Dingler, Commissioner  
Thurman Houston, Commissioner  
Lisa Qualls, Commissioner  
Danny Beaver, Commissioner  
David Treme, Town Manager  
Rawls Howard, Planning Director

John Woods, Mayor  
Beth Cashion, Mayor Pro Tem  
Stacey Anderson, Commissioner  
Jim Fuller, Commissioner  
Rodney Graham, Commissioner  
Brian Jenest, Commissioner  
Jason Burdette, Planning Director