



**Town of Davidson
Board of Commissioners Regular Meeting
Town Hall & Community Center Council Chamber – 251 South Street
Tuesday, May 26, 2026 at 6:00 PM**

I. CALL TO ORDER

II. ANNOUNCEMENTS / PROCLAMATION

- a. **Tourette Syndrome Awareness Day - June 4**

III. CHANGES / ADOPTION OF THE AGENDA

IV. QUARTERLY COMMISSIONER REPORTS

- a. **Centralina Regional Council - Commissioner Rierson Michael
Charlotte Regional Transportation Planning Organization – Mayor Knox
CMS Community Capital & Bond Committee - Commissioner Fay
Lake Norman Chamber of Commerce - Commissioner Mattison Brandon
Lake Norman Transportation Commission – Mayor Knox
Metropolitan Transit Commission - Mayor Knox
Visit Lake Norman - Commissioner Justus**

V. PUBLIC COMMENT - The Board shall provide at least one period for public comment per month at a regular meeting.

Prior to the start of the public comment period, persons wishing to address the Board of Commissioners will register on a sign-up sheet stationed by the meeting room door.

VI. PUBLIC HEARING

- a. **Public Hearing - FY2027 Budget and Economic Development Expenditures**
Summary: The Board of Commissioners will hold a Public Hearing on the Proposed FY2027 Budget (Per NCGS 159-12(b)) and Public Hearing on Proposed Economic Development Expenditures (Per NCGS 158-7.1). Additional documents related to the FY2027 budget are available on the Town's website at www.townofdavidson.org/budget.

VII. CONSENT

Consent items are typically non-controversial and routine items. Prior to the board's adoption of the meeting agenda, the request of any member to have an item moved from

the consent agenda to old business must be honored by the board. All items on the consent agenda must be voted on and adopted by a single motion.

a. Consider Approval of Draft April Meeting Minutes

Summary: Draft Meeting Minutes from the April 14 and April 28 regular meetings.

b. Consider Approval of Amendment to the 2026 Meeting Schedule

Summary: Amend the 2026 meeting schedule to move the June 23 meeting to June 30, and cancel the July 28 meeting.

c. Consider Approval of Resolution 2026-10 to Ratify the Termination Agreement for the Transit Governance Interlocal Agreement

Summary: The Board of Commissioners of the Town of Davidson approved the original Transit Governance Interlocal Agreement, executed in February of 1999, between the County of Mecklenburg, Town of Cornelius, Town of Davidson, Town of Huntersville, Town of Matthews, Town of Mint Hill, Town of Pineville, and the City of Charlotte. Pursuant to authority in Session Law 2025-39 (the “Act”), the County has levied an additional one percent (1%) sales and use tax, effective as of July 1, 2026, and has created a new Metropolitan Public Transportation Authority (the “MPTA”). The Act also amends the laws governing funding for public transportation in the County; requires all or a portion of the Charlotte Area Transit System (“CATS”) to be transferred to the MPTA; and requires the termination of the Transit Agreement and the dissolution of the MTC by the Tax Levy Date.

The purpose of the Termination Agreement is to define an orderly process for the termination of the Transit Governance Interlocal Agreement and the dissolution of the MTC in accordance with the Act. To become effective, the Termination Agreement must be approved by the City, the County, and at least three-quarters of the six Mecklenburg County towns.

This item was previously discussed at the May 12 meeting. The Board of Commissioners is asked to approve Resolution 2026-10 to Ratify the Termination Agreement for the Transit Governance Interlocal Agreement.

d. Consider Approval of Budget Amendment 2026-10 - Grant for Historic Gymnasium Equipment

Summary: Davidson Parks and Recreation has been awarded a \$5,400 Youth Sports Grant from North Carolina Amateur Sports through the N.C. Youth Sports Grant Fund. The funding will be used to purchase new equipment for youth basketball and volleyball programs.

e. Consider Approval of Noise Ordinance Variance Request – Davidson Housing Coalition Block Party on June 4, 2026

Summary: Davidson Housing Coalition (DHC) has requested a noise ordinance variance for Thursday, June 4 from 5:00 p.m. to 7:00 p.m., for a block party at The Bungalows on Jetton Street. Staff has reviewed and have no objections.

- f. **Consider Approval of Budget Amendment 2026-11 - Stormwater Projects**
Summary: Budget Amendment 2026-11 provides additional funds to perform three Stormwater projects from Stormwater Fund Balance. As of June 30, 2025, the Stormwater Fund Balance was \$696,812. \$100,000 of fund balance was allocated in the FY26 budget ordinance. The projected fund balance as of June 30, 2026, is \$400,000.

VIII. BUSINESS ITEMS

- a. **Historic Preservation Plan Annual Update**

Presenter: Lindsay Laird, Senior Planner

Summary: Adopted in January 2023, the Davidson Historic Preservation Plan serves as a town-wide roadmap for historic preservation. It contains a set of preservation goals, values, and principles, and includes 56 action items to implement the plan. Implementation of the plan solidifies historic preservation as an important aim of the town.

The Town created an Implementation Guide after plan adoption to track progress towards plan implementation. This guide is updated annually with the latest information. The full Implementation Guide is included as an agenda attachment and is available on the Historic Preservation Plan webpage at www.townofdavidson.org/historicpreservationplan under the “Documents & Resources” tab.

Action/Proposed Motion: This item is for discussion only.

- b. **Five-Year Paving Plan**

Presenter: Douglas Wright, Project Manager

Summary: Every five years the Town hires a third-party consultant to review and grade (Pavement Condition Rating, PCR) every block of town-maintained streets. The evaluation is used to assess the work of the previous five years, and plan the work for the next five years. A review was completed in March 2026, and the results are presented here, along with the proposed plan for 2026-2030.

Action/Proposed Motion: This item is for discussion only. The Board will be asked to approve the five-year paving plan at the June 9, 2026 board meeting.

- c. **Discuss FY2027 Budget**

Presenter: Jamie Justice, Town Manager, Austin Nantz, Assistant Town Manager, Pieter Swart, Finance Director

Summary: The Board will continue to discuss the proposed FY2027 Budget. Additional documents related to the FY2027 budget are available on the Town's website at www.townofdavidson.org/budget.

Action/Proposed Motion: This item is for discussion only. The Board will be asked to consider approval of the budget ordinance at the June 9, 2026 board meeting.

IX. SUMMARIZE MEETING ACTION ITEMS

Town Manager will summarize items where the board has requested action items for the staff.

X. ADJOURN



A PROCLAMATION
Tourette Syndrome Awareness Day – June 4, 2026

WHEREAS, according to the Mayo Clinic, Tourette Syndrome is likely caused by a combination of inherited (genetic) and environmental factors, such as chemicals in the brain that transmit nerve impulses like dopamine and serotonin; and

WHEREAS, Tourette Syndrome is often accompanied by other mental health disorders such as attention deficit and obsessive-compulsive disorder, learning disabilities, and anxiety; and

WHEREAS, Tourette Syndrome and persistent tic disorders affect 1 in 50 children. More than 23,000 school age children in the State of North Carolina alone are dealing with Tourette Syndrome and although some of these cases are aided by medication, there is no standard treatment or known cure for the disorder; and

WHEREAS, There is an important need for more professional help with interest and expertise to identify, counsel, and treat people with Tourette Syndrome, a disorder that is often misdiagnosed, misunderstood and can impact many areas of life; and

WHEREAS, Positive actions to assist children and families living with Tourette Syndrome would result from a broadening of public and professional knowledge and acceptance of the disorder. Educating the community about Tourette Syndrome can increase understanding, reduce teasing, and decrease stress for families coping with this disability; and

WHEREAS, The Tourette Association of America is actively providing services to families, educating medical professionals and teachers, and supporting research to better understand the signs and treatments of Tourette Syndrome.

NOW, THEREFORE, I, Rusty Knox, Mayor of Davidson, do hereby proclaim June 4, 2026 as **“TOURETTE SYNDROME AWARENESS DAY”** in the Town of Davidson as a special day to promote understanding, compassion, and acceptance for all of our fellow citizens who deserve and need our support to break the stigma that surrounds Tourette Syndrome.

Proclaimed this 26th day of May 2026.

Rusty Knox
Mayor

Public Hearing - FY2027 Manager's Recommended Budget and Economic Development Expenditures

Jamie Justice

Town Manager

Austin Nantz

Assistant Town Manager

Piet Swart

Finance Director



Board of Commissioners Meeting
May 26, 2026

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FY2027 BUDGET DEVELOPMENT STRATEGY & CHALLENGES

- We have long anticipated a tight FY2027 budget, intentionally working within existing revenues ahead of the 2028 revaluation, when a tax rate adjustment can be considered
- At the same time, we have been planning to add debt service because of issuing the general obligation bonds as well as setting aside additional funds for future fire station #1 debt service
- Revenue performance has softened, adding further pressure to an already constrained budget
- Two primary revenues—property tax and sales tax (app. 80% of total)
- Slower growth than expected; year-over-year growth down from \$800K last year to about \$300K this year



FY2027 BUDGET DEVELOPMENT STRATEGY & CHALLENGES

- The first run at the budget with projected revenues and identified expense needs resulted in a \$1.6 million gap.
- Staff was asked to take a deep dive and identify potential cost savings to close this gap.
- Staff has done a great job of working together to prioritize the needs while ensuring service levels remain the same.



FY2027 BUDGET DEVELOPMENT STRATEGY & CHALLENGES

- The challenges this year have required the use of some creative levers to help balance the General Fund budget:
 - PAVE Act
 - Stormwater fund
 - Affordable Housing fund
 - Fund balance appropriated



FY2027 PROPOSED BUDGET HIGHLIGHTS

- Balanced and keeps the tax rate the same for FY2027 at 26.6 cents per \$100 valuation.
- Continues current service levels and reflects necessary inflationary impacts
- Reprioritizes expenses in response to diminished revenue growth
- Utilizes other funds/sources to balance the budget
- Honors previous staffing commitments
- Prioritizes:
 - Investment in the workforce by focusing on employee recruitment and retention
 - Implementation of the 2026-2027 Strategic Plan
 - Implementation of other adopted plans like the Comprehensive Plan, Mobility Plan, Climate Action Plan, Vision Zero Plan, Parks & Rec Master Plan



BUDGET SUMMARY

Projected Revenue	\$ 22,053,474
Continuation Expenditures	<u>\$ 21,139,663</u>
Continuation Surplus	\$ 913,811
Needs list:	
One Time Expenses	\$ 342,811
Ongoing Expenses	<u>\$ 571,000</u>
	\$ 913,811
Gap to Balance Budget	\$ -

Proposed FY27 budget is 2.8% more than FY26 approved budget

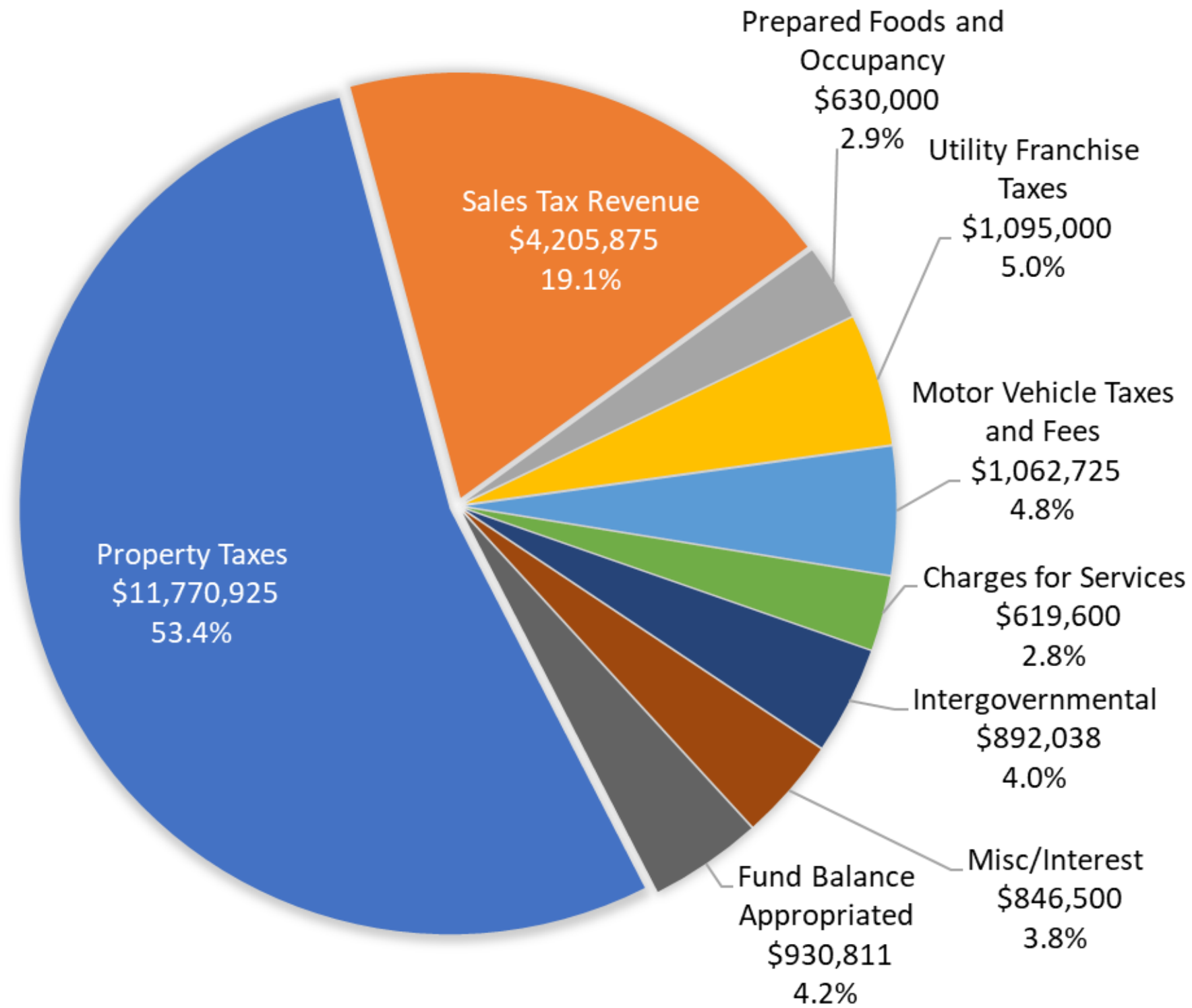


REVENUE PROJECTIONS

- No change to Ad Valorem Tax Rate at 26.6 cents per \$100 of valuation
- Ad Valorem revenue increase of 3.2% over FY2026
- Projected collection rate is 99.80% Real Property and 100% Motor Vehicles
- Sales and Use Tax decrease of 1.5% from FY2026 budget and 3% increase over projected actual FY2026 distribution
- Total revenue growth (not including fund balance) of \$446,270; 2.2% over FY2026 budget
- Allocate \$98,436 for the purchase of one-time needs list items and \$200,000 to Fire Station #1 from unassigned fund balance.
- Allocate Assigned Fund Balance for future GO Bond Debt Service (\$600,000)



GENERAL FUND REVENUES



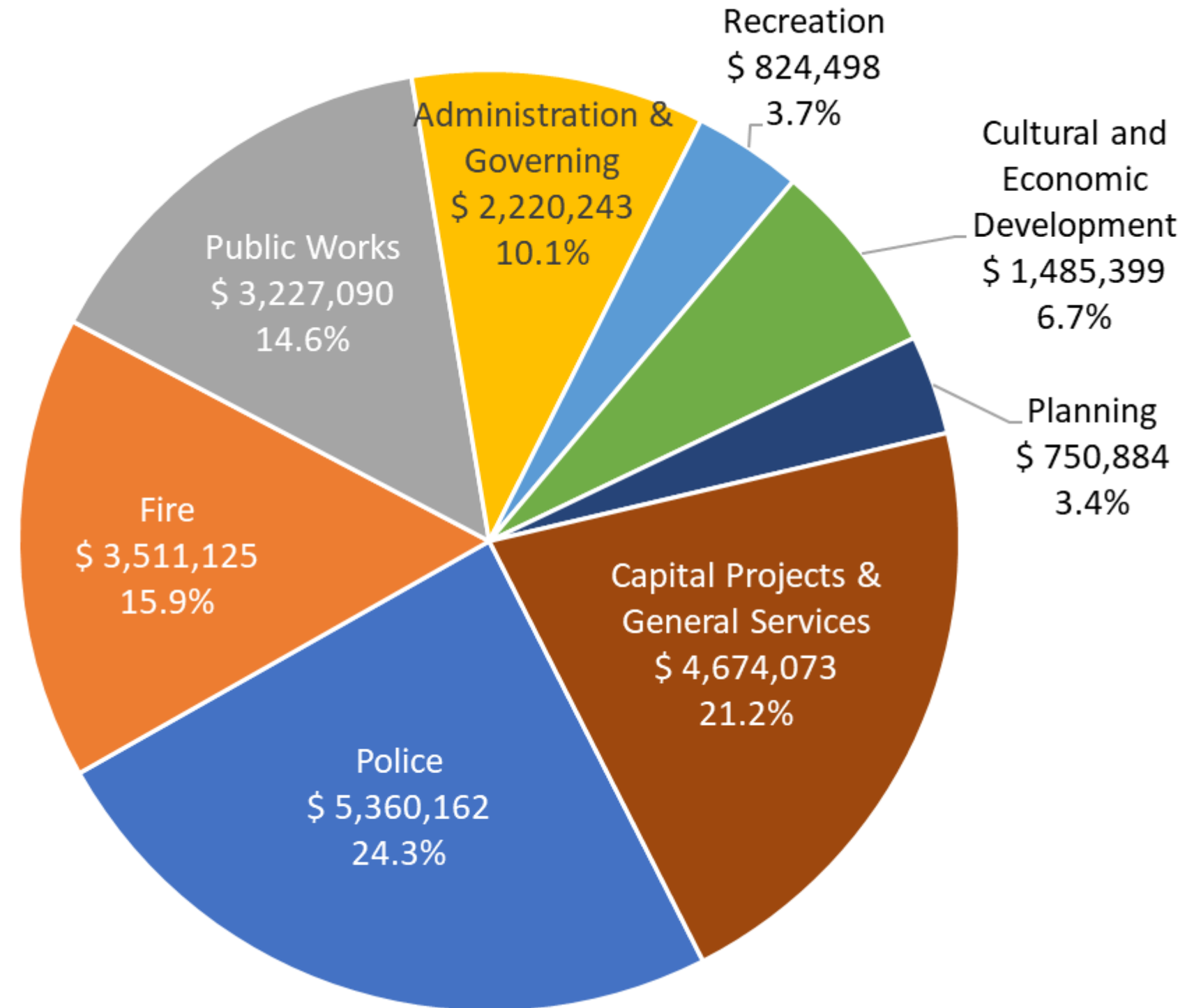
Manager's Recommended Budget

FACTORS DRIVING EXPENSE GROWTH

- **Cost of Goods and Services**
 - Fuel, utilities, contracts
 - Solid Waste services costs (7.7% increase)
 - Employee wages, medical insurance (11.4% increase) and retirement (14% increase)
 - Public Safety needs and requirements



GENERAL FUND EXPENSES



Manager's Recommended Budget

NEEDS LIST RECOMMENDED ITEMS

Category	Cost		Funding Source
	Ongoing	One Time	
Human Capital			
Salary Increases - Cost of Living	\$ 351,500	\$ -	General Fund
Salary Increases - Merit	\$ 200,000		General Fund
Operational			
Town Event Security and Equipment	\$ 14,000	\$ 23,500	GF/UFB
Continuity of Operations Plan	\$ -	\$ 27,000	UFB
Tree Inventory Software	\$ 5,500	\$ 16,875	Tree Fund
Equipment / Vehicles			
Marine 1 Rescue Boat	\$ -	\$ 47,936	UFB
Mini Excavator	\$ -	\$ 90,000	PAVE
Tow Behind Chipper	\$ -	\$ 90,000	PAVE
Crusher Bucket	\$ -	\$ 28,000	PAVE
Plow blades for new trucks	\$ -	\$ 10,500	PAVE
Tilt Trailer	\$ -	\$ 9,000	PAVE
Grand Total	\$ 571,000	\$ 342,811	



Manager's Recommended Budget

NEEDS LIST RECOMMENDED ITEMS

- The NC League of Municipalities Survey for Towns in our population group (9,999-24,999) shows averages of 3.02% for merit and 2.71% for COLA. Municipalities providing both COLA and Merit the average combined increase is 5.72%.
- Surveyed neighboring jurisdictions, generally combined range for merit and COLA is 5-6%
- Year-over-year Consumer Price Index (CPI) for February (2.4%) and March (3.3%) informed the recommended 3% COLA



AFFORDABLE HOUSING FUND - Budget

Affordable Housing Fund Details

	Expenditure	FY2026	FY2027
EDUCATE			
	Community Programs	\$ 27,500	\$ 6,000
CREATE			
	Developer Incentives	\$ 200,000	\$ 250,000
PRESERVE			
	Critical Home Repair	\$ 100,000	\$ -
SUPPORT			
	Down Payment Assistance	\$ 90,000	\$ 30,000
	Property Management Reserves		\$ 30,000
	Program Administration	\$ 120,000	\$ 116,648
	Support Services	\$ 20,000	\$ 70,000
	Total Expenses	\$ 557,500	\$ 502,648
	Revenues		
	Ad Valorem Penny	\$ 458,500	\$ 472,648
	HOMES Consortium	\$ 90,000	\$ -
	Rental Revenue		\$ 30,000
	Fund balance	\$ 9,000	\$ -
	Total Revenues	\$ 557,500	\$ 502,648

Projected fund balance as of June 30, 2026 is \$2.8 million

This includes the following items:

- Former ARPA dollars transfer to the AH fund
- Proceeds from recurring transfer from the General Fund (1 penny)



STORMWATER FUND

- No change to current stormwater fee structure
- Budget of \$433,975 covers:
 - LUESA contract with Mecklenburg County for Stormwater services
 - Cost of stormwater projects
 - Stormwater Fund Balance for contingency for unexpected projects
 - Public Works staff time spent on Stormwater projects



POWELL BILL FUND

- Town receives funds each year from the State of North Carolina; must be spent on transportation projects
- The Powell Bill funds from the State is distributed to all municipalities based on population and total road miles maintained
 - For FY2027 the Town expects to receive \$538,000
 - Funds traditionally used to fund the Town's street resurfacing program
 - Town General Fund dollars have traditionally supplemented Powell Bill funds for resurfacing program
 - Instead, PAVE Act funds (\$100,000) will supplement resurfacing program
 - Allocating additional Powell Bill Fund Balance to fund engineering of FY2028 resurfacing project (\$12,000)



PAVE ACT FUND

- Collection of 1-cent sales tax will begin on July 1, 2026.
- Allocation of the revenue includes 40% for Rail and 20% for Bus which will be overseen by the Metropolitan Public Transportation Authority (MPTA).
- The remaining 40% for Roads will be distributed to the Towns and used to fund roadways, intersections, sidepaths, and other roadway infrastructure.
- PAVE Act requires that municipalities maintain total funds available for average allowable expenditures over the last 10-years.



PAVE ACT FUND

PROJECTED REVENUE

	FY2027	FY2028	FY2029	FY2030	FY2031
PAVE Act Revenue	\$ 3,125,000	\$ 3,125,000	\$ 3,125,000	\$ 3,125,000	\$ 3,125,000

EXPENDITURES

	FY2027	FY2028	FY2029	FY2030	FY2031
Capital Projects - Sidewalks and Sidepaths	\$ 502,319	\$ 490,000	\$ 1,015,574	\$ 1,800,000	\$ 2,008,170
Capital Projects - Roadways	2,040,250	2,050,000	2,297,000	500,000	500,000
Capital Projects - EV Infrastructure	25,000	25,000	25,000	25,000	25,000
Debt service	46,688	50,000	50,000	50,000	50,000
Equipment	227,500	225,000	225,000	225,000	225,000
Contingency	283,243	285,000	(487,574)	525,000	316,830
Total expenditures	\$ 3,125,000	\$ 3,125,000	\$ 3,125,000	\$ 3,125,000	\$ 3,125,000
Cumulative Contingency	\$ 283,243	\$ 568,243	\$ 80,669	\$ 605,669	\$ 922,499



CAPITAL IMPROVEMENT PLAN (CIP) – FY2027-31

\$72.6 million of capital investments in:

- Sidewalks and Sidepaths
- Roadways
- Parks
- Greenways
- Public Facilities
- Sustainability
- Annual Recurring Programs

PAVE Act to fund \$2.6 million in capital projects in FY2027 and over \$13 million from 2027-2031



CIP HIGHLIGHTS

Construction Projects in FY2027:

- June Washam Road Sidewalk
- Potts Sloan Beaty
- Potts Sloan Beaty Pedestrian Safety Enhancements
- Nature Preserve Pier
- Parham Park Accessible Kayak Launch
- West Branch Nature Preserve Greenway (River Run to Summers Walk)
- Public Works Facility Improvements (Initial Phase)
- West Branch Rocky River Greenway (Fisher Farm to Narrow Passage)
- Kincaid Greenway Trail Extension



CIP-Community Investment Fund (CIF)

Community Investment Fund (CIF) remains a strategic funding source:

- 50% of unassigned fund balance as of March 31 each year is appropriated to fund CIP projects
- Projected CIF fund balance as of June 30, 2026 is \$2.2million
- Recommended FY2027 budget includes an allocation of \$1 million to the CIF
- Design and construction for CIP projects are funded from the CIF
- Sufficient CIF funds to cover projects identified in FY2027
- Additional funding required for future year projects require \$3.5 million from 2028-2031



FEE CHANGES

Planning

- Increase of fees to more closely reflect actual time spent (i.e. additional public engagement efforts, review coordination)
- Adjust certain fees to more closely align with peer communities/market

Police

- Updated animal license fee to reference Ordinance (Chapter 10 Article IV Section 10-101)

Fire

- Updated the use of apparatus fees to align with FEMA reimbursement rates



ECONOMIC DEVELOPMENT EXPENDITURES

- NCGS 158-7.1 Requires that all municipalities hold a public hearing on all economic development budgeted expenditures.
- Total proposed Economic Development budget for FY2027 is \$178,790
- Commerce Station will distribute \$15,000 to Davidson in FY2027



ECONOMIC DEVELOPMENT EXPENDITURES

- Davidson Main Street Grant Program: Reimbursable matching grant program for downtown businesses in the historic district - \$15,000
- Downtown Small Area Plan Implementation - \$15,000
- Merchant Ad Grant Program: Reimbursable matching grant program for Davidson business advertising - \$7,500
- Small Business support through The Hurt Hub (Amplify Davidson) - \$25,000
- Davidson Connections - \$7,000
- Staffing and general operating - \$109,290



UPDATES SINCE MAY 12th BOARD MEETING

1. Edits/changes to the Budget Book
2. Alternative FY2027 Tax Increase Scenarios
3. Landscape for FY2028
4. Considerations for FY2028 Budget Process



EDITS/CHANGES TO THE BUDGET BOOK

- Added project description sheets for CIP projects
- Added CIP category totals and sources of funds charts
- Added percentage changes to departmental budget summary and detail
- Updated FTE chart



ALTERNATIVE FY2027 TAX INCREASE SCENARIOS

- Variables that support this route include:
 - Uncertainty created by the NC General Assembly with the proposed constitutional amendment that would limit towns' ability to levy property tax
 - We know recurring revenue is needed.
- Proactively funding a portion of this need in FY2027 is an incremental approach that addresses the need head-on rather than pushing that decision to next year.



ALTERNATIVE FY2027 1 PENNY SCENARIO

- 1 penny increase to property tax rate in FY2027 = \$472,000
- Debt service funding plans for Fire Station #1 and GO Bond Debt get back on track and establishes *recurring revenue* for:
 - Fire Station #1 debt service (\$400,000)
 - G.O. Bond debt service (\$72,000)
- \$272,000 originally recommended from fund balance no longer allocated to Fire Station #1 and G.O. Bond debt service.
- Overall budget increases to \$22.25M
- For a home valued at \$658,840 (median home price in Davidson) a 1 penny increase will mean an annual increase of \$65.88 (\$5.49 a month).



ALTERNATIVE FY2027 2 PENNY SCENARIO

- 2 penny increase to property tax rate in FY2027 = \$944,000
- Debt service funding plans for Fire Station #1 and GO Bond Debt get back on track and establishes *recurring revenue* for:
 - Fire Station #1 debt service (\$872,000)
 - Voter approved G.O. Bond debt service (\$72,000)
- \$272,000 originally recommended from fund balance no longer allocated to Fire Station #1 and G.O. Bond debt service.
- Overall budget increases to \$22.73 M
- For a home valued at \$658,840 (median home price in Davidson) a 2 penny increase will result in an annual increase of \$131.76 (\$10.98 a month).



LANDSCAPE FOR FY2028

- Significant Operational Needs
 - FY2028 Pay Study and anticipated market adjustments
 - COLA/Merit salary increase funding
 - Staffing needs in Police, Fire, and Public Works
 - Employee benefit cost increases – Insurance premiums
 - Solid waste costs continue to rise above consumer inflation rates
- Debt Service Needs (depends on scenario chosen)
 - Recurring Revenue for future Fire Station Debt Service
 - Recurring Revenue for existing voter approved GO Bond Debt Service



CONSIDERATIONS FOR FY2028 BUDGET PROCESS

- Commit to transparency and public engagement with the Board early and often in FY2027
- Discuss financial position, challenges, and tradeoffs
- Can't rule out the need for tax increase for services
- We will continue to:
 - Consider phasing or deferring lower-priority expenditures
 - Prioritize core services and operational sustainability
 - Evaluate staffing, compensation, and benefit cost pressures early
 - Build flexibility into CIP and operating budgets
 - Pursue grants and alternative funding sources where appropriate
 - Preserve fund balance and financial capacity
 - Use conservative revenue assumptions and monitor economic trends closely



NEXT STEPS

- Additional budget discussion tonight
- Consider approval of Budget Ordinance at the June 9, 2026, Town Board meeting

Opportunities for Resident Feedback

Email: budget@townofdavidson.org



Motion: Open the public hearing on the FY2027 Budget and Economic Development Expenditures



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**ORDINANCE 2026-xx
TOWN OF DAVIDSON, NORTH CAROLINA**

BUDGET ORDINANCE FISCAL YEAR 2027

BE IT ORDAINED by the Board of Commissioners of the Town of Davidson, North Carolina meeting in regular session on June 9, 2026, that the following Fund Revenues and Department Expenditures together with certain restrictions and authorizations are adopted:

SUMMARY	Total Budget Appropriations
General Fund	\$ 22,053,474
Powell Bill Fund	550,000
PAVE Act Fund	3,125,000
Stormwater Fund	433,975
Affordable Housing Fund	502,648
TOTAL	\$ 26,665,097

Section 1: The following amounts are hereby appropriated in the General Fund for the operation of the town government and its activities for the fiscal year beginning July 1, 2026, and ending June 30, 2027, in accordance with the chart of accounts heretofore established for the Town:

Department	Approved Budget Appropriations
Administration and Governing	
Governing Body	\$ 120,357
Administration	1,967,886
Legal	132,000
Affordable Housing	472,648
Police Department	5,360,162
Fire Department	3,511,125
Public Works	
Streets	1,400,389
Parks	989,404
Buildings and Grounds	837,297
Planning	750,884
Cultural and Economic Development	
Economic Development	178,790
Travel and Tourism	833,961
Parks & Recreation	824,498
Capital Projects & General Services	
Non Dept & Service Agencies	2,814,173
Non Dept - Contribution to Capital Projects	1,859,900
Total Expenditures	\$ 22,053,474

Section 2: It is estimated that the following revenues will be available in the General Fund for the fiscal year beginning July 1, 2026, and ending June 30, 2027:

Revenue Type	Budgeted Revenue
Property taxes	\$ 11,770,925
Sales Tax Revenue	4,205,875
Prepared foods & occupancy taxes	630,000
Utility franchise taxes	1,095,000
Motor vehicle taxes & fees	1,062,725
Charges for services	619,600
Intergovernmental	892,038
Interest on investments	700,000
Miscellaneous	146,500
Fund balance appropriated	930,811
Total Revenues and Funding Sources	\$ 22,053,474

Section 3: The following amounts are hereby appropriated in the Powell Bill Fund for the fiscal year beginning July 1, 2026, and ending June 30, 2027, in accordance with the chart of accounts heretofore established for the Town:

Engineering	\$ 50,000
Street Repair/Resurfacing	500,000
Total expenditures	\$ 550,000

Section 4: It is estimated that the following revenues will be available in the Powell Bill Fund for the fiscal year beginning July 1, 2026, and ending June 30, 2027:

Restricted Powell Bill Fund Balance	12,000
Powell Bill Revenue	\$ 538,000
Total revenues and funding sources	\$ 550,000

Section 5: The following amounts are hereby appropriated in the PAVE Act Fund for the fiscal year beginning July 1, 2026, and ending June 30, 2027, in accordance with the chart of accounts heretofore established for the Town:

Capital Projects - Sidewalks and Sidepaths	\$ 502,319
Capital Projects -Roadways	2,040,250
Capital Projects -EV Infrastructure	25,000
Debt service	46,688
Equipment	227,500
Contingency	283,243
Total expenditures	\$ 3,125,000

Section 6: It is estimated that the following revenues will be available in the PAVE Act Fund for the fiscal year beginning July 1, 2026, and ending June 30, 2027:

PAVE Act Revenue	\$ 3,125,000
Total revenues and funding sources	\$ 3,125,000

Section 7: The following amounts are hereby appropriated in the Stormwater Fund for the fiscal year beginning July 1, 2026, and ending June 30, 2027, in accordance with the chart of accounts heretofore established for the Town:

Stormwater Contract	\$ 113,975
Contract Services	250,000
Salaries and Wages	70,000
Total expenditures	\$ 433,975

Section 8: It is estimated that the following revenues will be available in the Stormwater Fund for the fiscal year beginning July 1, 2026, and ending June 30, 2027:

Stormwater Fees	\$ 305,615
Fund Balance Appropriated	128,360
Total revenues and funding sources	\$ 433,975

Section 9: The following amounts are hereby appropriated in the Affordable Housing Fund for the fiscal year beginning July 1, 2026, and ending June 30, 2027, in accordance with the chart of accounts heretofore established for the Town:

Personnel	\$ 30,000
Operating	92,648
Down Payment Assistance	30,000
Contingency	70,000
Property Management Reserves	30,000
Developer Incentives	250,000
Total expenditures	\$ 502,648

Section 10: It is estimated that the following revenues will be available in the Affordable Housing Fund for the fiscal year beginning July 1, 2026, and ending June 30, 2027:

Rental Revenue	30,000
Allocation From General Fund Revenue	472,648
Total revenues and funding sources	\$ 502,648

Section 11: Ad Valorem Tax Rate

There is hereby levied a tax at a rate of twenty-six and six tenths cents (\$.266) per one hundred dollars (\$100) valuation of property as listed for taxes as of January 1, 2026, for the purpose of raising the revenue listed 'Property Taxes' in the General Fund in Section 2 of this ordinance.

This rate is based on a projected total valuation of property for the purposes of taxation of \$4,735,337,836 (real and personal property \$4,426,493,856/vehicles \$308,843,980) and an

estimated rate of collection of 99.80% on real and personal property, and 100% on vehicles. The estimated rate of collection is based on the fiscal year 2025 collection rate.

Section 12: The Community Investment Fund (CIF) is created as Assigned Fund Balance which will be used to fund capital projects. For the fiscal year beginning July 1, 2026, and ending June 30, 2027, the Town will allocate General Fund unassigned fund balance (UFB) as follows:

Fund Balance Appropriated to CIF	\$3,200,000
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Includes projected June 30, 2026, CIF Balance of \$2,200,000 and an allocation of \$1,000,000 from Unassigned Fund Balance.

In the fiscal year, the Town Manager is authorized to carry-over FY2026 CIF appropriations for any projects previously approved from the CIF in the Capital Improvement Plan for which funds were remaining on June 30, 2026.

Section 13: Assigned Fund Balance Projects Authorized

The following project expenditures are authorized:

Community Investment Fund (CIF):

CIP Projects (See Approved CIP)	\$3,078,179
Project Planning, Engineering and Design	\$ 121,821

Section 14: Committed Fund Balance Projects Authorized

The Town Manager is authorized to expend funds from the committed "Tree Fund" as approved by the Board for the Tree Canopy Enhancement Program not to exceed \$150,000.

And, committed funds from a grant received from Duke Power in 2019 for the Nature Preserve Pier/Armour Street Pier project not to exceed \$56,990.

Section 15: The Budget Officer is hereby authorized to transfer appropriations as contained herein under the following conditions:

- a. Transfers between line-item expenditures within a department without limitation and without a report being required.
- b. Transfers between departments in the same fund, including contingency appropriations, not to exceed 10% of the appropriated monies for the department whose allocation is reduced.

Section 16: The Budget Officer is hereby authorized to carry-over appropriations in the fiscal year for any previously approved purchase orders and accompanying budget authority from the prior fiscal year.

Section 17: In the event donated or grant funds approved for receipt by the Board are not received, or obligated, in the year approved and appropriated, the Town Manager is authorized to carry-forward the budget authority to the fiscal year in which the donated funds or grant is received, or obligated.

Section 18: The Town Manager is authorized to administer the pay and classification plan, as included in the Budget Book (Exhibit G), and execute employee benefit contracts consistent with the budget ordinance.

Section 19: The Town Manager or a designee may make cash advances between funds for period not to exceed 60 days without reporting to the Board of Commissioners. Any advances that extend beyond 60 days must be approved by the Board.

Section 20: Copies of this budget ordinance shall be furnished to the Clerk to the Board of Commissioners and to the Budget Officer and Finance Officer to be kept on file by them for their direction in the disbursement of funds.

DRAFT

Fiscal Year 2027

Manager's Recommended Budget





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MAYOR AND BOARD OF COMMISSIONERS

Mayor

Rusty Knox

Board of Commissioners

Autumn Rierson Michael, Mayor Pro Tempore

Tracy Mattison Brandon

Ryan Fay

Steve Justus

Connie Wessner

Town Manager

James E. Justice

Assistant Town Manager

Austin F. Nantz

Finance Director

Pieter C. Swart, III

Davidson Town Hall and Community Center is located at
251 South Street, Davidson, NC 28036





GOVERNMENT FINANCE OFFICERS ASSOCIATION

*Distinguished Budget
Presentation Award*

PRESENTED TO

**Town of Davidson
North Carolina**

For the Fiscal Year Beginning

July 01, 2025

Christopher P. Morill

Executive Director

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TOWN MANAGER'S LETTER



May 12, 2026

Honorable Mayor Rusty Knox
Members of the Board of Commissioners
Residents of Davidson

Dear Mayor, Board of Commissioners, and Residents of the Town of Davidson:

I am pleased to present the Fiscal Year 2027 (FY2027) recommended budget for the Town of Davidson. Pursuant to Section 159-11 of the North Carolina General Statutes, this is a balanced general fund budget totaling \$22.05 million. The recommended tax rate remains at 26.6 cents per \$100 valuation to fund the Town's Strategic Plan priorities and continue Town services.

We have long anticipated a tight FY2027 budget, intentionally working within existing revenues ahead of the 2028 revaluation, when a tax rate adjustment can be considered. At the same time, we have been preparing to account for debt service related to the issuance of general obligation bonds, along with allocating additional funds for the future debt service of Fire Station #1.

Revenue performance has softened, adding further pressure to an already constrained budget. The first run at the budget with projected revenues and identified expense needs resulted in a \$1.6 million gap. Staff were asked to identify potential cost savings to close this gap and have done a great job working together to prioritize the needs while ensuring service levels remain the same.

The challenges this year have required the use of some creative levers to help balance the General Fund budget:

- PAVE Act
- Stormwater fund
- Affordable Housing fund
- Fund balance appropriated

The FY2027 budget highlights are:

- Balanced and keeps the tax rate the same at 26.6 cents per \$100 valuation
- Continues current service levels and reflects necessary inflationary impacts
- Reprioritizes expenses in response to diminished revenue growth
- Utilizes other funds/sources to balance the budget
- Honors previous staffing commitments
- Prioritizes:
 - Investment in the workforce by focusing on employee recruitment and retention
 - Implementation of the 2026-2027 Strategic Plan
 - Implementation of other adopted plans like the Comprehensive Plan, Mobility Plan, Climate Action Plan, Vision Zero Plan, Parks & Rec Master Plan

The proposed budget is supportive of the priorities approved in the 2026-2027 Town of Davidson Strategic Plan. The seven goals included in the Strategic Plan are: Well-Planned & Thriving Community, Historic Preservation, Mobility, Affordable Living & Housing, Sustainability and Natural Assets, Economic

Development, and Operational Excellence. Staff appreciates the Board's leadership in identifying these Town priorities. The Strategic Plan sets out clear focus areas and corresponding initiatives to align the elected officials, Town staff, and residents. This proposed budget provides resources for each of the goals and the accompanying priority initiatives.

Investment in the workforce is critical to our success and ability to provide services. Funding includes a cost-of-living adjustment (COLA) and merit pool. Each is an important step for the Town to remain competitive with recruitment and retention in a difficult public sector labor market.

Rising prices continue to impact on the costs of goods and services, presenting ongoing budgetary challenges. Some examples include:

- Fuel, utilities, contracts
- Solid Waste services costs (7.7% increase)
- Employee wages, medical insurance (11.4% increase) and retirement (14% increase)
- Public Safety needs and requirements

In addition to the proposed operating budget, the Capital Improvement Plan (CIP) is also presented for consideration. The CIP provides a five-year planning horizon and is revised annually to reflect changing conditions, emerging priorities, new projects, and updated information. It encompasses major Town initiatives, including investments in parks, greenways, roadways, sidewalks/sidepaths, and public facilities. Additionally, it supports key Town priorities such as pedestrian safety and Vision Zero, sustainability, and downtown beautification.

The CIP this year reflects a new revenue source – PAVE Act – which is funding from a new county-wide 1-cent sales tax that begins July 1, 2026. Allocation of the revenue includes 40% for Rail and 20% for Bus which will be overseen by the Metropolitan Public Transportation Authority (MPTA). The remaining 40% for Roads will be distributed to the Towns and used to fund roadways, intersections, sidepaths, and other roadway infrastructure. Davidson's annual allotment is estimated at \$3.125 million resulting in a significant investment in the community's roadway infrastructure.

This proposed budget focuses on delivering essential services to our citizens. Next year during the property revaluation, the Town's budget will need a recalibration to continue to invest in maintaining service levels while also absorbing GO bond debt and planning for future Fire Station #1 debt service. These things are critical for the continued success of Davidson investing in infrastructure to support the quality of life of its residents.

Thanks go to the Town's elected officials for their leadership and dedicated service to the residents of this community. I am grateful to the Town's Management Team for their commitment to solve the challenges associated with this fiscal year to produce an annual budget, especially Finance Director Pieter Swart and the entire Finance Department for their work.

Sincerely,



James E. Justice
Town Manager

BUDGET ORDINANCE

ORDINANCE 2026-xx TOWN OF DAVIDSON, NORTH CAROLINA

BUDGET ORDINANCE FISCAL YEAR 2027

BE IT ORDAINED by the Board of Commissioners of the Town of Davidson, North Carolina meeting in regular session on June 9, 2026, that the following Fund Revenues and Department Expenditures together with certain restrictions and authorizations are adopted:

SUMMARY	Total Budget Appropriations
General Fund	\$ 22,053,474
Powell Bill Fund	550,000
PAVE Act Fund	3,125,000
Stormwater Fund	433,975
Affordable Housing Fund	502,648
TOTAL	\$ 26,665,097

Section 1: The following amounts are hereby appropriated in the General Fund for the operation of the town government and its activities for the fiscal year beginning July 1, 2026, and ending June 30, 2027, in accordance with the chart of accounts heretofore established for the Town:

Department	Approved Budget Appropriations
Administration and Governing	
Governing Body	\$ 120,357
Administration	1,967,886
Legal	132,000
Affordable Housing	472,648
Police Department	5,360,162
Fire Department	3,511,125
Public Works	
Streets	1,400,389
Parks	989,404
Buildings and Grounds	837,297
Planning	750,884
Cultural and Economic Development	
Economic Development	178,790
Travel and Tourism	833,961
Parks & Recreation	824,498
Capital Projects & General Services	
Non Dept & Service Agencies	2,814,173
Non Dept - Contribution to Capital Projects	1,859,900
Total Expenditures	\$ 22,053,474

Section 2: It is estimated that the following revenues will be available in the General Fund for the fiscal year beginning July 1, 2026, and ending June 30, 2027:

Revenue Type	Budgeted Revenue
Property taxes	\$ 11,770,925
Sales Tax Revenue	4,205,875
Prepared foods & occupancy taxes	630,000
Utility franchise taxes	1,095,000
Motor vehicle taxes & fees	1,062,725
Charges for services	619,600
Intergovernmental	892,038
Interest on investments	700,000
Miscellaneous	146,500
Fund balance appropriated	930,811
Total Revenues and Funding Sources	\$ 22,053,474

Section 3: The following amounts are hereby appropriated in the Powell Bill Fund for the fiscal year beginning July 1, 2026, and ending June 30, 2027, in accordance with the chart of accounts heretofore established for the Town:

Engineering	\$ 50,000
Street Repair/Resurfacing	500,000
Total expenditures	\$ 550,000

Section 4: It is estimated that the following revenues will be available in the Powell Bill Fund for the fiscal year beginning July 1, 2026, and ending June 30, 2027:

Restricted Powell Bill Fund Balance	12,000
Powell Bill Revenue	\$ 538,000
Total revenues and funding sources	\$ 550,000

Section 5: The following amounts are hereby appropriated in the PAVE Act Fund for the fiscal year beginning July 1, 2026, and ending June 30, 2027, in accordance with the chart of accounts heretofore established for the Town:

Capital Projects - Sidewalks and Sidepaths	\$ 502,319
Capital Projects -Roadways	2,040,250
Capital Projects -EV Infrastructure	25,000
Debt service	46,688
Equipment	227,500
Contingency	283,243
Total expenditures	\$ 3,125,000

Section 6: It is estimated that the following revenues will be available in the PAVE Act Fund for the fiscal year beginning July 1, 2026, and ending June 30, 2027:

PAVE Act Revenue	\$ 3,125,000
Total revenues and funding sources	\$ 3,125,000

Section 7: The following amounts are hereby appropriated in the Stormwater Fund for the fiscal year beginning July 1, 2026, and ending June 30, 2027, in accordance with the chart of accounts heretofore established for the Town:

Stormwater Contract	\$ 113,975
Contract Services	250,000
Salaries and Wages	70,000
Total expenditures	\$ 433,975

Section 8: It is estimated that the following revenues will be available in the Stormwater Fund for the fiscal year beginning July 1, 2026, and ending June 30, 2027:

Stormwater Fees	\$ 305,615
Fund Balance Appropriated	128,360
Total revenues and funding sources	\$ 433,975

Section 9: The following amounts are hereby appropriated in the Affordable Housing Fund for the fiscal year beginning July 1, 2026, and ending June 30, 2027, in accordance with the chart of accounts heretofore established for the Town:

Personnel	\$ 30,000
Operating	92,648
Down Payment Assistance	30,000
Contingency	70,000
Property Management Reserves	30,000
Developer Incentives	250,000
Total expenditures	\$ 502,648

Section 10: It is estimated that the following revenues will be available in the Affordable Housing Fund for the fiscal year beginning July 1, 2026, and ending June 30, 2027:

Rental Revenue	30,000
Allocation From General Fund Revenue	472,648
Total revenues and funding sources	\$ 502,648

Section 11: Ad Valorem Tax Rate

There is hereby levied a tax at a rate of twenty-six and six tenths cents (\$.266) per one hundred dollars (\$100) valuation of property as listed for taxes as of January 1, 2026, for the purpose of raising the revenue listed 'Property Taxes' in the General Fund in Section 2 of this ordinance.

This rate is based on a projected total valuation of property for the purposes of taxation of \$4,735,337,836 (real and personal property \$4,426,493,856/vehicles \$308,843,980) and an estimated rate of collection of 99.80% on real and personal property, and 100% on vehicles. The estimated rate of collection is based on the fiscal year 2025 collection rate.

Section 12: The Community Investment Fund (CIF) is created as Assigned Fund Balance which will be used to fund capital projects. For the fiscal year beginning July 1, 2026, and ending June 30, 2027, the Town will allocate General Fund unassigned fund balance (UFB) as follows:

Fund Balance Appropriated to CIF	\$3,200,000
----------------------------------	-------------

Includes projected June 30, 2026, CIF Balance of \$2,200,000 and an allocation of \$1,000,000 from Unassigned Fund Balance.

In the fiscal year, the Town Manager is authorized to carry-over FY2026 CIF appropriations for any projects previously approved from the CIF in the Capital Improvement Plan for which funds were remaining on June 30, 2026.

Section 13: Assigned Fund Balance Projects Authorized

The following project expenditures are authorized:

Community Investment Fund (CIF):

CIP Projects (See Approved CIP)	\$3,078,179
Project Planning, Engineering and Design	\$ 121,821

Section 14: Committed Fund Balance Projects Authorized

The Town Manager is authorized to expend funds from the committed "Tree Fund" as approved by the Board for the Tree Canopy Enhancement Program not to exceed \$150,000.

And, committed funds from a grant received from Duke Power in 2019 for the Nature Preserve Pier/Armour Street Pier project not to exceed \$56,990.

Section 15: The Budget Officer is hereby authorized to transfer appropriations as contained herein under the following conditions:

- a. Transfers between line-item expenditures within a department without limitation and without a report being required.

- b. Transfers between departments in the same fund, including contingency appropriations, not to exceed 10% of the appropriated monies for the department whose allocation is reduced.

Section 16: The Budget Officer is hereby authorized to carry-over appropriations in the fiscal year for any previously approved purchase orders and accompanying budget authority from the prior fiscal year.

Section 17: In the event donated or grant funds approved for receipt by the Board are not received, or obligated, in the year approved and appropriated, the Town Manager is authorized to carry-forward the budget authority to the fiscal year in which the donated funds or grant is received, or obligated.

Section 18: The Town Manager is authorized to administer the pay and classification plan, as included in the Budget Book (Exhibit G), and execute employee benefit contracts consistent with the budget ordinance.

Section 19: The Town Manager or a designee may make cash advances between funds for period not to exceed 60 days without reporting to the Board of Commissioners. Any advances that extend beyond 60 days must be approved by the Board.

Section 20: Copies of this budget ordinance shall be furnished to the Clerk to the Board of Commissioners and to the Budget Officer and Finance Officer to be kept on file by them for their direction in the disbursement of funds.

2026-2027 STRATEGIC PLAN

TOWN OF DAVIDSON 2026-2027 STRATEGIC PLAN GOALS & STRATEGIES

GOAL A: WELL-PLANNED & THRIVING COMMUNITY

Cultivate a healthy, safe, and resilient Davidson.

- Promote dynamic community participation through civic engagement and foster a culture where residents feel heard, valued, and connected to local decision-making.
- Encourage a unique, well-planned built environment by promoting high-quality buildings, welcoming public spaces, and development that respects and enhances Davidson's character.
- Provide a safe and secure community utilizing best practices and standards.
- Enhance community well-being by strengthening opportunities for active living, social connection, and mental health support.
- Ensure continuity of operations and reliable delivery of essential Town Services before, during, and after any disruptive event.

GOAL B: HISTORIC PRESERVATION

Preserve the unique historic character of our Town, including its people, places, & stories.

- Advance and realize priorities and track progress from the Historic Preservation Plan (HPP).
- Honor and share the diverse lived experiences of residents to inform our present and future, strengthen community identity, foster belonging, and build understanding.
- Model desired behaviors to support historic preservation efforts. Encourage citizen initiative and engagement to safeguard and steward the Town's historic resources through promotion of voluntary preservation, adaptive reuse, and community-led initiatives that protect architectural and cultural heritage and maintain the integrity of historic districts.

GOAL C: MOBILITY

Expand, improve, and diversify the Town's transportation network to provide residents and visitors with safe, convenient, accessible, reliable, and efficient multi-modal travel choices to connect people across the community.

- Advance and realize the priorities from the Mobility Plan to create a safe, connected, and efficient multi-modal transportation system that enhances quality of life, supports economic vitality, and accommodates future growth.
- Maintain focus on pedestrian safety by advancing and realizing priorities from the Vision Zero Action Plan.
- Advance local and regional transit initiatives and encourage alternatives to single occupancy vehicle usage by prioritizing accessibility, safety, and connections.
- Support the Town's growing inventory of roads, sidewalks, and greenways by aligning and scaling maintenance resources—including staffing, equipment, materials, and facilities—to ensure timely, consistent upkeep.

GOAL D: AFFORDABLE HOUSING & LIVING

Support affordable living in Davidson by expanding and preserving affordable housing options and establishing strategic partnerships.

- Advance and realize the priorities identified in the Affordable Housing Needs Assessment Implementation Strategy.
- Continue to Phase 2 with Development Finance Initiative (DFI) to formalize a development agreement leveraging Town-owned or strategic sites for affordable housing, with clear feasibility, partnerships, incentives, and timelines to deliver long-term affordable units.
- Evaluate the best use of Town-owned land considered for affordable housing.
- Partner with local organizations to determine the need for critical supportive services for residents.

GOAL E: SUSTAINABILITY & NATURAL ASSETS

Preserve Davidson's natural assets and develop, implement, and actively encourage innovative solutions to environmental, energy, and climate-based challenges.

- Advance and realize priorities and track progress from the Historic Preservation Plan (HPP).
- Honor and share the diverse lived experiences of residents to inform our present and future, strengthen community identity, foster belonging, and build understanding.
- Model desired behaviors to support historic preservation efforts. Encourage citizen initiative and engagement to safeguard and steward the Town's historic resources through promotion of voluntary preservation, adaptive reuse, and community-led initiatives that protect architectural and cultural heritage and maintain the integrity of historic districts.

GOAL F: ECONOMIC DEVELOPMENT

Attract diverse commercial development contributing to Davidson's unique economy and support new initiatives to create local jobs and add to the vibrancy of the community.

- Showcase the downtown small business district as a vibrant, welcoming cultural, social, and economic hub that attracts visitors, inspires community pride, and delivers memorable experiences.
- Foster a resilient, diverse, and thriving small business ecosystem by supporting locally owned businesses.
- Leverage external resources and partnerships with focused economic development efforts in the following areas: Highway 73 / East Davidson, Historic Downtown, future transit corridor, South Main, Circles @ 30.

GOAL G: OPERATIONAL EXCELLENCE

Provide efficient and high-quality public services and facilities through thoughtful and proactive planning, responsible stewardship of Town resources, and a professional and committed workforce.

- Maintain long-term fiscal sustainability through disciplined budgeting, transparent reporting, prudent reserves, strategic investment, strong internal controls, and grant funding.
- Evaluate and implement technology solutions that improve operational efficiency, enhance transparency, and strengthen cybersecurity.
- Support a comprehensive talent investment and retention approach that prioritizes competitive compensation and benefits, continuous professional development, and a positive, supportive workplace culture to attract, retain, and grow a high-performing and resilient workforce aligned with the Town's long-term service and organizational goals.
- Adopt a resident centered approach to all Town services and deliver services delivered with professionalism, responsiveness, and a commitment to continuous improvement.
- Ensure proactive and accessible communication with stakeholders through multiple, user-friendly channels.

2020 DAVIDSON COMPREHENSIVE PLAN

The Davidson Comprehensive Plan represents an 18-month public engagement and plan drafting process resulting in goals, policies, and actions to guide the community for the next ten years. The plan further expands the foundational framework on which our community-based planning began more than 25 years ago. To the letter its policies carry forth the aspirations originally expressed in the 1993 General Plan — protection of rural lands; cultural and socioeconomic diversity; safety and walkability; and coherent development patterns based on historic precedent and human-scale that foster interaction among residents. View the expanded plan page [here](#).

The Comprehensive Plan, through the related [Plan Implementation Guidebook](#), established goals which link to policies and actions which are evaluated through metrics and monitoring for the key principles established by the plan.

The Town's progress in accomplishing these goals and policies can be found by clicking on the links below:

Create and Conserve Places We Love

Davidson is a special place for all those who live, study, work, or visit here. We shop, dine, and gather for special events on Main Street and the Village Green; greet one another in the neighborhoods we love; relax or exercise in parks and on greenways; and savor the rural character, tree canopy, and habitats. These are the places we love — the places that make Davidson so special.

We must protect the places we love and make them even better. The Town will not grow for the sake of growth but instead grow and change intentionally and create new special places- both natural and built-for current generations and the many that will follow us. We must also strive to make our special places inclusive and accessible to all members of the Davidson community.

Connect People and Places

Davidson's unique character is defined not only by the places we cherish but also by the ways we travel between them. Being able to choose to walk, bike, use transit, or drive to access places we need and want to go contributes to the Town's historic feel and the high quality of life that our community enjoys. Expanding travel choices improves the environment and the health of citizens in Davidson and throughout the region.

To maintain the character of the community amidst a new era of local and regional development pressures, Davidson must expand its multi-modal transportation network that provides citizens with safe, convenient, and efficient travel choices.

Foster a Vibrant Economy

Davidson's economic roots lie in the founding and growth of Davidson College. The College has emerged as one of the nation's premier liberal arts colleges, with students, staff, and faculty that collectively connect the Town to the world of education, innovation, and critical thinking.

Today, Davidson's economy is inextricably linked with the labor and jobs available throughout the Charlotte region, and the features that support the Town's high quality of life including the historic character, culture of education, and access to parks, trails, and nature.

As the Town looks to the future, it is more important than ever to support an ecosystem that delivers innovation and high wage jobs but also improves economic opportunities for those most in need and continues to enhance connections between residences and places of work.

Serve the Community

The citizens of Davidson are the heart of this community. The Town of Davidson seeks to support all its citizens by providing a variety of facilities, services, and programs that promote the health, safety, and welfare of Davidson community members.

As the Town strives to manage increasing growth and development, Davidson will continue to provide quality services, be a responsible steward of Town resources, and engage in coordinated planning efforts with partner jurisdictions and institutions. Growth brings both challenges and opportunities to ensure that the Town maintains high-quality services and a fiscal balance for this and future generations.

Additionally, the Town has been working to establish key metrics which tie to these goals. Attached in [Appendix E](#) is the most current version at the time of budget publication. The most updated version of key metrics can be found any time [here](#) on the Town website.

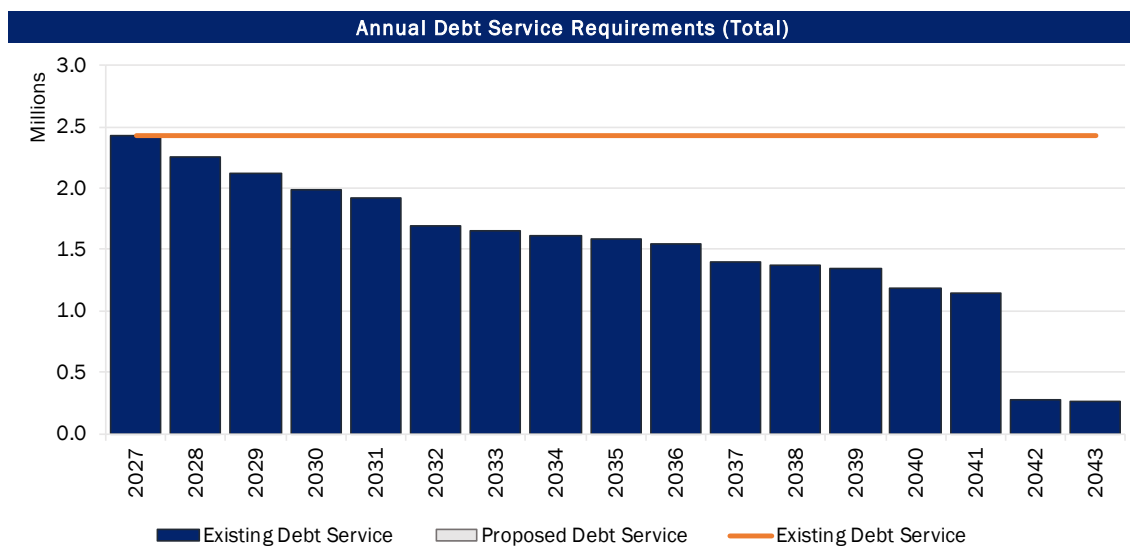
LONG-TERM FINANCIAL PLANNING

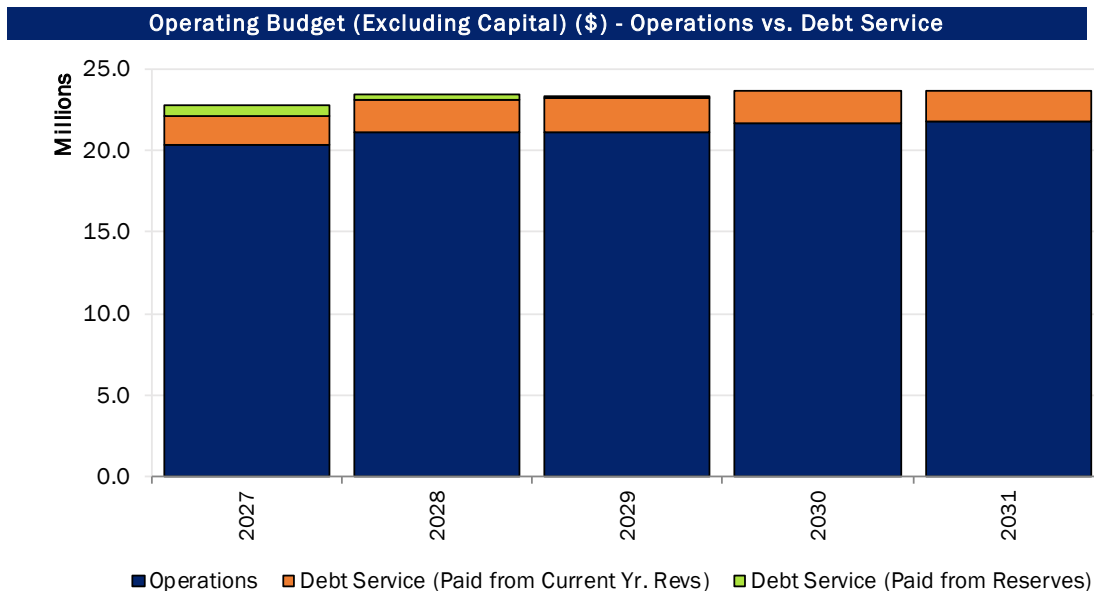
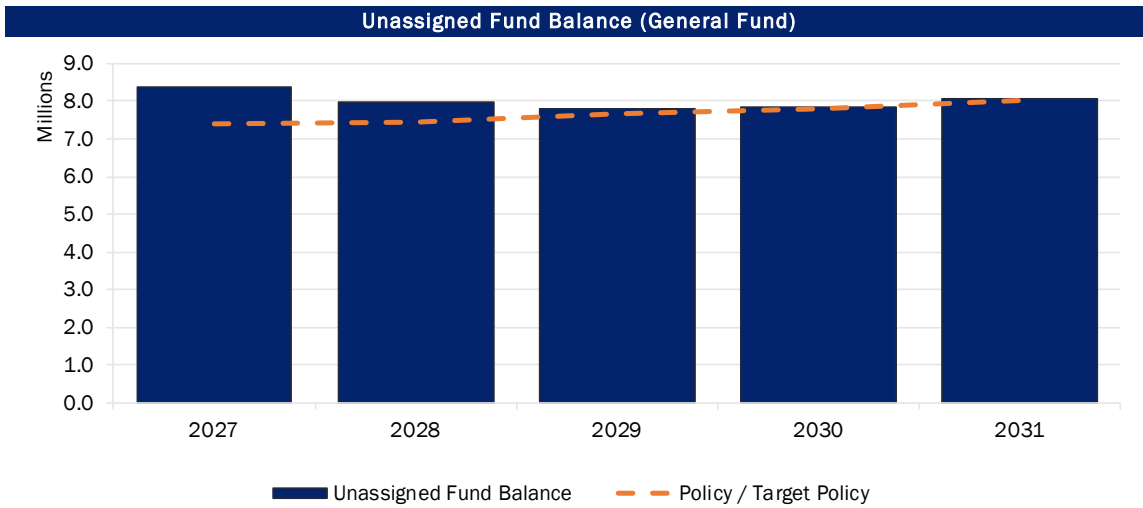
The Town integrates long-term financial planning into its budget development process, projecting all fund revenues and expenditures for at least the next five years. These projections are crucial for guiding today’s financial decisions, ensuring they support the Town’s fiscal sustainability and growth well into the future.

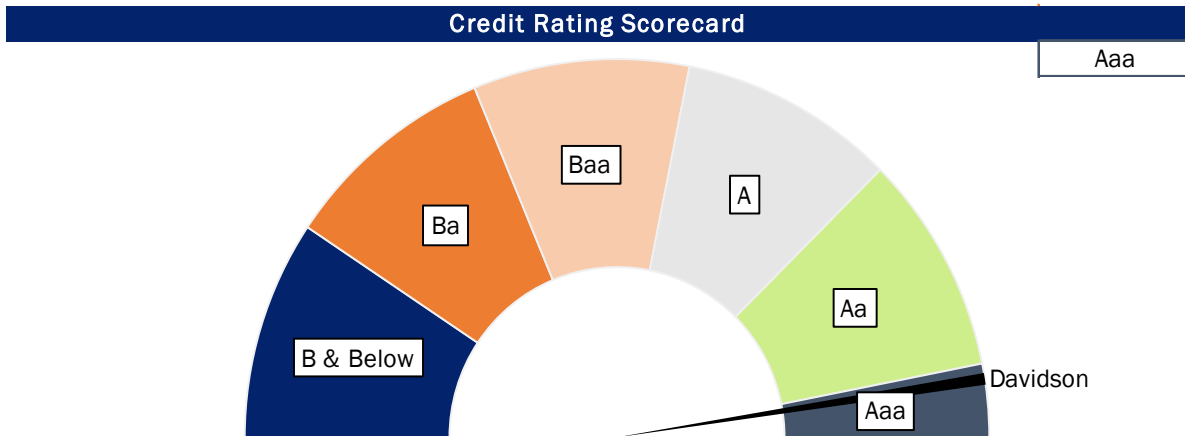
In addition to predicting revenues and expenditures, Davidson’s long-term financial planning significantly influences major future decisions. The Town’s planning model integrates historical data, current year operations, budgets, and future projections to evaluate the financial feasibility of future operations. This model helps the Town quantify the impacts of funding future operational needs, capital projects, and debt on benchmarks such as fund balance and credit ratings.

The Town of Davidson collaborates with First Tryon Advisors in Charlotte, NC, a partnership that has been vital in supporting the Town’s financial planning. This collaboration allows the Town to utilize a sophisticated planning model that aids Town staff and the Board of Commissioners in making data-driven decisions aligned with the Capital Improvement Plan (CIP), Strategic Plan, and Comprehensive Plan (Comp Plan). The model is instrumental for the Board of Commissioners and Town staff in developing strategies to fund capital needs. It ensures these strategies consider the potential tax impact on citizens and adhere to policies, guidelines, and metrics necessary to maintain a triple-A bond rating.

The model is continuously updated throughout the year to reflect changes in major economic assumptions, borrowing rates, CIP projects and programs, completed debt issuances, and relevant Board actions. This ongoing update process ensures that the Town’s financial planning remains accurate and responsive to changing circumstances, thereby supporting the long-term fiscal sustainability of Davidson.







BUDGET PROCESS AND ORGANIZATION

The budget process is designed to involve a wide range of stakeholders. For the FY2027 budget, development began in December 2025. During March and April 2026, Town staff carefully evaluated budget requests while calculating revenue projections. Cost estimates were based on either historical trends or actual quotes.

The proposed budget took shape as expenses were prioritized based on the Town's needs and alignment with the 2026-2027 Strategic Plan. This budget will be presented to the Board of Commissioners on May 12, 2026.

Although the budget is largely finalized by the May meeting, adjustments may still be made after a public hearing on May 26, 2026, and after receiving additional feedback from the Board. The final budget approval is scheduled for June 9, 2026, at the Board of Commissioners meeting.

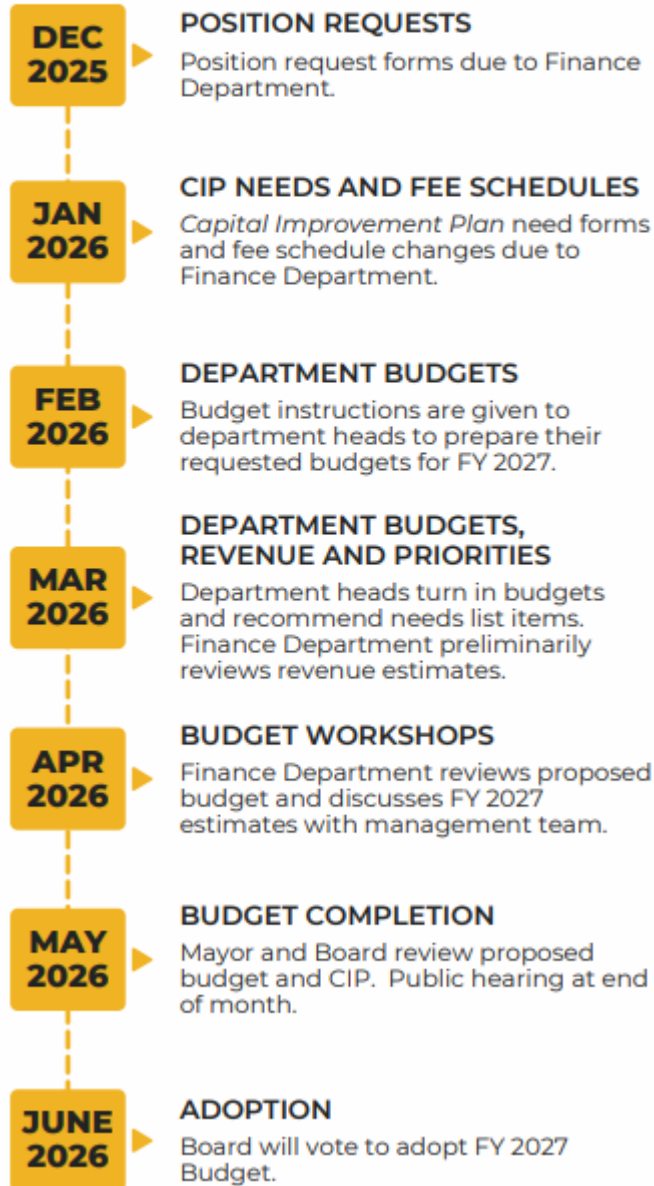
Document Organization

The document reports on how the budget officer has balanced each fund in the **fund overview**. Funds are balanced when revenue sources equal expenditures. **Revenue sources** describe all the Town's major revenue sources and methods used to project revenue. An **expenditure summary** follows. This summary outlines the Town's expenditures by major category and explains material changes in the annual spending plan.

Budget and Financial Statement Basis of Accounting

North Carolina General Statutes require both the passage of a balanced budget and that the fund financial records will be maintained with the modified accrual basis of accounting. Both the Town's audited financial statements and the budget are presented on a modified accrual basis.

BUDGET PROCESS TIMELINE



GENERAL FUND BUDGET

The Town's base budget maintains current service levels for each department and adjusts the budget for obligations which are due in FY2027. When base budget expenditures are deducted from projected revenue, the surplus is available to fund items listed on the recommended needs list.

Projected Revenue	\$ 22,053,474	
Continuation Expenditures	\$ 21,139,663	
	<hr/>	
Continuation Surplus		\$ 913,811
Needs list:		
One Time Expenses	\$ 342,811	
Ongoing Expenses	\$ 571,000	
Total Needs and Position Requests		\$ 913,811
		<hr/>
Gap to Balanced Budget		\$ 0
		<hr/> <hr/>

RECOMMENDED NEEDS LIST

This portion of the budget offers an overview of departmental needs, which have been gathered throughout the year through input from various departments. The management team has collaboratively prioritized the most significant needs and suggested their inclusion in the FY2027 budget.

Category	Cost		Funding Source
	Ongoing	One Time	
Human Capital			
Salary Increases - Cost of Living	\$ 351,500	\$ -	General Fund
Salary Increases - Merit	\$ 200,000		General Fund
Operational			
Town Event Security and Equipment	\$ 14,000	\$ 23,500	GF/UFB
Continuity of Operations Plan	\$ -	\$ 27,000	UFB
Tree Inventory Software	\$ 5,500	\$ 16,875	Tree Fund
Equipment / Vehicles			
Marine 1 Rescue Boat	\$ -	\$ 47,936	UFB
Mini Excavator	\$ -	\$ 90,000	PAVE
Tow Behind Chipper	\$ -	\$ 90,000	PAVE
Crusher Bucket	\$ -	\$ 28,000	PAVE
Plow blades for new trucks	\$ -	\$ 10,500	PAVE
Tilt Trailer	\$ -	\$ 9,000	PAVE
Grand Total	\$ 571,000	\$ 342,811	

Human Capital \$551,500

Investing in human capital is a strategic imperative for long-term success. Developing employee skills, offering competitive compensation, and supporting well-being, leads to productivity, innovation, and engagement. This approach not only attracts and retains top talent but also reduces turnover costs and builds a resilient, high-performing workforce.

Through a merit pool the Town will recognize and reward employees' individual contributions, motivating them to sustain high performance. In contrast, a cost-of-living adjustment (COLA) helps to preserve employees' purchasing power by accounting for rising living costs, thereby maintaining their standard of living. Together, these compensation strategies are essential for attracting and retaining top talent while supporting a thriving, high-performing workforce.

Regularly reviewing and adjusting compensation allows the Town to proactively address employee expectations, enhance engagement, and reduce turnover risk.

Operational \$86,875

Building off the completion of the Comprehensive Emergency Management Plan (CEMP) for the town in fiscal year FY2026, the next step in emergency preparedness is to complete the Continuity Of Operations Plan (COOP). The COOP details how each Town department will respond to and resume operation after a catastrophic event in the community. The COOP will be divided into two phases for the completion of the total plan. Phase 1 is proposed for the FY2027 budget and is anticipated this will begin in the last quarter of FY2027. In addition, a grant will be pursued to fund phase 2 of the COOP and is planned for the first quarter of FY2028. In the event, a grant is not secured for phase 2, Town funding would be requested for the completion of phase 2 in the FY2028 budget.

The Town plans and executes community events contributing to the quality of life of its residents during 41 of the 52 weeks each year. Town staff recently reviewed event security and operations and identified needs for supporting these events. Additional funding will include added public safety staffing as well as other equipment needs for enhanced event safety.

Tree canopy management and enhancement is a priority for the Town and tools are needed to support that effort. In lieu of contracting this need, the Town proposes to purchase tree inventory software that is more powerful and cost-effective than contracted services. This will enable Town staff to build the database needed to continuously assess the Town's tree canopy as it changes over time and help measure progress to the tree canopy enhancement goals.

Equipment / Vehicles \$275,436

Ensuring that employees have the equipment they need is essential to delivering high-quality services. There are several equipment replacement needs that are proposed for funding this fiscal year.

For Public Works, these needs include a mini excavator, tow-behind chipper, crusher bucket, plow blade, and tilt trailer. The addition of the PAVE Act has enabled a new revenue source to help fund roadway-related equipment needs.

For the fire department, Marine One rescue boat is proposed for replacement as the apparatus has exceeded its useful life. This apparatus is utilized for rescue operations, particularly on Lake Davidson and Lake Cornelius.

FUND OVERVIEW

This section of the budget document provides an explanation of fund accounting and shows the way all funds, collectively and individually, are balanced for the coming fiscal year.

Local governments use three broad categories of self-balancing funds to budget for, and subsequently to account for, various activities. Those three types of funds are: *governmental* funds, *proprietary* funds, and *fiduciary* funds.

Governmental funds used by the Town of Davidson include:

- General Fund, used to account for general operations and activities of the Town
 - Powell Bill Fund, which is a subset of the General Fund, is used exclusively for many activities related to streets and sidewalks construction and maintenance.
 - PAVE Act Fund, which is a subset of the General Fund, is used to fund the construction and maintenance of roadways, intersections, sidepaths, and other roadway infrastructure.
- Affordable Housing Fund, a *special revenue* fund, is used for a particular purpose.

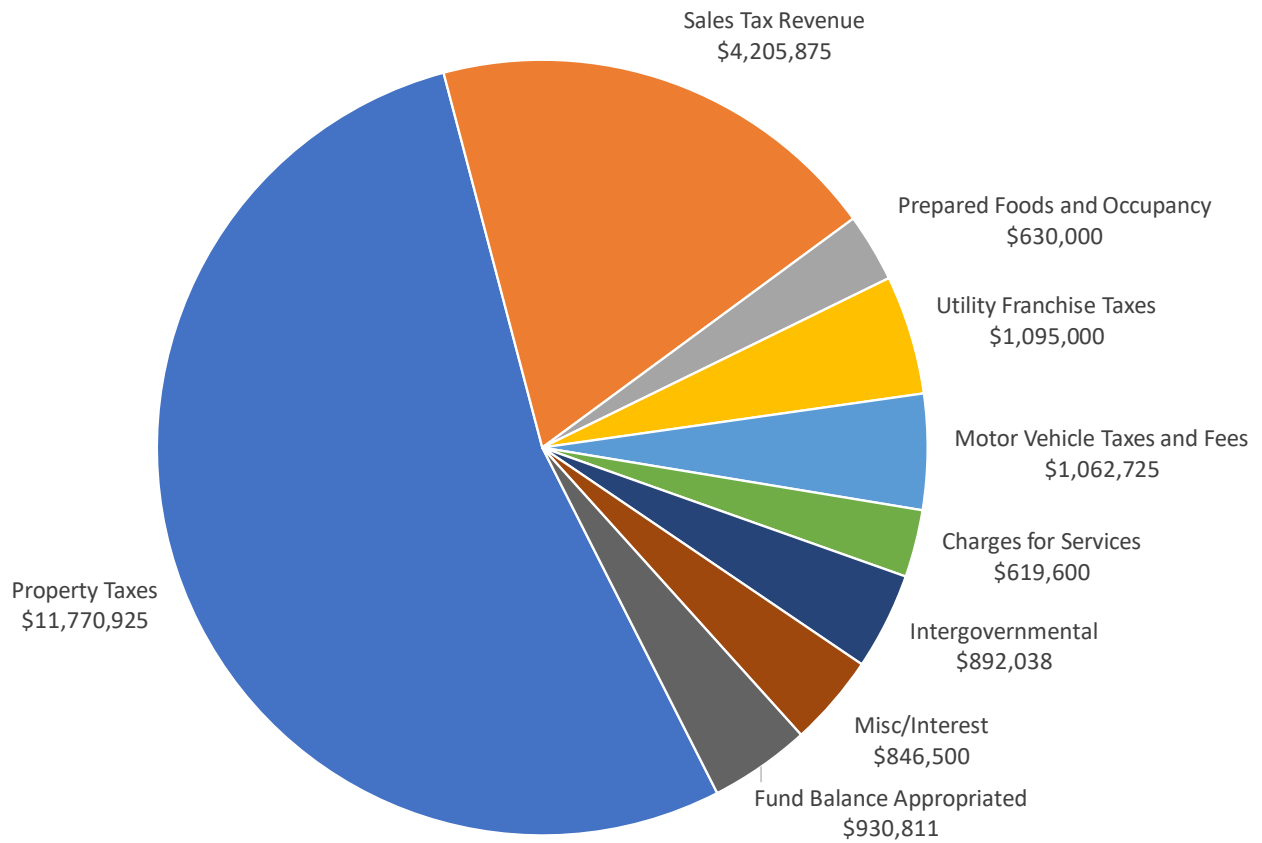
Proprietary funds are used for services provided to the public on a user charge basis, like the operation of a commercial enterprise. The Town’s proprietary, or enterprise funds, include:

- Storm Water Fund, used to fund repairs or damage mitigation resulting from storm water runoff.

The tables that follow provide year-over-year detail and summarize revenues and expenditures for each of the funds listed above.

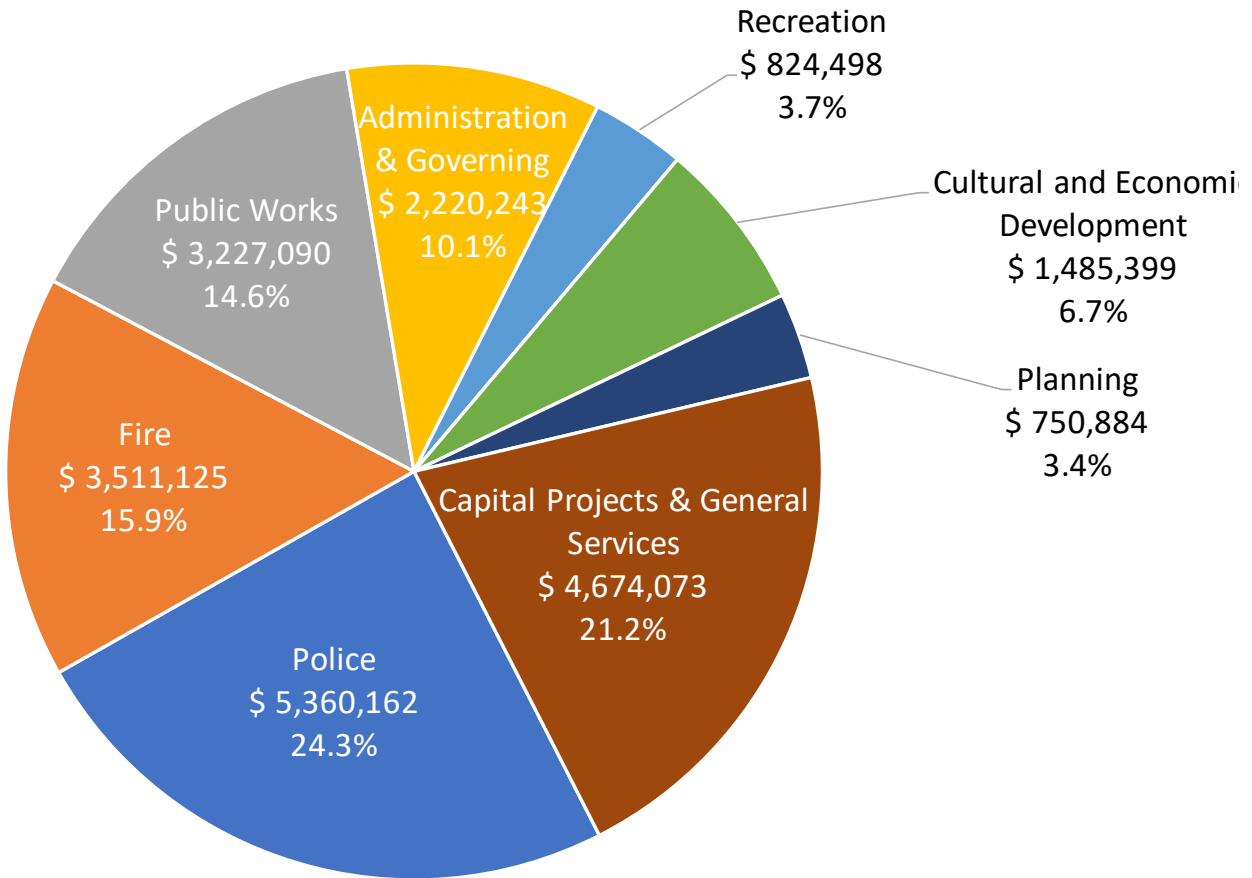
	FY2023	FY2024	FY2025	FY2026	FY2027	FY 26 to 27
GENERAL FUND	BUDGET	BUDGET	BUDGET	BUDGET	BUDGET	% Change
REVENUE						
Property taxes	\$ 9,031,570	\$ 10,911,416	\$ 11,314,989	\$ 11,425,848	\$ 11,770,925	3.0%
Sales Tax Revenue	2,925,000	3,453,126	3,739,229	4,270,000	4,205,875	-1.5%
Prepared foods & occupancy taxes	440,000	570,000	620,000	630,000	630,000	0.0%
Utility franchise taxes	935,000	935,000	970,000	1,105,000	1,095,000	-0.9%
Motor vehicle taxes & fees	868,362	803,849	872,987	1,021,527	1,062,725	4.0%
Charges for services	519,100	521,100	623,100	658,100	619,600	-5.9%
Intergovernmental	512,500	648,413	683,771	835,323	892,038	6.8%
Interest on investments	10,000	550,000	600,000	600,000	700,000	16.7%
Miscellaneous	177,000	197,000	177,295	130,595	146,500	12.2%
Fund balance appropriated	568,328	547,752	799,620	770,630	930,811	20.8%
Total Revenues and Funding Sources	\$ 15,986,860	\$ 19,137,656	\$ 20,380,991	\$ 21,447,023	\$ 22,053,474	2.8%

Revenue Chart FY2027



EXPENDITURES						
	FY2023	FY2024	FY2025	FY2026	FY2027	FY 26 to 27
	BUDGET	BUDGET	BUDGET	BUDGET	BUDGET	% Change
Department						
Administration and Governing						
Governing Body	\$ 116,664	\$ 147,836	\$ 150,050	\$ 150,381	\$ 120,357	-20.0%
Administration	1,430,253	1,623,195	1,798,263	1,912,817	1,967,886	2.9%
Legal	197,429	229,631	142,000	127,000	132,000	3.9%
Affordable Housing	208,281	616,429	473,367	458,500	472,648	3.1%
Police Department	3,319,591	4,272,230	4,588,021	4,831,939	5,360,162	10.9%
Fire Department	2,588,970	2,796,649	3,130,141	3,395,357	3,511,125	3.4%
Public Works						
Streets	1,147,339	1,249,746	1,355,415	1,464,766	1,400,389	-4.4%
Parks	931,889	985,691	1,011,840	1,030,870	989,404	-4.0%
Buildings and Grounds	585,578	794,772	835,226	806,967	837,297	3.8%
Planning	566,908	632,730	713,695	758,290	750,884	-1.0%
Cultural and Economic Development						
Economic Development	121,341	128,160	165,050	175,799	178,790	1.7%
Travel and Tourism	549,708	638,967	733,676	746,111	833,961	11.8%
Parks & Recreation	524,049	711,403	706,287	726,955	824,498	13.4%
Capital Projects & General Services						
Non Dept & Service Agencies	735,447	1,324,471	2,405,622	2,649,421	2,814,173	6.2%
Non Dept - Contribution to Capital Projects	2,963,413	2,985,746	2,172,338	2,211,850	1,859,900	-15.9%
Total Expenditures	\$ 15,986,860	\$ 19,137,656	\$ 20,380,991	\$ 21,447,023	\$ 22,053,474	2.8%

Expense Chart FY2027



OTHER FUNDS

AFFORDABLE HOUSING FUND	FY2023 BUDGET	FY2024 BUDGET	FY2025 BUDGET	FY2026 BUDGET	FY2027 BUDGET
REVENUE					
City of Charlotte - HOME Program	\$ 90,000	\$ 90,000	\$ 90,000	\$ 90,000	\$ -
Fund Balance Appropriated			\$ 20,000	\$ 9,000	\$ -
Grant			5,000	-	-
Rental Revenue					30,000
Allocation From General Fund Revenue		497,250	467,914	458,500	472,648
Total revenues and funding sources	\$ 235,000	\$ 587,250	\$ 582,914	\$ 557,500	\$ 502,648
EXPENDITURES					
Personnel		\$ 117,250	\$ 155,394	\$ 20,000	\$ 30,000
Operating	45,000	210,000	317,520	127,500	92,648
Down Payment Assistance	90,000	160,000	90,000	90,000	30,000
Contingency			20,000	120,000	70,000
Property Management Reserves					30,000
Developer Incentives		100,000		200,000	250,000
Total expenditures	\$ 235,000	\$ 587,250	\$ 582,914	\$ 557,500	\$ 502,648

POWELL BILL FUND	FY2023 BUDGET	FY2024 BUDGET	FY2025 BUDGET	FY2026 BUDGET	FY2027 BUDGET
REVENUE					
Restricted Powell Bill Fund Balance	-	-	-	25,000	12,000
Powell Bill Revenue	\$ 425,000	\$ 425,000	\$ 425,000	\$ 525,000	\$ 538,000
Total revenues and funding sources	\$ 425,000	\$ 425,000	\$ 425,000	\$ 550,000	\$ 550,000
EXPENDITURES					
Engineering	\$ 25,000	\$ 25,000	\$ 25,000	\$ 50,000	\$ 50,000
Street Repair/Resurfacing	400,000	400,000	400,000	500,000	500,000
Total expenditures	\$ 425,000	\$ 425,000	\$ 425,000	\$ 550,000	\$ 550,000

PAVE ACT FUND	FY2023 BUDGET	FY2024 BUDGET	FY2025 BUDGET	FY2026 BUDGET	FY2027 BUDGET
REVENUE					
PAVE Act Revenue	\$ -	\$ -	\$ -	\$ -	\$ 3,125,000
Total revenues and funding sources	\$ -	\$ -	\$ -	\$ -	\$ 3,125,000
EXPENDITURES					
Capital Projects - Sidewalks and Sidepaths	\$ -	\$ -	\$ -	\$ -	\$ 502,319
Capital Projects -Roadways	-	-	-	-	2,040,250
Capital Projects -EV Infrastructure	-	-	-	-	25,000
Debt service	-	-	-	-	46,688
Equipment	-	-	-	-	227,500
Contingency					283,243
Total expenditures	\$ -	\$ -	\$ -	\$ -	\$ 3,125,000

STORM WATER FUND	FY2023 BUDGET	FY2024 BUDGET	FY2025 BUDGET	FY2026 BUDGET	FY2027 BUDGET
REVENUE					
Storm Water Fees	\$ 285,000	\$ 285,000	\$ 285,000	\$ 285,000	\$ 305,615
Fund Balance Appropriated		100,000	100,000	100,000	128,360
Total revenues and funding sources	\$ 285,000	\$ 385,000	\$ 385,000	\$ 385,000	\$ 433,975
EXPENDITURES					
Storm Water Contract	\$ 80,000	\$ 85,000	\$ 91,000	\$ 91,000	\$ 113,975
Contract Services	171,170	300,000	294,000	294,000	250,000
Salaries and Wages	-	-	-	-	70,000
Total expenditures	\$ 285,000	\$ 385,000	\$ 385,000	\$ 385,000	\$ 433,975

REVENUE SOURCES AND ASSUMPTIONS

This section of the budget document provides an explanation of the major sources of revenue and means used to project anticipated income for the coming fiscal year.

GENERAL FUND	FY2023 BUDGET	FY2024 BUDGET	FY2025 BUDGET	FY2026 BUDGET	FY2027 BUDGET	FY 26 to 27 % Change
REVENUE						
Property taxes	\$ 9,031,570	\$ 10,911,416	\$ 11,314,989	\$ 11,425,848	\$ 11,770,925	3.0%
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Miscellaneous	177,000	197,000	177,295	130,595	146,500	12.2%
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Total Revenues and Funding Sources	\$ 15,986,860	\$ 19,137,656	\$ 20,380,991	\$ 21,447,023	\$ 22,053,474	2.8%

Ad Valorem Taxes

\$11,770,925 (53.4% of total general fund revenue)

Ad Valorem tax, or property tax, income is based on the current tax rate applied to each \$100 in assessed real and personal property (excluding vehicle) value in the Town limits. Uses for general ad valorem tax revenue are unrestricted.

The recommended budget sets the effective tax rate at \$0.266 for FY2027 and represents no change from FY2026. One penny in the tax rate collected from ad valorem property and motor vehicle tax is \$472,648.

The Mecklenburg and Iredell County tax offices estimate Davidson’s taxable property value (excluding vehicles) to be \$4.296 billion. The gross general tax levy on the estimated tax value equals \$11,774,474. For budgeting purposes, property tax revenue may not exceed the gross tax levy multiplied by the actual collection rate experienced during the preceding fiscal year. Therefore, based on a 99.80% collection rate on real property, we anticipate \$11,750,925 in revenues from the FY2027 levy. This line item also includes \$20,000 in projected penalties and interest. Combined the total projected revenue is \$11,770,925.

Mecklenburg and Iredell counties both revalued all real property effective January 1, 2023. The next revaluation is scheduled for January 1, 2027.

Mecklenburg and Iredell Counties bill and collect property tax revenue for Davidson. The collection fee is \$2 per bill for Mecklenburg County and 1.5% of taxes collected from Iredell County property owners. Funds are wired from Mecklenburg County to the Town daily during the months of November, December, January, and February, and monthly during the remaining months. Iredell County all property taxes collected to Davidson monthly.

Sales and Use Tax Revenue

\$4,205,875 (19.1% of total general fund revenue)

Sales taxes are authorized by the state and enacted by counties which opt to impose the taxes. All sales tax revenue is collected by the state and distributed to counties and municipalities monthly.

The North Carolina General Assembly has authorized several sales taxes in Chapter 105 of the General Statutes. Three of the authorizations result in revenue for the Town. The first, defined in Article 39, is a one percent sales tax that was originally authorized in 1971. Distribution is based on point of delivery. There are two one-half percent sales taxes – one authorized in 1983 (Article 40) and one in 1986 (Article 42), distributed on a per capita basis and point of delivery, respectively.

Each county chooses one of two formulae for distribution of these three authorizations of local option sales taxes. Sales taxes returned to Mecklenburg County and its municipalities are distributed proportionally to ad valorem tax levy. The proportionate share of sales tax revenues between the county and municipalities may fluctuate based on property tax rate increases in the previous year.

Iredell County, on the other hand, has elected a per capita distribution, based on relative population of incorporated and unincorporated areas within the county. Annexations by various municipalities affect this formula, reducing the county's share as annexations occur.

Sales tax revenue estimates are based on projections from the North Carolina League of Municipalities, local economic trends, and historical trend analysis. FY2027 is projected at 1.5% below budgeted FY2026 and 3% higher than the projected actual FY2026 collections.

Motor Vehicle Tax and Fees

\$1,062,725 (4.8% of total general fund revenue)

Motor Vehicle tax revenue is derived by applying the ad valorem tax rate to the value of motor vehicles registered to owners living inside Town limits (\$308,843,980). Vehicles are revalued annually.

Annual renewal notices include tax levy and tax, and the fees are paid to the state and remitted to the counties for distribution to appropriate taxing governments resulting. This revenue is estimated using vehicle value projections from the Mecklenburg County and Iredell County Tax Assessors.

Davidson charges a Motor Vehicle fee of \$20 per registered vehicle. Revenues are billed on property tax bills and collected by Mecklenburg and Iredell counties. This revenue is estimated based on vehicle count projections from the Mecklenburg County and Iredell County Tax Assessors and a 100% collection rate.

Utility and Telecommunications Taxes

\$1,095,000 (5.0% of total general fund revenue)

Davidson receives sales taxes collected by the North Carolina Department of Revenue on sales of telecommunications, video programming, home satellite services, electricity and piped natural gas.

As a result of tax reform legislation passed by the General Assembly in 2013, the general sales tax rate (currently 7%) is applied to sales of electricity and piped natural gas. The distribution method to

municipalities is based on a combination of ad valorem levy and the amount of the formerly collected franchise taxes. The intent is to hold municipalities harmless from the amount cities and Towns received in FY2014 franchise tax distributions. Both revenues are sensitive to weather and can also fluctuate due to loss of industry or other large facilities or annexations of these types of facilities.

Several years ago, the State of North Carolina discontinued the franchise tax on telecommunication services and put a Telecommunications Sales Tax into place. Distributions to municipalities are based on their past share of the old telephone franchise tax. Therefore, the Town continues to receive a static percentage of overall statewide collections irrespective of fluctuations in local communication sales. Historical trend analysis and recommendations by the State of North Carolina, adjusted by local conditions, also factor into this revenue estimate.

Prepared Foods & Beverage and Occupancy Taxes
\$630,000 (2.9% of total general fund revenue)

The Town is authorized to receive prepared foods & beverage tax by general statutes. Only the City of Charlotte and Mecklenburg County received proceeds when this tax was first authorized in 2001. Some years later, the distribution was split so the six smaller Mecklenburg County municipalities received a share of those revenues generated in the Town. In 2005, the six Towns negotiated the removal of an annual cap so that the Towns now receive 50% of all net proceeds. In FY2007, the Towns' share increased to 65% of net proceeds, and in FY 2012 75% of those net proceeds were distributed to the Towns. The remaining 25% would be used by the City of Charlotte for region-wide tourism related projects, programs, and activities. Art and cultural programs, events and festivals are examples of uses of this revenue. The Towns' use of this revenue is limited to the same activities.

The City of Charlotte distributes revenues semi-annually. Twenty-five percent of the Town's Prepared Foods & Beverage tax receipts are distributed to Visit Lake Norman, the Lake Norman Convention and Visitor's Bureau.

Occupancy taxes are collected by Mecklenburg County and shared between the County and the municipalities using a complicated formula. Stays in local hotels are taxed at 6%, comprised of two 3% authorizations. The Town receives 120% of the second 3% authorization that is locally collected by Davidson hotels, inns, and bed and breakfasts. Therefore, this revenue, like prepared foods & beverage tax, is a barometer of the local economy. These revenue estimates are based on historical trend analysis.

The county distributes revenues monthly. Twenty-eight percent of the Town's Occupancy tax receipts are distributed to Visit Lake Norman.

Charges for Services
\$619,600 (2.8% of total general fund revenue)

Revenue in this category relates to a variety of Town activities, such as rental income from Town-owned property, payments-in-lieu of property taxes, recreation programs, parking violations, and permit fees.

Intergovernmental funding sources
\$892,038 (4.0% of total general fund revenue)

The State of North Carolina, Mecklenburg and Iredell counties, and other quasi-governmental agencies share with the Town a portion of revenues collected. This funding category includes various grants and contributions for local arts and public safety, transit planning funds, and taxes on the sale of alcoholic beverages.

Fund Balance Appropriated
\$930,811 (4.2% of total general fund revenue)

The Town has set aside funding for future G.O. Bond Debt Service (presented as Assigned Fund Balance in the ACFR). In FY2027, \$600,000 will be budgeted to fund a portion of the debt service.

Additionally, \$10,000 has been allocated from the Open Space Fund for open space management.

Fund balance is essentially the Town's savings account balance. There are several reasons for maintaining a healthy fund balance, which is expressed as a percentage of annual expenditures. Even though the law does not dictate how fund balance is used, appropriation of fund balance is a one-time revenue source and should not be used to balance recurring expenditures. At the beginning of FY2026, the Town's unassigned fund balance – at \$10.7 million – equaled 56% of FY2025 actual expenditures, and 53% of budgeted FY2026 expenses. The Town's finance policy, approved in FY2016 and amended in FY2023, recommends a stabilization threshold to ensure adequate funds to meet cash flow needs and emergencies. The complete Finance Policy is included in Appendix B.

The bulk of Davidson's annual revenue is derived from ad valorem property taxes. Because property taxes are not assessed as a late penalty until early January, most taxpayers do not pay until near this deadline. Therefore, the Town may operate with less cash at the beginning of a fiscal year and recover mid-year. Fund balance provides working capital during the first half of the fiscal year.

Fund balance is sometimes referred to as a "savings account." In this context, fund balance may be seen as a hedge against unexpected changes in financial circumstances. Threats to a community's financial health may stem from adverse weather conditions requiring expensive responses or withholding of revenue at the county or state level. The Town is heavily reliant on these other government units for funding disbursements, and budget uncertainties at those levels of government have led to reduced funding in prior years. A local government may be unable to manage such situations without an adequate fund balance.

Another reason to maintain a healthy fund balance is to fund the initial stages of major projects until permanent financing is secured. Fund balance provides flexibility regarding timing of the financing. Additionally, fund balance can be used as matching funds which are often required to qualify for grant opportunities.

One last advantage to maintaining a strong fund balance position is that lenders view this savings account as a measure of good fiscal management.

Other Miscellaneous Sources of Revenue and Interest Revenue
\$846,500 (3.8% of general fund revenue)

A handful of nominal revenue sources fund Town activities, as well as bank interest earnings. Projected interest earning revenues in the FY2027 budget are at \$700,000.

Powell Bill Fund Revenue
\$550,000

Originally the Powell Bill allocated a portion of the North Carolina motor fuels tax specifically for municipalities for use in upgrading and maintaining public streets. The State of North Carolina no longer distributes Powell Bill funds based on motor fuel sales. The Powell Bill is now a direct appropriation of state dollars which is to be used by municipalities for the upkeep of municipal streets and sidewalks. These funds are distributed each October and January to municipalities based on population and miles of street. The population counts for 75% of the funds received and miles of streets account for the remaining 25% of the allocation.

Based on NC League of Municipalities estimates, Davidson should receive approximately \$538,000 in Powell Bill funding during FY2027.

PAVE Act Fund Revenue
\$3,125,000

Authorized by North Carolina's PAVE Act in 2025, this funding will come from a new, Mecklenburg County-wide one-cent sales tax that begins on July 1, 2026. Allocation of the revenue includes 40% for Rail and 20% for Bus which will be overseen by the Metropolitan Public Transportation Authority (MPTA). The remaining 40% for Roads will be distributed to the towns and used to fund roadways, intersections, sidepaths, and other roadway infrastructure. Davidson's annual allotment is estimated at \$3.125 million.

Storm Water Fund Revenue
\$433,975

The United States Congress established the Clean Water Act in 1972 to preserve and improve water quality. Portions of this legislation were delegated to states for implementation and enforcement. In response to the National Pollutant Discharge Elimination System (NPDES) storm water permitting program, the NC General Assembly established certain regulations of municipal storm sewer systems that directly impact Davidson in 2005. Phase II of NPDES requires that Davidson and other NC municipalities provide services to mitigate damage from storm runoff. Davidson first adopted a storm water fee in FY2005 to offset the costs of storm water repairs and maintenance of its storm drainage system. Revenues have largely covered these expenses. However, to better associate costs with funding for this service, a separate enterprise fund was established in FY2011.

The Town has adopted a tiered fee structure for storm water. Impervious surfaces, such as rooftops or paved areas, shed rainwater and increase the amount of runoff into streams, storm water drains and onto adjacent properties. The tiered billing system recognizes varying amounts of impervious area and assigns higher costs for higher square footage of impervious area.

Storm Water Fee (below fees are billed semi-annually) *	
Tier I: Up to 1,999 square feet of impervious surface.	\$21.06 / year
Tier II: 2,000 to 2,999 square feet of impervious surface.	\$31.32 / year
Tier III: 3,000 to 4,999 square feet of impervious surface.	\$44.46 / year
Tier IV: 5,000 or more square feet of impervious surface.	\$87.84 / year
Commercial (per impervious acre) - billed monthly	\$522 / year
<i>*Tier: Single-family homes are in 1 of 4 billing tiers based on the property's total amount of impervious surface.</i>	

Charlotte Water bills storm water fees for the Town on semi-annual water/sewer bills.

Revenues in FY2013, FY2014, and FY2015 fell short of budget projections, prompting ongoing evaluation of revenue adequacy. In any given year, revenues may exceed expenditures, and any surplus is carried forward to help fund future repair and maintenance projects or to stabilize rates.

In FY2013, the storm water fund balance was used to support project costs. FY2014 was budgeted more conservatively while a review of the rate structure was conducted. As a result, an increase across all tiers of the fee structure was implemented in FY2015 to address critical storm water repair and maintenance needs and to rebuild reserves that had been depleted in prior years.

Affordable Housing Fund
\$502,648

Prioritizing Affordable Housing is ingrained in the culture of Davidson. The Town's Core Values state that Davidson's historic mix of people at 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. Never has this statement been more challenging to put into action. The cost of living in Davidson far exceeds other surrounding towns. According to the recent Housing Gaps Analysis conducted by the UNC School of Government's Development Finance Initiative, the median average value of a home in Davidson is \$640,000. This is \$114,000 dollars more than the average median home value of Mooresville, Cornelius, and Huntersville.

The Davidson Planning Ordinance (DPO) includes a provision that requires that all new residential developments set aside 12.5% for affordable units. If developers choose not to include affordable housing units within their developments, they have an option to provide payments-in-lieu of supplying those housing units.

The FY2027 budget for affordable housing includes recurring general fund revenue from Ad Valorem tax revenue, an appropriation from the affordable housing fund balance.

AFFORDABLE HOUSING STRATEGIC FRAMEWORK



For more information on Affordable Housing: <https://www.Townofdavidson.org/226/Affordable-Housing>

EXPENDITURE SUMMARY

This section of the budget document provides the reader with an explanation of how the Town intends to use General Fund resources during the coming fiscal year.

EXPENDITURES						
	FY2023	FY2024	FY2025	FY2026	FY2027	FY 26 to 27
	BUDGET	BUDGET	BUDGET	BUDGET	BUDGET	% Change
Department						
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Governing Body	\$ 116,664	\$ 147,836	\$ 150,050	\$ 150,381	\$ 120,357	-20.0%
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Total Expenditures	\$ 15,986,860	\$ 19,137,656	\$ 20,380,991	\$ 21,447,023	\$ 22,053,474	2.8%

Expenditures by category Analysis of trends and changes from prior years

For the purposes of this discussion expenditure has been grouped into five categories:

- Personnel
- Operating
- Capital
- Debt Service
- Non-departmental
- Contingency

The composition of Town expenditures varies by year according to available revenue, Board priorities, needs, and/or opportunities.

The proposed FY2027 budget maintains funding for all prior year Town services. The Manager’s recommendation also includes “needs” which have been identified to enhance services provided to residents. These include items which support the Board of Commissioners’ 2026-2027 Strategic Plan, and the community vision set forth in the 2020 Comprehensive Plan.

Personnel
\$11,628,371 (52.7% of total general fund expenditures)

Personnel expenditure includes more than salaries paid to Town staff. The cost of benefits paid to employees or to third parties on behalf of Town employees is also captured in this category. Benefit costs include FICA taxes, workers compensation premiums, group health insurance premiums, local government employee retirement (LGERS) funding, unemployment claims, and wellness initiatives.

Increases to FY2027 benefits include to the LGERS employer contribution rate (the LGERS contribution rate is applied to total payroll). Health insurance premiums are increasing by 9% for FY2027. In total, all benefit insurance premiums are projected to increase 9%.

	2022	2023	2024	2025	2026	2027
Department	FTE					
Administration	8.88	10.22	11.38	11.88	12.25	12.90
Legal	1.00	1.33	1.50	0.00	0.00	0.00
Affordable Housing	1.00	1.33	1.00	1.00	1.00	1.00
Police Department	27.78	28.78	33.18	32.38	32.38	34.28
Fire Department	26.08	26.58	27.06	27.06	27.12	26.81*
Public Works						
Streets	5.00	5.00	6.00	7.00	7.00	7.00
Parks	7.20	7.20	8.25	7.25	7.25	7.25
Planning	5.00	5.00	5.00	5.00	5.00	5.00
Economic Developer	0.50	0.50	0.50	1.00	1.00	0.50
Travel and Tourism	1.50	1.50	1.50	1.00	1.00	1.50
Recreation	4.35	4.82	5.47	5.47	5.72	6.56
Total	88.28	92.26	100.84	99.04	99.72	102.80
*reduction in FTE was due to change from Part-Time to Full-Time Captains.						

Note: Partial positions in the chart above occur due to part-time employees and full-time positions that are split between two departments.

The number of full-time equivalent positions (FTEs) increased slightly from FY2026 to FY2027 due to the addition of the Parks and Recreation’s Gym Program Coordinator position. The recommended budget includes a 3% cost-of-living adjustment increase in July and tiered 2.5% merit pool in September. The Town’s position grade and classification schedule can be found in [Appendix G](#).

Operating expenditures
\$4,837,697 (21.9% of total general fund expenditures)

Departmental operating expenditures increased due to:

- Grant funded Police Department wellness program
- Town event funding
- Utilities cost
- Tree Canopy enhancements
- Insurance
- Public Safety equipment

Departments worked diligently to offset increases with reductions in:

- Staff travel
- Maintenance cost on buildings and equipment
- Contract services

Capital expenditures

\$471,436 (2.1% of total general fund expenditures)

Planned capital expenditures funded from the general fund for FY2027 include:

- \$223,500 Three (3) Police patrol cars
- \$47,936 Marine 1 Rescue Boat
- \$200,000 Contributions to fire station construction
- \$227,500 Public Works equipment

Debt service expenditures

\$2,304,797 (10.4% of general fund expenditures)

Debt service expenditures will decrease in FY2027. Factors contributing to this decrease include, and 2021 G.O. Bond debt and certain installment debt are flat principal loans, which results in an annual reduction in interest payments. The net effect for FY2027 budget is \$106,835 less than FY2026.

Non-departmental expenditures

Non-departmental operating

\$2,262,673 (10.3% of general fund expenditures)

Non-departmental expenditures include information technology support and contract services, technology equipment, and tuition reimbursement – expenditures that benefit all Town departments. This category also includes funding for the non-profit grant program. The largest expenditure in this category is solid waste collection services. Solid Waste collection expenditures are projected to increase by \$114,757 (7.7%).

Contingency

\$551,500 (2.5% of general fund expenditures)

This category includes funding for salary increases composed of a 3% cost-of-living adjustment and a tiered 2.5% merit pool.

DEPARTMENTAL SUMMARIES

ADMINISTRATION AND GOVERNING BODY

13.90 Full Time Equivalent (FTE) Positions

Governing Body

The Town operates under the Council-Manager form of government, a structure designed to separate political leadership from administrative management. In this system, the Town is governed by a Mayor and a five-member Town Board of Commissioners, all elected at-large on a non-partisan basis. The Mayor presides over all Town Board meetings and casts a vote only in the event of a tie.

The Town Board is responsible for enacting all general and technical ordinances, including budgetary appropriations and zoning ordinances; approving contracts; and establishing general management policies. Additionally, the Board appoints the Town Manager and Town Attorney and makes appointments to various other boards and committees. Every other year, the Town Board holds a strategic planning retreat to set goals and objectives for the upcoming two years.

Administration

The Town Manager is the chief executive officer and is responsible for enforcement of laws and ordinances, delivery of Town services, planning, personnel administration, and budgetary management. In addition to the Town Manager position and associated costs, the administration budget includes key personnel and operational functions:

- Assistant Town Manager
- Town Clerk
- Project Manager
- Human Resources
- Communications
- Finance & Budget

Legal

The legal department includes the cost of the Town Attorney and costs related to the legal matters of the Town. The Board of Commissioners appoints the Town Attorney.

Affordable Housing

The Affordable Housing Department operates under the framework established by the Affordable Housing Needs Assessment Implementation Strategy: Preserve, Create, Support and Educate. Activities include working to create additional units in Town, providing income qualification for potential affordable buyers, working with the Planning Department and developers on Affordable Housing Plans, as required by the Inclusionary Zoning Ordinance, preserving existing affordable housing, Down Payment Assistance, facilitating Critical Home Repair and working with regional partners.

Administration Department Expenditure Summary

EXPENDITURES						
	FY2023	FY2024	FY2025	FY2026	FY2027	FY26 to FY27
	BUDGET	BUDGET	BUDGET	BUDGET	BUDGET	CHANGE
Administration and Governing						
Governing Body	\$ 116,664	\$ 147,836	\$ 150,050	\$ 150,381	\$ 120,357	-20.0%
Administration	1,430,253	1,623,195	1,798,263	\$ 1,912,817	\$ 1,967,886	2.9%
Legal	197,429	229,631	142,000	\$ 127,000	\$ 132,000	3.9%
Affordable Housing	208,281	616,429	473,367	\$ 458,500	\$ 472,648	3.1%
Total Administration and Governing	\$ 1,952,627	\$ 2,617,091	\$ 2,563,680	\$ 2,648,698	\$ 2,692,891	1.7%

Expenditures By	FY2026	FY2027	Change	%
Personnel	\$ 1,702,645	\$ 1,778,146	\$ 75,501	4.4%
Operating	\$ 946,053	\$ 914,745	\$ (31,308)	-3.3%
Capital	\$ -	\$ -	\$ -	
Total	\$ 2,648,698	\$ 2,692,891	\$ 44,193	1.7%

POLICE

34.28 Full Time Equivalent (FTE) Positions

The Davidson Police Department (DPD) provides services within the Town of Davidson and its extraterritorial jurisdiction (ETJ) through a Memorandum of Agreement with the Charlotte-Mecklenburg Police Department. Serving an area of 14.01 square miles and approximately 16,000 residents, Davidson consistently ranks among the safest cities in North Carolina. DPD is steadfast in its mission to provide high-quality police services, ensuring a safe and secure environment for residents, students, and visitors alike.

Since 2008, DPD has been nationally accredited by the Commission on Accreditation for Law Enforcement Agencies (CALEA). This demonstrates an on-going commitment to excellence in law enforcement. This distinction, achieved through rigorous annual assessments and a comprehensive on-site evaluation every three years, ensures adherence to best practices in law enforcement operations and administration. In addition, the department has completed the NCLM Risk Review and is currently preparing for a final onsite review to attain the NCLEA Accreditation.

The Public Safety Building, at 216 S. Main Street, provides a modern workspace for 31 sworn officers, four support staff members, and a dedicated volunteer. This collaborative environment supports the mission to serve the community with excellence.

As the needs of the community and residents continue to evolve, DPD continuously evaluates protocols to align with current law enforcement best practices. In 2024, the Town transitioned the Co-Responder program from a third-party vendor to in-house staff, facilitating closer collaboration between the Police Department and community resources. This strategic move has proven to enhance the department's ability to address non-traditional calls for service and ensures comprehensive support for residents in need.

Ongoing support from elected leaders has enabled DPD to retain experienced officers, attract talent from neighboring areas, and hire quality recruits. This includes being able to offer a competitive salary and benefits package, hiring incentives, and recruitment bonuses.

Key Activities

- Collaborate closely with community members, identifying concerns, and developing strategies to reduce crime.
- Strive to prevent and detect criminal activity, apprehend offenders, and resolve conflict through professional, transparent, and equitable enforcement of local and state laws.
- Solve problems and continually seek opportunities to engage with residents to earn the community's trust.
- Adjust to the increasing volume of calls for service. As calls for service increase, maintaining the expected high level of service will require additional officers. The command staff also stays attuned to potential grant opportunities to identify funding for personnel and equipment to continue to provide quality law enforcement services while minimizing the impact on the taxpayers.
- Utilizing available technological advances in policing to protect the community functions as a force multiplier. This includes exploring options for a comprehensive DFR (Drone First Responder) Program, which would allow for additional response options, enhanced threat awareness and safety planning, nimble and expedient response to life-threatening situations, and improved real-time data for improved responses.

Police Department Expenditure Summary

EXPENDITURES						
	FY2023	FY2024	FY2025	FY2026	FY2027	FY26 to FY27
	BUDGET	BUDGET	BUDGET	BUDGET	BUDGET	CHANGE
Police Department	\$ 3,319,591	\$ 4,272,230	\$ 4,588,021	\$ 4,831,939	\$ 5,360,162	10.9%

Expenditures By Type	FY2026	FY2027	Change	%
Personnel	\$ 3,918,459	\$ 4,300,391	\$ 381,932	9.7%
Operating	\$ 681,680	\$ 836,271	\$ 154,591	22.7%
Capital	\$ 231,800	\$ 223,500	\$ (8,300)	-3.6%
Total	\$ 4,831,939	\$ 5,360,162	\$ 528,223	10.9%

FIRE

26.81 Full Time Equivalent (FTE) Positions

The Davidson Fire Department (DFD) provides 24-hour emergency response delivery from two fire stations protecting a population of over 16,000 within the Town limits and the ETJ. The Department covers two separate fire districts – the Davidson Fire District and North Star Fire District – each with its own ISO classifications. The Fire Department is rated ISO Class 1 in the Town limits and ISO Class 2/9 in the ETJ.

The command staff consists of a part-time Fire Chief and two part-time Deputy Chiefs. The department's full-time membership roster consists of 15 full-time employees: six firefighters / Engineers, six Captains, and three Battalion Chiefs who serve as shift commanders. The remaining roster consists of roughly 50 part-time personnel that serve as Captains and Firefighters.

In addition to their operational responsibilities, the command staff provides administrative oversight for the Department. They have developed departmental Standard Operating Guidelines (SOGs) and Standard Operating Procedures (SOPs) to ensure consistency and transparency.

Key Activities

- All members (including Command Staff) maintain North Carolina certifications as Emergency Medical Technicians (EMT) and North Carolina Firefighter II. Many staff members hold additional specialty certifications such as Technical Rescue, Water Rescue, Urban Search and Rescue, Fire Officer, and Instructor.
- Assist the Mecklenburg County Fire Marshal's Office with providing fire and safety education delivery to the local elementary schools.
- Play an active role in Emergency Management for the Town focusing on preparedness and response.
- Plan for future infrastructure and capital needs such as future Fire Station 1, apparatus replacement, vehicle replacement, Self-Contained Breathing Apparatus (SCBA) replacement, and staffing needs.
- Maintains aggressive operational benchmarks regarding response times, staffing distribution, and proper apparatus distribution.

Fire Department Expenditure Summary

EXPENDITURES						
	FY2023 BUDGET	FY2024 BUDGET	FY2025 BUDGET	FY2026 BUDGET	FY2027 BUDGET	FY26 to FY27 CHANGE
Fire Department	\$ 2,588,970	\$ 2,796,649	\$ 3,130,141	\$ 3,395,357	\$ 3,511,125	3.4%

Expenditures By Type	FY2026	FY2027	Change	%
Personnel	\$ 2,659,658	\$ 2,735,759	\$ 76,101	2.9%
Operating	\$ 320,792	\$ 316,699	\$ (4,093)	-1.3%
Capital	\$ 414,907	\$ 458,667	\$ 43,760	10.5%
Total	\$ 3,395,357	\$ 3,511,125	\$ 115,768	3.4%

PUBLIC WORKS

14.25 Full Time Equivalent (FTE) Positions

Public Works encompasses four key areas of responsibility: Streets and Stormwater, Parks Maintenance, Building and Grounds Maintenance, and Arborist services. Each of these areas plays a vital role in maintaining the infrastructure necessary for quality of life in this vibrant, livable community.

Key Activities

Streets

Maintain all Town streets, sidewalks, street signage, and are responsible for ensuring that Town streets remain passable during inclement weather. The budget for this department also includes funding for streetlight operation, maintenance of the Town's tree inventory, and the acquisition and replacement of equipment.

Parks Maintenance

Public Works is responsible for the upkeep and landscape maintenance of all 660+ acres of public park areas of the Town, including Roosevelt Wilson Park, Fisher Farm, Abersham Park, The Preserve Dog Park and eight additional parks within St. Albans. Public Works also maintain Mimosa Cemetery, McEver baseball fields, Town Green, Town Greenways, Parham Park, Plum Creek Park, Beaty Park, and the athletic fields at River Run.

Building and Grounds

- Ensures municipal buildings are properly maintained
- Complete sidewalk construction and repairs to connect people and places.
- Maintain all 16+ Town parks and 20 miles of greenways
- Maintain all Town buildings and coordinate repairs as needed.
- Provide street sweeping for 62.91 miles and basin cleaning in coordination with stormwater pollution prevention plan

Arborist

- Serves as the expert for the Town's municipal tree efforts.
- Manage the Urban Community Forestry plan including activities like public tree planting, tree removal, and overall urban forest management.
- Provide Arboriculture services (the cultivation of trees and shrubs)
- Work with the Planning Department and residents to interpret the Town's tree ordinance.
- Advise and educate residents through with the Ask the Arborist Program.
- Facilitates community outreach efforts, building partnerships, and coordinating public education.
- Work to ensure tree canopy is well-maintained on both public and private properties.

Public Works Department Expenditure Summary

EXPENDITURES						
	FY2023	FY2024	FY2025	FY2026	FY2027	FY26 to FY27
	BUDGET	BUDGET	BUDGET	BUDGET	BUDGET	CHANGE
Public Works						
Streets	\$ 1,147,339	\$ 1,249,746	\$ 1,355,415	\$ 1,464,766	\$ 1,400,389	-4.4%
Parks	931,889	985,691	1,011,840	1,030,870	989,404	-4.0%
Buildings and Grounds	585,578	794,772	835,226	806,967	837,297	3.8%
Total	\$ 2,664,806	\$ 3,030,209	\$ 3,202,481	\$ 3,302,603	\$ 3,227,090	-2.3%

Expenditures By Type	FY2026	FY2027	Change	%
Personnel	\$ 1,242,121	\$ 1,205,032	\$ (37,089)	-3.0%
Operating	\$ 1,720,607	\$ 1,790,892	\$ 70,285	4.1%
Capital	\$ 339,875	\$ 231,166	\$ (108,709)	-32.0%
Total	\$ 3,302,603	\$ 3,227,090	\$ (75,513)	-2.3%

PLANNING

5.00 Full Time Equivalent (FTE) Positions

The Planning Department works to advance the Town's long-range vision through coordinated implementation of major adopted plans, effective development management, and strong regional partnerships. Planning works with residents and elected leaders to develop and support a long-term vision for Davidson. Land planning responsibilities vary in both the near-term (building permits, development projects) and long-term (land use policy, historic preservation, transportation planning). The department's overarching charge is to manage/support context-sensitive intentional development in alignment with the Town's core values, planning principles, and Comprehensive Plan.

Key Activities

Plan Implementation & Policy Updates

- Implementing the Comprehensive Plan, Strategic Plan, Mobility Plan, Historic Preservation Plan, and Vision Zero Plan ensuring alignment across all planning documents.
- Updating the Davidson Planning Ordinance, as necessary
- Exploring/implementing land conservation tools
- Maintaining and updating Historic District Standards
- Tracking legislation through the General Assembly and potential impacts on Davidson

Development Management & Service Delivery

- Providing timely, efficient, and predictable review of development proposals, zoning requests, and permits.
- Implementing growth management through the Utility Service and Annexation Criteria (USAC)
- Managing the Town's Code Enforcement program to uphold community standards and support neighborhood health and safety.

Partnerships, Regional Coordination & External Engagement

- Coordinating closely with Charlotte Area Transit System (CATS), CRTPO, Mecklenburg County, and regional partners on transportation and infrastructure initiatives.
- Coordinating with the Charlotte Area Transit System (CATS) on the Red Line Commuter Rail Design
- Pursuing Charlotte Regional Transportation Planning Organization funding for mobility initiatives/projects that enhance mobility and expand transportation options
- Working with nonprofit, institutional, and private-sector partners on collaborative planning and redevelopment opportunities.
- Updating boundary agreements with neighboring jurisdictions to ensure clear service areas and future planning alignment.

Special Initiatives & Placemaking, Advisory Board Support

- Leading the Town's placemaking efforts.
- Supporting the reboot of the Davidson Historical Society
- Working with partners and developers to advance the Town's Affordable Housing strategies and initiatives
- Manage process supporting the efforts to ensure adaptive reuse and sale of the Sloan House.

- Planning staff serves as staff liaisons for the Planning Board, Design Review Board, Historic Preservation Commission, and Board of Adjustment. This includes annual CLG and quasi-judicial training.
- Co-leading Downtown Davidson Streetscape Plan RFP and plan development.

Planning Department Expenditure Summary

EXPENDITURES						
	FY2023	FY2024	FY2025	FY2026	FY2027	FY26 to FY27
	BUDGET	BUDGET	BUDGET	BUDGET	BUDGET	CHANGE
Planning	\$ 566,908	\$ 632,730	\$ 713,695	\$ 758,290	\$ 750,884	-1.0%

Expenditures By Type	FY2026	FY2027	Change	%
Personnel	\$ 624,206	\$ 641,605	\$ 17,399	2.8%
Operating	\$ 134,084	\$ 109,279	\$ (24,805)	-18.5%
Capital	\$ -	\$ -	\$ -	
Total	\$ 758,290	\$ 750,884	\$ (7,406)	-1.0%

ECONOMIC DEVELOPMENT / TRAVEL AND TOURISM

2.00 Full Time Equivalent (FTE) Positions

Economic Development supports a vibrant local economy by partnering with local businesses, and prospective companies to promote Davidson as an exceptional place to establish, expand, or relocate a business. The department provides strategic guidance to entrepreneurs and organizations, conducts economic and market analysis, and produces publications that highlight the Town's economic strengths and opportunities. Core responsibilities include identifying and recruiting prospective businesses, fostering strong relationships with existing businesses, and maintaining accurate records, reports, and public-facing information to support transparency and informed decision-making.

Key Activities

Business Attraction

- Direct economic development initiatives to achieve the goals and objectives outlined by the Economic Development Strategic Plan.
- Provide short- and- long term community and economic development plans, as well as the gathering of information and preparation of studies, reports, and recommendations to achieve such goals. This involves the preparation and maintenance of information on available property, taxes, zoning, occupancy rates, and employment numbers.
- Assist developers in the application and permitting process, serving as an advocate for economic development in line with the Comprehensive Plan, Economic Development Strategic Plan, zoning ordinances, and goals established by the Town.
- Provide information and/or makes presentations to supervisors, Boards, commissions, civic groups, businesses, individuals, and the public on economic development issues, programs, services, and plans.
- Maintain inventory of available commercial buildings and commercial development sites in the community. This includes both public and private buildings and parcels.
- Prepare grant proposals and applications, contracts, and other necessary documents as may be required for necessary community services.

Business Retention

- Administer the Town's Marketing Grant Program and Main Street Grant Program.
- Work to formulate and implement marketing and business attraction strategies.
- Maintain strong working relationships with the public, area businesses, local non-profits, and others.
- Provide information and statistics to regional partners including Mecklenburg County and Visit Lake Norman. Updates regional partners on Davidson's strategy and goals.

Economic Development / Travel and Tourism Department Expenditure Summary

EXPENDITURES						
	FY2023	FY2024	FY2025	FY2026	FY2027	FY26 to FY27
	BUDGET	BUDGET	BUDGET	BUDGET	BUDGET	CHANGE
Cultural and Economic Development						
Economic Development	\$ 121,341	\$ 128,160	\$ 165,050	\$ 175,799	\$ 178,790	1.7%
Travel and Tourism	549,708	638,967	733,676	746,111	833,961	11.8%
Total	\$ 671,049	\$ 767,127	\$ 898,726	\$ 921,910	\$ 1,012,751	9.9%

Expenditures By Type	FY2026	FY2027	Change	%
Personnel	\$ 253,779	\$ 263,751	\$ 9,972	3.9%
Operating	\$ 648,131	\$ 749,000	\$ 100,869	15.6%
Capital	\$ 20,000	\$ -	\$ (20,000)	-100.0%
Total	\$ 921,910	\$ 1,012,751	\$ 90,841	9.9%

PARKS AND RECREATION

6.56 Full Time Equivalent (FTE) Positions

The Parks and Recreation Department enriches the Davidson community by creating healthy, sustainable, and inclusive environments for all residents. Work spans programming, events, mobility, sustainability, and public engagement. Parks and Recreation maintains strong partnerships across all Town departments, nonprofit organizations, and advisory boards. Staff also support the Livability Board (including the Parks & Recreation and Walks & Rolls subcommittees) and the Sustainability Board (including the Trees & Natural Assets and Resource Conservation & Energy/Climate subcommittees).

Key Activities

Core Responsibilities & Community Impact

- *Community Wellness*: Apply the seven dimensions of wellness—physical, social, vocational, environmental, cultural, cognitive, and mental—to evaluate and enhance the Town’s parks, programs, and future planning.
- *Safe and Accessible Parks*: Ensure all parks and playgrounds remain safe, welcoming, and compliant through quarterly inspections performed by a Certified Parks and Recreation Safety Inspector.
- *Health, Nature, and Livability*: Prioritize community well-being through access to high-quality green spaces, recreation opportunities, and outdoor experiences.
- *Partnerships*: Collaborate with regional partners including Mecklenburg County, Towns of Cornelius and Huntersville, community organizations and nonprofits to expand programs and facility offerings.
- *Sustainability Leadership*: Implement the Climate Action Plan and advance sustainable practices within municipal operations and guide community-wide education and initiatives.

Programs, Events, and Engagement

- *Seasonal Programming*: Plan and deliver year-round programming for all ages, including summer camps for youth ages 3–14.
- *Signature Community Events*: Organize hallmark Town events such as MLK Day, Town Day, Veterans Day, Earth Day, the North Meck Holiday Parade, and the Pumpkin Crawl & Smash.
- *Sustainability Campaigns*: Lead community initiatives such as Leave the Leaves, the Plastic Free Challenge, and the Davidson Compost Program.
- *Public Communication*: Use departmental social media channels to educate residents, promote programs, and strengthen community engagement.
- *Special Event Permitting*: Review, approve, and coordinate special event permits for external organizations.

Strategic and Advisory Roles

- Serve as staff liaisons to the Livability Board and Sustainability Board, providing research, recommendations, and administrative support.
- Partner with the Planning Department and advisory boards to implement the Comprehensive Plan.
- Oversee implementation of the Climate Action Plan and related sustainability strategies.

- Expand programming and initiatives that encourage greater use of park, trails and outdoor spaces.

Parks and Recreation Department Expenditure Summary

EXPENDITURES						
	FY2023	FY2024	FY2025	FY2026	FY2027	FY26 to FY27
	BUDGET	BUDGET	BUDGET	BUDGET	BUDGET	CHANGE
Parks & Recreation	\$ 524,049	\$ 711,403	\$ 706,287	\$ 726,955	\$ 824,498	13.4%

Expenditures By Type	FY2026	FY2027	Change	%
Personnel	\$ 604,110	\$ 703,687	\$ 99,577	16.5%
Operating	\$ 122,845	\$ 120,811	\$ (2,034)	-1.7%
Capital	\$ -	\$ -	\$ -	
Total	\$ 726,955	\$ 824,498	\$ 97,543	13.4%

CAPITAL PROJECTS & GENERAL SERVICES

This category includes information technology support, contract services, technology equipment, employee support services, and tuition reimbursement – expenditures that benefit all Town departments. It also includes funding for non-profit agency donations, and contingency funds, as well as contributions to capital projects, transfers to other funds, and G.O. bond debt service. Capital projects include the resurfacing of roads and new sidewalk projects. The largest expenditure in this category is solid waste collection services.

EXPENDITURES						
	FY2023	FY2024	FY2025	FY2026	FY2027	FY26 to FY27
	BUDGET	BUDGET	BUDGET	BUDGET	BUDGET	CHANGE
Capital Projects & General Services						
Non Dept & Service Agencies	\$ 735,447	\$ 1,324,471	\$ 2,405,622	\$ 2,649,421	\$ 2,814,173	6.2%
Non Dept - Contribution to Capital Projects	2,963,413	2,985,746	2,172,338	2,211,850	1,859,900	-15.9%
Total	\$ 3,698,860	\$ 4,310,217	\$ 4,577,960	\$ 4,861,271	\$ 4,674,073	-3.9%

Expenditures By Type	FY2026	FY2027	Change	%
Personnel	\$ -	\$ -	\$ -	
Operating	\$ 2,649,421	\$ 2,814,173	\$ 164,752	6.2%
Capital	\$ 2,211,850	\$ 1,859,900	\$ (351,951)	-15.9%
Total	\$ 4,861,271	\$ 4,674,073	\$ 267,743	-3.9%

FY2027-2031 CAPITAL IMPROVEMENT PLAN

Creating and implementing a five-year Capital Improvement Plan (CIP) to fund necessary infrastructure is critical for the community. Capital investment programs help manage the impacts of growth, ensure safety, and provide important quality of life enhancements.

The Town of Davidson’s CIP totals **\$72.6 million** and includes key investments in parks, greenways, streets, and public facilities.

As explained in more detail below, an important part of implementing the CIP relies on the funding provided by the Community Investment Fund (CIF) as a strategic funding source. New for FY2027 will be an additional funding source from the PAVE Act.

[Details of all projects listed on the CIP can be found in Appendix F](#)

Strategic Funding Plan

With the development of the FY2021-FY2025 CIP, a key strategic shift was implemented to enable a more proactive approach to using the Town’s cash reserves as an important funding tool for the overall CIP. This new process programmed 50% of unassigned fund balance above the Town’s stabilization threshold as of March 31 into the CIP. These funds flowed into the Community Investment Fund (CIF) and served as a key funding source for the design work necessary for capital-funding improvements.

For FY2027, **\$1,000,000** will be allocated to the CIF, leaving just over **\$1,000,000** in unassigned fund balance above the stabilization threshold for any potential needs that may occur during the year.

Unassigned Fund Balance	
Stabilization Threshold	\$ 7,151,376
Community Investment Fund	\$ 900,000
Additional FY2026 Projects	\$ 65,000
Reserved for Future Debt Service	\$ 375,000
Unallocated Unassigned Fund Balance	\$ 2,247,699
Total	\$ 10,739,075
Transfer to CIF Calculation	
Unallocated Unassigned Fund Balance*	\$ 2,047,699
Amount Recommended for Transfer to CIF (50% Rounded)	\$ 1,000,000
* Net of contribution to Fire Station construction fund.	



Capital Improvement Plan FY 2027-31

Sidewalks and Sidepaths										
	Category/ Department	Description	Funding Source	2027	2028	2029	2030	2031	Future	Total
1	Sidepath	Davidson-Concord Road Sidepath (Westbranch to Davidson Place)	PAVE Grant-CRTPO	167,319 272,995		179,574 292,990		718,170 1,171,750		2,802,798
2	Sidewalk	Sidewalk Infill Modernization - Beaty Street	PAVE			500,000				500,000
3	Sidewalk	Sidewalk Infill Modernization - South Main Street	PAVE		150,000					150,000
4	Sidewalk	Jetton Street Sidewalk (South side, portions from Hamilton Street to Potts Street)	PAVE	75,000	200,000					275,000
5	Sidepath	Beaty Street Sidepath	Prev GO Bonds PAVE Meck County Grant-CRTPO	372,000 735,000 198,000		361,000		290,000 1,537,000		3,493,000
6	Sidepath	East Rocky River Road Sidepath - (West Branch Rocky River to Summit River Road)	PAVE PIL	160,000 140,000			1,700,000			1,860,000
7	Sidewalk	June Washam Road Sidewalk (North side, Kenmare to Ballard)	PAVE	100,000						100,000
8	Sidepath	Bridges Farm Road Sidepath (Portions from Highway 115 to Jillian Lane)	PAVE			150,000				150,000
9	Sidewalk	Watson Street Sidewalk (West side, Griffith Street to Depot Street)	PAVE		140,000	186,000				326,000
10	Sidepath	Highway 115 Sidepath (Seam Trail) - Shearer Street to Bridges Farm Road	PAVE					1,000,000	3,000,000	4,000,000
11	Sidepath	Catawba Avenue Sidepath (Portion from South Main Street to Potts Street)	PAVE				100,000			100,000
Roadways										
	Category/ Department	Description	Funding Source	2027	2028	2029	2030	2031	Future	Total
12	Roadways	Potts Sloan Beaty - Roadway, Path, Roundabout	PAVE NCDOT Grant PAVE	761,250 11,005,429 -						11,766,679
13	Roadways	Potts Sloan Beaty - Pedestrian Safety Enhancements	PAVE Issued GO Bonds	200,000 181,000						381,000
14	Intersection	North Main Street/Beaty Street Intersection Improvements	PAVE Grant-CRTPO	279,000 418,000		1,097,000 1,645,000				3,439,000
15	Roadways	Davidson Concord Road/Robert Walker Drive Roundabout HAWK Signals	PAVE		100,000	700,000				800,000
16	Intersection	Concord/Pine/Grey Roads Intersection Improvements	PAVE	300,000	1,450,000					1,750,000
17	Roadways	Pedestrian Safety - (Flashing Beacons, Intersection Improvements, etc.)	CIF	300,000	300,000	300,000	300,000	300,000		1,500,000
18	Roadways	Street Resurfacing	PAVE Powell Bill	100,000 550,000	100,000 550,000	100,000 550,000	100,000 550,000	100,000 550,000		2,750,000
19	Intersection	Main Street/Griffith Street Intersection Improvements	PAVE	400,000	400,000	400,000	400,000	400,000		2,000,000
Parks										
	Category/ Department	Description	Funding Source	2027	2028	2029	2030	2031	Future	Total
20	Parks	Nature Preserve Park - Pier	CIF	300,610						300,610
21	Parks	Armour Street Park - Pier	CIF		323,725					323,725
22	Parks	Parham Park - Accessible Kayak Launch	Grant - Duke Issued GO Bonds	300,000 250,000						550,000
23	Parks	T-Ball Fields at River Run Soccer Fields	CIF			500,000				500,000
24	Parks	Davidson Pointe Neighborhood Park	PARTF CIF	50,000 50,000	250,000 250,000					600,000
Greenways										
	Category/ Department	Description	Funding Source	2027	2028	2029	2030	2031	Future	Total
25	Greenways	West Branch Nature Preserve Greenway (River Run to Summers Walk)	CIF	1,627,500						1,627,500
26	Greenways	West Branch Rocky River Greenway (Carolina Thread Trail Section)	CIF Grant - CRTPO	135,069 250,843		552,203 1,025,520				1,963,635

Public Facilities										
	Category/ Department	Description	Funding Source	2027	2028	2029	2030	2031	Future	Total
27	Fire Department	New Station #1	Financing		18,900,000					18,900,000
28	Public Works	Renovation of Public Works Facility: Current Improvements Planned Improvements	CIF TBD	500,000		1,800,000	1,700,000	2,200,000	1,850,000	8,050,000
29	Town Hall and Community Center	Back-Up Power Generator	TBD		130,000					130,000
Sustainability										
	Category/ Department	Description	Funding Source	2027	2028	2029	2030	2031	Future	Total
30	Sustainability	Sustainability Projects for CAP Implementation	CIF	65,000	65,000	65,000	65,000	65,000		325,000
31	Sustainability	EV Infrastructure	PAVE	25,000	25,000	25,000	25,000	25,000		125,000
Annual Recurring Programs										
	Category/ Department	Description	Funding Source	2027	2028	2029	2030	2031	Future	Total
32	Downtown	Streetscape Beautification	CIF/PAVE	100,000	100,000	100,000	100,000	100,000		500,000
				2027	2028	2029	2030	2031	Future	Total
Projected 5-Year Capital Expenditures				20,369,015	25,233,725	10,429,287	5,540,000	6,256,920	4,850,000	72,538,947
Potential Future Projects										
	Category/ Department	Description	Funding Source						Future	Total
1	Sidewalk	North Main Street Sidewalk (East side, north to Ridge Road)	TBD						850,000	759,000
2	Sidewalk	Concord Road Sidewalk (North side, Grey Road to Downing Street)	TBD						750,000	750,000
3	Parks	Active Recreation Improvements at St. Albans Parks	TBD						400,000	400,000
4	Sidewalk	Griffith Street Sidewalk (North side, Beaty Street to Spinnaker Cove Drive)	CIF						725,000	725,000
	Sidewalk	Griffith Street Sidewalk (North side, Watson Street to Beaty Street)	CIF						200,000	200,000
5	Sidepath	Grey Road Sidepath (South side, Wolfe Street to Abersham Park)	TBD						5,771,000	5,771,000
6	Affordable Housing	Affordable Housing Development - TBD	AH Fund						2,200,000	2,200,000
7	Downtown	Parking Deck (260 Spaces@\$47K per)	TBD						12,200,000	12,200,000
8	Parks	Agricultural Corridor Conservation Easements	TBD						TBD	-
9	Greenways	Greenway Fisher Farm to McConnell Neighborhood	TBD						TBD	-
10	Ped Connector	Walnut Street to Vernon Drive	TBD						TBD	-
11	Ped Connector	Eastway Drive to South Street	TBD						TBD	-
12	Ped Connector	Hillside Drive to Cathy Street	TBD						1,000,000	1,000,000
13	Parks	Mecklenburg County - Park Development @ East Rocky River Road	TBD						TBD	-
14	Parks	Bradford Regional Park Expansion	TBD						TBD	-
15	Parks	East Davidson Gathering Space	TBD						TBD	-
16	Transit	CATS Bus Stop Enhancements	CATS/PAVE							250,000
17	Roadways	Highway 73 Parallel Roadway - Gap Sections	TBD						TBD	-
18	Public Facilities	Former Fire Station One Renovation for Police/Fire	TBD						TBD	-
Total										24,255,000

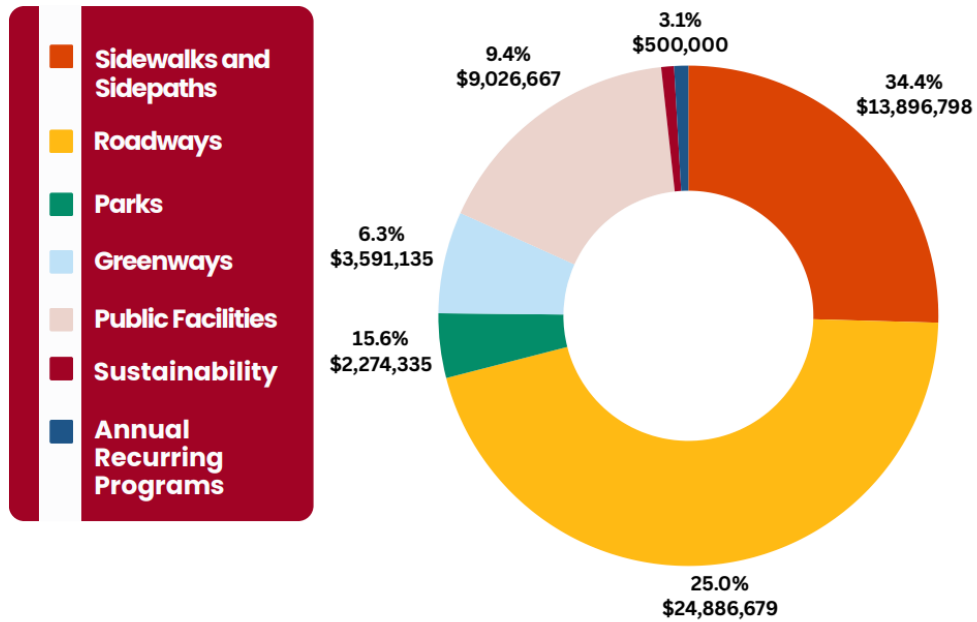
Sources Of Funds	2027	2028	2029	2030	2031	Future	TOTAL
Issued G.O. Bonds	803,000	-	-	-	-	-	803,000
Community Investment Fund (CIF)	3,078,179	1,038,725	1,517,203	465,000	465,000	-	6,564,107
General Fund (GF)	-	-	-	-	-	-	-
Grants	13,230,267	250,000	3,324,510	-	2,708,750	-	19,513,527
PAVE Act	2,567,569	2,565,000	3,337,574	2,325,000	2,533,170	3,000,000	16,328,313
Powell Bill	550,000	550,000	550,000	550,000	550,000	-	2,750,000
Financing	-	18,900,000	-	-	-	-	18,900,000
Payment in Lieu (PIL)	140,000	-	-	-	-	-	140,000
To Be Determined (TBD)	-	1,930,000	1,700,000	2,200,000	-	1,850,000	7,680,000
Total	20,369,015	25,233,725	10,429,287	5,540,000	6,256,920	4,850,000	72,538,947

PAVE Act Funds	2027	2028	2029	2030	2031
Remaining Funds From Prior Year	-	283,243	568,243	80,669	605,669
New Revenue	3,125,000	3,125,000	3,125,000	3,125,000	3,125,000
Allocated Funds					
CIP	2,567,569	2,565,000	3,337,574	2,325,000	2,533,170
Other	274,188	275,000	275,000	275,000	275,000
Projected Remaining Funds	<u>283,243</u>	<u>568,243</u>	<u>80,669</u>	<u>605,669</u>	<u>922,499</u>

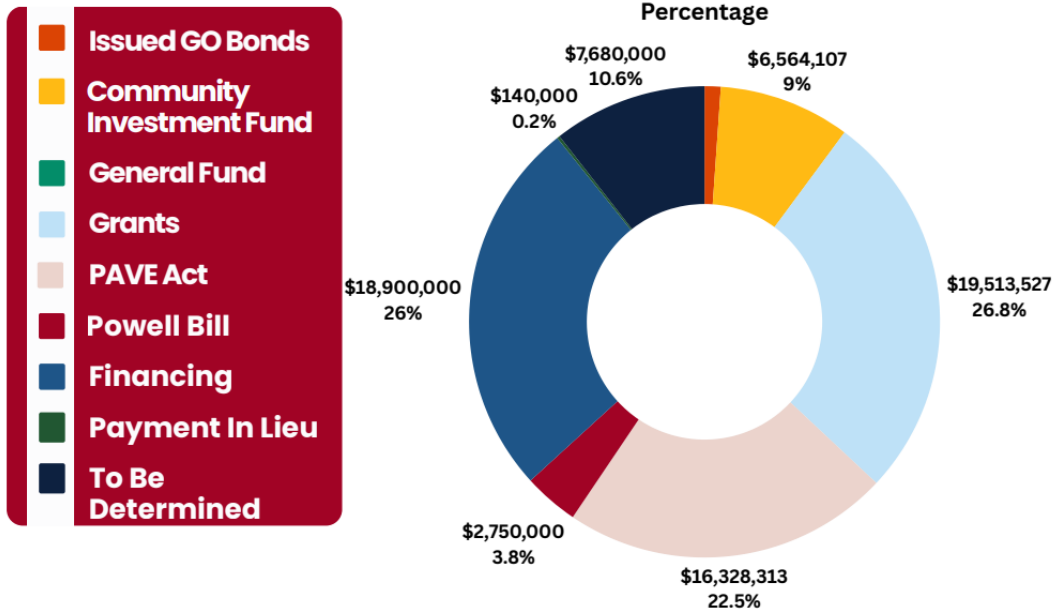
In Progress / Previously Funded

1	Roadways	West Branch Rocky River Greenway (Fisher Farm to Narrow Passage)	GO Bonds	1,815,000
2	Greenways	Kincaid Trail Extension	GO Bonds	

FY2027 CIP Projects
Number of Projects and Cost per Category



FY2027 CIP Projects
Sources of Funds in Dollars and Percentage



CAPITAL EQUIPMENT SCHEDULE FY2027 – 2031

The Town has prepared vehicle replacement schedules for each department based on the useful life of each vehicle class. Based on those schedules, a five-year projection is developed to assist in the budget process.

FY2027-2031 Capital Equipment Replacement Schedule								
Category/ Department	Description	Funding Source	2027	2028	2029	2030	2031	Total
PD	Police Cars	GF	225,000	225,000	230,000	230,000	235,000	1,145,000
FD	Command Staff Vehicle	GF		70,000	70,000			140,000
FD	Pumper Apparatus	Grant		1,400,000				1,400,000
PW	Work Truck	PAVE		60,000	95,000	250,000	60,000	465,000
Projected 5-year Capital Equipment			225,000	1,755,000	395,000	480,000	295,000	3,150,000

FEE SCHEDULE FY2027



The fee schedule below includes the various fees charged by the Town for defined services.
Fee changes are highlighted in yellow.

TOWN OF DAVIDSON FEE SCHEDULE FY2027	
Effective July 1, 2026	
ADMINISTRATION	Fee
Cemetery Plot In-town Resident	\$1,500.00
Cemetery Plot Non-resident	\$3,000.00
Columbarium Niches In-town Resident	\$1,000.00
Columbarium Niches Non-resident	\$2,000.00
Filing Fee for Municipal Office (determined by MCBOE and adopted by Town Board)	\$5.00 Comm./ \$10.00 Mayor
Returned Check Charge	\$ 30.00
ECONOMIC DEVELOPMENT	Fee
Christmas in Davidson - For-profit vendor	\$250.00
Christmas in Davidson - Non-profit vendor	\$100.00
Event sponsorships for all events:	
Level I sponsorship	\$2,500.00
Level II sponsorship	\$1,500.00
Level III sponsorship	\$1,000.00
Level IV sponsorship	\$500.00
Level V sponsorship	\$250.00
Vendor fees vary by event	\$50.00 - \$250.00
Street Vendor Application - annual fee	\$150.00
Business Registration - one-time fee	\$40.00
Film Production Permit - fee (one-day)	\$150.00
- each additional day	\$300.00

PARKS AND RECREATION		Fee
Fees for Special Events at the following locations: Village Green, McEver Fields, Roosevelt Wilson, Fisher Farm, Town maintained roads, Town parking lots, and other Town-owned facilities.		
Event application, required for all		\$20.00
Alcohol Permit Processing Fee (Charged per hour of staff time)		\$25.00 Per Hour
Event Administration Fee (Charged per hour of staff time)		\$25.00 Per Hour
Mowing for Special Event		Cost of Mowing
Robocall (For street closure notification)		\$75.00
Road race route review - Review for routes not currently approved		\$500.00
Trash Receptacles - Per site		\$25.00
Trash Receptacles - Fisher Farm		\$50.00
Trash Receptacles - Per receptacle		\$7.50
Traffic Barrels/Barriers/Cones - Per Site		\$50.00
<i>*Dependent upon impact to grounds and required Town staff involvement</i>		
Meeting room use at Parks & Rec facilities - Regular business hours (Non-profit - No Charge)		\$20.00 Per Day
Meeting room use at Parks & Rec facilities - After regular business hours		\$25.00 Per Day
Cost of employee after regular business hours		\$15.00 Per Hour
Primitive Overnight Camping at Fisher Farm (No trailers or recreational vehicles)		\$5.00 Per Tent
Rental of Kayak/Canoe Space at Nature Preserve/Parham Park		
Resident		\$150.00 Per Year
Non-resident		\$200.00 Per Year
Shelters (3-hour minimum required) <i>Weekend rates apply from Friday through Sunday and Town observed holidays.</i>		
Beaty Park Shelter 1 or 2	Resident	\$30.00 Per Hour
Beaty Park Shelter 1 or 2	Non-Resident	\$60.00 Per Hour
Beaty Park Shelter 1 or 2	Resident (Weekend)	\$40.00 Per Hour
Beaty Park Shelter 1 or 2	Non-Resident (Weekend)	\$80.00 Per Hour
Bradford Park Shelter	Resident	\$15.00 Per Hour
Bradford Park Shelter	Non-Resident	\$30.00 Per Hour
Bradford Park Shelter	Resident (Weekend)	\$20.00 Per Hour
Bradford Park Shelter	Non-Resident Weekend	\$40.00 Per Hour
Plum Creek Shelter 1 or 2	Resident	\$20.00 Per Hour
Plum Creek Shelter 1 or 2	Non-Resident	\$40.00 Per Hour
Plum Creek Shelter 1 or 2	Resident (Weekend)	\$27.00 Per Hour
Plum Creek Shelter 1 or 2	Non-Resident (Weekend)	\$53.00 Per Hour
Roosevelt Wilson Shelter	Resident	\$20.00 Per Hour
Roosevelt Wilson Shelter	Non-Resident	\$40.00 Per Hour
Roosevelt Wilson Shelter	Resident (Weekend)	\$27.00 Per Hour
Roosevelt Wilson Shelter	Non-Resident (Weekend)	\$53.00 Per Hour
Athletic Field use		
Field Use Practice (resident)		\$10.00 Per Hour

Field Use Practice (non-resident)		\$20.00 Per Hour
Field Use Game (resident)		\$25.00 Per Hour
Field Use Game (non-resident)		\$50.00 Per Hour
Light Usage Add-on (resident)		\$15.00 Per Hour
Light Usage Add-on (non-resident)		\$25.00 Per Hour
Town Hall and Community Center Facility Rental Fees <i>Weekend rates apply from Friday through Sunday and Town observed holidays.</i>		
Safety Deposit (If required)		\$100.00
Lower Level	Resident/Non-Profit	\$50.00 Per Hour
Lower Level	Non-Resident/Business	\$100.00 Per Hour
Lower Level	Resident/Non-Profit (Weekend)	\$65.00 Per Hour
Lower Level	Non-Resident/Business (Weekend)	\$130.00 Per Hour
Auditorium	Resident/Non-Profit	\$175.00 Per Hour
Auditorium	Non-Resident/Business	\$350.00 Per Hour
Auditorium	Resident/Non-Profit (Weekend)	\$225.00 Per Hour
Auditorium	Non-Resident/Business (Weekend)	\$450.00 Per Hour
Classroom 106	Resident/Non-Profit	\$25.00 Per Hour
Classroom 106	Non-Resident/Business	\$50.00 Per Hour
Classroom 106	Resident/Non-Profit (Weekend)	\$35.00 Per Hour
Classroom 106	Non-Resident/Business (Weekend)	\$65.00 Per Hour
Room 120	Resident/Non-Profit	\$50.00 Per Hour
Room 120	Non-Resident/Business	\$100.00 Per Hour
Room 120	Resident/Non-Profit (Weekend)	\$65.00 Per Hour
Room 120	Non-Resident/Business (Weekend)	\$130.00 Per Hour
Room 220/222	Resident/Non-Profit	\$35.00 Per Hour
Room 220/222	Non-Resident/Business	\$70.00 Per Hour
Room 220/222	Resident/Non-Profit (Weekend)	\$45.00 Per Hour
Room 220/222	Non-Resident/Business (Weekend)	\$90.00 Per Hour
Overtime Use Fee		\$25.00 per 30min
Safety Deposit (If Required)		\$100.00
PLANNING		Fee
Permits - residential		
Detached (Single-family)		\$100.00
Accessory structure, addition, or alteration		\$50.00
Attached (multi-family per dwelling unit; fee waived if 100% Affordable Housing)		\$100.00
Site/building foundation		\$50.00

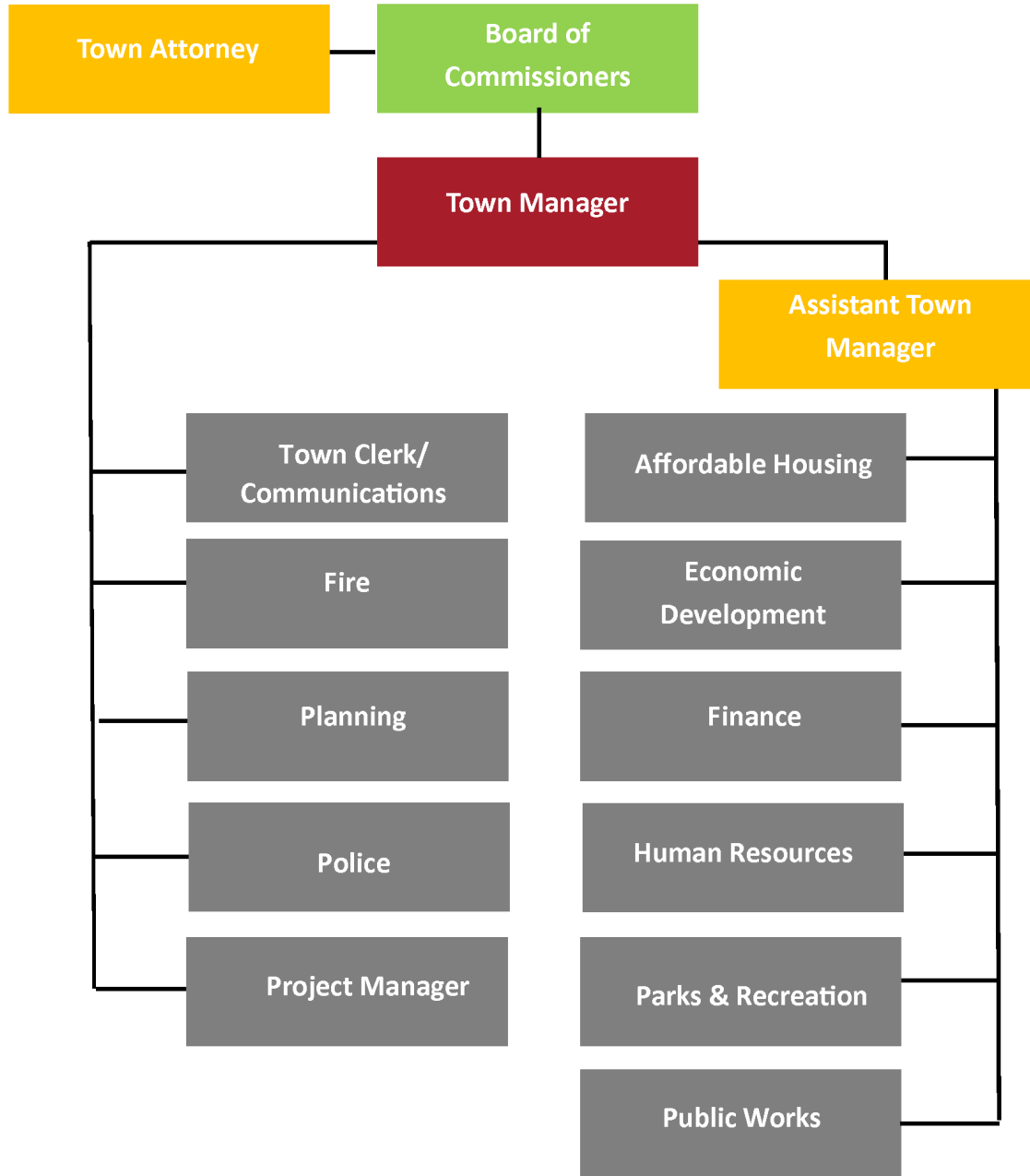
Permits - non-residential	
Minor (less than 5,000 sq. ft.)	\$175.00
Major (5,000 square feet or greater)	\$350.00
Site/building foundation	\$50.00
Accessory structure, addition, or alteration (less than 5,000 sq ft)	\$150.00
Accessory structure, addition, or alteration (5,000 sq ft or greater)	\$250.00
Permits - other	
Sign permit per sign (fee waived if submitted with an approved Certificate of Appropriateness)	\$75.00
Sign package permit	\$200.00
Zoning use permit	\$150.00
Demolition permit	\$75.00
Demolition permit (Contributing Structure to National Register District)	\$500.00
Temporary use permit	\$100.00
Temporary use permit - construction trailer/sales office/tent	\$75.00
Plan review	
Minor Subdivision	\$750.00
Master plan	\$2,000.00
Conditional master plan (plus costs)	\$3,000.00
Individual building	\$1500.00
Conditional planning area single family residential on an individual lot (plus costs)	\$750.00
Master plan or conditional amendment not substantial (as defined by Planning Ordinance) (plus costs)	\$500.00
Master plan or conditional amendment substantial (as defined by Planning Ordinance) (plus costs)	\$1000.00
Erosion Control Plans (ESC) - Residential Lot	\$75.00
Erosion Control Plans (ESC) - Commercial Lot	\$150.00
As-Built Plans	\$50.00
Revisions To Approved Plans (RTAP) Each additional RTAP will increase by \$500 cumulatively.	\$500.00
Plat Review	
Exempt subdivision	\$500.00
Expedited Subdivision (not requiring street construction)	\$500.00
Expedited Subdivision (requiring street construction)	\$750.00
Construction Documents	\$2,000.00
Final plat	\$600.00
Site plan review	\$500.00

Plat amendment/Recombination	\$325.00
Plat amendment/Master Plan	\$600.00
Plat amendment/Master Plan per revision	\$500.00
Application to boards and commissions	
Design Review Board	\$500.00
Design Review sign package within a traditional neighborhood development or historic district	\$300.00
Design Review Board consent item, minor alteration, addition, or residential accessory structures	\$100.00
Certificate of Appropriateness in a historic district, including sign or vendor cart	
Sign	\$65.00
Residential	\$75.00
Commercial - Minor	\$100.00
Commercial - Major	\$500.00
Board of Adjustments variance	\$500.00
Board of Adjustments appeal	\$1,000.00
Other	
Required parking space: Payment-in-Lieu for each space in the Village Parking Overlay District (per DPO Section 2.3.3 & 8.3.3)	\$3,000.00
Required Sidewalk: Payment -in-lieu for each linear foot	\$50.00
Required multi-use path: Payment-in-lieu for each linear foot of a property's frontage in Scenic Byway Overlay District (per DPO Section 2.3.10) Fee will be verified by Town Project Manager.	20% of construction cost
Required open space: Payment-in-lieu for each acre in Rural Planning Area (per DPO Section 2.2.15.D)	
Tier 1: Acreage Balance Owed: First 10 Acres	\$68,449.10
Tier 2: Acreage Balance Owed: Next 40 Acres	\$59,440.23
Tier 3: Acreage Balance Owed: Next 50 Acres	\$47,999.04
Tier 4: Acreage Balance Owed: Over 100 Acres	\$39,027.23
Tree Planting/Preservation: Payment-in-lieu for each square foot (DPO Sections 9.3.1 and 9.3.2)	\$6.00
Zoning verification	\$75.00
Text or map amendment	\$500.00
Vested rights	\$300.00
Any permit, application, or submittal after the fact	Double the fee
Annexations	\$150.00
Small Cell Wireless Facilities	

Technical Fee, Per Application	\$600.00
Per Facility Fee	\$100.00
Affordable Housing (Per Unit)	
Payment in Lieu - developments approved 2001 - June 2007	\$26,550.00
Payment in Lieu - developments approved June 2007 - 2008	\$30,475.00
Payment in Lieu - developments approved 2008 - May 26, 2015	\$34,700.00
Payment in Lieu - developments approved May 27, 2015 - August 27, 2019	\$26,550.00
Payment in Lieu - developments approved August 28, 2019 - June 30, 2021	\$35,260.00
Payment in Lieu - developments approved after June 30, 2021	\$40,840.00
Payment in Lieu - developments approved after June 30, 2023	\$50,625.00
POLICE	Fee
Abandoned vehicle removal	Cost of towing and storage
Animal license (citizens over 60 years of age are exempt from the fee)	See Ordinance (Chapter 10 Article IV-Sec. 10-101)
Parking Ticket	\$30.00
Parking Ticket Convenience Fee (Applicable to all Parking Tickets)	\$3.00
Parking Ticket Late Fee (Charged to all tickets not paid within 30 days)	\$30.00
Alarm registration	No Fee
False alarm incident schedule:	
1 & 2 false alarms	No Fee
3, 4 & 5 false alarms	\$50 each
6 & 7 false alarms	\$100 each
8 & 9 false alarms	\$250 each
10 + false alarms	\$500 each
Privilege tax for motor vehicles	\$20.00
Taxicab Permit per Taxicab	\$50.00
Fingerprinting	\$10.00
Use of Police Cruiser when Off Duty Police Officers are used for events	\$10.00 / Hour
Peddler's & Hawker's Application Fee	\$25.00 / Day
Police records request	See reproduction costs
FIRE DEPARTMENT	Fee
Use of apparatus for events, if requested by applicant:	

Truck, Fire, Pumper	\$162.44/hour
Truck, Fire, Tanker	\$116.08/hour
Truck, Fire, Aerial Ladder	\$346.49/hour
Command Vehicle	\$121.00/hour
ATV and Trailer	\$30.09/hour
PUBLIC WORKS	Fee
Set-up Traffic Barrels/Barriers/Cones - Per Site	\$50.00
Abatement of public health nuisances	cost of removal
Storm Water Fee (below fees are billed semi-annually) *	
Tier I: Up to 1,999 square feet of impervious surface.	\$21.06 Per Year
Tier II: 2,000 to 2,999 square feet of impervious surface.	\$31.32 Per Year
Tier III: 3,000 to 4,999 square feet of impervious surface.	\$44.46 Per Year
Tier IV: 5,000 or more square feet of impervious surface.	\$87.84 Per Year
Commercial (per impervious acre) - billed monthly	\$522.00 Per Year
<i>*Tier: Single-family homes are in 1 of 4 billing tiers based on the property's total amount of impervious surface.</i>	
REPRODUCTION COST	Fee
8 1/2" x 11" (Black & White) per page	\$0.25
8 1/2" x 11" (Color) per page	\$0.50
11" x 17" (Black & White) per page	\$0.75
11" x 17" (Color) per page	\$1.00
18" x 24" (Black & White) per page	\$2.00
18" x 24" (Color) per page	\$10.00
24" x 36" (Black & White) per page	\$5.00
24" x 36" (Color) per page	\$15.00
36" x 48" (Black & White) per page	\$10.00
36" x 48" (Color) per page	\$20.00
CD or Electronic Media	\$10.00
Planning Ordinance	\$75.00

APPENDIX A – ORGANIZATIONAL CHART



APPENDIX B – FINANCE POLICY

Fiscal Policy Guidelines – Objectives

This fiscal policy is a statement of the guidelines and goals that influence and guide the financial management practice of the Town of Davidson, North Carolina. A fiscal policy that is adopted, adhered to, and regularly reviewed is recognized as the cornerstone of sound financial management. Effective fiscal policy:

- Promotes long-term financial stability by establishing clear and consistent guidelines,
- Preserves the Town’s ability to meet future needs while giving Town leaders a framework for balancing increased service demands and financial position,
- Promotes linking long-range financial planning with day-to-day operations,
- Provides the Board of Commissioners, citizens, and management with a framework for measuring the fiscal impact of government services against established fiscal parameters and guidelines.
- The Town Manager will report to the Board as to the compliance/performance of the Town regarding this policy, at least annually, concurrent with the presentation of the budget, CIP, or audit report, as is appropriate.

To meet these objectives, the following fiscal policy statements are presented.

BUDGET DEVELOPMENT POLICIES

1. Each year the Town will develop the operating budget in conjunction with strategic goals established at annual Board retreats as well as stated programs of performance objectives and measures to gauge progress toward meeting those objectives.
2. The Town Manager serves as the budget officer.
3. One-time or special revenues will not be used to finance personnel and operating costs. Use of one-time revenues is appropriate for capital outlay, debt retirement, contribution to capital reserve or capital projects and other non-recurring expenses.
4. The Town should ensure adequate funding of critical services before funding new or enhanced services.
5. Needed improvements in public safety and Town employee working conditions will be assessed during the budget process and reported to the Board.
6. To tie costs to specific services, departments shall submit budgets for each of their program areas. The Town shall adopt budgets at the department level.
7. Departments shall not include contingency funds in their respective budgets. The Town shall include a general contingency in its annual budget not to exceed five percent of the annual budget.
8. Stormwater rates will be established at the appropriate level to enable the related fund to be self-supporting.
9. The Board of Commissioners will receive a financial summary each month showing the original budget, year-to-date revenues and expenditures and comparisons to the budget as amended.

CAPITAL IMPROVEMENT PLAN POLICIES

1. The Town will prioritize all capital improvements in accordance with an adopted capital improvement plan.
2. The Town will develop a five-year plan for capital improvements and review and update annually.
3. The capital improvement plan should be tied to the Town's Comprehensive Plan and Board approved planning documents to ensure that capital items requested meet the future growth needs for the Town.
4. The Town will coordinate development of the capital improvement program concurrent with the development of the operating budget.
5. The operating impact of each project shall be identified and incorporated into the annual operating budget.
6. The primary funding sources for the Capital Improvement Plan will be the Community Investment Fund (CIF), Fund Balance, allocations in the budget ordinance, voter approved G.O. Bond issuance, installment financing and grants.
7. The Board will determine the amount of fund balance to be allocated to the CIF during the budget development process each year.
8. A separate capital project ordinance may be submitted to the Board of Commissioners for approval for all capital improvements which span more than one fiscal year or cost \$100,000 or more.
9. The Town will maintain all its assets at a level adequate to protect the Town's capital investment and to minimize future maintenance and replacement costs.
10. The Town will attempt to determine the least costly and most flexible financing method for all new projects.

FUND BALANCE POLICY

1. The recurring operational expenses of the Town will be funded through recurring revenue sources.
2. Available Fund Balance in the General Fund will mean funds that remain available for appropriation by the Board of Commissioners after all commitments for future expenditures, required reserves defined by State Statutes, and previous designations of restricted or assigned have been calculated.
3. The Available Fund Balance target percentage should never fall lower than 50% of LGC population group average available fund balance percentage.
4. Stabilization Threshold will mean unassigned fund balance which is available at year end to meet emergency obligations, avoid interruptions in cash flow in the following fiscal year, eliminate need for short-term borrowing, increase potential for investment income and enhance the Town's credit rating to be able to borrow at the lowest possible interest rate.
5. The Stabilization Threshold at the close of each fiscal year shall be calculated as follows:
25% of budgeted operating expenditures for the following year's budget (does not include debt service)
Plus: Debt Service to be paid in the first quarter of the following year
Plus: 10% of all General Fund expenditures in the next fiscal year
6. At the same time as the approval of the annual audit report, the Town Manager will provide the Board with a summary of the Available Fund Balance and the Stabilization Threshold status.
7. Fund balance may be used as appropriate under sound management practices.
8. If funds are available over and beyond the targeted amount, those funds may be transferred to capital reserve funds or capital project funds at the Board of Commissioners discretion.

CASH MANAGEMENT AND INVESTMENT POLICIES

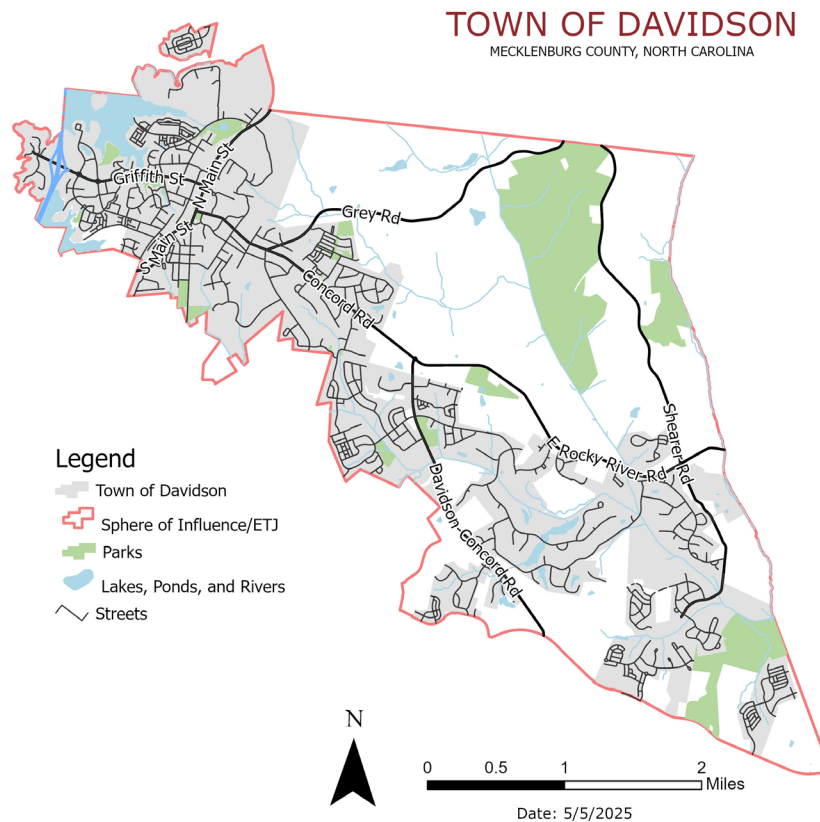
1. The Town shall effectively manage its cash resources to maximize interest earnings and minimize loss of revenue.
2. It is the intent of the Town that public funds be invested to the extent possible to reduce the need for property tax revenues. Funds will be invested with the chief objectives of safety of principal, liquidity, and yield, in that order. The Town will conform to all state and local statutes governing the investment of public funds.
3. The Town will use a central depository to maximize the availability and mobility of cash for all funds that can be legally and practically combined.
4. Departments shall deposit receipts daily as required by law. Departments are responsible for ensuring the security of cash receipts.
5. The Town's objective is to retain funds for investments for the longest period possible. Disbursements will be made on the contractually agreed date unless earlier payments provide a greater economic benefit to the Town. For Town checks, two signatures will be required.
6. The Town Board will approve all Official Depositories, per NCGS 150. Currently, Wells Fargo Bank, Branch Bank and Trust Company, and North Carolina Capital Management Trust (NCCMT) are approved as depositories.
7. The NCCMT Money Market Fund and Term Fund are specifically approved for municipal investment under NCGS 159-30(c), the Town Board approves the use of both these investment vehicles.

DEBT POLICIES

1. The Town will confine long-term borrowing to capital improvement or projects that cannot be financed from current revenues except where approved justification is provided.
2. The Town will utilize a balanced approach to capital funding utilizing debt financing, draws on capital reserves and/or fund balances more than policy targets, and current year (pay-as-you-go) appropriations.
3. The term of the debt service payments shall not exceed the expected useful life of the asset purchased through debt.
4. The Town is subject to the North Carolina General Statutes which limit the amount of net bonded debt (exclusive of revenue and special assessment bonds) the Town may have outstanding to 8 percent of the assessed value of property subject to taxation. It is the policy of the Town that this net bonded debt will not exceed 4 percent of the assessed valuation of taxable property of the Town.
5. Total debt service on tax-supported General Obligation Bond debt of the Town will not exceed 15% of total general fund operating revenues.
6. Where feasible, the Town will explore the use of special assessment, revenue, or other self-supporting bonds instead of general obligation bonds.
7. Where feasible, the Town will limit the amount of debt issued within the respective calendar year to remain bank-qualified per IRS guidelines.

APPENDIX C – COMMUNITY INFORMATION

The Town of Davidson’s history began in 1837 when Davidson College opened its doors to students. The Town was incorporated as “Davidson College” in 1879 but became “Davidson” in 1891. Davidson is the northernmost municipality in Mecklenburg County and extends into Iredell County. To the west, the Town touches Lake Norman, the largest manmade lake in North Carolina. The Town’s land area is 6.8 square miles and the Extra Territorial Jurisdiction (ETJ), which is available for future Town expansion, covers 7.2 square miles. The Town’s population as of July 2024, is 16,254.



The voting citizens of Davidson elect a mayor and five at-large Board of Commissioners every two years. In 2023, voters approved term length changes for the Board of Commissioners, establishing staggered four-year terms beginning with the municipal election in 2025. The Mayor acts as the chairperson of all Board meetings. The Board of Commissioners are responsible for, among other things, passing ordinances/resolutions, adopting the budget, and hiring both the Town’s Manager and Attorney. The Town Manager is responsible for carrying out the policies and ordinances of the Board, for overseeing the day-to-day operations of the Town, and for appointing the heads of the various departments.

The Town provides a broad range of services to residents; these include police and fire protection, solid waste collection, street and sidewalk maintenance, storm water maintenance, planning and zoning, community and economic development, parks and recreation, and general administrative services.

The Board of Commissioners is required to adopt a budget before July 1st of each year. The Town's budget ordinance creates a legal limit on spending authorizations and serves as the foundation for Davidson's financial planning and control. The budget is prepared by fund and department. The Town manager is authorized by the budget ordinance to make certain limited transfers within funds to facilitate budget execution.

LOCAL ECONOMY

Over the last decade, the Town has experienced steady economy and population growth. The population has grown about 40% since the 2010 census. Although the residential/commercial property split is significantly weighted to residential at 89%/11%, the major commercial nodes have seen significant growth. Office space and retail capacity in Davidson consistently remains above 95% occupancy. The Mecklenburg County unemployment rate for February 2026 was 4.1% according to the US Bureau of Labor and Statistics; over 8,000 people work in the Town of Davidson and many more adapted to work at home policies caused by the pandemic. A new commercial project is under construction with two more scheduled to begin next year and a significant commercial center has undergone renovations which will increase Davidson's commercial tax base and shows a strong desire for businesses to locate in Town.

Davidson's corporate businesses are adjusting to a hybrid model of employees working from home and the office. Davidson is ideally suited for this work style as many people live in Town and find informal co-working opportunities in many public places around Town. Davidson's tax base is fairly diversified with over 300 independent businesses. Many of these business owners live in Town which increases their investment in Davidson and promotes community support.

Davidson's retailers and restaurants have reported year over year growth due to increased activity and events in Town. Some have expressed uncertainty about the effect of tariffs on the goods that they purchase and how that will affect their sales. Others feel that they are insulated from tariffs as they buy local goods and support local vendors and artists. Davidson businesses are resilient and creative as shown by their ability to weather the pandemic better than most. The community's support of local businesses is strong and helps owners to have confidence in their ability to succeed in a variety of economic conditions.

Davidson College has been the anchor of the Town of Davidson since the incorporation of the Town in 1879. The college brings thousands of visitors to the Town for numerous academic and athletic events annually. Recently, there has been considerable discussion of the desirability of small college Towns for retirees due to the overall quality of life which surrounds a college campus. The Pines, a continuing care retirement community located on 140 acres off Pine Road, continues to expand and thrive. Additionally, 2017 saw the opening of Williams Place, a senior independent living facility on Lake Davidson.

Davidson looks to continue as a highly desirable location for residents, businesses, retirees, and students.

APPENDIX D - STATISTICAL DATA CONTENTS

Financial Trends

These schedules contain trend information to help the reader understand how the government's financial performance and well-being have changed. 78-84

Revenue Capacity

These schedules contain information to help the reader assess the factors affecting the Town's ability to generate its property and sales taxes. 85-88

Debt Capacity

These schedules present information to help the reader assess the affordability of the Town's current levels of outstanding debt and the Town's ability to issue additional debt in the future. 89-92

Demographic and Economic Information

These schedules offer demographic and economic indicators to help the reader understand the environment within which the Town's financial activities take place and to help make comparisons over time and with other governments. 93

Net Position by Component

Last Ten Fiscal Year

	<u>2016</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>
Governmental activities					
Net Investment in capital assets	\$13,950,411	\$15,084,273	\$15,612,627	\$16,949,275	\$18,132,948
Restricted	\$ 1,584,840	\$ 2,994,101	\$ 2,184,567	\$ 1,718,028	\$ 2,632,104
Unrestricted	\$ 6,752,743	\$ 5,608,249	\$ 8,171,236	\$10,137,178	\$10,945,774
Total governmental activities net position	\$22,287,994	\$23,686,623	\$25,968,430	\$28,804,481	\$31,710,826
Business-type activities					
Net Investment in capital assets	\$ -	\$ -	\$ -	\$ -	\$ -
Restricted	\$ -	\$ -	\$ -	\$ -	\$ -
Unrestricted	\$ 281,409	\$ 386,585	\$ 653,283	\$ 496,665	\$ 352,002
Total business-type activities net position	\$ 281,409	\$ 386,585	\$ 653,283	\$ 496,665	\$ 352,002
Primary Government					
Net Investment in capital assets	\$13,950,411	\$15,084,273	\$15,612,627	\$16,949,275	\$18,132,948
Restricted	\$ 1,584,840	\$ 2,994,101	\$ 2,184,567	\$ 1,718,028	\$ 2,632,104
Unrestricted	\$ 7,034,152	\$ 5,994,834	\$ 8,824,519	\$10,633,843	\$11,297,776
Total primary govt. activities net position	\$22,569,403	\$24,073,208	\$26,621,713	\$29,301,146	\$32,062,828

	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>2024</u>	<u>2025</u>
Governmental activities					
Net Investment in capital assets	\$20,177,652	\$27,650,942	\$37,471,366	\$43,545,839	\$ 27,117,133
Restricted	\$ 1,730,132	\$ 3,598,667	\$ 2,173,968	\$ 2,140,482	\$ 6,103,463
Unrestricted	\$12,339,372	\$ 4,939,774	\$ 3,629,325	\$ 1,422,000	\$ 17,237,130
Total governmental activities net position	\$34,247,156	\$36,189,383	\$43,274,659	\$47,108,321	\$ 50,457,726
Business-type activities					
Net Investment in capital assets	\$ -	\$ -	\$ -	\$ -	\$ -
Restricted	\$ -	\$ -	\$ -	\$ -	\$ -
Unrestricted	\$ 305,571	\$ 348,546	\$ 394,197	\$ 506,534	\$ 696,812
Total business-type activities net position	\$ 305,571	\$ 348,546	\$ 394,197	\$ 506,534	\$ 696,812
Primary Government					
Net Investment in capital assets	\$20,177,652	\$27,650,942	\$37,471,366	\$43,545,839	\$ 27,117,133
Restricted	\$ 1,730,132	\$ 3,598,667	\$ 2,173,968	\$ 2,140,482	\$ 6,103,463
Unrestricted	\$12,644,942	\$ 5,288,320	\$ 4,023,522	\$ 1,928,534	\$ 17,933,942
Total primary govt. activities net position	\$34,552,726	\$36,537,929	\$43,668,856	\$47,614,855	\$ 51,154,538

Fund Balance of Governmental Funds

Last Ten Fiscal Years

	2016	2017	2018	2019	2020
General Fund					
Restricted					
Stabilization by state statute	\$ 1,083,735	\$ 956,390	\$ 2,053,421	\$ 1,353,821	\$ 1,907,826
Streets-Powell bill	501,105	813,076	31,924	364,207	413,004
Committed					
Specified purposes (Note V)	-	-	130,628	353,428	358,266
Community Parks Reserve Funds	420,760	399,625	-	-	-
Adequate public facilities	-	-	-	-	-
Unspendable					
Prepaid expenses	24,152	24,560	13,270	11,797	63,630
Assigned					
Subsequent year's expenditures	-	-	14,100	144,450	71,000
Law enforcement separation allowance	253,372	-	-	-	-
Community Investment Fund (CIF)	-	-	-	-	-
General Obligation Bond Debt Service	-	-	-	-	-
Unassigned	6,581,424	7,352,238	7,016,295	7,835,772	7,709,320
Total General Fund	\$ 8,864,548	\$ 9,545,889	\$ 9,259,638	\$ 10,063,475	\$ 10,523,046
All other governmental funds:					
MI Connection Capital Project Fund					
Restricted					
Stabilization by state statute	-	-	-	-	-
Streets-Powell bill	-	-	-	-	-
Committed					
Community Parks Reserve Funds	-	-	-	-	-
Special projects	1,000,000	1,000,000	1,000,000	1,000,000	2,033,724
Unspendable					
Prepaid expenses	-	-	-	-	-
Assigned					
Subsequent year's expenditures	-	-	-	-	-
Law enforcement separation allowance	-	-	-	-	-
Unassigned	-	-	-	-	-

Fund Balance of Governmental Funds (cont'd)

Last Ten Fiscal Years

Affordable Housing Special Revenue Fund					
Restricted					
Stabilization by state statute	-	-	-	-	117,400
Streets-Powell bill	-	-	-	-	-
Committed					
Community Parks Reserve Funds	-	-	-	-	-
Special projects	-	-	-	-	608,054
Unspendable					
Prepaid expenses	-	-	-	-	-
Assigned					
Subsequent year's expenditures	-	-	-	-	-
Law enforcement separation allowance	-	-	-	-	-
Unassigned					
2023 GO Bond Issuance Fund					
Restricted					
Stabilization by state statute	-	-	-	-	-
Streets-Powell bill	-	-	-	-	-
Future GO Bond Projects	-	-	-	-	-
Committed					
Community Parks Reserve Funds	-	-	-	-	-
Special projects	-	-	-	-	-
Non-Major Funds					
Restricted					
Stabilization by state statute	-	-	-	-	193,874
Streets-Powell bill	-	-	-	-	-
Construction of fire station	-	1,224,635	99,222	-	-
Committed					
Community Parks Reserve Funds	-	-	-	-	-
Special projects	733,598	704,646	2,557,497	3,442,564	1,458,958
Unspendable					
Prepaid expenses	-	-	-	-	-
Assigned					
Subsequent year's expenditures	-	-	-	-	-
Law enforcement separation allowance	-	-	-	-	-
Unassigned	-	-	-	-	-
Total all other governmental funds	\$1,733,598	\$2,929,281	\$3,656,719	\$ 4,442,564	\$ 4,412,010

Fund Balance of Governmental Funds (cont'd)

Last Ten Fiscal Years

	2021	2022	2023	2024	2025
General Fund					
Restricted					
Stabilization by state statute	\$ 1,945,073	\$ 1,357,144	\$ 1,410,373	\$ 1,427,597	\$ 1,677,897
Streets-Powell bill	141,585	270,303	298,095	369,573	304,068
Committed					
Specified purposes (Note V)	733,921	711,192	690,151	955,942	1,055,617
Community Parks Reserve Funds	-	-	-	-	-
Adequate public facilities	-	-	-	-	-
Unspendable					
Prepaid expenses	6,414	-	3,000	3,000	78,420
Assigned					
Subsequent year's expenditures	-	200,000	215,400	27,608	-
Law enforcement separation allowance	-	-	-	-	-
Community Investment Fund (CIF)	786,483	1,427,143	1,659,370	2,148,484	3,406,499
General Obligation Bond Debt Service	2,178,862	1,785,307	3,136,979	2,421,779	2,059,965
Unassigned	7,474,459	7,785,056	10,321,185	10,094,638	10,739,075
Total General Fund	\$ 13,266,797	\$ 13,536,145	\$ 17,734,553	\$ 17,448,621	\$ 19,321,541
All other governmental funds:					
MI Connection Capital Project Fund					
Restricted					
Stabilization by state statute	-	-	-	-	-
Streets-Powell bill	-	-	-	-	-
Committed					
Community Parks Reserve Funds	-	-	-	-	-
Special projects	2,597,597	2,911,757	-	-	-
Unspendable					
Prepaid expenses	-	-	-	-	-
Assigned					
Subsequent year's expenditures	-	-	-	-	-
Law enforcement separation allowance	-	-	-	-	-
Unassigned	-	-	-	-	-

Fund Balance of Governmental Funds (cont'd)

Last Ten Fiscal Years

Affordable Housing Special Revenue Fund					
Restricted					
Stabilization by state statute	-	-	-	-	-
Streets-Powell bill	-	-	-	-	-
Committed					
Community Parks Reserve Funds	-	-	-	-	-
Special projects	809,342	751,930	678,493	1,496,352	1,570,310
Unspendable					
Prepaid expenses	-	-	-	-	-
Assigned					
Subsequent year's expenditures	185,000	-	-	-	-
Law enforcement separation allowance	-	-	-	-	-
Unassigned					-
2023 GO Bond Issuance Fund					
Restricted					
Stabilization by state statute	-	-	-	-	-
Streets-Powell bill	-	-	-	-	-
Future GO Bond Projects	-	-	-	4,252,788	4,121,498
Committed					
Community Parks Reserve Funds	-	-	-	-	-
Special projects	-	-	-	-	-
Non-Major Funds					
Restricted					
Stabilization by state statute	-	-	-	-	-
Streets-Powell bill	-	-	-	-	-
Construction of fire station	-	-	-	-	-
Committed					
Community Parks Reserve Funds	-	-	-	-	-
Special projects	624,233	817,946	1,158,076	612,771	4,120,296
Unspendable					
Prepaid expenses	-	-	-	-	-
Assigned					
Subsequent year's expenditures	-	-	-	-	-
Law enforcement separation allowance	-	-	-	-	-
Unassigned	-	-	-	-	-
Total all other governmental funds	<u>\$ 21,638,652</u>	<u>\$ 14,952,755</u>	<u>\$ 7,813,256</u>	<u>\$ 10,615,949</u>	<u>\$ 9,812,104</u>

Changes in Fund Balance of Governmental Funds

Last Ten Fiscal Years

	2016	2017	2018	2019	2020
Revenues					
Ad valorem taxes	\$ 6,385,770	\$ 6,577,416	\$ 7,017,530	\$ 7,148,394	\$ 7,767,684
Other taxes and licenses	350,818	472,853	192,135	196,892	118,581
Unrestricted intergovernmental	3,108,372	3,252,767	3,822,826	3,743,811	3,603,768
Restricted intergovernmental	626,902	454,783	682,684	1,026,419	930,865
Permits and fees	57,232	58,006	250,751	297,736	269,533
Sales and services	300,274	332,088	387,294	186,663	149,041
Investment earnings	24,934	60,427	173,228	280,339	208,226
Miscellaneous	239,400	327,988	1,226,830	1,799,413	276,015
Total revenues	11,093,702	11,536,328	13,753,278	14,679,667	13,323,713
Expenditures					
Current:					
General government	1,513,528	1,601,096	1,649,853	4,500,873	2,355,803
Public Safety	2,607,830	4,118,633	5,524,048	4,778,762	4,339,413
Transportation	1,935,325	1,777,098	2,719,610	1,785,398	1,862,663
Economic and physical development	1,945,482	2,144,459	2,193,214	2,559,087	2,489,298
Environmental protection	-	-	-	-	-
Cultural and recreation	1,562,565	1,311,314	1,533,801	2,138,192	1,459,450
Debt service:					
Principal	414,966	446,538	423,518	558,979	519,076
Interest and other charges	161,242	268,218	109,021	90,429	228,758
Total expenditures	10,140,938	11,667,356	14,153,065	16,411,719	13,254,461
Excess (deficiency) of revenues over expenditures	952,764	(131,028)	(399,787)	(1,732,052)	69,252
Other financing sources (uses):					
Proceeds from debt	114,474	2,000,000	479,241	3,272,365	-
Proceeds from insurance claims	-	-	344,883	9,673	10,659
Proceeds from disposal of assets	34,810	8,051	16,850	5,865	2,100,960
Proceeds from issuance of GO Bonds	-	-	-	-	-
Premium on GO Bonds	-	-	-	-	-
GO Bond Issuance Cost	-	-	-	-	-
Sale of fixed assets	-	-	-	-	-
IT subscription agreement	-	-	-	-	-
Transfers from other funds	-	-	-	-	-
Transfer to other funds	-	-	-	33,830	(1,751,853)
Total other financing sources (uses)	149,284	2,008,051	840,974	3,321,733	359,766
Net change in fund balance	1,102,048	1,877,023	441,187	1,589,681	429,018
Fund balance, beginning	9,496,099	10,598,147	12,475,170	12,916,357	14,506,038
Fund balance, end of year	\$ 10,598,147	\$ 12,475,170	\$ 12,916,357	\$ 14,506,038	\$ 14,935,056

Changes in Fund Balance of Governmental Funds (cont'd)

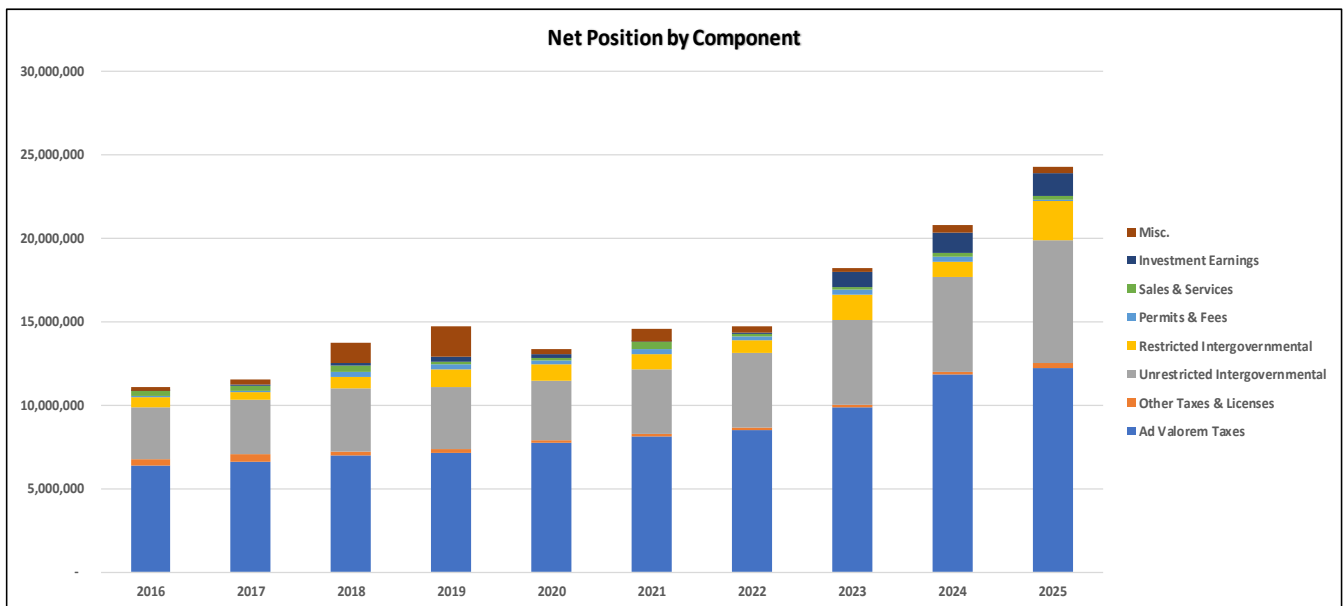
Last Ten Fiscal Years

	2021	2022	2023	2024	2025
Revenues					
Ad valorem taxes	\$ 8,133,272	\$ 8,475,870	\$ 9,859,208	\$ 11,803,493	\$ 12,249,210
Other taxes and licenses	132,129	146,186	180,644	186,382	236,082
Unrestricted intergovernmental	3,865,153	4,484,919	5,061,208	5,651,461	7,411,347
Restricted intergovernmental	920,891	850,038	5,545,057	2,394,062	2,290,566
Permits and fees	322,408	299,025	295,711	328,879	83,518
Sales and services	443,082	125,249	190,830	211,099	274,740
Investment earnings	3,766	52,314	1,105,431	1,476,414	1,381,019
Miscellaneous	1,108,015	473,023	326,860	1,142,268	349,461
Total revenues	14,928,716	14,906,624	22,564,949	23,194,058	24,275,943
Expenditures					
Current:					
General government	2,410,844	2,509,546	2,876,555	5,510,984	3,493,840
Public Safety	5,977,845	4,990,837	5,580,744	7,560,738	8,126,224
Transportation	1,649,367	1,645,598	3,583,939	3,722,873	2,490,988
Economic and physical development	3,185,627	9,402,902	7,639,188	4,387,069	5,353,128
Environmental protection	-	-	1,181,952	1,241,217	1,419,455
Cultural and recreation	1,429,432	1,431,282	3,555,348	3,630,070	3,312,017
Debt service:					
Principal	698,652	1,470,726	1,501,180	-	-
Interest and other charges	186,406	729,842	727,970	206,353	-
Total expenditures	15,538,172	22,180,732	26,646,876	26,259,304	24,195,652
Excess (deficiency) of revenues over expenditures	(609,456)	(7,274,108)	(4,081,927)	(3,065,246)	80,291
Other financing sources (uses):					
Proceeds from debt	1,353,000	-	-	-	-
Proceeds from insurance claims	3,528	69,141	-	20,538	-
Proceeds from disposal of assets	619,852	904,589	1,168,517	253,333	-
Proceeds from issuance of GO Bonds	16,925,000	-	-	5,135,000	-
Premium on GO Bonds	2,496,003	-	-	173,137	-
GO Bond Issuance Cost	(211,224)	-	-	-	-
Sale of fixed assets	-	-	-	-	613,905
IT subscription agreement	-	-	-	-	374,878
Transfers from other funds	-	-	-	-	635,414
Transfer to other funds	(606,309)	(116,170)	(27,681)	-	(635,414)
Total other financing sources (uses)	20,579,850	857,560	1,140,836	5,582,008	988,783
Net change in fund balance	19,970,394	(6,416,548)	(2,941,091)	2,516,762	1,069,074
Fund balance, beginning	14,935,056	34,905,450	28,488,902	25,547,809	28,064,571
Fund balance, end of year	\$ 34,905,450	\$ 28,488,902	\$ 25,547,809	\$ 28,064,571	\$ 29,133,645

Governmental Activities Tax Revenue by Source

Last Ten Fiscal Years

Fiscal Year	Ad Valorem Taxes	Other Taxes & Licenses	Unrestricted Intergovernmental	Restricted Intergovernmental	Permits & Fees	Sales & Services	Investment Earnings	Misc.	Fiscal Year Total
2016	6,385,770	350,818	3,108,372	626,902	57,232	300,274	24,934	239,400	11,093,702
2017	6,577,416	472,853	3,252,767	454,783	58,006	332,088	60,427	327,988	11,536,328
2018	7,017,530	192,135	3,822,826	682,684	250,751	387,294	173,228	1,226,830	13,753,278
2019	7,148,394	196,892	3,743,811	1,026,419	297,736	186,663	280,339	1,799,413	14,679,667
2020	7,767,684	118,581	3,603,768	930,865	269,533	149,041	208,226	276,015	13,323,713
2021	8,133,272	132,129	3,865,153	920,891	322,408	443,082	3,577	776,140	14,596,652
2022	8,475,870	146,186	4,484,919	741,120	299,025	125,249	32,087	419,923	14,724,379
2023	9,859,208	180,644	5,061,208	1,493,699	295,711	190,830	875,692	256,860	18,213,852
2024	11,803,493	186,382	5,651,461	921,874	328,879	211,099	1,241,369	442,653	20,787,210
2025	12,249,210	236,082	7,411,347	2,290,566	83,518	274,740	1,381,019	349,461	24,275,943

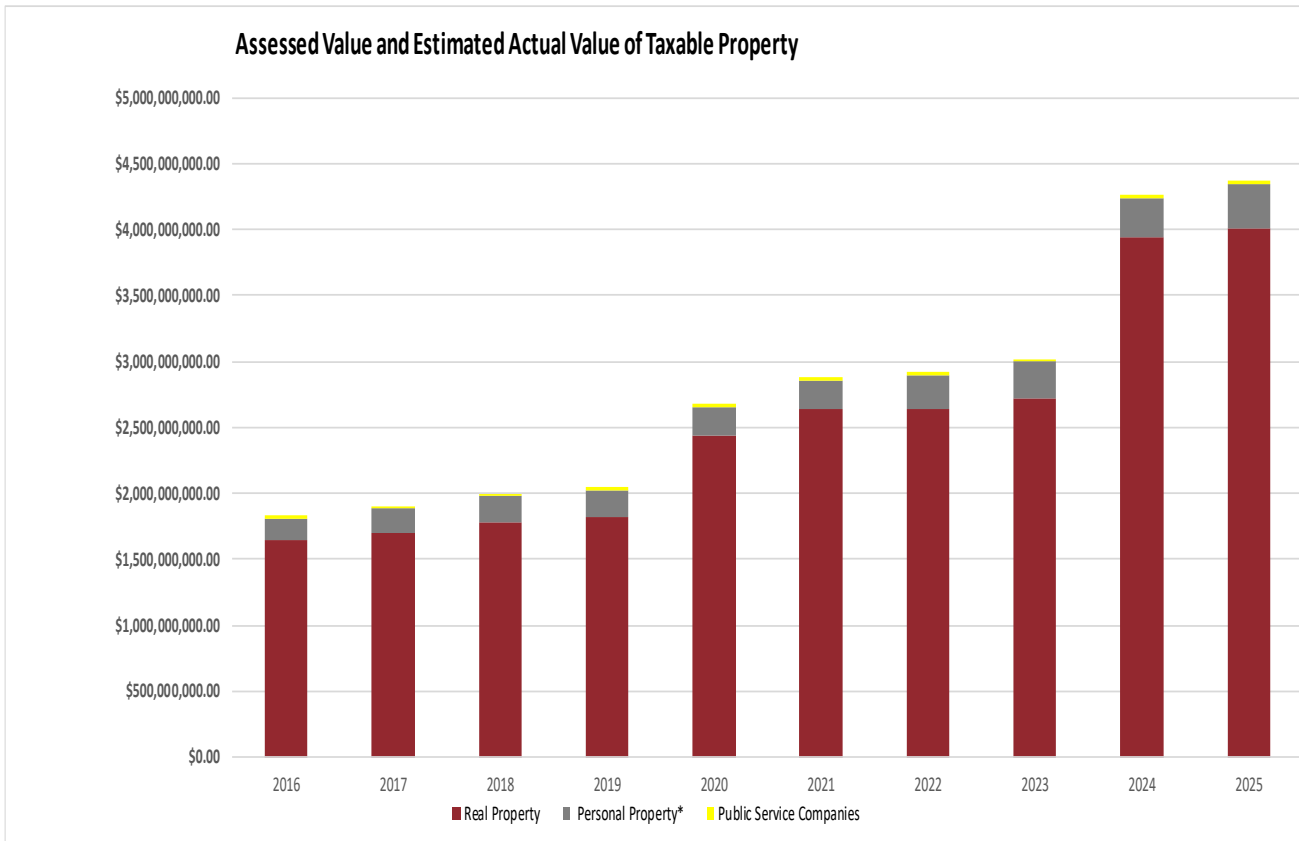


Assessed Value and Estimated Actual Value of Taxable Property

Last Ten Fiscal Years

Fiscal Year Ending June 30	Real Property	Personal Property*	Public Service Companies	Total Taxable Assessed Value	Total Direct Tax Rate
2016	1,643,126,895	169,623,449	17,892,217	1,830,642,561	0.3500
2017	1,699,674,255	185,335,859	16,887,496	1,901,897,610	0.3500
2018	1,780,466,491	198,070,032	17,282,832	1,995,819,355	0.3500
2019	1,820,077,205	207,721,434	15,216,881	2,043,015,520	0.3500
2020	2,439,831,510	214,532,691	18,867,858	2,673,232,059	0.2900
2021	2,634,409,223	224,436,556	21,786,210	2,880,631,989	0.2900
2022	2,641,940,193	247,803,504	30,370,602	2,920,114,299	0.2900
2023	2,722,687,937	274,692,306	21,979,439	3,019,359,682	0.3250
2024	3,946,310,896	288,288,042	22,541,879	4,257,140,817	0.2660
2025	4,013,854,731	328,724,976	23,223,908	4,365,803,615	0.2660

Compiled from NC Dept. of Revenue-County Taxable Real Property, Personal Property, and Public Service Company Valuations (LG55) and TR-2 Submissions
 * includes registered motor vehicles



Property Tax Rates

*Direct and Overlapping Governments
Last Ten Fiscal Years*

	Town of Davidson		Mecklenburg County		Total
Fiscal Year	Operating Rate	Total Direct Rate	Operating Rate	Total Direct Rate	Direct and Overlapping Rate
2016	0.3500	0.3500	0.8157	0.8157	1.1657
2017	0.3500	0.3500	0.8157	0.8157	1.1657
2018	0.3500	0.3500	0.8157	0.8157	1.1657
2019	0.3500	0.3500	0.8232	0.8232	1.1732
2020	0.2900	0.2900	0.6169	0.6169	0.9069
2021	0.2900	0.2900	0.6169	0.6169	0.9069
2022	0.2900	0.2900	0.6169	0.6169	0.9069
2023	0.3250	0.3250	0.6169	0.6169	0.9419
2024	0.2660	0.2660	0.4731	0.4731	0.7391
2025	0.2660	0.2660	0.4831	0.4831	0.7491

	Town of Davidson		Iredell County		Total
Fiscal Year	Operating Rate	Total Direct Rate	Operating Rate	Total Direct Rate	Direct and Overlapping Rate
2016	0.3500	0.3500	0.5275	0.5275	0.8775
2017	0.3500	0.3500	0.5275	0.5275	0.8775
2018	0.3500	0.3500	0.5275	0.5275	0.8775
2019	0.3500	0.3500	0.5275	0.5275	0.8775
2020	0.2900	0.2900	0.5275	0.5275	0.8175
2021	0.2900	0.2900	0.5375	0.5375	0.8275
2022	0.2900	0.2900	0.5375	0.5375	0.8275
2023	0.3250	0.3250	0.5375	0.5375	0.8625
2024	0.2660	0.2660	0.5000	0.5000	0.7660
2025	0.2660	0.2660	0.5000	0.5000	0.7660

Source: Mecklenburg and Iredell Counties

Principal Property Taxpayers

*Current Year and Nine Years Ago
For the Fiscal Year Ended June 30, 2025*

Taxpayer	2025		
	Taxable Assessed Value	Rank	Percentage of Total Taxable Assessed Value
	Trane Technologies	\$ 45,912,792	1
BH3 Linden Davidson	\$ 34,201,000	2	0.80%
Sid Tool Co. Inc.	\$ 33,432,200	3	0.79%
WMCI Charlott VII LLC	\$ 33,149,900	4	0.78%
427 Davidson LLC	\$ 20,597,200	5	0.48%
Davidson Commons 1682 LP	\$ 19,534,100	6	0.46%
Lake Norman Company	\$ 16,643,485	7	0.39%
Riverside Hotel LLC	\$ 14,086,787	8	0.33%
CK Davidson LLC	\$ 13,208,787	9	0.31%
CK Two Harbour Place LLC	\$ 11,334,797	10	0.27%

Note: Trane Technologies purchased a significant amount of property owned by Ingersoll Rand during FY2022.

Taxpayer	2016		
	Taxable Assessed Value	Rank	Percentage of Total Taxable Assessed Value
	Ingersoll Rand	\$ 39,469,486	1
Sid Tool Co. Inc.	\$ 21,476,900	2	0.71%
Davidson Commons	\$ 14,378,100	3	0.48%
WMCI Charlotte VII LLC	\$ 14,224,800	4	0.47%
River Run Golf Country Club Inc	\$ 10,924,860	5	0.36%
Riverside Hotel LLC	\$ 9,725,025	6	0.32%
CK Davidson #1 LLC	\$ 7,402,600	7	0.25%
705 Company LLC, The	\$ 6,285,300	8	0.21%
Duke Energy	\$ 5,724,796	9	0.19%
BellSouth	\$ 4,625,981	10	0.15%

Source: Mecklenburg County and Iredell County Office of the Tax Collector

Ratio of General Bonded Debt Outstanding

Last Ten Fiscal Years

Fiscal Year	General Obligation Bonds Authorized But	General Obligation Bonds Issued	Percentage of Estimated Actual Taxable Value of Property	Per Capita	Percentage of Personal Income
2015	-	-	-	-	-
2016	-	-	-	-	-
2017	-	-	-	-	-
2018	15,000,000	-	-	-	-
2019	15,000,000	-	-	-	-
2020	29,000,000	-	-	-	-
2021	12,075,000	16,925,000	0.5875%	\$ 1,242	2.09%
2022	12,075,000	16,080,000	0.5507%	\$ 1,062	1.55%
2023	12,075,000	15,235,000	0.5046%	\$ 996	1.47%
2024	6,940,000	20,370,000	0.4785%	\$ 1,288	-
2025	6,940,000	20,370,000	0.4666%	\$ 1,253	-

Ratio of Outstanding Debt by Type

Last Ten Fiscal Years

Governmental

Fiscal Year	General Obligation Bonds	Installment Notes Payable	Promissory Notes	Due To Other Governments	Subscription Liabilities	Total Primary		Percentage of	Percentage of
						Government	Per Capita	Assesed Value	Total Personal
								Per Capita	Income
2015	-	2,365,820	-	1,711,988	-	4,077,808	\$ 339	0.23%	0.76%
2016	-	2,065,328	-	1,772,906	-	3,838,234	\$ 311	0.21%	0.68%
2017	-	3,841,419	-	1,804,351	-	5,645,770	\$ 445	0.30%	0.83%
2018	-	3,897,139	-	1,773,041	-	5,670,180	\$ 439	0.28%	0.78%
2019	-	6,610,525	-	1,751,853	-	8,362,378	\$ 632	0.41%	1.12%
2020	-	6,059,887	-	-	-	6,059,887	\$ 453	0.23%	0.82%
2021	16,925,000	6,714,235	-	-	-	23,639,235	\$ 1,735	0.82%	2.91%
2022	16,080,000	6,088,509	-	-	-	22,168,509	\$ 1,464	0.76%	2.14%
2023	15,235,000	5,432,329	-	-	-	20,667,329	\$ 1,351	0.68%	1.68%
2024	21,554,642	4,864,392	-	-	-	26,419,034	\$ 1,670	0.62%	
2025	20,310,730	4,291,941	-	-	291,247	24,893,918	\$ 1,532	0.57%	

Note 1: Details regarding the Town's outstanding debt can be found in the Town's Financial statements.

Note 2: Debt excluded LEO separation allowances and compensated absences.

Legal Debt Margin Information

Last Ten Fiscal Years

	2016	2017	2018	2019	2020
Assessed value of property	\$ 1,830,642,561	\$ 1,901,897,610	\$ 1,995,819,355	\$ 2,043,015,520	\$ 2,673,232,059
Debt Limit, 8% of Assessed value (Statutory Limitation)	146,451,405	152,151,809	159,665,548	163,441,242	213,858,565
Debt applicable to debt limitations:					
Total bonded debt	-	-	-	-	-
Debt not evidenced by bonds	3,838,234	5,645,770	5,670,180	8,362,378	6,059,887
Legal debt margin	142,613,171	146,506,039	153,995,368	155,078,864	207,798,678
Unused Legal debt margin as a percentage of debt limit	97.4%	96.3%	96.4%	94.9%	97.2%

	2021	2022	2023	2024	2025
Assessed value of property	\$ 2,880,631,989	\$ 2,920,114,299	\$ 3,019,359,682	\$ 4,257,140,817	\$ 4,365,803,615
Debt Limit, 8% of Assessed value (Statutory Limitation)	230,450,559	233,609,144	241,548,775	340,571,265	349,264,289
Debt applicable to debt limitations:					
Total bonded debt	16,925,000	16,080,000	15,235,000	19,265,000	19,265,000
Debt not evidenced by bonds	6,714,235	6,088,509	5,432,329	4,864,392	4,291,941
Legal debt margin	206,811,324	211,440,635	220,881,446	316,441,873	325,707,349
Unused Legal debt margin as a percentage of debt limit	89.7%	90.5%	91.4%	92.9%	93.3%
Note: Assessed value of property as presented above may differ slightly from the North Carolina Department of Revenue-County Taxable Real Property, Personal Property, and Public Service Company Valuations (LG55)					

Debt Service Information

Fiscal Year 2026 through Fiscal Year 2043

2021 GO Bonds Debt Services

Issued 6/29/2021
 Interest Rate 1.44%
 Bond Rating S&P AAA Moody's Aa1

	<u>FY25-26</u>	<u>Total Through FY 2041</u>
Principal	845,000.00	14,390,000.00
Interest	448,400.00	3,511,300.00
Total Debt Service	1,293,400.00	17,901,300.00

2023 GO Bonds Debt Service

Issued 11/7/2023
 Interest Rate 4.10%
 Bond Rating S&P AAA Moody's Aaa

	<u>FY25-26</u>	<u>Total Through FY 2043</u>
Principal	260,000.00	4,365,000.00
Interest	208,437.50	2,080,313.00
Total Debt Service	468,437.50	6,445,313.00

Installment Loans Debt Services

	<u>FY25-26</u>	<u>Total Through FY2039</u>
Principal	548,767.73	4,864,392.00
Interest	100,996.17	694,625.00
Total Debt Service	649,763.90	5,559,017.00

Demographic and Economic Statistics

Last Ten Fiscal Years

Fiscal Year	Population	Households	Average	Total	Per Capita	Mecklenburg County
			Household Income	Personal Income	Personal Income	Unemployment Rate
2014	11,594	3,744	\$ 138,044	\$ 516,836,736	\$44,578	6.8%
2015	12,040	3,975	\$ 135,505	\$ 538,632,375	\$44,737	5.7%
2016	12,332	3,950	\$ 142,306	\$ 562,108,700	\$45,581	4.8%
2017	12,678	4,140	\$ 164,042	\$ 679,135,104	\$53,568	4.0%
2018	12,921	4,273	\$ 170,419	\$ 728,201,718	\$56,358	4.2%
2019	13,228	4,273	\$ 175,215	\$ 748,691,572	\$56,599	4.1%
2020	13,389	4,336	\$ 170,210	\$ 738,028,458	\$55,122	8.4%
2021	13,625	4,473	\$ 181,338	\$ 811,123,500	\$59,532	4.9%
2022	15,140	5,292	\$ 195,993	\$ 1,037,195,980	\$68,507	3.9%
2023	15,297	5,327	\$ 198,929	\$ 1,231,989,786	\$80,538	3.1%
2024*	15,816	-	-	-	-	3.9%
2025*	16,254	-	-	-	-	4.0%
Population data from LINC						
Households and Income Data from United States Census Bureau						
* Some data not available at time of publication.						

APPENDIX E – KEY METRICS

APPENDIX F- CIP PROJECT CUT SHEETS

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4	Jetton Street Sidewalk (South side, portions from Hamilton Street to Potts Street)	99
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7	June Washam Road Sidewalk (North side, Kenmare to Ballard)	102
8	Bridges Farm Road Sidepath (Portions from Highway 115 to Jillian Lane)	103
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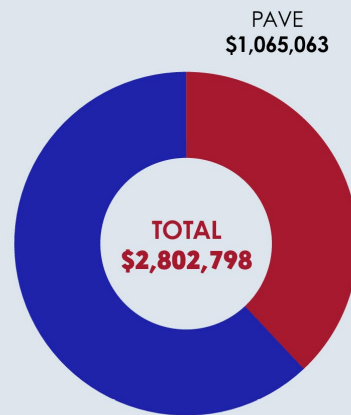
DAVIDSON-CONCORD ROAD SIDEPATH

WEST BRANCH TO DAVIDSON PLACE

- This project includes a 10-foot sidepath on the east side of Davidson-Concord Road which runs from the South Prong Rocky River Greenway in the West Branch neighborhood to Davidson Place Drive near the Mayes Parcel.
- This is a top priority project in the adopted 2019 Davidson Mobility Plan and is a critical connection piece that will one day connect to the future sidepath on NC-73.



ESTIMATED TOTAL COST



CRTPO GRANT
\$1,737,735

PROJECTED TIMELINE

2027	
PAVE	\$167,319
CRTPO GRANT	\$272,995
2028	
PAVE	-
CRTPO GRANT	-
2029	
PAVE	\$179,574
CRTPO GRANT	\$292,990
2030	
PAVE	-
CRTPO GRANT	-
2031	
PAVE	\$718,170
CRTPO GRANT	\$1,171,750

PROJECT STATUS

Design/Engineering Phase



SIDWALK INFILL MODERNIZATION

BEATY STREET

- This project will make improvements to sub-standard sections of sidewalk on the west side of Beaty Street, with the goal of increasing pedestrian safety and comfort.
- The project scope includes improvements from the Griffith Street intersection to the Lakeview Avenue intersection.



ESTIMATED TOTAL COST

PAVE
\$500,000



PROJECTED TIMELINE

	2027	
PAVE	-	
	2028	
PAVE	-	
	2029	
PAVE	\$500,000	
	2030	
PAVE	-	
	2031	
PAVE	-	

PROJECT STATUS

Design/Engineering Phase



SIDWALK INFILL MODERNIZATION

SOUTH MAIN STREET

- This project will make improvements to sub-standard sections of sidewalk on South Main Street, with the goal of increasing pedestrian safety and comfort.
- The project scope includes improvements from the Twin Oaks Lane intersection to the former car wash site.



ESTIMATED TOTAL COST

PAVE
\$150,000



PROJECTED TIMELINE

	2027	
PAVE	-	
	2028	
PAVE	\$150,000	
	2029	
PAVE	-	
	2030	
PAVE	-	
	2031	
PAVE	-	

PROJECT STATUS

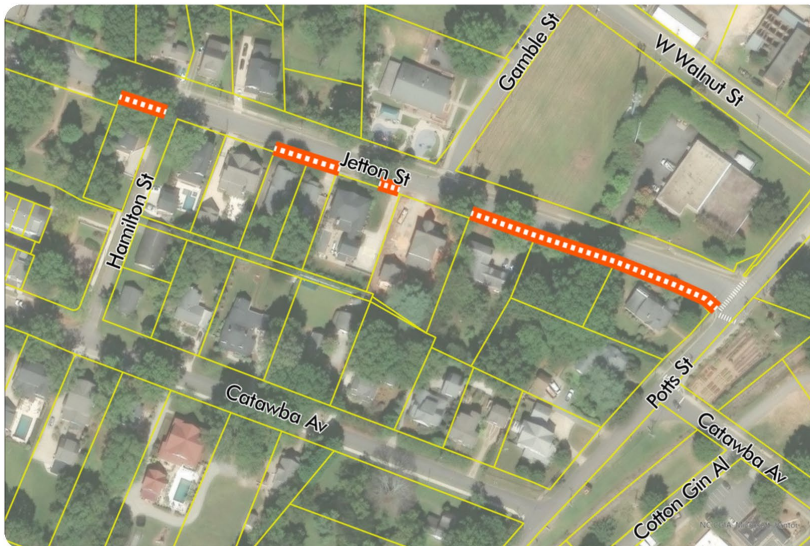
Design/Engineering Phase



JETTON STREET SIDEWALK

HAMILTON STREET TO POTTS STREET

- Jetton Street is a heavily traveled roadway and this sidewalk addition on the south side of Jetton Street will provide for safer pedestrian sidewalk connectivity.
- The gap sections are between Parkside Commons and Potts Street.



ESTIMATED TOTAL COST

PAVE
\$275,000



PROJECTED TIMELINE

	2027	
PAVE	\$75,000	
	2028	
PAVE	\$200,000	
	2029	
PAVE	-	
	2030	
PAVE	-	
	2031	
PAVE	-	

PROJECT STATUS

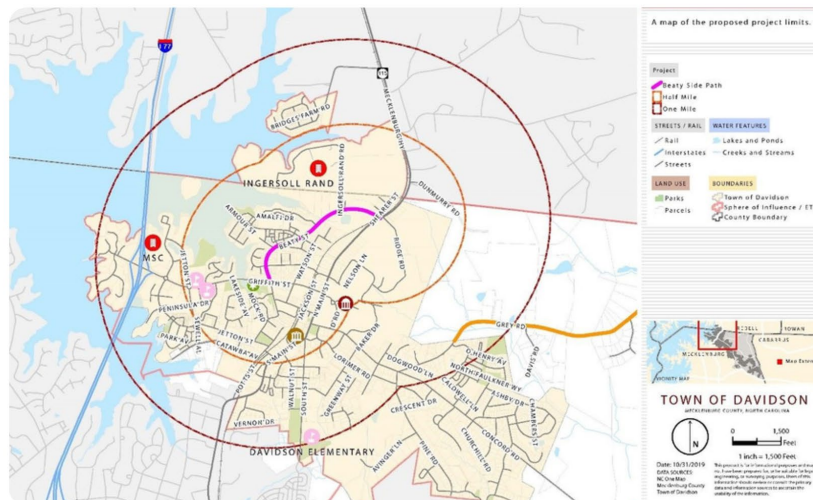
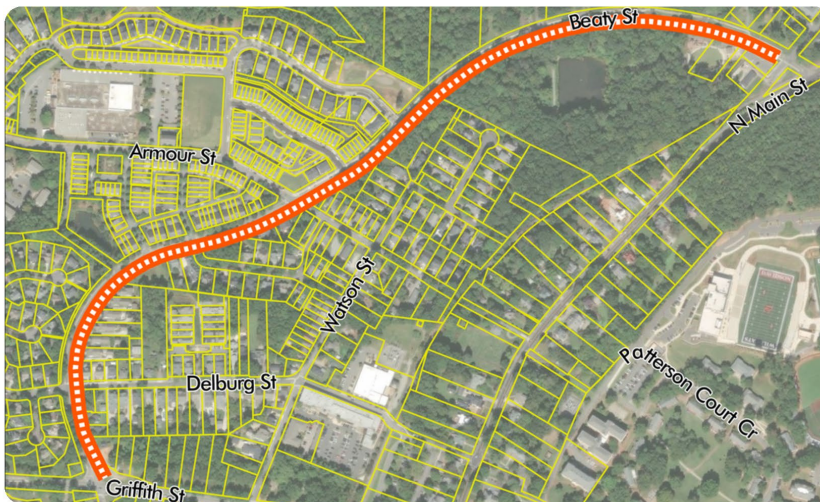
Design/Engineering Phase



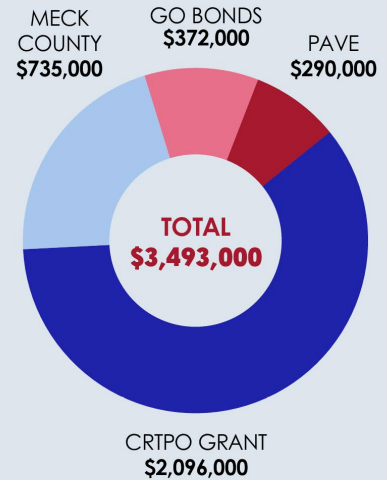
BEATY STREET SIDEPATH

GRIFFITH STREET TO NORTH MAIN STREET

- This project includes a 10-foot sidewalk on the east side of Beauty Street which runs from the intersection with Griffith Street to the intersection with North Main Street.
- The sidewalk is approximately 0.9 miles long and will increase pedestrian safety and accessibility in this area including Beauty Park.
- This sidewalk is a section of the larger Seam Trail.



ESTIMATED TOTAL COST



PROJECTED TIMELINE

2027	
GO BONDS	\$372,000
PAVE	-
MECK COUNTY	\$735,000
CRTPO GRANT	\$198,000
2028	
-	-
2029	
GO BONDS	-
PAVE	-
MECK COUNTY	-
CRTPO GRANT	\$361,000
2030	
-	-
2031	
GO BONDS	-
PAVE	\$290,000
MECK COUNTY	-
CRTPO GRANT	\$1,537,000

PROJECT STATUS

Design/Engineering Phase



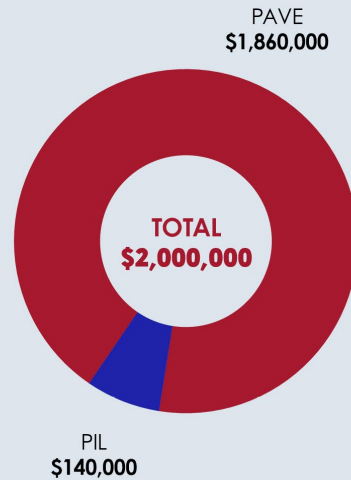
EAST ROCKY RIVER ROAD SIDEPATH

WEST BRANCH TO SUMMIT RIVER ROAD

- Plans have shown a bridge crossing over the West Branch Rocky River and a sidepath on East Rocky River Road.
- This will connect with other sections of the sidepath along East Rocky River Road to connect back into Town.
- Development fees have been received and are being used to fund the design of this project.



ESTIMATED TOTAL COST



PROJECTED TIMELINE

	2027	
PAVE	\$160,000	
PIL	\$140,000	
	2028	
PAVE	-	
PIL	-	
	2029	
PAVE	-	
PIL	-	
	2030	
PAVE	\$1,700,000	
PIL	-	
	2031	
PAVE	-	
PIL	-	

PROJECT STATUS

Design/Engineering Phase



JUNE WASHAM ROAD SIDEWALK

KENMARE TO SEDONA FARMS

- This project will fill a sidewalk gap on the north side of June Washam from the intersection at Sound Road by Kenmare to Sedona Farms neighborhood.
- This section will complete sidewalk connectivity to the West Branch Rocky River Greenway.



ESTIMATED TOTAL COST

PAVE
\$100,000



PROJECTED TIMELINE

	2027	
PAVE	\$100,000	
	2028	
PAVE	-	
	2029	
PAVE	-	
	2030	
PAVE	-	
	2031	
PAVE	-	

PROJECT STATUS

Design/Engineering Phase



BRIDGES FARM ROAD SIDEPATH

HWY 115 TO JILLIAN LANE

- A strategic priority of the Town is connecting our furthest neighborhoods to Downtown.
- This project will complete the connection from the north side of Bridges Farm Road at NC-115 to Davidson Pointe.
- Ultimately this sidepath will connect to the larger Seam Trail sidepath parallel to NC-115 that will take residents into Davidson.



ESTIMATED TOTAL COST

PAVE
\$150,000



PROJECTED TIMELINE

	2027	
PAVE	-	
	2028	
PAVE	-	
	2029	
PAVE	\$150,000	
	2030	
PAVE	-	
	2031	
PAVE	-	

PROJECT STATUS

Design/Engineering Phase



WATSON STREET SIDEWALK

GRIFFITH STREET TO DEPOT STREET

- Watson Street provides a pedestrian connection from the Delburg Street, Armour Street, and neighborhoods in that area and crossing Griffith Street to downtown Davidson.
- By adding sidewalk on the west or east side of Watson Street, this will fill in a gap on a popular walking route to the downtown commercial area for hundreds of residents.



ESTIMATED TOTAL COST

PAVE
\$150,000



PROJECTED TIMELINE

	2027	
PAVE	-	
	2028	
PAVE	-	
	2029	\$150,000
PAVE	-	
	2030	
PAVE	-	
	2031	
PAVE	-	

PROJECT STATUS

Design/Engineering Phase



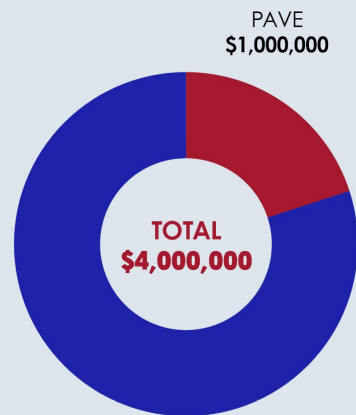
HIGHWAY 115 SIDEPATH

SHEARER STREET TO BRIDGES FARM ROAD

- A strategic priority of the Town is connecting our furthest neighborhoods to Downtown.
- This project will complete the connection from Shearer Street to Bridges Farm Road along NC-115.
- This sidepath is a section of the larger Seam Trail.



ESTIMATED TOTAL COST



FUTURE FUNDING
\$4,000,000

PROJECTED TIMELINE

Activity	Year	Amount
PAVE	2027	-
PAVE	2028	-
PAVE	2029	-
PAVE	2030	-
PAVE	2031	\$1,000,000

PROJECT STATUS

Design/Engineering Phase



CATAWBA AVENUE SIDEPATH

SOUTH MAIN STREET TO POTTS STREET

- The Seam Trail section through Davidson includes the Kincaid Trail Greenway that will travel north to South Main Street where it will cross on Catawba Avenue on to Potts Street and continue north to Sloan Street and Beaty Street.
- Development will build part of this sidepath on the north side leaving a remaining gap adjacent to the community garden that this proposed project will build.



ESTIMATED TOTAL COST

PAVE
\$100,000



PROJECTED TIMELINE

	2027	
PAVE	-	
	2028	
PAVE	-	
	2029	
PAVE	-	
	2030	
PAVE	\$100,00	
	2031	
PAVE	-	

PROJECT STATUS

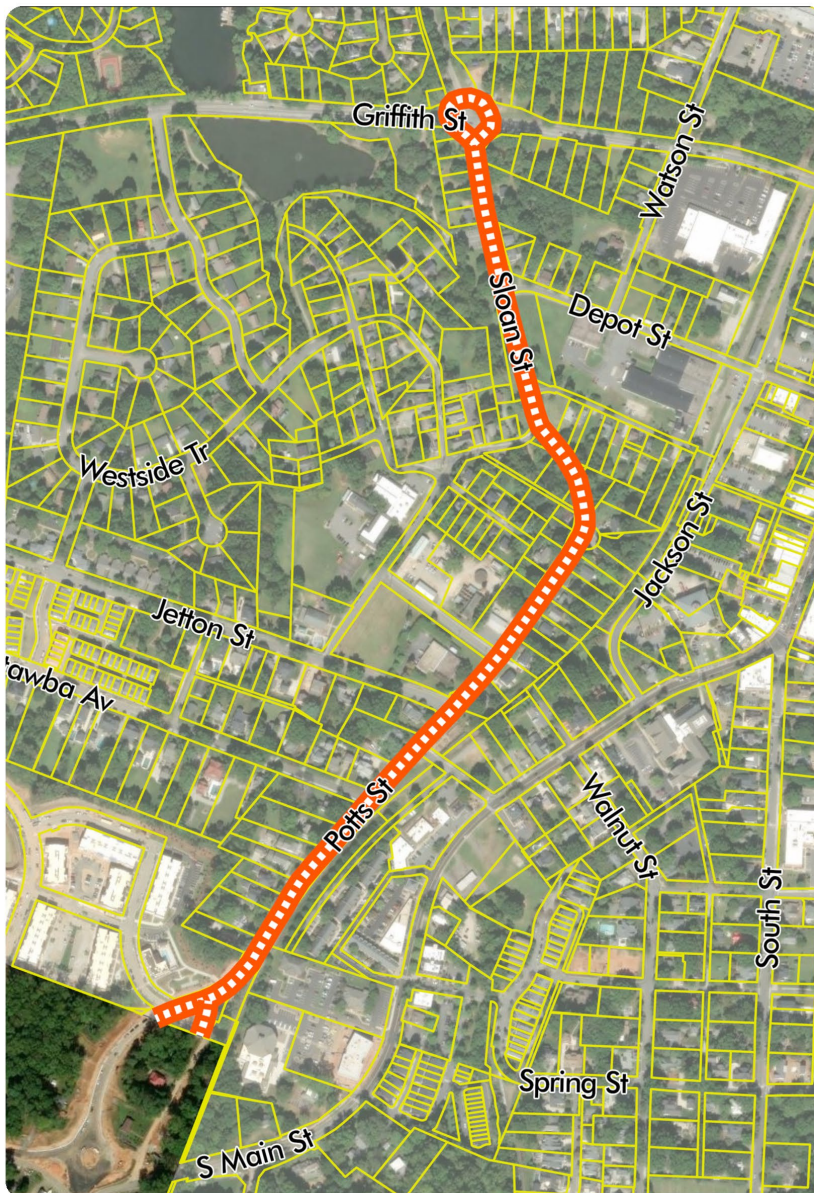
Design/Engineering Phase



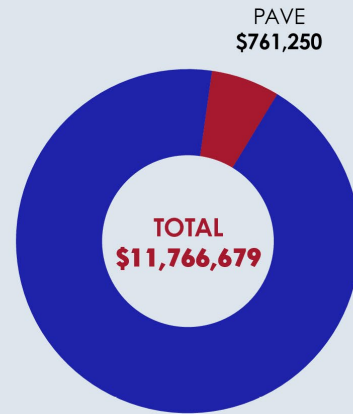
POTTS-SLOAN-BEATY

ROADWAY, SIDEPATH, ROUNDABOUT

- The Potts-Sloan-Beaty improvements include:
 - Roadway connection between Potts Street and Sloan Street.
 - Sidepath along Potts Street and Sloan Street.
 - Roundabout at the Beaty-Griffith-Sloan intersection.



ESTIMATED TOTAL COST



NCDOT GRANT
\$11,005,429

PROJECTED TIMELINE

	2027	
PAVE	\$761,250	
NCDOT GRANT	\$11,005,429	
	2028	
PAVE	-	
NCDOT GRANT	-	
	2029	
PAVE	-	
NCDOT GRANT	-	
	2030	
PAVE	-	
NCDOT GRANT	-	
	2031	
PAVE	-	
NCDOT GRANT	-	

PROJECT STATUS

Construction Phase

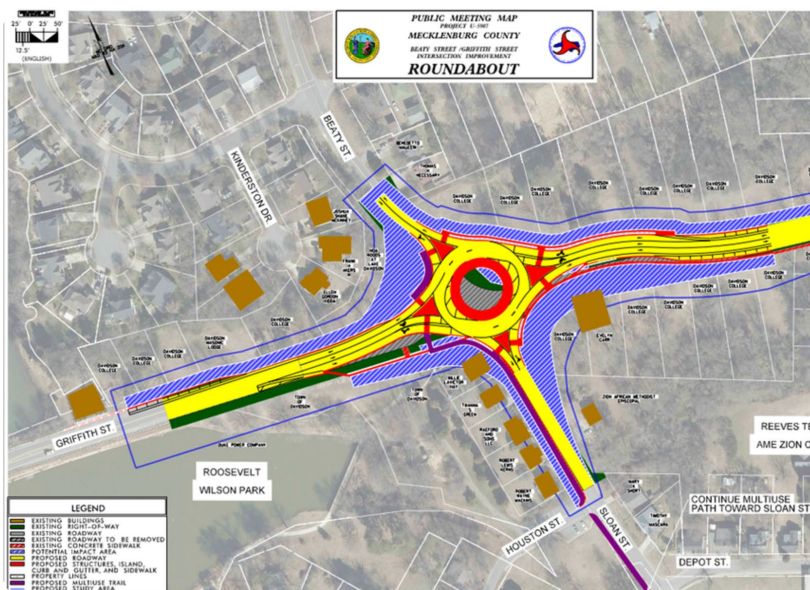
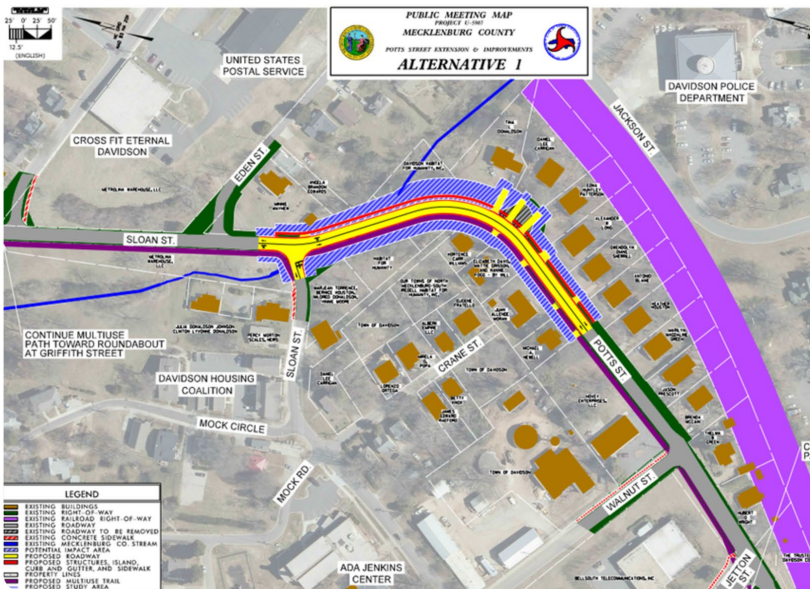


POTTS-SLOAN-BEATY

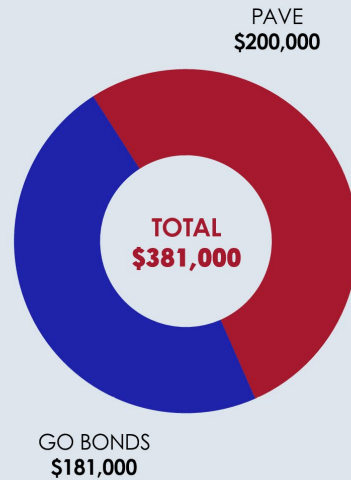
PEDESTRIAN SAFETY ENHANCEMENTS



- Anticipating an increase in vehicular traffic along this corridor, the Town is planning for pedestrian safety enhancements along Potts Street and Sloan Street.



ESTIMATED TOTAL COST



PROJECTED TIMELINE

	2027	
PAVE	\$200,000	
GO BONDS	\$181,000	
	2028	
PAVE	-	
GO BONDS	-	
	2029	
PAVE	-	
GO BONDS	-	
	2030	
PAVE	-	
GO BONDS	-	
	2031	
PAVE	-	
GO BONDS	-	

PROJECT STATUS

Design/Engineering Phase



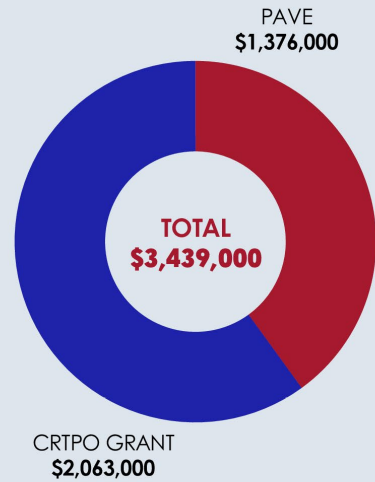
INTERSECTION IMPROVEMENTS

NORTH MAIN STREET AND BEATY STREET

- This project will normalize the offset intersection that currently exists at this location, enhancing safety and crossing opportunities for pedestrians.
- Converting to a signalized intersection will decrease delay and enhance safety for traffic leaving Trane and traveling north during the afternoon peak hour.
- This will also create a northern entry way to Town and reduce vehicle speeds entering Davidson from the rural 45 mph segment of NC-115 to the north.
- Davidson College will partner with the Town and has committed to conveying any necessary ROW as well as the construction of the Ridge Road portion of the project to coincide with the intersection improvement.



ESTIMATED TOTAL COST



PROJECTED TIMELINE

2027	
PAVE	\$279,000
CRTPO GRANT	\$418,000
2028	
PAVE	-
CRTPO GRANT	-
2029	
PAVE	\$1,097,000
CRTPO GRANT	\$1,645,000
2030	
PAVE	-
CRTPO GRANT	-
2031	
PAVE	-
CRTPO GRANT	-

PROJECT STATUS

Design/Engineering Phase



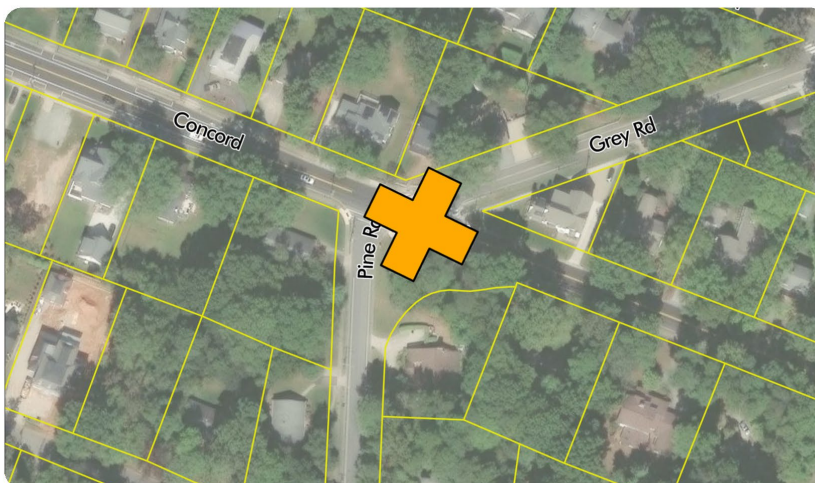
INTERSECTION IMPROVEMENTS

CONCORD ROAD, PINE ROAD, AND GREY ROAD

- This mobility project will realign Grey Road and Pine Road to be closer to 90 degrees providing for better visibility and traffic flow at this busy intersection.
- With the new sidewalk along the north segment of Grey Road, this intersection will likely have more pedestrian traffic desiring to cross from Pine to Grey.
- Normalizing the intersection to a true 90 degrees will enhance pedestrian and vehicle safety.

ESTIMATED TOTAL COST

PAVE
\$1,750,000



PROJECTED TIMELINE

	2027	
PAVE	\$300,000	
	2028	
PAVE	\$1,450,000	
	2029	
PAVE	-	
	2030	
PAVE	-	
	2031	
PAVE	-	

PROJECT STATUS

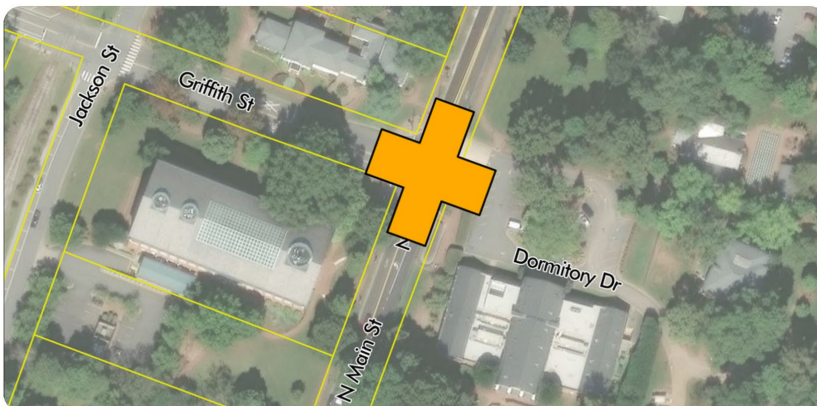
Utility Relocation Phase



INTERSECTION IMPROVEMENTS

NORTH MAIN STREET AND GRIFFITH STREET

- This project will realign the College entrance to North Main Street to normalize the intersection to a true 90 degrees providing for better visibility and flow.
- The College will make entrance improvements and there will be grade changes to realign sidewalks to be more accessible.
- The traffic signals will be improved to decorative mast arms and sidepaths will be installed on both sides of Griffith Street for better connectivity between the planned transit station and downtown.
- The project contemplates an agreement with Davidson College to allow the Town to reimburse the College for the public improvements.



ESTIMATED TOTAL COST

PAVE
\$2,000,000



PROJECTED TIMELINE

	2027	
PAVE	\$400,000	
	2028	
PAVE	\$400,000	
	2029	
PAVE	\$400,000	
	2030	
PAVE	\$400,000	
	2031	
PAVE	\$400,000	

PROJECT STATUS

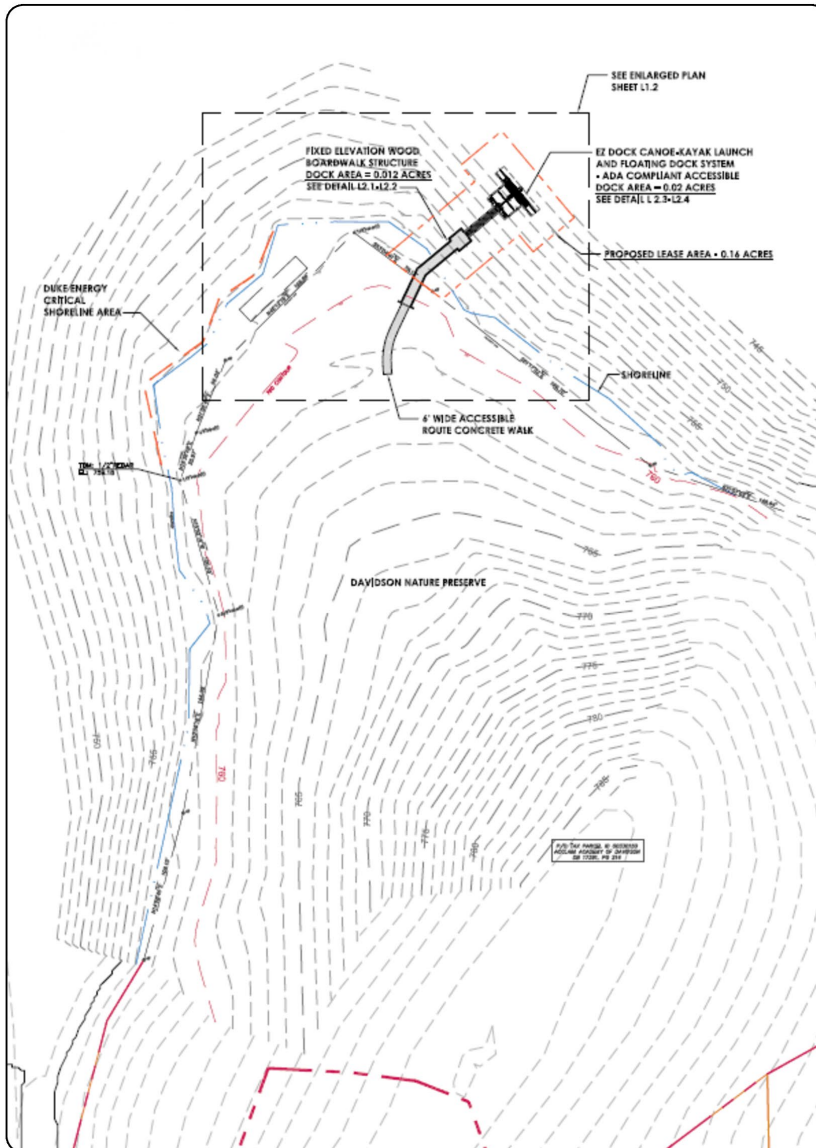
Design/Engineering Phase



NATURE PRESERVE PARK

PIER

- The project includes a kayak launch to compliment existing kayak storage on the site.
- The design will also accommodate Davidson Day School's rowing teams.



ESTIMATED TOTAL COST

CIF
\$300,610



PROJECTED TIMELINE

	2027	
CIF	\$300,610	
	2028	
CIF	-	
	2029	
CIF	-	
	2030	
CIF	-	
	2031	
CIF	-	

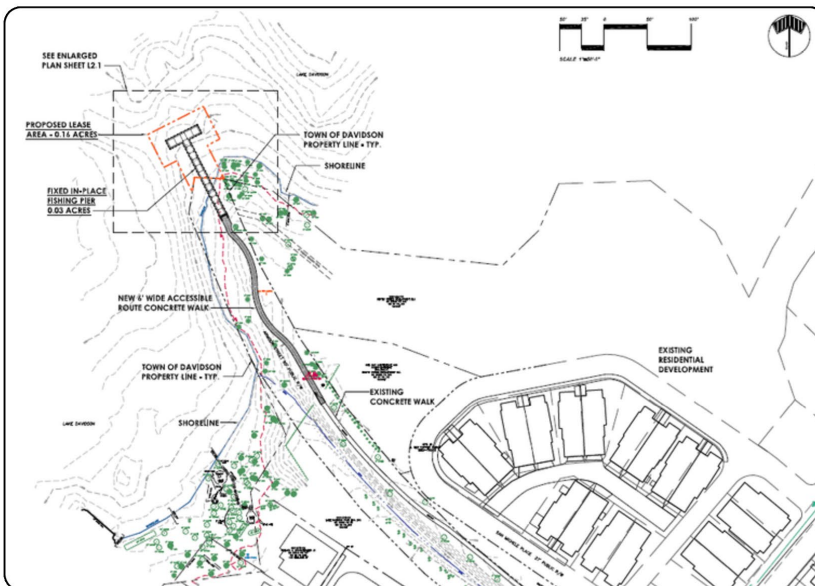
PROJECT STATUS

Design/Engineering Phase



ARMOUR STREET PARK PIER

- This project includes a viewing and fishing pier at Armour Street.
- This project does not include a gazebo, boat launch, kayak storage, or kayak launch.
- The proposed pier can be used for gathering or for fishing.



ESTIMATED TOTAL COST

CIF
\$323,725



PROJECTED TIMELINE

Year	CIF
2027	-
2028	\$323,725
2029	-
2030	-
2031	-

PROJECT STATUS

Design/Engineering Phase



PARHAM PARK

ACCESSIBLE KAYAK LAUNCH

- This proposed kayak launch at Parham Park on Lake Cornelius will serve as accessible access for residents and visitors using wheelchairs.



EXISTING CONDITIONS



ESTIMATED TOTAL COST

CIF
\$323,725



PROJECTED TIMELINE

	2027	
CIF	-	
	2028	
CIF	\$323,725	
	2029	
CIF	-	
	2030	
CIF	-	
	2031	
CIF	-	

PROJECT STATUS

Design/Engineering Phase



T-BALL FIELDS

RIVER RUN ATHLETIC PARK

- Install two additional diamond athletic fields and increase the size of the parking lot to accommodate thirty-six additional parking spaces.



EXISTING CONDITIONS



ESTIMATED TOTAL COST

CIF
\$500,000



PROJECTED TIMELINE

	2027	
CIF	-	
	2028	
CIF	-	
	2029	
CIF	\$500,000	
	2030	
CIF	-	
	2031	
CIF	-	

PROJECT STATUS

Design/Engineering Phase



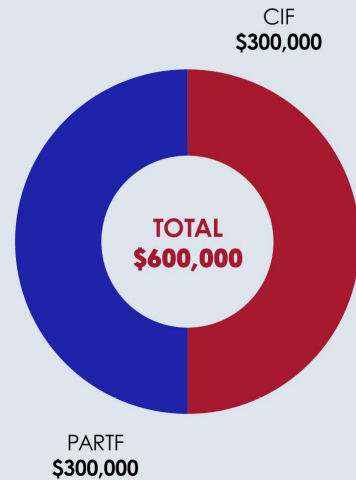
NEIGHBORHOOD PARK

DAVIDSON POINTE

- The Town agreed to build a neighborhood park when Davidson Pointe entered the final phase of development, and final construction is set to begin.
- The park area identified is at the entrance to the neighborhood off Bridges Farm Road.
- A public engagement process will help determine what amenities will be developed for this small neighborhood park.



ESTIMATED TOTAL COST



PROJECTED TIMELINE

		2027	
CIF			\$50,000
PARTF			\$50,000
		2028	
CIF			\$250,000
PARTF			\$250,000
		2029	
CIF			-
PARTF			-
		2030	
CIF			-
PARTF			-
		2031	
CIF			-
PARTF			-

PROJECT STATUS

Design/Engineering Phase



WEST BRANCH NATURE PRESERVE GREENWAY

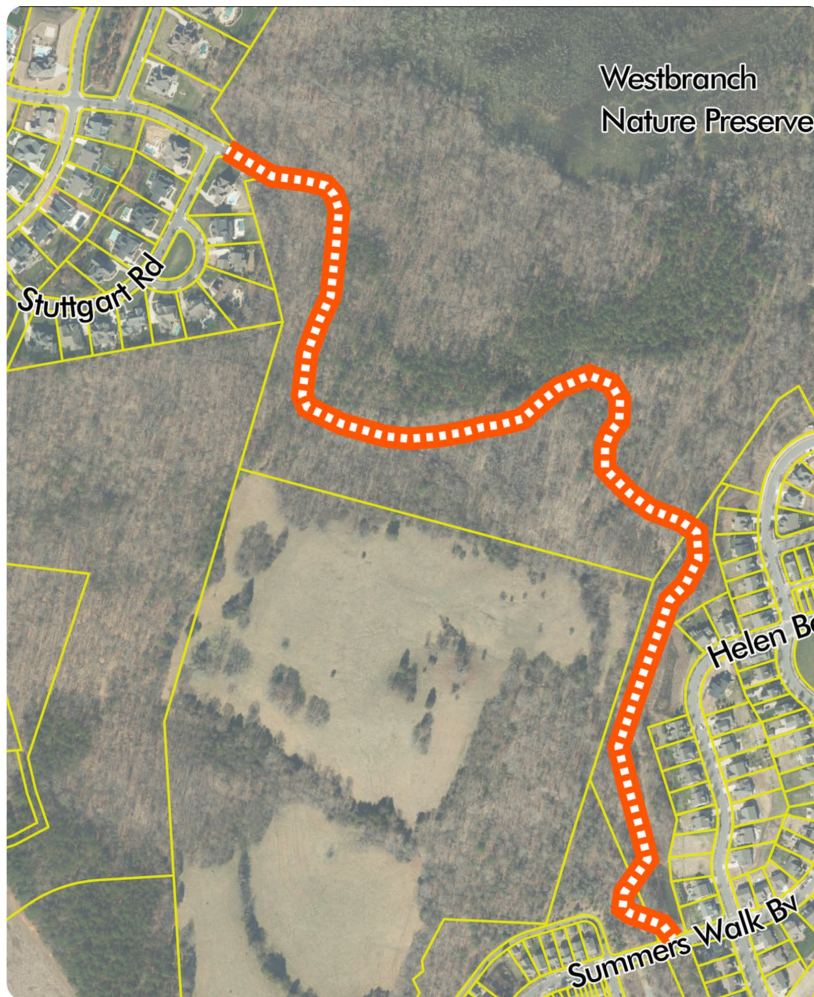
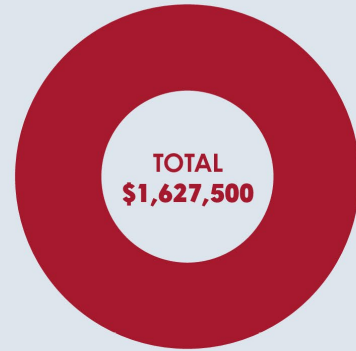
RIVER RUN TO SUMMERS WALK

- A strategic priority of the Town is connecting our furthest neighborhoods to Downtown.
- Connects Summers Walk neighborhood to River Run neighborhood.
- This section will complete sidepath connectivity to the West Branch Rocky River Greenway and the Town greenway system.



ESTIMATED TOTAL COST

PAVE
\$1,627,500



PROJECTED TIMELINE

	2027	
PAVE		\$1,627,500
	2028	
PAVE		-
	2029	
PAVE		-
	2030	
PAVE		-
	2031	
PAVE		-

PROJECT STATUS

Design/Engineering Phase



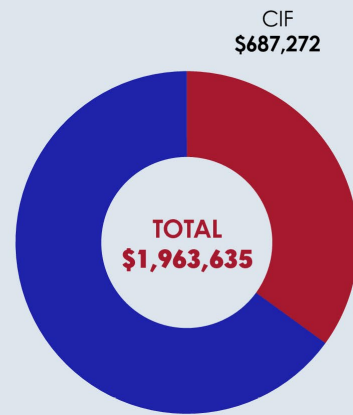
WEST BRANCH ROCKY RIVER GREENWAY

CAROLINA THREAD TRAIL SECTION

- A key greenway connection that has been planned for many years is a section of the Carolina Thread Trail.
- This project will run along the West Branch Rocky River from the end of the current greenway to the Cabarrus County line where it would connect to a future trail going east into Kannapolis and beyond.
- This project will also make a greenway connection going north along the Rocky River at the county line to connect to other greenway sections to be built.



ESTIMATED TOTAL COST



CRTPO GRANT
\$1,276,363

PROJECTED TIMELINE

2027	
CIF	\$279,000
CRTPO GRANT	\$418,000
2028	
CIF	-
CRTPO GRANT	-
2029	
CIF	\$552,203
CRTPO GRANT	\$1,025,520
2030	
CIF	-
CRTPO GRANT	-
2031	
CIF	-
CRTPO GRANT	-

PROJECT STATUS

Design/Engineering Phase



FIRE DEPARTMENT

NEW STATION 1

- Provides mission-critical service to the community.
- Allows the Davidson Fire Department infrastructure to meet current and future service demands within the downtown footprint.
- Creates a 50+ year building life span with design allowing for career department operations and overall growth with increased service demands.
- Vacating existing station allows for long-term solution for future expansion for the Police Department.



ESTIMATED TOTAL COST

FINANCING
\$18,900,000



PROJECTED TIMELINE

Year	FINANCING	Amount
2027	FINANCING	-
2028	FINANCING	\$18,900,000
2029	FINANCING	-
2030	FINANCING	-
2031	FINANCING	-

PROJECT STATUS

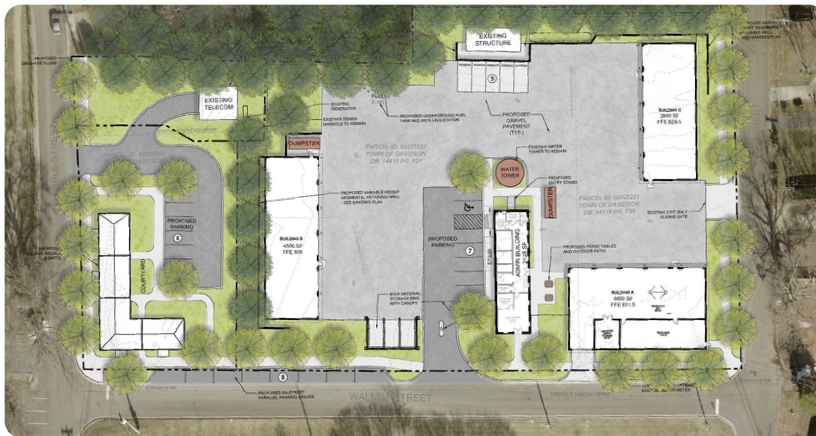
Design/Engineering Phase



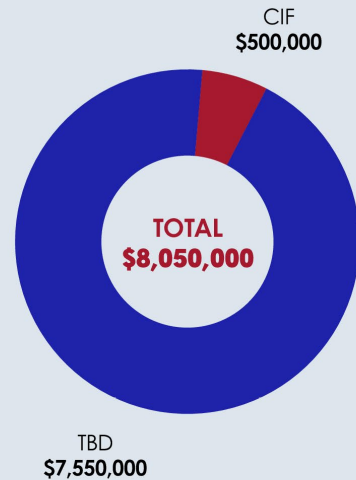
PUBLIC WORKS DEPARTMENT

CURRENT AND PLANNED IMPROVEMENTS

- A feasibility study was completed in early 2024 for development of a new campus on the site of the existing Public Works facility and was based on the 2021 Department Space Needs Analysis.
- In comparison to the 12,279 gross square feet of existing space, the proposed concept provides 17,444 gross square feet (29.6% increase).
- A phased approach is planned for improvements with the first phase in FY2027 focused on the existing office building and design for the future phases.



ESTIMATED TOTAL COST



PROJECTED TIMELINE

	2027
CIF	\$500,000
TBD	-
	2028
CIF	-
TBD	\$1,800,000
	2029
CIF	-
TBD	\$1,700,000
	2030
CIF	-
TBD	\$2,200,000
	FUTURE
CIF	-
TBD	\$1,850,000

PROJECT STATUS

Design/Engineering Phase



BEAUTIFICATION

DOWNTOWN STREETScape

- The Downtown Small Area Plan based on resident and stakeholder feedback identifies beautification and streetscape improvements.
- A design firm was hired to create a Downtown Streetscape Plan in FY2026.
- Funding for phased plan implementation continues through FY2031.



ESTIMATED TOTAL COST

CIF/PAVE
\$500,000



PROJECTED TIMELINE

	2027	
CIF/PAVE		\$100,000
	2028	
CIF/PAVE		\$100,000
	2029	
CIF/PAVE		\$100,000
	2030	
CIF/PAVE		\$100,000
	2031	
CIF/PAVE		\$100,000

PROJECT STATUS

Design/Engineering Phase

APPENDIX G- PAY GRADE AND CLASSIFICATION SCHEDULE

FY2027 Pay Grade and Classification Schedule					
Position Title - Full-time	Exempt Status	Grade	Min	Mid	Max
Maintenance Technician I	NE	16	42,642	53,303	63,963
			-	-	-
Maintenance Technician II	NE	17	44,774	55,968	67,161
Recreation Program Coordinator	NE	17	44,774	55,968	67,161
			-	-	-
Public Works Specialist I	NE	18	47,013	58,767	70,519
Administrative Assistant & Receptionist	NE	18	47,013	58,766	70,519
Administrative Assistant	NE	18	47,013	58,766	70,519
Planning Technician	NE	18	47,013	58,766	70,519
			-	-	-
Public Works Specialist II	NE	19	49,364	61,704	74,045
			-	-	-
Parks/Landscape Crew Leader	NE	21	54,423	68,029	81,635
Streets Crew Leader	NE	21	54,423	68,029	81,635
Police Records Manager	NE	21	54,423	68,029	81,635
			-	-	-
Police Officer	NE	112	55,429	69,287	83,143
			-	-	-
Fire Engineer	NE	202	59,454	74,318	89,182
			-	-	-
Transportation Planner	NE	23	60,002	75,002	90,003
			-	-	-
Police Corporal	NE	114	61,110	76,387	91,665
			-	-	-
Recreation Program Manager	NE	24	63,002	78,752	94,503
Benefits Coordinator	NE	24	63,002	78,752	94,503
			-	-	-
Fire Captain	NE	206	72,267	90,334	108,400
			-	-	-
Police Sergeant	NE	118	74,279	92,849	111,419
			-	-	-
Fiscal Operations Manager	NE	28	76,579	95,724	114,869

Financial Reporting Manager	NE	28	76,579	95,724	114,869
Senior Planner	NE	28	76,579	95,724	114,869
Arborist	NE	28	76,579	95,724	114,869
Co-Responder	E	28	76,579	95,724	114,869
			-	-	-
Sustainability Manager	NE	29	80,408	100,510	120,612
Public Works Manager	NE	29	80,408	100,510	120,612
Parks and Recreation Operations Manager	NE	29	80,408	100,510	120,612
			-	-	-
Fire Battalion Chief	NE	209	83,658	104,573	125,487
			-	-	-
Town Clerk & Administrative Services Coordinator	E	30	84,428	105,536	126,643
Principal Planner	NE	30	84,428	105,536	126,643
			-	-	-
Police Lieutenant	NE	121	85,987	107,485	128,982
			-	-	-
Fire Deputy Chief	NE	210	87,840	109,801	131,762
			-	-	-
Police Captain	E	123	94,801	118,502	142,202
			-	-	-
Project Manager	E	33	97,737	122,171	146,605
Communications Director	E	33	97,737	122,171	146,605
			-	-	-
Economic Development Director	E	35	107,755	134,693	161,632
Human Resources Director	E	35	107,755	134,693	161,632
Public Works Director	E	35	107,755	134,693	161,632
Parks and Recreation Director	E	35	107,755	134,693	161,632
Affordable Housing Director	E	35	107,755	134,693	161,632
			-	-	-
Planning Director	E	36	113,142	141,428	169,713
Town Clerk/Communications Director			-	-	-
			-	-	-
Fire Chief	E	216	117,716	147,144	176,573
			-	-	-
Finance Director	E	37	118,799	148,499	178,199
			-	-	-
Police Chief	E	129	127,043	158,803	190,564
			-	-	-
Assistant Town Manager	E	41	144,401	180,502	216,602

APPENDIX H – GLOSSARY

Accrual Basis of Accounting - Method of accounting that recognizes the financial effect of transactions, events, and interfund activity when they occur, regardless of the timing of related cash flows.

Ad Valorem Tax - A tax levied in proportion to the value of a property.

Amortization - Allocation of capital investment or cost over a period of years or time corresponding to the investment's terms or useful life, or allocation of debt over the debt's term.

Annual Comprehensive Financial Report (ACFR) - A complete set of financial statements presented in conformity with generally accepted accounting principles (GAAP) and audited in accordance with generally accepted auditing standards by a firm of licensed certified public accountants.

Appropriation - An authorization made by the Town Board that permits the Board to incur obligations and to make expenditures of resources.

Assessed Valuation - The value established for real or personal property for use as a basis to levy property taxes.

Audit - An independent examination of the financial statements of an organization to ensure the records are fairly and accurately represented.

Balanced Budget - A balanced budget as defined by the North Carolina Local Government Budget and Fiscal Control Act as when the sum of estimated net revenues and appropriated fund balance in each fund is equal to appropriations in that fund. In North Carolina, it is required that the recommended budget be balanced.

Basis of Accounting - A term used to refer to when revenues, expenditures, expenses, and transfers (and the related assets and liabilities) are recognized in the accounts and reported in the financial statements. The Town of Davidson uses the modified accrual basis of accounting for budget preparation, as required by the North Carolina Local Government Budget and Fiscal Control Act.

Bond - A written promise to pay a sum of money on a specific date at a specified interest rate. The interest payments and the repayments of the principal are detailed in a bond ordinance. The most common types of bonds are general obligation and revenue bonds. These are most frequently used for construction of large capital projects, such as buildings, streets, and bridges.

Budget - A statement in dollar terms of the Town's program of service delivery for the ensuing fiscal year.

Budget Amendment - A legal procedure utilized by the Town staff and the Town Board to revise a budget appropriation.

Budget Document - The instrument used by the budget-making authority to present a comprehensive financial program to the Town Board.

Budget Message - The opening section of the budget that provides the Town Board and the public with a general summary of the most important aspects of the budget, changes from the current and previous fiscal years, and the views and recommendations of the Town Manager.

Budget Ordinance - The official enactment by the Town Board to establish legal authority for Town officials to obligate and expend resources.

Budgetary Control - The control or management of a governmental unit in accordance with an approved budget for the purpose of keeping expenditures within the limitations of available appropriations and available revenues.

Capital Assets - Assets of long-term character which have an initial cost greater than \$5,000 and are intended to continue to be held or used by the Town, including land, buildings, machinery, furniture, and other equipment.

Capital Improvement Plan (CIP) - A plan for capital expenditures which provides long-lasting physical improvements to be incurred over a fixed period of five future years.

Capital Outlay - Expenditures available for the acquisition of capital assets, including the cost of land, buildings, permanent improvements, machinery, large tools, rolling and stationary equipment.

Capital Project Fund - A fund used to account for the acquisition and/or construction of major capital projects.

Cash Management - The management of cash necessary to pay for governmental services, while investing temporary cash excesses to earn interest revenue. Cash Management refers to the activities of forecasting cash flows, improving cash availability for investment, and establishing and maintaining banking relationships.

Category - A consolidation of expenditures to measure personnel, operations, capital, contingency, special appropriations, debt services, and transfers.

Contingency - A budgetary reserve set aside for emergencies or unforeseen expenditures not otherwise budgeted.

Comprehensive Plan - A plan adopted by the Town Board in 2020 (as an update to the 1993 General Plan) that outlines the Town's long-term goals.

More information can be found at: <https://www.Townofdavidson.org/compplan2020>

Debt Service - The Town's obligation to pay the principal and interest of all debt instruments according to a pre-determined payment schedule.

Department - An organizational unit responsible for carrying out a major governmental function.

Depreciation - The process of estimating and recording the expired useful life, or diminution of service from a capital asset that cannot or will not be restored by repair and must be replaced. The cost of the capital asset's lost usefulness is depreciation or the cost to the reserve to replace the item at the end of its useful life.

Encumbrance - The commitment of appropriated funds to purchase an item or services. To encumber funds is to set aside or commit funds for future expenditures.

Estimated Revenue - The amount of projected revenue to be collected during the fiscal year. The amount of revenue appropriated is the amount approved by the Town Board.

ETJ - The acronym used for extraterritorial jurisdiction.

Expenditure - The outflow of funds for assets that are incurred, or goods and services obtained regardless of when the expense is actually paid. This term applies to all funds.

Financial Forecast - A five-year projection of budgeted revenues and expenditures, including operating and capital expenditures.

Fiscal Policy - The financial plan embracing the general goals and acceptable procedures of a governmental unit.

Fiscal Year (FY) - The time designating the beginning and the ending period for recording financial transactions. The Town of Davidson's fiscal year begins July 1st and ends June 30th.

FTE - The acronym used for Full-Time Equivalent as it relates to employees.

Function - A group of related programs crossing organizational (departmental) boundaries and aimed to accomplishing a broad goal, or a major service.

Fund - An accounting entity that possesses a set of self-balancing accounts and records all financial transactions for specific activities or government functions.

Fund Balance - Fund balance is the amount of assets more than the liabilities or appropriated for expenditures and is therefore also known as surplus funds.

Fund Balance Appropriated - A budgetary amount representing the fund's equity to be used to offset expenditures. Fund balance appropriated cannot exceed the sum of cash and investments less the sum of liabilities, encumbrances, and deferred revenues arising from cash receipts, as those figures stand at the close of the fiscal year preceding the budget year.

General Accepted Accounting Principles (GAAP) - Uniform minimum standards of guidelines for financial accounting and reporting. GAAP encompasses the conventions, rules, and procedures necessary to define accepted accounting practices.

GS - The acronym used for the General Statutes adopted by the North Carolina General Assembly.

General Fund - The main operating fund within the Town, the General Fund accounts for most of the financial resources of the government. General Fund revenues include property taxes, licenses, and permits, local taxes, and other revenues. This fund includes basic governmental services, such as fire and police protection, public works, parks and recreation, administration, planning, economic development, and travel and tourism.

General Ledger - A file that contains a listing of the various accounts necessary to reflect the financial position of the government.

GFOA - The acronym used for Government Finance Officers Association of the United States and Canada.

Governmental Fund - Funds generally used to account for tax-supported activities. There are five types of governmental funds: the general fund, special revenue funds, debt service funds, capital project funds, and permanent funds.

Grant - A contribution by a government or other organization to support a particular function. Grants may be classified as either categorical or block, depending upon the amount of discretion allowed by the grantee.

Inflation-adjusted revenue neutral tax rate - The tax rate calculation developed by Town staff, in revaluation years, recognizes the cost of doing business has increased since the last revaluation period. The rate is calculated by modifying the traditional revenue neutral tax rate by inflation that has occurred since the last revaluation date.

Inter-fund Transfers - Amounts transferred from one fund to another.

Intergovernmental Revenue - Revenue received from another government for a specified purpose.

Investment Earnings - Revenue earned on investments with a third party. The Town uses the North Carolina Capital Management Trust as authorized by general statute to invest funds. The interest earned is then allocated back to individual funds by average cash balance in the fund.

Levy - To impose taxes, special assessments, or services charged for the support of Town activities.

Local Government Budget and Fiscal Control Act (LGBFCA) - This act governs all financial activities of local governments within the State of North Carolina.

Long Term Debt - Debt with a maturity of more than one year after the date of issuance.

LUESA- Land Use and Environmental Services Agency

Maturities - The dates on which the principal or stated values of investments or debt obligations become due and/or may be reclaimed.

Modified Accrual Accounting - The accounting approach under which: 1) revenues are recognized in the accounting period in which they become measurable and available to pay liabilities of the current period; 2) expenditures are recognized in the accounting period in which a fund liability is incurred, and unmatured principal and interest on general long-term debt is recognized when due.

NC – North Carolina

NCDOT - This acronym is short for North Carolina Department of Transportation.

Net Budget - The total amount of revenues and expenditures for the General Fund and all special Revenue funds except for the Capital Reserve Fund.

Operating Expenses - The portion of the budget pertaining to the daily operations that provide basic governmental services. The operating budget contains appropriations for such expenditures as supplies, utilities, materials, and travel.

Operating Fund - A fund to account for operating activities that generally result from providing services and producing and delivering goods and include all transactions and other events that are not identified as capital and related financing, noncapital financing, or investing activities.

Operating Transfer - Routine and/or recurring transfer of assets between funds.

PAVE Act - Funding from a new county-wide 1-cent sales tax that begins July 1, 2026 in Mecklenburg County authorized by North Carolina's PAVE Act in 2025. Allocation of the revenue includes 40% for Rail and 20% for Bus which will be overseen by the Metropolitan Public Transportation Authority (MPTA). The remaining 40% for Roads will be distributed to the towns and used to fund roadways, intersections, sidepaths, and other roadway infrastructure.

Peer Group - Other municipalities in the State of North Carolina with a population between 10,000 and 50,000.

Powell Bill - Funding from the state restricted for maintenance of local streets.

Project Fund - A multi-year fund used to account for the revenues and expenditures of a specified project that only exists until the project is completed.

Property Taxes - Property taxes are levied on both real and personal property according to the property's valuation and tax rate.

Reserve - A portion of fund balance earmarked to indicate what is not available for expenditure or is legally segregated for a specific future use.

Restricted Intergovernmental Revenues - Grants, entitlements, and shared revenues which are recorded in the appropriate fund and classified both by source and function for which the revenues are to be spent.

Resources - Assets that can be used to fund expenditures. These can be such things as property taxes, user fees, beginning fund balance, or working capital.

Revaluation - Assignment of value to all real properties, including land, homes, and commercial buildings by the Mecklenburg and Iredell County Tax Assessor's Offices. Under State law, all property must be revalued no less frequently than once every eight years. Mecklenburg and Iredell are currently on four-year cycles. The last revaluation was 2023. The next revaluation for is scheduled for 2027.

Revenue - Funds which the government receives as income, including tax payments, fees from specific services, receipts from other governments, fines, grants, shared revenues, and interest income.

Revenue Neutral - The revenue amount achieved after a property revaluation when the new property tax rate generates the same property tax revenue as the previous year, plus normal growth.

Right-of-Way (ROW) Acquisition - Purchase of property needed by the Town to perform road improvement projects and/or protection of right-of-way for future highway projects.

Source of Revenue - Revenues that are classified according to their source or point of origin.

Special Assessment - A compulsory levy made against certain properties to defray part or all the cost of a specific improvement or service, which is deemed to primarily benefit those properties.

Special Revenue Fund - A fund used to account for the revenues from specific sources that are to be used for legally specified expenditures.

Tax Base - The assessed valuation of all taxable real and personal property within the Town's corporate limits.

Unencumbered Balance - The amount of an appropriation that is neither expended nor encumbered. It is the amount of money still available for expenditures.

US - United States



New Davidson Fire Station 1: Operational Needs and a Modern Public Safety Facility

May 26, 2026

Background

- The Davidson Fire Department began to transition to a paid municipal department with full-time staff began in 2017 with 3 full-time engineers. Today there are 15 full-time employees assigned to three shifts and along with approximately 80-100 part-time employees to cover the required shifts 365/24/7.
- Public discussions (board meetings, public meetings, etc.) about public facilities bonds in 2017 describe a need to “improve living quarters, restrooms, and kitchen” for the fire station.
- Current fire station 1 is 35 years old, was not designed for a career fire department, and does not include many of the recommended safety and wellness features that are standard in fire stations today.
- In 2022 as the overall public facilities project progressed, the Town decided not to spend the planned \$500,000 on renovations to existing Fire Station knowing the best solution was a new station in a better location.
- A space needs/feasibility analysis is conducted by local architectural firm specializing in fire station design, ADW.
- The question of whether to renovate the existing station or build a new one was addressed before the Board of Commissioners in April 2023. Based on site limitations and overall cost comparisons, the Town determined a new station to be a better long-term investment.

Key public discussion and decision points for the Fire Station 1 project include:

- Town board approves purchase of property on Griffith Street for future Station 1 on September 26, 2023.
- RFP for Design Services approved on April 8, 2025.
- Contract for Phase I Design Services with Stewart Cooper Newell approved on October 28, 2025.

- Construction Manager at Risk (CM@R) approved February 24, 2026.

Why a New Fire Station Matters

The proposed Fire Station 1 is more than a replacement facility—it is a critical investment in firefighter health, safety, operational readiness, and long-term service delivery. As noted above, since 2017, the Fire Department has evolved from a primarily part-time organization with three full-time Battalion Chiefs to a 24/7 career-staffed operation with 15 full-time personnel. At the same time, call volume and the complexity of service demands have continued to grow, increasing the need for a facility designed to support today's workforce and emergency response requirements.

In addition to operational needs, a new station would improve response safety by reducing apparatus movements through the increasingly congested Jackson Street corridor as Griffith Street has long been determined to be a better, more strategic location for Fire Station 1's response area. It would create opportunities for future Police Department expansion and storage needs in the vacated current Fire Station 1 location. This expansion plan creates 50-to-75-year facility solutions for both the Fire and Police departments.

I. Protecting Firefighter Health and Wellness

Firefighters face elevated risks from occupational cancer and behavioral health challenges due to repeated exposure to hazardous environments and traumatic incidents. A landmark NIOSH study found firefighters experience a **9% higher rate of cancer diagnoses** and a **14% higher rate of cancer-related deaths** than the general population. Research also shows firefighters face elevated risks of PTSD, depression, anxiety, substance misuse, and suicide.

Modern fire stations are increasingly designed to address these risks through:

a. Cancer Prevention & Contamination Control

- Hot/Warm/Cold zone separation to limit contaminant exposure
- Gear decontamination, washing, and drying facilities
- Vehicle exhaust extraction systems
- Dedicated shower and transition areas
- Ventilation systems that isolate contaminated spaces

b. Sleep Health & Mental Wellness

- Individual bunk rooms and reduced-disruption alerting systems
- Quiet wellness spaces for decompression and peer support
- Natural daylight and outdoor gathering areas
- Enhanced privacy and accommodations for a diverse workforce

c. Fitness, Safety & Recruitment

- Functional fitness and rehabilitation space
- Ergonomic design to reduce injuries
- Modern living, training, and meeting facilities
- Flexible space to support future staffing and operational growth

II. Long-Term Community Investment

New Fire Station1 is not simply a building to house apparatus. It is an essential public safety facility that supports firefighter health and wellness, improves recruitment and retention, enhances operational efficiency, and positions the Town to meet future emergency service demands. By incorporating contemporary health, safety, and resiliency standards, the facility will help protect personnel, improve service delivery, and serve the community for decades to come.



April 14, 2026

**SECOND TUESDAY MEETING
TOWN OF DAVIDSON BOARD OF COMMISSIONERS**

The Town of Davidson Board of Commissioners held its regularly scheduled meeting on Tuesday, April 14, 2026, in the Town Hall and Community Center Council Chamber. Present were Mayor Rusty Knox, Commissioners Ryan Fay, Steve Justus, Tracy Mattison-Brandon, Autumn Rierson Michael, and Connie Wessner. Town Manager Jamie Justice, Assistant Town Manager Austin Nantz, Town Attorney Kevin Bringewatt, and Town Clerk Betsy Shores were also present.

- **CALL TO ORDER**

Mayor Knox called the meeting to order at 6:00 p.m.

- **ANNOUNCEMENTS/PROCLAMATIONS/ACKNOWLEDGEMENTS**

Town Clerk/Communications Director Betsy Shores announced the following:

The Town of Davidson, Davidson Lands Conservancy (DLC), and Davidson College invite the community to a combined celebration of Earth Day and the DLC NatureFest on Saturday, April 18, from 10:00 a.m. to 1:00 p.m. on the Davidson Town Green. This expanded event brings together wildlife encounters, hands on environmental activities, and sustainability education for all ages.

The Earth Day portion of the festival features more than 20 exhibits on topics such as pollinators, composting, recycling, aquaponics, waste reduction, wildlife friendly landscaping, and climate action. Town staff will be available to discuss local climate initiatives, tree care, electric landscape equipment, and electric vehicles. Interactive exhibits and hands on demonstrations throughout the festival reflect the 2026 EarthDay.org theme Our Power, Our Planet, showing how collective leadership and individual choices can contribute to community-wide environmental impact. Participants who walk or bike to the festival or complete a Learning Passport will be entered into a raffle.

Town of Davidson and Town of Cornelius residents are invited to the Charlotte Knights game on Thursday, April 23, 2026, for the Cornelius/Davidson Town Takeover event. Join us at the ballpark as we bring together the Cornelius and Davidson communities for a town appreciation event! The Charlotte Knights will host the Nashville Sounds at 7:04 PM, with the first pitch thrown by Town of Davidson Mayor Rusty Knox, special recognition for Cornelius/Davidson organizations at the end of the fourth inning, and the Bailey Middle School chorus will be singing both the National Anthem as well as God Bless America.

Mark your calendars for April 24 – April 26 to celebrate April is for Arts in the Town of Davidson. Join us on Friday, April 24, for the annual Gallery Crawl from 6:00 p.m. to 9:00 p.m. Davidson's

establishments from our historic Main Street over to South Main will feature artists displaying their work, including some that will be featured at Art on the Green.

Art on the Green, Davidson's largest annual arts festival, will be held on Saturday, April 25 from 10:00 a.m. to 5:00 p.m. and Sunday, April 26 from 12:00 p.m. to 4:00 p.m. This juried art festival features booths filled with top-quality art works from artists throughout the region. The weekend includes musical performances by a variety of local talents and a host of food choices from both on-site vendors and area restaurants. Join us for an exciting weekend filled with visual, musical and culinary arts!

April is for Arts concludes with a Concert on the Green, Sunday, April 26 from 6:00 p.m. to 8:00 p.m. featuring the Davidson College Symphony & Orchestra. Pack a picnic or purchase food from our local restaurants that will be open that evening to enjoy on the Town Green!

Mayor Knox read a proclamation for **Earth Day**.

Mayor Knox and the Board of Commissioners acknowledged the passing of Cary Johnston, Former Town of Davidson Commissioner, 2003 - 2007, and the passing of Wilson Sadler, Former Town of Davidson Fire Chief.

- **CHANGES/ADOPTION OF THE AGENDA**

There were no changes to the agenda.

Mayor Pro Tem Rierson Michael made a motion to adopt the agenda. The motion passed unanimously (5-0).

- **PRESENTATION**

The Davidson Police Department held a promotion ceremony for Captain Greg Frostbutter, Lieutenant Nicholas Bockler, Sergeant Kenny McDaniel, and Corporal Breana Green.

The Davidson Police Department recognized Sergeant Kaitlin Abert, Sergeant Joseph Squashic, and Corporal Andrew Heitmann for receiving their Advanced Law Enforcement Certification. The North Carolina Criminal Justice Education and Training Standards Commission offers the Professional Certificate Program to recognize the level of competency of officers serving governmental agencies within the State, to foster increased interest in college education and professional training programs, and to attract highly qualified people into law enforcement and criminal justice careers. Eligibility for professional certificates is determined by a formula that combines formal education, professional training, and work experience in law enforcement.

- **BUSINESS ITEMS**

(a) Town Manager Justice discussed with the Board the **proposed Tree Canopy Assistance Program**, to protect and improve the existing tree canopy to enhance the health and quality of life of citizens; maintain or increase the tree cover in all areas of the planning jurisdiction; and

preserve and enhance the natural environment. The Program will provide certified arborist services and tree canopy work to income-qualified homeowners whose trees pose a risk to people or property. Because pruning or removing trees can cost thousands of dollars, the Program helps reduce barriers to proper tree care. The Town Arborist will determine eligible tree care activities, including tree assessments, pruning, removing hazardous trees, and replanting, to enhance the community's overall canopy health. The Board of Commissioners will consider approval of the Tree Canopy Assistance Pilot Program on the consent agenda at the April 28 Board meeting.

(b) Assistant Town Manager Austin Nantz presented a request for **funding from Habitat for Humanity of the Charlotte Region** to support a triplex development in the Town of Davidson and in Iredell County. The project recently secured \$50,000 from the Davidson Community Foundation. Down Payment Assistance would be provided to income-qualified buyers as 30-year forgivable loans, with mortgage payments capped at 30% of household income and secured by a Deed of Trust. The Board of Commissioners will be asked to consider approval of \$100,000 for Down Payment Assistance for Habitat for Humanity of the Charlotte Region's triplex development on Shearer Street at the April 28 Board meeting.

- **SUMMARIZE MEETING ACTION ITEMS**

Town Manager Justice summarized the meeting action items.

- **CLOSED SESSION**

Mayor Pro Tem Rierson Michael made a motion to move to closed session per NCGS §143-318.11 (a) (5) – Real Property and NCGS §143-318.11. (a) (6) – Personnel and invited Human Resources Director Amber Levi to join the closed session at 6:50 p.m. The motion passed unanimously (5-0).

Commissioner Wessner made a motion to end the closed session and return to open session at 8:22 p.m. The motion passed unanimously (5-0).

- **ADJOURN**

Mayor Pro Tem Rierson Michael made a motion to adjourn the meeting. The motion passed unanimously (5-0).

The meeting adjourned at 8:24 p.m.

Attest:

Elizabeth K. Shores
Town Clerk

Rusty Knox
Mayor



April 28, 2026

**FOURTH TUESDAY MEETING
TOWN OF DAVIDSON BOARD OF COMMISSIONERS**

The Town of Davidson Board of Commissioners held its regularly scheduled meeting on Tuesday, April 28, 2026, in the Town Hall and Community Center Council Chamber. Present were Mayor Knox, Commissioners Ryan Fay, Steve Justus, Tracy Mattison-Brandon, Autumn Rierson Michael, and Connie Wessner. Town Manager Jamie Justice, Assistant Town Manager Austin Nantz, Town Attorney Karen Wolter, and Town Clerk Betsy Shores were also present.

- **CALL TO ORDER**

Mayor Knox called the meeting to order at 6:00 p.m.

- **ANNOUNCEMENTS/PROCLAMATIONS**

Town Clerk/Communications Director Betsy Shores announced the following:

Kick off May with a jam-packed weekend in Davidson! Join us on Friday, May 1, from 5:00 p.m. – 7:00 p.m. for First Fridays along Main Street in Downtown Davidson and South Main Street. This is a gallery crawl type of event showcasing artworks from local artists, music, and shopping, as most of our businesses will stay open until 7:00 p.m.

On Saturday, May 2, come out to the Town Green for the Annual Town Day Event and Lake Norman Bike Expo. Join us from 10:00 a.m. to 2:00 p.m. for family-friendly activities and educational opportunities from the Town and local organizations. The Lake Norman Bike Expo will take place from 10:00 a.m. to Noon and will feature a community bike ride, demos from area bike shops, bike safety and maintenance, and information about the best places to ride your bike in the North Mecklenburg region.

On Saturday evening, head over to the Circles @ 30 for a concert with Hard 2 Handle, a Black Crowes tribute band. An opener will start at 5:00 p.m. with the headliner performing from 7:00 p.m. – 9:00 p.m.

Get ready to travel to a galaxy far, far away this summer as the Town of Davidson, in partnership with Ben & Jerry's, proudly presents the Star Wars Summer Movie Series - a free, family-friendly outdoor film experience on the first Monday of the month from May through October. Bring your blankets and lawn chairs to enjoy six iconic films from the legendary Star Wars saga under the stars. Each movie night will feature trivia, prizes, and a fun community atmosphere, capped off with a movie at dusk. Join us on Monday, May 4 – Star Wars: Episode IV – A New Hope, in the parking lot between Ben & Jerry's and Summit Coffee.

On Wednesday, May 6, Davidson school children will join families from around the country to participate in National Bike and Walk to School Day. Parents can contact their child's school to see what is being planned.

National Bike to Work Week will take place, Monday, May 11 - Friday, May 17. Some employers offer incentives, so check with your human resources department for details. We also encourage residents to ride bikes throughout Town for any errands and outings.

Mark your calendar for Tuesday, May 19, from 6:00 p.m. – 8:00 p.m. for the 2nd Annual SpringFest at the River Run Athletic Park. This family-friendly community event features demonstrations from Davidson Police, Fire, and Public Works, along with other area first responders. Join us for a community meal and an opportunity to chat with the Mayor and Board of Commissioners.

Mayor Knox read proclamations for **Affordable Housing Awareness Month, National Bike Month, Professional Municipal Clerks Week (May 3 - May 9), and Small Business Week (May 4 - May 9).**

- **CHANGES/ADOPTION OF THE AGENDA**

No changes to the agenda.

Commissioner Mattison Brandon made a motion to adopt the agenda. The motion passed unanimously (5-0).

- **PUBLIC COMMENT**

The public comment period opened at 6:14 p.m. and closed at 6:34 p.m. Six people spoke during the public comment period.

Steve Sonnenberg spoke about the NC General Assembly Property Tax Reform.

David Martin, Christina Clayton, and Leah Winchester spoke about amendments to the Town of Davidson Municipal Ordinance to address cat colonies.

Amy Doughten, on behalf of Roni LaBarbera and Elizabeth Martin, was allotted 6 minutes and spoke as a representative of Cats of Davidson and amendments to the Town of Davidson Municipal Ordinance to address cat colonies.

James Lush spoke about parking concerns with new businesses along Main Street.

- **CONSENT AGENDA**

Approval of Draft March Meeting Minutes

Approval of Midterm Appointment to the Sustainability Board

Approval of Resolution 2026-08 to exempt the Spirited Cyclist Club event, Lake Norman Fondo, on August 16, 2026 from Section 54-1 of the Davidson Municipal Code

Approval of Resolution 2026-09 to exempt the Davidson Lands Conservancy event, Run for Green, on September 26, 2026 (Rain Date: Saturday October 17, 2026) from Section 54-1 of the Davidson Municipal Code

Commissioner Wessner made a motion to approve the consent agenda. The motion passed unanimously (5-0).

- **BUSINESS ITEMS**

(a) Assistant Town Manager Austin Nantz reviewed with the Board a **request for funding for Down Payment Assistance for income-qualified affordable buyers for Habitat for Humanity of the Charlotte Region's** triplex development in the Town of Davidson and in Iredell County. As Mecklenburg County HOMES funds are not available due to the location, Habitat has requested additional funding from community partners including the Davidson Community Foundation (DCF), The Peninsula Foundation and others. So far, Habitat has a commitment of \$50,000 from DCF (contingent upon the Town investing at least that amount) and \$10,000 from the Peninsula Foundation, which is not contingent upon a match by the Town. For the Town's participation, Down Payment Assistance will be provided to income-qualified affordable buyers as 30-year forgivable loans, with mortgage payments capped at 30% of household income and secured by a Deed of Trust.

Commissioner Justus made a motion to reallocate \$100,000 from the FY2026 Affordable Housing budget from Critical Home Repair to Down Payment Assistance to be utilized for income-qualified affordable buyers for Habitat for Humanity of the Charlotte Region's triplex development on Shearer Street.

After discussion from the Board, Commissioner Justus made a motion to call the question. The motion passed unanimously (5-0)

The first motion passed (4-1) with Mayor Pro Tem Rierson Michael, and Commissioners Fay, Justus, and Mattison-Brandon voting yes and Commissioner Wessner voting no.

(b) Parks & Recreation Director Leslie Willis presented an update on the **2024 Parks and Recreation Master Plan**, a comprehensive 10-year strategic framework guided by the 7 Dimensions of Wellness. The plan outlines key recommendations across three primary areas: system improvements focused on connectivity and access, facility enhancements addressing parks and infrastructure, and program development aimed at expanding recreational opportunities and community engagement.

(c) Town Manager Justice discussed with the Board the **NC Constitutional Amendment Proposal from the NC House Select Committee on Property Tax Reduction and Reform** to consider property tax issues. On April 15th, the N.C. House property tax committee members advanced a draft constitutional amendment on a split vote. Meeting for the last time before the start of the legislative Short Session, the House Select Committee on Property Tax Reduction and Reform gave its stamp of approval to previously released language that would result in limits on local property tax levies. With the committee's affirmative vote, the draft language is eligible for introduction in the upcoming legislative session, which began April 21.

Specifically, the proposal would direct legislators to limit the amount of tax collections from one

year to the next, if voters approved a state constitutional amendment written to say, "The General Assembly shall enact general laws limiting the amount by which the levy of taxes on property may increase, which may include exceptions." Legislators could pass those general laws this short session, making them effective upon voter approval of the amendment.

Property taxes pay for key services residents and businesses expect, such as public safety, which typically makes up over 50 percent of a municipality's budget.

- **CLOSED SESSION**

Mayor Pro Tem Rierson Michael made a motion to move to closed session per NCGS §143-318.11 (a) (4) – Economic Development and invited Economic Development Director Kim Fleming and Planning Director Jason Burdette to join the closed session at 7:30 p.m. The motion passed unanimously (5-0).

Commissioner Wessner made a motion to end the closed session and return to open session at 8:16 p.m. The motion passed unanimously (5-0).

- **ADJOURN**

Commissioner Mattison Brandon made a motion to adjourn the meeting. The motion passed unanimously (5-0).

The meeting adjourned at 8:18 p.m.

Attest:

Elizabeth K. Shores
Town Clerk

Rusty Knox
Mayor

Month	2 nd Tuesday Regular Meeting* 6:00 pm	4 th Tuesday Regular Meeting** 6:00 pm
January	13	27
February	10	24
March	10	24
April	14	28
May	12	26
June	9	23-30
July	No Meeting	28 No Meeting
August	11	25
September	8	22
October	13	27
November	10 <i>Regular Meeting with Public Comment</i>	No Meeting
December	8 <i>Regular Meeting with Public Comment</i>	No Meeting
Special Meetings	February 11 - 13 Strategic Retreat Pinehurst, NC March 4 at 5:30 p.m. Strategic Plan Work Session Room 120	

**4th Tuesday of the month is a regular meeting with Public Comment

Consider for approval on May 26, 2026

This Termination Agreement (this "Termination Agreement") for the Transit Governance Interlocal Agreement (the "Transit Agreement"), is entered into as of _____, 2026, by and among the **COUNTY OF MECKLENBURG** (the "County"), a political subdivision of the State of North Carolina, the **CITY OF CHARLOTTE** (the "City"), a municipal corporation organized under the laws of the State of North Carolina, and such other **MUNICIPAL CORPORATIONS ORGANIZED UNDER THE LAWS OF THE STATE OF NORTH CAROLINA LISTED IN SECTION III OF THE TRANSIT AGREEMENT** (each a "Town" and collectively, the "Towns") who are signatories to this Agreement (together the City, County, and Towns are the "Parties").

WITNESSETH:

WHEREAS, the Parties entered into the Transit Agreement, dated February 16, 1999 and later amended in 2005 and 2024, to provide the relationships and mechanisms to guide the planning, financing, and implementation of an effective, efficient, responsive, and accountable integrated regional transit system; and

WHEREAS, the transit system established pursuant to the Transit Agreement came to be known as the Charlotte Area Transit System ("CATS"), and operated as a public enterprise and department of the City; and

WHEREAS, the Transit Agreement created an intergovernmental body known as the Metropolitan Transit Commission (the "MTC"), which was responsible for, among other things, reviewing and recommending long-range public transportation plans and approving the operating and capital program budgets for CATS; and

WHEREAS, pursuant to authority in Session Law 2025-39 (the "Act"), the County has levied an additional one percent (1%) sales and use tax, effective as of July 1, 2026 (the "Tax Levy Date"), and has created a new Metropolitan Public Transportation Authority (the "MPTA"); and

WHEREAS, the Act also amends the laws governing funding for public transportation in the County; requires all or a portion of CATS to be transferred to the MPTA; and requires the termination of the Transit Agreement and the dissolution of the MTC by the Tax Levy Date; and

WHEREAS, the purpose of this Termination Agreement is to define an orderly process for the termination of the Transit Agreement and the dissolution of the MTC in accordance with the Act; and

WHEREAS, under Section X.D of the Transit Agreement, the Transit Agreement can be terminated with the consent of the City, the County and at least three-quarters of the Towns; and

WHEREAS, the Parties hereto have the power pursuant to Section 153A-445(a)(1) and Article 20 of Chapter 160A of the North Carolina General Statutes to perform jointly any function that they have the power to perform alone, or to contract with one another for the performance of any governmental function that they have the power to perform alone, and to enter into contracts and agreements to specify the details of these joint undertakings; and

NOW, THEREFORE, in consideration of the premises and the fulfillment of the terms of this Agreement, the Parties hereto agree as follows:

I. **Purpose**

The purpose of this Termination Agreement is to define a process for the termination of the Transit Agreement and the dissolution of the MTC. Section 6.4(9) of the Act directs the Parties to draft the Termination Agreement by July 1, 2026.

II. **Termination of Transit Agreement**

- A. **Effective Date** – Pursuant to the Act and this Termination Agreement, the Transit Agreement will terminate as of the Tax Levy Date.
- B. **Specific Obligations** – All provisions of and requirements of the Transit Agreement are terminated by this Termination Agreement. For clarity, but not for the purpose of any limitation, termination of the following requirements of the Transit Agreement are addressed specifically:
 - 1. **Debt Obligations Terminated** – The Transit Agreement contained provisions establishing the Parties’ responsibility for repayment of transit debt issued during the period in which the Transit Agreement was in place. The Parties agree that the Act contains provisions, which sufficiently identify responsibility for transit debt, or debt issued previously pursuant to the Transit Agreement. Therefore, the requirements of Section X.D and X.E of the Transit Agreement concerning responsibility for debt repayment are terminated as of the Tax Levy Date.
 - 2. **Maintenance Of Effort Obligations Terminated** – Section VIII.C of the Transit Agreement required each party to transfer a “maintenance of effort” payment to the City each year. Section 6.4(9) of the Act directs the Parties to repeal the maintenance of effort requirements of the Transit Agreement. Therefore, pursuant to the Act and the Termination Agreement, the requirements of Section VIII.C concerning maintenance of effort obligations are terminated as of the Tax Levy Date.

III. **MTC Dissolution**

- A. **Dissolution Date** – Pursuant to the Act, the MTC shall be dissolved as of the Tax Levy Date. Any power, authority, responsibility, obligation, or committee of the MTC shall also terminate as of the Tax Levy Date.

IN WITNESS WHEREOF, the Parties hereto have caused this Termination Agreement to be executed effective as of the day written above by authority duly granted by the governing boards of the Parties.

[SIGNATURES BEGIN ON FOLLOWING PAGE]

COUNTY OF MECKLENBURG

Name: _____

Title: _____

(SEAL)

Clerk to the Board

Approved as to form:

County Attorney

This instrument has been preaudited in the manner required by the Local Government Budget and Fiscal Control Act.

Director of Finance
Mecklenburg County

CITY OF CHARLOTTE

Name: _____

Title: _____

(SEAL)

City Clerk

This instrument has been preaudited in the manner required by the Local Government Budget and Fiscal Control Act.

Director of Finance
City of Charlotte

TOWN OF CORNELIUS

Name: _____

Title: _____

(SEAL)

Clerk to the Town

This instrument has been preaudited in the manner required by the Local Government Budget and Fiscal Control Act.

Director of Finance
Town of Cornelius

TOWN OF DAVIDSON

Name: _____

Title: _____

(SEAL)

Clerk to the Town

This instrument has been preaudited in the manner required by the Local Government Budget and Fiscal Control Act.

Director of Finance
Town of Davidson

TOWN OF HUNTERSVILLE

Name: _____

Title: _____

(SEAL)

Clerk to the Town

This instrument has been preaudited in the manner required by the Local Government Budget and Fiscal Control Act.

Director of Finance
Town of Huntersville

TOWN OF MATTHEWS

Name: _____

Title: _____

(SEAL)

Clerk to the Town

This instrument has been preaudited in the manner required by the Local Government Budget and Fiscal Control Act.

Director of Finance
Town of Matthews

TOWN OF MINT HILL

Name: _____

Title: _____

(SEAL)

Clerk to the Town

This instrument has been preaudited in the manner required by the Local Government Budget and Fiscal Control Act.

Director of Finance
Town of Mint Hill

TOWN OF PINEVILLE

Name: _____

Title: _____

(SEAL)

Clerk to the Town

This instrument has been preaudited in the manner required by the Local Government Budget and Fiscal Control Act.

Director of Finance
Town of Pineville



**RESOLUTION 2026-10
TO RATIFY THE TERMINATION AGREEMENT FOR THE TRANSIT GOVERNANCE
INTERLOCAL AGREEMENT**

WHEREAS, the Board of Commissioners of the Town of Davidson approved the original Transit Governance Interlocal Agreement, executed in February of 1999, between the County of Mecklenburg, Town of Cornelius, Town of Davidson, Town of Huntersville, Town of Matthews, Town of Mint Hill, Town of Pineville, and the City of Charlotte; and

WHEREAS, the Board of Commissioners of the Town of Davidson and the other parties have approved amendments to the Transit Governance Interlocal Agreement, executed in 2005 and 2024; and

WHEREAS, pursuant to authority in Session Law 2025-39 (the “Act”), the County has levied an additional one percent (1%) sales and use tax, effective as of July 1, 2026, and has created a new Metropolitan Public Transportation Authority (the “MPTA”); and

WHEREAS, the Act also amends the laws governing funding for public transportation in the County; requires all or a portion of the Charlotte Area Transit System (“CATS”) to be transferred to the MPTA; and requires the termination of the Transit Agreement and the dissolution of the MTC by the Tax Levy Date; and

WHEREAS, the purpose of the Termination Agreement is to define an orderly process for the termination of the Transit Governance Interlocal Agreement and the dissolution of the MTC in accordance with the Act; and

WHEREAS, to become effective, the Termination Agreement must be approved by the City, the County, and at least three-quarters of the six Mecklenburg County towns.

NOW THEREFORE, BE IT RESOLVED that the Board of Commissioners of the Town of Davidson hereby:

1. Ratifies the termination agreement for the Transit Governance Interlocal Agreement, as described above, between the City of Charlotte, County of Mecklenburg, Town of Cornelius, Town of Davidson, Town of Huntersville, Town of Matthews, Town of Mint Hill, and Town of Pineville; and
2. Authorizes the Town Manager or his designee to execute the termination agreement for the Transit Governance Interlocal Agreement, as described above, provided that the agreement is consistent with the terms presented to the Town Board and the purpose for which it was approved and that the County, the City, and at least three-quarters of the six Mecklenburg County Towns have approved such agreement.

Adopted on the ____ of _____ 2026

Attest:

Rusty Knox, Mayor

Elizabeth K. Shores
Town Clerk

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, 2026:

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

<u>Acct. No.</u>	<u>Account</u>	<u>Decrease</u>	<u>Increase</u>
10-80-6130-260	Supplies and Materials		\$5,400.00

A grant will be used to fund gymnasium equipment

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

<u>Acct. No.</u>	<u>Account</u>	<u>Decrease</u>	<u>Increase</u>
10-00-3431-315	Grants		\$5,400.00

A grant has been awarded to the Town for gymnasium equipment

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 26th day of May, 2026

By: _____

Rusty Knox

Mayor

ATTEST:

Elizabeth K. Shores

Town Clerk



April 29, 2026

Town of Davidson Board of Commissioners
251 South Street
Davidson, NC 28036

Dear Commissioners:

On June 4, Davidson Housing Coalition is hosting a block party for residents of our rental and landlease properties, our immediate neighbors in West Davidson, and Town residents at large. (You will all receive an electronic Save the Date card soon!) The event will include a food tent hosted by Davidson Presbyterian Church, music by Zeb Harrison and Sounds of Praise, and a sweet treat to be named later. This will be our fifth block party, and we are delighted to host it for the whole community!

We are changing things up a bit this year and moving the event at The Bungalows on Thursday, June 4, 2025 between 5 p.m. and 7 p.m. Because we expect the music could go over the decibel limit of 60 dBA for the Town of Davidson's sound ordinance, we would like to request a variance for this event.

In addition to requesting the variance, we also plan to alert neighbors within a three block radius of the event by placing flyers on their doorsteps, inviting them to the event and advising them of the additional noise days in advance of the event. Thank you for your consideration of this request! Please let me know what questions you have for me. (And I hope to see each of you there!)

Best,

A handwritten signature in black ink, appearing to read "Connie Wessner".

Connie Wessner
Executive Director

220-A Sloan Street
Davidson, NC 28036
(704) 892-4486

davidsonhousing.org

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, 2026:

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

<u>Acct. No.</u>	<u>Account</u>	<u>Decrease</u>	<u>Increase</u>
20-30-4710-440	Fund Balance Appropriated		\$200,000.00

Stormwater Fund balance will be used to fund Stormwater projects

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

<u>Acct. No.</u>	<u>Account</u>	<u>Decrease</u>	<u>Increase</u>
20-30-3990-980	Contract Services		\$200,000.00

Stormwater Fund balance will be used to fund Stormwater projects

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 26th day of May, 2026

By: _____

Rusty Knox

Mayor

ATTEST:

Elizabeth K. Shores

Town Clerk



AGENDA MEMO

To: Davidson Board of Commissioners
From: Lindsay Laird, Senior Planner
Date: May 26, 2026
Re: Historic Preservation Plan Annual Update

ITEM SUMMARY/OVERVIEW

Adopted in January 2023, the Davidson Historic Preservation Plan serves as a town-wide roadmap for historic preservation. It contains a set of preservation goals, values, and principles, and includes 56 action items to implement the plan. Implementation of the plan solidifies historic preservation as an important aim of the town.

The Town created an Implementation Guide after plan adoption to track progress towards plan implementation. This guide is updated annually with the latest information. The full Implementation Guide is included as an agenda attachment and is available on the Historic Preservation Plan webpage at www.townofdavidson.org/historicpreservationplan under the “Documents & Resources” tab.

ACTION/PROPOSED MOTION

This item is for discussion only.

RELATED TOWN GOALS

Strategic Plan Alignment

Well-Planned & Thriving Community - Cultivate a healthy, safe, and resilient Davidson.

Historic Preservation - Preserve the unique historic character of our Town, including its people, places, & stories.

Affordable Living & Housing - Support affordable living in Davidson by expanding and preserving affordable housing options and establishing strategic partnerships.

Economic Development - Attract diverse commercial development contributing to Davidson's unique economy and support new initiatives to create local jobs and add to the vibrancy of the community.

Operational Excellence - Provide efficient and high-quality public services and facilities through thoughtful and proactive planning, responsible stewardship of Town resources and a professional and committed workforce.

Core Values

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.

Davidson's traditional character is that of a small, historic college town, so land planning will reflect its historic patterns of village-centered growth including connection of neighborhoods, preservation of our historic resources, conservation of rural area, and provision of public spaces.

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 opportunities.

As home to Davidson College, the town will engage the college's faculty, staff and students in constructive communication and collaboration.

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

NEXT STEPS

Historic Preservation Plan Implementation Update



Lindsay Laird
Senior Planner
Board of Commissioners
May 26, 2026

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2026-2027 Strategic Plan Alignment

GOAL B: HISTORIC PRESERVATION

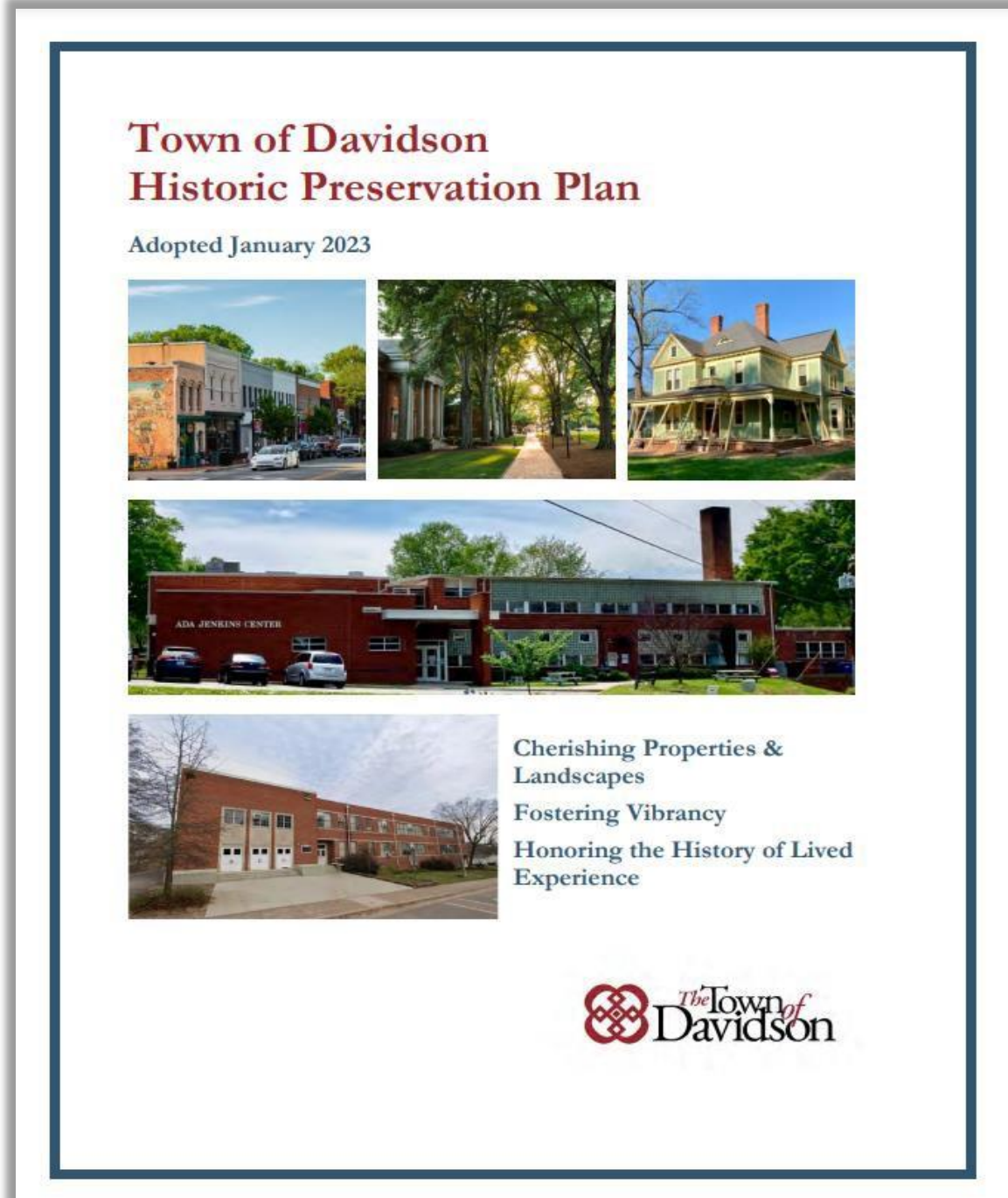
Preserve the unique historic character of our Town, including its people, places, & stories.

Strategies:

- Advance and realize priorities and track progress from the Historic Preservation Plan (HPP).
- Honor and share the diverse lived experiences of residents to inform our present and future, strengthen community identity, foster belonging, and build understanding.
- Model desired behaviors to support historic preservation efforts. Encourage citizen initiative and engagement to safeguard and steward the Town's historic resources through promotion of voluntary preservation, adaptive reuse, and community-led initiatives that protect architectural and cultural heritage and maintain the integrity of historic districts.



Historic Preservation Plan



Vision

We cherish our historic properties for their contribution to Davidson’s vibrant and unique character; and honor the history of the lived experiences of our residents.



Implementation Guide

The Historic Preservation Plan Implementation Guide is updated annually.

View the latest on the Historic Preservation Plan webpage.

Davidson Historic Preservation Plan Implementation Guide																		
Chapter	Action #	Action	Prioritization				Lead / Participating Parties								Status	Notes		
			Ongoing	Yes 1-3	Yes 4-7	Yes 8-10	Town	HPC	NC HPO	Landmarks	Pres NC	BOC	PB	Davidson College			DHS/Storytelling	
Ch 3: Tools for HP	3.3.A	Create an annual report to the Town Board of Commissioners tracking progress on implementation of this Historic Preservation Plan. Include topics in the North Carolina Comprehensive State Historic Preservation Plan supported by Davidson.	X				X	X									AA	
Ch 3: Tools for HP	3.3.B	Maintain participation in North Carolina's Certified Local Government (CLG) program. Reinforce the role and responsibilities of the HPC with periodic training provided to CLGs by the N.C. HPO and other organizations. Apply for CLG grant funding annually for projects identified by the HPC and Town Board of Commissioners.	X				X	X	X								IP	The Town is compliant with annual CLG requirements (training; annual reports; etc.); Currently exploring CLG grant funding for design standards in 2023/24
Ch 3: Tools for HP	3.3.C	Explore restructuring of the jointly appointed Historic Preservation Commission and Design Review Board.			X										X		IP	Currently researching options for DRB/HPC organization
Ch 3: Tools for HP	3.3.D	Prepare a yearly work plan utilizing public participation to identify priority projects for the HPC to work toward.	X				X	X							X		AA	
Ch 3: Tools for HP	3.4.A	Update and extend Davidson's inventory to the modern Town limits and beyond to include Davidson's entire Extraterritorial Jurisdiction. Make this information publicly available via online resources and mapping applications.		X	X		X										AA	
Ch 3: Tools for HP	3.4.B	Encourage Davidson College to survey its entire campus and consider listing as a historic district those portions determined eligible for the National Register.			X		X		X	X					X		AA	
Ch 3: Tools for HP	3.4.C	Update Davidson's current National Register nomination with a single revision to accomplish boundary adjustments, identify properties of statewide significance, and confirm all contributing structures. Start by adding the areas identified in the report to the N.C. HPO's study list.		X			X		X								AA	
Ch 3: Tools for HP	3.4.D	Add Lakeside Park to the N.C. HPO's study list for evaluation.		X			X		X								AA	
Ch 3: Tools for HP	3.4.E	Encourage other National Register nominations for properties that may be individually eligible, including the Davidson School and Armour Street Theatre, among others.			X		X		X								AA	

*AA = awaiting action, progress, C = complete



www.townofdavidson.org/historicpreservationplan

Historic Preservation Plan Implementation Update

How to use the Implementation Guide

Actions are arranged in order by HP Plan chapter.

Davidson Historic Preservation Plan Implementation Guide - 2026																		
Chapter	Action #	Action	Prioritization				Lead / Participating Parties								Status	Notes		
			Ongoing	Yrs 1-3	Yrs 4-7	Yrs 8-10	Town	HPC	NC HPO	Landmarks	Pres NC	BOC	FB	Dev College			DHS/Storytelling	
Ch 3: Tools for HP	3.3.A	Create an annual report to the Town Board of Commissioners tracking progress on implementation of this Historic Preservation Plan. Include topics in the North Carolina Comprehensive State Historic Preservation Plan supported by Davidson.	X				X	X									C/Ongoing	HP Plan Implementation presentations given to BOC annually since 2023.
Ch 3: Tools for HP	3.3.B	Maintain participation in North Carolina's Certified Local Government (CLG) program. Reinforce the role and responsibilities of the HPC with periodic training provided to CLGs by the N.C. HPO and other organizations. Apply for CLG grant funding annually for projects identified by the HPC and Town Board of Commissioners.	X				X	X	X								C/Ongoing	The Town has been compliant with annual CLG requirements (training; annual reports; etc.) since 2018.
Ch 3: Tools for HP	3.3.C	Explore restructuring of the jointly appointed Historic Preservation Commission and Design Review Board.			X								X				C/Ongoing	Based on best practices and legal guidance, staff undertook updates to the Davidson Planning Ordinance which make clear that the DRB is not quasi-judicial while the HPC is. Making these changes to DRB processes help differentiate the two boards. HPC training is ongoing (i.e., annual CLG & quasi-judicial trainings).
Ch 3: Tools for HP	3.3.D	Prepare a yearly work plan to identify priority projects for the HPC to work toward.	X				X	X					X				C/Ongoing	HP Plan Implementation presentations given to BOC annually since 2023.
Ch 3: Tools for HP	3.4.A	Update and extend Davidson's inventory to the modern Town limits and beyond to include Davidson's entire Extraterritorial Jurisdiction. Make this information publicly available via online resources and mapping applications.		X	X		X										AA	
Ch 3: Tools for HP	3.4.B	Encourage Davidson College to survey its entire campus and consider listing as a historic district those portions determined eligible for the National Register.			X		X		X	X				X			IP	Davidson College recently hired a Historic Sites Program Manager with a background in archaeology to help identify and interpret college-owned historic sites. This will aid in future historic preservation efforts on campus.
Ch 3: Tools for HP	3.4.C	Update Davidson's current National Register nomination with a single revision to accomplish boundary adjustments, identify properties of statewide significance, and confirm all contributing structures. Start by adding the areas identified in the report to the N.C. HPO's study list.		X			X		X								AA	Targeted for 2026/2027



How to use the Implementation Guide

Prioritization is listed as

- Ongoing
- Yrs 1-3
- Yrs 4-7
- Yrs 8-10

Davidson Historic Preservation Plan Implementation Guide - 2026																		
Chapter	Action #	Action	Prioritization				Lead / Participating Parties								Status	Notes		
			Ongoing	Yrs 1-3	Yrs 4-7	Yrs 8-10	Town	HPC	NC HPO	Landmarks	Pres NC	BOC	FB	Dev College			DHS/Storytelling	
Ch 3: Tools for HP	3.3.A	Create an annual report to the Town Board of Commissioners tracking progress on implementation of this Historic Preservation Plan. Include topics in the North Carolina Comprehensive State Historic Preservation Plan supported by Davidson.	X					X									C/Ongoing	HP Plan Implementation presentations given to BOC annually since 2023.
Ch 3: Tools for HP	3.3.B	Maintain participation in North Carolina's Certified Local Government (CLG) program. Reinforce the role and responsibilities of the HPC with periodic training provided to CLGs by the N.C. HPO and other organizations. Apply for CLG grant funding annually for projects identified by the HPC and Town Board of Commissioners.	X					X	X								C/Ongoing	The Town has been compliant with annual CLG requirements (training; annual reports; etc.) since 2018.
Ch 3: Tools for HP	3.3.C	Explore restructuring of the jointly appointed Historic Preservation Commission and Design Review Board.			X							X					C/Ongoing	Based on best practices and legal guidance, staff undertook updates to the Davidson Planning Ordinance which make clear that the DRB is not quasi-judicial while the HPC is. Making these changes to DRB processes help differentiate the two boards. HPC training is ongoing (i.e., annual CLG & quasi-judicial trainings).
Ch 3: Tools for HP	3.3.D	Prepare a yearly work plan to identify priority projects for the HPC to work toward.	X					X				X					C/Ongoing	HP Plan Implementation presentations given to BOC annually since 2023.
Ch 3: Tools for HP	3.4.A	Update and extend Davidson's inventory to the modern Town limits and beyond to include Davidson's entire Extraterritorial Jurisdiction. Make this information publicly available via online resources and mapping applications.		X	X												AA	
Ch 3: Tools for HP	3.4.B	Encourage Davidson College to survey its entire campus and consider listing as a historic district those portions determined eligible for the National Register.			X				X	X			X				IP	Davidson College recently hired a Historic Sites Program Manager with a background in archaeology to help identify and interpret college-owned historic sites. This will aid in future historic preservation efforts on campus.
Ch 3: Tools for HP	3.4.C	Update Davidson's current National Register nomination with a single revision to accomplish boundary adjustments, identify properties of statewide significance, and confirm all contributing structures. Start by adding the areas identified in the report to the N.C. HPO's study list.		X													AA	Targeted for 2026/2027



How to use the Implementation Guide

Davidson Historic Preservation Plan Implementation Guide - 2026																		
Chapter	Action #	Action	Prioritization				Lead / Participating Parties								Status	Notes		
			Ongoing	Yrs 1-3	Yrs 4-7	Yrs 8-10	Town	HPC	NC HPO	Landmarks	Pres NC	BOC	FB	Davidson College			DHS/Storytelling	
Ch 3: Tools for HP	3.3.A	Create an annual report to the Town Board of Commissioners tracking progress on implementation of this Historic Preservation Plan. Include topics in the North Carolina Comprehensive State Historic Preservation Plan supported by Davidson.	X				X	X									C/Ongoing	HP Plan Implementation presentations given to BOC annually since 2023.
Ch 3: Tools for HP	3.3.B	Maintain participation in North Carolina's Certified Local Government (CLG) program. Reinforce the role and responsibilities of the HPC with periodic training provided to CLGs by the N.C. HPO and other organizations. Apply for CLG grant funding annually for projects identified by the HPC and Town Board of Commissioners.	X				X	X	X								C/Ongoing	The Town has been compliant with annual CLG requirements (training; annual reports; etc.) since 2018.
Ch 3: Tools for HP	3.3.C	Explore restructuring of the jointly appointed Historic Preservation Commission and Design Review Board.			X								X				C/Ongoing	Based on best practices and legal guidance, staff undertook updates to the Davidson Planning Ordinance which make clear that the DRB is not quasi-judicial while the HPC is. Making these changes to DRB processes help differentiate the two boards. HPC training is ongoing (i.e., annual CLG & quasi-judicial trainings).
Ch 3: Tools for HP	3.3.D	Prepare a yearly work plan to identify priority projects for the HPC to work toward.	X				X	X						X			C/Ongoing	HP Plan Implementation presentations given to BOC annually since 2023.
Ch 3: Tools for HP	3.4.A	Update and extend Davidson's inventory to the modern Town limits and beyond to include Davidson's entire Extraterritorial Jurisdiction. Make this information publicly available via online resources and mapping applications.		X	X		X										AA	
Ch 3: Tools for HP	3.4.B	Encourage Davidson College to survey its entire campus and consider listing as a historic district those portions determined eligible for the National Register.			X		X		X	X				X			IP	Davidson College recently hired a Historic Sites Program Manager with a background in archaeology to help identify and interpret college-owned historic sites. This will aid in future historic preservation efforts on campus.
Ch 3: Tools for HP	3.4.C	Update Davidson's current National Register nomination with a single revision to accomplish boundary adjustments, identify properties of statewide significance, and confirm all contributing structures. Start by adding the areas identified in the report to the N.C. HPO's study list.		X			X		X								AA	Targeted for 2026/2027

The status of each action is listed as:

- Awaiting Action
- In Progress
- Complete/Ongoing



How to use the Implementation Guide

Davidson Historic Preservation Plan Implementation Guide - 2026																		
Chapter	Action #	Action	Prioritization				Lead / Participating Parties								Status	Notes		
			Ongoing	Yrs 1-3	Yrs 4-7	Yrs 8-10	Town	HPC	NC HPO	Landmarks	Pres NC	BOC	FB	Dev College			DHS/Storytelling	
Ch 3: Tools for HP	3.3.A	Create an annual report to the Town Board of Commissioners tracking progress on implementation of this Historic Preservation Plan. Include topics in the North Carolina Comprehensive State Historic Preservation Plan supported by Davidson.	X				X	X									C/Ongoing	HP Plan Implementation presentations given to BOC annually since 2023.
Ch 3: Tools for HP	3.3.B	Maintain participation in North Carolina's Certified Local Government (CLG) program. Reinforce the role and responsibilities of the HPC with periodic training provided to CLGs by the N.C. HPO and other organizations. Apply for CLG grant funding annually for projects identified by the HPC and Town Board of Commissioners.	X				X	X	X								C/Ongoing	The Town has been compliant with annual CLG requirements (training; annual reports; etc.) since 2018.
Ch 3: Tools for HP	3.3.C	Explore restructuring of the jointly appointed Historic Preservation Commission and Design Review Board.			X									X			C/Ongoing	Based on best practices and legal guidance, staff undertook updates to the Davidson Planning Ordinance which make clear that the DRB is not quasi-judicial while the HPC is. Making these changes to DRB processes help differentiate the two boards. HPC training is ongoing (i.e., annual CLG & quasi-judicial trainings).
Ch 3: Tools for HP	3.3.D	Prepare a yearly work plan to identify priority projects for the HPC to work toward.	X				X	X							X		C/Ongoing	HP Plan Implementation presentations given to BOC annually since 2023.
Ch 3: Tools for HP	3.4.A	Update and extend Davidson's inventory to the modern Town limits and beyond to include Davidson's entire Extraterritorial Jurisdiction. Make this information publicly available via online resources and mapping applications.		X	X		X										AA	
Ch 3: Tools for HP	3.4.B	Encourage Davidson College to survey its entire campus and consider listing as a historic district those portions determined eligible for the National Register.			X		X		X	X					X		IP	Davidson College recently hired a Historic Sites Program Manager with a background in archaeology to help identify and interpret college-owned historic sites. This will aid in future historic preservation efforts on campus.
Ch 3: Tools for HP	3.4.C	Update Davidson's current National Register nomination with a single revision to accomplish boundary adjustments, identify properties of statewide significance, and confirm all contributing structures. Start by adding the areas identified in the report to the N.C. HPO's study list.		X			X		X								AA	Targeted for 2026/2027

Detailed notes are included further explaining the status of actions.



2026 HP Plan Action Updates & Priorities

Strengthening Preservation Programs

- (3.4.B) Encourage Davidson College to survey entire campus **[In Progress]**
- (3.4.C) Update National Register district boundaries **[Awaiting Action]**
- (3.4.F) Continue partnership w/ Landmarks Commission **[Complete/Ongoing]**
- (3.4.G) Explore Town incentives for rehabilitation **[Awaiting Action]**
- (3.4.H) Re-establish historic plaque program **[Awaiting Action]**
- (3.4.I) Pursue special enabling legislation for demo delay **[In Progress]**
- (3.4.J) Update historic district design standards **[Complete]**
- (3.4.K) Expand local historic district **[Awaiting Action]**
- (3.4.L & 3.5.A) Build knowledge for historic tax credits **[In Progress]**



HP Plan Action Updates & Priorities

Pursuing Best Practices

- (4.4.A) Outline a “Historic District Focus Area” in which to make targeted improvements through the Downtown Streetscape Plan *[In Progress]*

Main Street/Downtown

- (5.3.B) Nominate the historic Gym for a Preservation NC award *[Complete/Ongoing]*
- (5.4.A) Explore opportunities for Town owned assets, such as the Sloan House and downtown gathering spaces *[Complete/Ongoing]*
- (5.4.B) Enhance accessible connections to Main St through the Downtown Streetscape Plan *[In Progress]*



HP Plan Action Updates & Priorities

Historic Neighborhoods

- (6.2.E) Review existing Village Infill Overlay standards *[In Progress]*

Storytelling

- (7.3.B) Update Davidson walking tour *[Complete/Ongoing]*
- (7.3.E) Encourage Davidson Historical Society to commemorate major events, such as America 250 *[Complete/Ongoing]*
- (7.4.D) Offer history programming *[In Progress]*
- (7.6.B) Continue implementation of wayfinding signage with installation of historic district entrance markers *[Complete/Ongoing]*



Implementation Progress

Actions	2023	2024	2025	2026	2026 % of Total
# Awaiting Action	48	35	24	15	27%
# In Progress	8	10	6	9	16%
# Complete/Ongoing	0	11	26	32	57%

Total Action Items = 56



QUESTIONS?



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Davidson Historic Preservation Plan Implementation Guide - 2026

Chapter	Action #	Action	Prioritization				Lead / Participating Parties								Status	Notes		
			Ongoing	Yrs 1-3	Yrs 4-7	Yrs 8-10	Town	HPC	NC HPO	Land-marks	Pres NC	BOC	PB	Dav College			DHS/ Storytelling	
Ch 3: Tools for HP	3.3.A	Create an annual report to the Town Board of Commissioners tracking progress on implementation of this Historic Preservation Plan. Include topics in the North Carolina Comprehensive State Historic Preservation Plan supported by Davidson.	X				X	X									C/Ongoing	HP Plan Implementation presentations given to BOC annually since 2023.
Ch 3: Tools for HP	3.3.B	Maintain participation in North Carolina's Certified Local Government (CLG) program. Reinforce the role and responsibilities of the HPC with periodic training provided to CLGs by the N.C. HPO and other organizations. Apply for CLG grant funding annually for projects identified by the HPC and Town Board of Commissioners.	X				X	X	X								C/Ongoing	The Town has been compliant with annual CLG requirements (training; annual reports; etc.) since 2018.
Ch 3: Tools for HP	3.3.C	Explore restructuring of the jointly appointed Historic Preservation Commission and Design Review Board.			X										X		C/Ongoing	Based on best practices and legal guidance, staff undertook updates to the Davidson Planning Ordinance which make clear that the DRB is not quasi-judicial while the HPC is. Making these changes to DRB processes help differentiate the two boards. HPC training is ongoing (i.e., annual CLG & quasi-judicial trainings).
Ch 3: Tools for HP	3.3.D	Prepare a yearly work plan to identify priority projects for the HPC to work toward.	X				X	X							X		C/Ongoing	HP Plan Implementation presentations given to BOC annually since 2023.
Ch 3: Tools for HP	3.4.A	Update and extend Davidson's inventory to the modern Town limits and beyond to include Davidson's entire Extraterritorial Jurisdiction. Make this information publicly available via online resources and mapping applications.		X	X		X										AA	
Ch 3: Tools for HP	3.4.B	Encourage Davidson College to survey its entire campus and consider listing as a historic district those portions determined eligible for the National Register.			X		X		X	X				X			IP	Davidson College recently hired a Historic Sites Program Manager with a background in archaeology to help identify and interpret college-owned historic sites. This will aid in future historic preservation efforts on campus.
Ch 3: Tools for HP	3.4.C	Update Davidson's current National Register nomination with a single revision to accomplish boundary adjustments, identify properties of statewide significance, and confirm all contributing structures. Start by adding the areas identified in the report to the N.C. HPO's study list.		X			X		X								AA	Targeted for 2026/2027
Ch 3: Tools for HP	3.4.D	Add Lakeside Park to the N.C. HPO's study list for evaluation.		X			X		X								IP	Study List application underway.

AA = awaiting action; IP = in progress; C = complete

AA	IP	C/Ongoing
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Ch 3: Tools for HP	3.4.E	Encourage other nominations for properties that may be individually eligible, including the Davidson School and Armour Street Theatre, among others.			X		X		X									C/Ongoing	The Armour Street Theatre was designated as a landmark in October 2025.
Ch 3: Tools for HP	3.4.F	Expand opportunities to partner with the Landmarks Commission to fund designation reports for historically significant public and private properties as landmarks. Begin by increasing the number of potential landmarks on the Landmarks Commission's study list.	X				X		X		X							C/Ongoing	Town has partnered with the Landmarks Commission to complete 1-3 landmark designation reports each year. The cost of designation reports are shared between both agencies. The Armour Street Theatre was designated as a landmark in October 2025. In 2026, the Town requested that the historic train depot be added to the HLC study list.
Ch 3: Tools for HP	3.4.G	Provide incentives at the Town level to owners of designated landmarks who undertake approved rehabilitation work. (e.g., grant program, separate from the Main Street Business Grant program currently in place, exclusively for landmarked properties).		X	X		X						X					AA	Town will explore voluntary preservation opportunities.
Ch 3: Tools for HP	3.4.H	Re-establish the historical plaque program (e.g., landmarked properties, properties whose owners have pursued historic tax credits, and other places with historical relevance).	X	X			X											AA	Potential partnership opportunity with the Davidson Historical Society.
Ch 3: Tools for HP	3.4.I	Work with state legislators to gain enabling legislation permitting the Town of Davidson to: (1) Deny demolition of properties in Davidson's locally designated historic district; and (2) Delay demolition of properties in Davidson's National Register historic district.			X	X	X	X						X				IP	Town officials are actively pursuing special enabling legislation for delay of demolition authority in the National Register historic district.
Ch 3: Tools for HP	3.4.J	Update the current design standards using best practices. Consider reorganizing the document by building type, new construction vs. historic buildings, and including user-friendly graphics and illustrations throughout.		X			X	X										C	The Davidson HPC adopted updated Historic District Design Standards in July 2025.
Ch 3: Tools for HP	3.4.K	Expand the current local historic district to be concurrent with the National Register boundary. This may be achieved in phases following consultation with various neighborhoods, advisory boards (Planning Board, HPC, etc.), and an expected update to the National Register boundary as stated in Action 3.3.D.		X	X	X	X	X					X	X				AA	Now that updated design standards are in place, town staff will begin outreach for historic district boundaries.
Ch 3: Tools for HP	3.4.L	Build a knowledgeable local constituency for using the North Carolina and federal Historic Tax Credits for both income-producing and owner-occupied historic buildings.	X				X		X	X	X							IP	When contacted by property owners in the National Register historic district, staff informs them of historic tax credits (if applicable). Staff is looking to partner with the NC HPO to host a tax credit workshop.
Ch 3: Tools for HP	3.5.A	Seek to host regional workshops offered by such statewide leaders as the N.C. HPO and Preservation North Carolina.	X				X		X		X							AA	Town staff is looking to partner with the NC HPO to host a tax credit workshop.

Ch 3: Tools for HP	3.5.B	Augment staff time and administrative resources devoted to the Town's historic preservation role and the responsibilities of the HPC with occasional on-call services.	X					X												C/Ongoing	Staff explored this and determined this is not necessary at this time. The NCHPO offers technical assistance to Certified Local Governments at no cost. For more complex project in the historic district, town staff routinely reach out to contacts at NCHPO for input. The town may consider on-call historic preservation services in the future.
Ch 4: Pursuing Best Practices	4.1.A	Expand interdepartmental cooperation with historic preservation activities (e.g., develop treatment and capital plans for town-owned historic building and landscape resources in accordance with the Secretary of the Interior's Standards for the Treatment of Historic Properties; see Appendix 3).	X	X	X		X													C/Ongoing	Sloan House Study & RFP; Armour Street Theatre; Pump House; Public Works Property; Town Hall & Gym Renovation Projects
Ch 4: Pursuing Best Practices	4.1.B	Work with Mecklenburg County agencies (code enforcement and the historic landmarks commission) to establish an early intervention team that can work with property owners and their architects to resolve code compliance issues at the conceptual design phase when older buildings are involved.	X	X			X						X							C	Mecklenburg County Code Enforcement offers a "preliminary code review" with developers/property owners to discuss code compliance early on in plan development. Additionally, SHPO offers consultations with owners of historic properties.
Ch 4: Pursuing Best Practices	4.1.C	Include references to building code compliance resources from N.C. HPO and Preservation NC on the Town's website and for development/building applications in the National Register historic district.	X	X			X													C	Preservation resources are available at https://townofdavidson.org/1624/Preservation-Resources
Ch 4: Pursuing Best Practices	4.3.A	Where existing historic resources will be adversely and unavoidably impacted by a new development, negotiate minimization to reduce adverse impacts and/or mitigation to compensate the community for the loss of historic fabric and character.	X				X						X	X	X					C/Ongoing	The Utility Service & Annexation Criteria (USAC) awards points to development projects that preserve historic resources. Staff will continue to look for opportunities to reduce adverse impacts to historic resources by new development.
Ch 4: Pursuing Best Practices	4.3.B	Develop a checklist and notification procedures amongst key partners for demolition and significant changes to properties aged 50 or more years.	X	X			X					X								C	The Planning Dept. has a policy in place to notify Preservation NC and the Charlotte-Mecklenburg Landmarks Commission.
Ch 4: Pursuing Best Practices	4.3.C	When demolition or adverse change to a historic property are imminent, require photo documentation of the existing features.	X	X			X						X							C	The Planning Dept. has a policy in place to ask for photo documentation of historic features prior to demolition.
Ch 4: Pursuing Best Practices	4.4.A	Outline a "Historic District Focus Area" in which to make targeted improvements to the public realm (e.g., specific design elements in sidewalks, lighting, trees, etc.). This approach should be considered across the entire National Register district, with priority for initial projects in local districts in order to reinforce the desirability of seeking such a designation.	X				X						X	X						IP	The Downtown Streetscape Plan currently underway outlines a study area for targeted streetscape improvements in and around downtown to implement key initiatives identified in the Downtown Small Area Plan and previous planning efforts.

Ch 4: Pursuing Best Practices	4.4.B	Work with the Town Arborist and local partners (i.e., Davidson Lands Conservancy or Trees Davidson) to identify "landmark trees" in historic district(s) and enable a program to assist property owners in those districts with the maintenance of these special trees, whether or not they are in the public right-of-way.	X	X			X											C/Ongoing	The Town Arborist posts signage highlighting benefits of trees in the historic district.
Ch 4: Pursuing Best Practices	4.5.A	As the Town explores and implements the Comprehensive Plan's sustainability initiatives, incorporate historic preservation measures such as embodied energy considerations into green building standards, incentives, and frameworks (see Comp. Plan Policy 2.3.3, Key Metrics 2.3).	X				X											C/Ongoing	Historic Preservation was included in the Climate Action Plan, specifically strategies E2.1 Encourage Energy Efficiency of Residential Homes & E2.2 Encourage Energy Efficiency in Commercial Buildings.
Ch 5: Downtown	5.3.A	Continue the Town's Main Street Business Grant program; explore other financial instruments to support commercial rehabilitation projects designed to address long-term maintenance needs of historic structures. This could include creating a low-interest loan pool or expanding the existing Main Street Business Grant program to commercial properties outside the local historic district but within the National Register Historic District.	X				X											AA	
Ch 5: Downtown	5.3.B	Recognize thoughtful and innovative design in downtown by applying for North Carolina preservation awards through the N.C. HPO and Preservation NC.	X				X		X		X							C/Ongoing	Staff nominated historic properties for Preservation NC awards in 2023 & 2024 and will plan to nominate the historic Davidson School Gym in 2026.
Ch 5: Downtown	5.3.C	Publicize rehabilitation projects in downtown by creating public relations piece(s) for distribution to the media.	X				X											C/Ongoing	Town has publicized preservation projects/initiatives via social media during Preservation Month since 2024. Staff will continue to look for opportunities to publicize preservation projects.
Ch 5: Downtown	5.3.D	Include discussion of historic preservation-related topics during monthly meetings with downtown business owners, as needed. Topics might include historic tax credits, historic district design standards, and the application review process for Certificates of Appropriateness.	X				X											C/Ongoing	Informational flyers were sent to all business owners in the Local Historic District with information on the COA process and new Historic District Design Standards adopted in July 2025.
Ch 5: Downtown	5.4.A	Explore opportunities for town-owned assets in downtown (e.g., Sloan House, train depot, downtown gathering space, post-office plaza, etc.).			X	X	X	X										C/Ongoing	The Sloan House Building Conditions Assessment & Use Study was completed in late 2023. Staff submitted an application to add the train depot to the HLC study list in 2026.

Ch 5: Downtown	5.4.B	Enhance accessible connections to downtown in every direction through placemaking initiatives, especially from West Davidson to downtown and from downtown to South Main Street.		X	X	X	X												IP	The Sloan House Request for Proposals requires placemaking strategies along Main Street. Additionally, the Downtown Streetscape Plan currently underway will discuss strategies to enhance accessible connections.
Ch 6: Neighborhoods	6.2.A	Explore additional town support for rehabilitation and energy conservation retrofits for qualified homeowners in historic districts to encourage long-term homeownership. Such a program should be designed to support low-income and/or elderly homeowners and could include financial support via a weatherization fund.	X				X												C/Ongoing	The Town has a Critical Repair Program, Community Navigator Program, & Davidson Tax Assistance Program aimed at helping homeowners age in place. These programs apply across town, including to properties in historic districts.
Ch 6: Neighborhoods	6.2.B	For Town-owned properties within the National Register historic district: (1) Follow the Secretary of the Interior's Standards for the Treatment of Historic Properties (where feasible) when rehabilitating contributing structures; and (2) Place restrictive preservation covenants on properties with historical significance prior to their sale.	X				X												C/Ongoing	The Sloan House rehabilitation project was required to place a preservation easement on the property. Additionally, the town reached out to NCHPO for guidance on renovations to buildings at Public Works. The town will continue to follow the SOI standards for town-owned properties in the historic district.
Ch 6: Neighborhoods	6.2.C	Encourage affordable housing nonprofits/developers to adhere to historic preservation principles (i.e., Secretary of Interior's Standards for Rehabilitation and the Davidson Historic District Design Standards) when rehabilitating existing structures and constructing new affordable units within the National Register Historic District.	X				X												AA	
Ch 6: Neighborhoods	6.2.D	Host a forum to raise awareness for threatened historic properties and identify partners who care about preservation and are willing to acquire properties in order to save them from demolition.		X			X			X	X								AA	
Ch 6: Neighborhoods	6.2.E	Review and update existing Village Infill Overlay District standards to consider additional site and building dimensional standards that explicitly protect established building rhythms, scale, and character based on historic precedent. This review should include an analysis of minimum/maximum building width and depth regulations based on surrounding historic buildings within a specified distance.		X			X							X					IP	The Planning Dept will explore this through misc. updated to the Davidson Planning Ordinance.
Ch 6: Neighborhoods	6.2.F	Rename "Village Infill Planning Area" to the "Village Neighborhoods Planning Area."		X			X												IP	The Planning Dept will explore this through misc. updated to the Davidson Planning Ordinance.

Ch 6: Neighbor- hoods	6.2.G	Develop a monitoring system to track demolition and rehabilitation of historic resources over time.	X	X	X	X												C/Ongoing	This is tracked annually via a CLG report to SHPO and through the Comprehensive Plan Implementation Dashboard
Ch 6: Neighbor- hoods	6.3.A	Complete a cultural landscape assessment of the ETJ to provide insight on how to treat the landscape's character through regulations, incentives, and conservation design, combined with an identification of scenic views. (Coordinate with Action 3.3.B, general recommendation for additional surveying in Davidson.)		X		X												AA	
Ch 6: Neighbor- hoods	6.3.B	Update development standards, including Scenic Byway Overlay requirements, to reflect patterns of traditional rural development based on recommendations in the cultural landscape assessment (see Action 6.3.A).			X	X							X					AA	
Ch 7: Storytelling	7.3.A	When expanding the Town's system of outdoor community interpretation, utilize wayside exhibits and public art in publicly accessible places, including but not limited to, public or civic buildings that have been landmarked, projects pursuing historic tax credits, at trailheads, and in parks.	X	X		X								X	X			AA	
Ch 7: Storytelling	7.3.B	Update the self-guided walking tour of Davidson. Include a digital walking tour option capable of expansion.		X		X									X			C/Ongoing	In 2023, a Davidson College student group created an audio walking tour highlighting historic points of interest around downtown. The Davidson Historical Society is currently working on a separate updated downtown history walk with plans to work on additional walks in the future. They've also discussed inclusion of QR codes/signage.
Ch 7: Storytelling	7.3.C	Use the new Town Hall building at 251 South Street as a pilot project for community interpretation. Use lessons learned from this pilot project as a model for further storytelling initiatives at other historic sites.			X	X								X	X			C/Ongoing	A history wall was installed at Town Hall in 2023. Staff will continue to look for opportunities for storytelling at Town Hall and as part of the historic gym renovation.
Ch 7: Storytelling	7.3.D	Generate Story Maps for historic neighborhoods, beginning with West Davidson, modeled after the example set by the Town of Wake Forest, NC.		X	X	X								X	X			AA	Potential partnership opportunity with the Davidson Historical Society
Ch 7: Storytelling	7.3.E	Encourage the Davidson Historical Society (or another group) to commemorate major events. Upcoming events include the 250th anniversary of the Revolutionary War (2025-2033) and the anniversary of the 1837 founding of Davidson College (2037).		X	X	X	X							X	X			C/Ongoing	The Davidson Historical Society is planning to host events in 2026 to commemorate the 250th anniversary of the Revolutionary War. Additionally, the Town-sponsored Let Freedom Ring poster design contest commemorates America 250.

Ch 7: Storytelling	7.3.F	Use existing community events to showcase historic storytelling activities.	X				X							X	X	C/Ongoing	Town staff lead tours of the historic Town Hall & Community Center during Fallfest 2023. Stall will continue to look for opportunities to showcase historic storytelling at community events. Davidson Historical Society registered for a booth at Town Day 2026.
Ch 7: Storytelling	7.3.G	Explore opportunities for an intern or scholar in residence to provide research and support for community interpretation initiatives. Work could include research and documentation of historic sites, organizations, and individuals.			X	X	X							X		C/Ongoing	The Town's Bonner Scholar helped research the history of Lakeside Park. Her research will be used as part of a National Register Study List application to the NC HPO.
Ch 7: Storytelling	7.4.A	Inform the public about historic preservation initiatives with periodic outreach by Town staff.	X				X									C/Ongoing	Staff did an outreach campaign related to Historic District Design Standards and will continue to look for other opportunities to inform the public of preservation initiatives in town
Ch 7: Storytelling	7.4.B	Use Preservation Month and Civics 101 as opportunities to share information with the public about preservation initiatives, local successes, and stories about the historic buildings, sites, and districts that make Davidson unique.	X				X								X	C/Ongoing	Information regarding historic preservation in town has been shared via town social media during Preservation Month since 2023. Additionally, an expanded historic preservation session is now included in Civics 101.
Ch 7: Storytelling	7.4.C	As opportunities arise, encourage public and private school administrators to expand local history education in school curricula.	X				X									AA	
Ch 7: Storytelling	7.4.D	Offer history-related programming through Parks & Recreation at summer camps or as individual events.				X	X									IP	The Davidson Historical Society has taken the lead on offering history-related programming over the past year. DHS held 6 programs in the past year with between 75-90 attendees each. Senior Planner Lindsay Laird is a DHS Board Member and has helped provide support, meeting & program space, etc.
Ch 7: Storytelling	7.5.A	As components of community interpretation are developed, add this information to existing online tourism resources.	X				X									AA	
Ch 7: Storytelling	7.6.A	Develop a sign pattern book for components of Davidson's historic district and interpretive signage in coordination with the existing wayfinding system.		X			X									C/Ongoing	The Town now has template neighborhood signage and historic district street signs.

Ch 7: Storytelling	7.6.B	Continue phased implementation of a town-wide wayfinding and signage system using the existing graphic identity. Prioritize signage identifying Davidson's historic districts (i.e., mark entrances to the National Register historic district and local historic; employ street sign "toppers" to mark historic district streets).		X	X	X	X										C/Ongoing	The Town installed historic district street signage throughout Davidson's Local Historic District and neighborhood signage at Lakeside Park in early 2025. The new signage aims to actively engage residents and visitors with information about our community's identity and encourage local appreciation of history. Historic District entrance markers were also installed on North Main Street & Concord Road. Potential to add QR codes to existing town signage (Lakeside Park & other neighborhoods), as well as part of updated history walking tours currently being worked on by DHS.
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AGENDA MEMO

To: Davidson Board of Commissioners
From: Douglas Wright, Project Manager
Date: May 26, 2026
Re: Five-Year Paving Plan

ITEM SUMMARY/OVERVIEW

Every five years the Town hires a third-party consultant to review and grade (Pavement Condition Rating, PCR) every block of town-maintained streets. The evaluation is used to assess the work of the previous five years, and plan the work for the next five years. A review was completed in March 2026, and the results are presented here, along with the proposed plan for 2026-2030.

ACTION/PROPOSED MOTION

This item is for discussion only. The Board will be asked to approve the five-year paving plan at the June 9, 2026 board meeting.

RELATED TOWN GOALS

Strategic Plan Alignment

Mobility - Expand, improve, and diversify the Town's transportation network to provide residents and visitors with safe, convenient, accessible, reliable, and efficient multi-modal travel choices to connect people across the community

Operational Excellence - Provide efficient and high-quality public services and facilities through thoughtful and proactive planning, responsible stewardship of Town resources and a professional and committed workforce.

Core Values

Citizens entrust town government with the stewardship of public funds, so government will provide high quality services at a reasonable cost.

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.

NEXT STEPS

The Board will be asked to approve the five-year paving plan at the June 9, 2026 board meeting.

FIVE-YEAR PAVING PLAN



Doug Wright
Project Manager
Board of Commissioners Meeting
May 26, 2026

TOWNOFDAVIDSON.ORG

STREETS MAINTENANCE

- 64.08 miles of town-maintained streets
- Considerations for planning maintenance
 - Street pavement condition
 - Street volume
 - Mobilization
 - Equity



STREET PAVEMENT CONDITION

- Third-party vendor LaBella performs pavement survey
- Block-by-block evaluation
- GIS database report
- GIS map
- Every 5 years
- 0 – 100 rating, also average rating



PAVEMENT CONDITION RATING

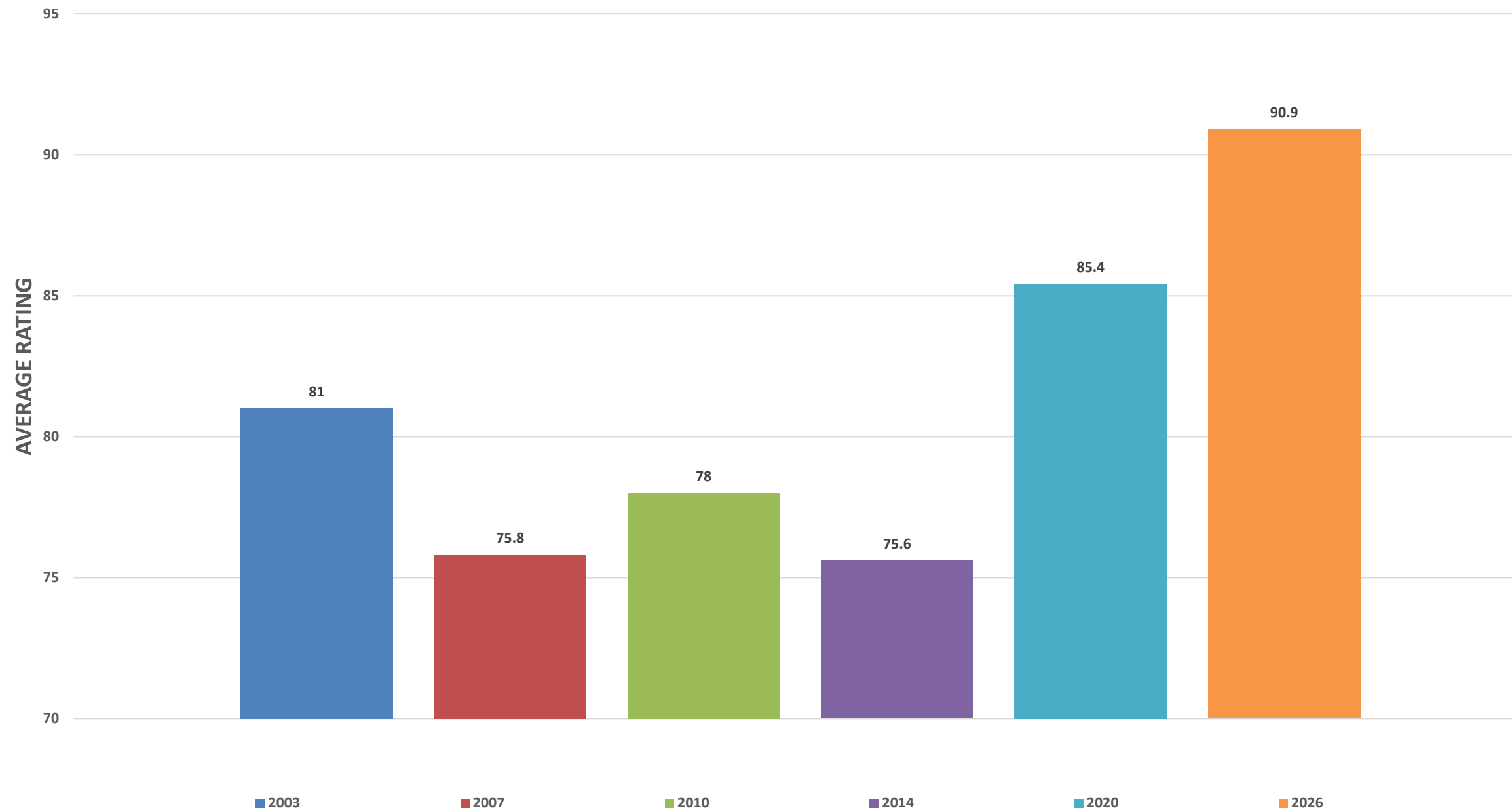
The Town of Davidson's street system is in "Good" condition with an overall weighted average PCR value of 90.9.

This is an increase from 85.4 since the 2021 Pavement Condition Survey.

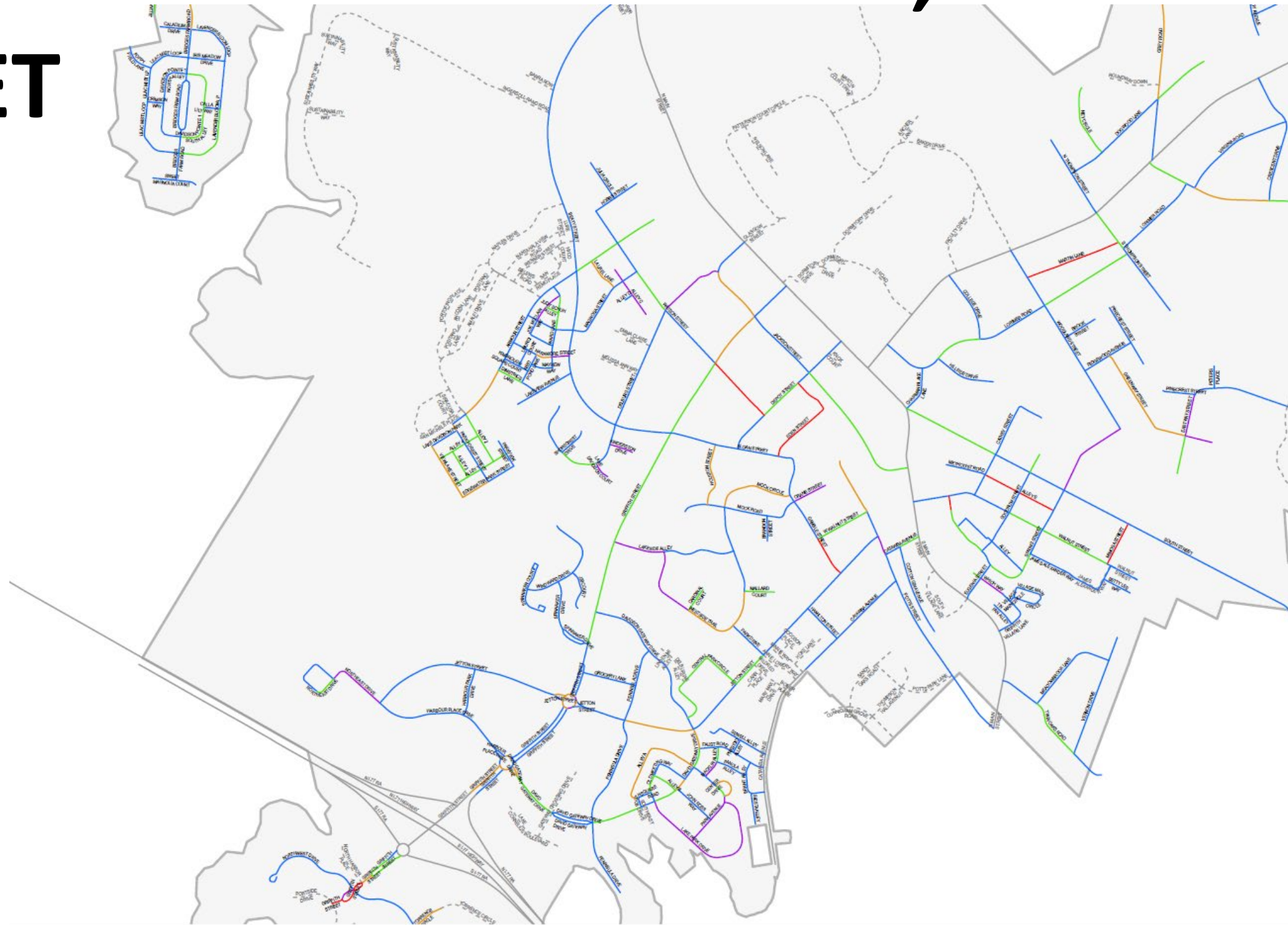
This overall condition rating is slightly above average when compared to other municipalities. To put this figure in perspective, the estimated PCR value for NC municipalities is approximately 80.



AVERAGE RATING BY YEAR



NORTH OF GRIFFITH STREET, SOUTH OF GRIFFITH STREET

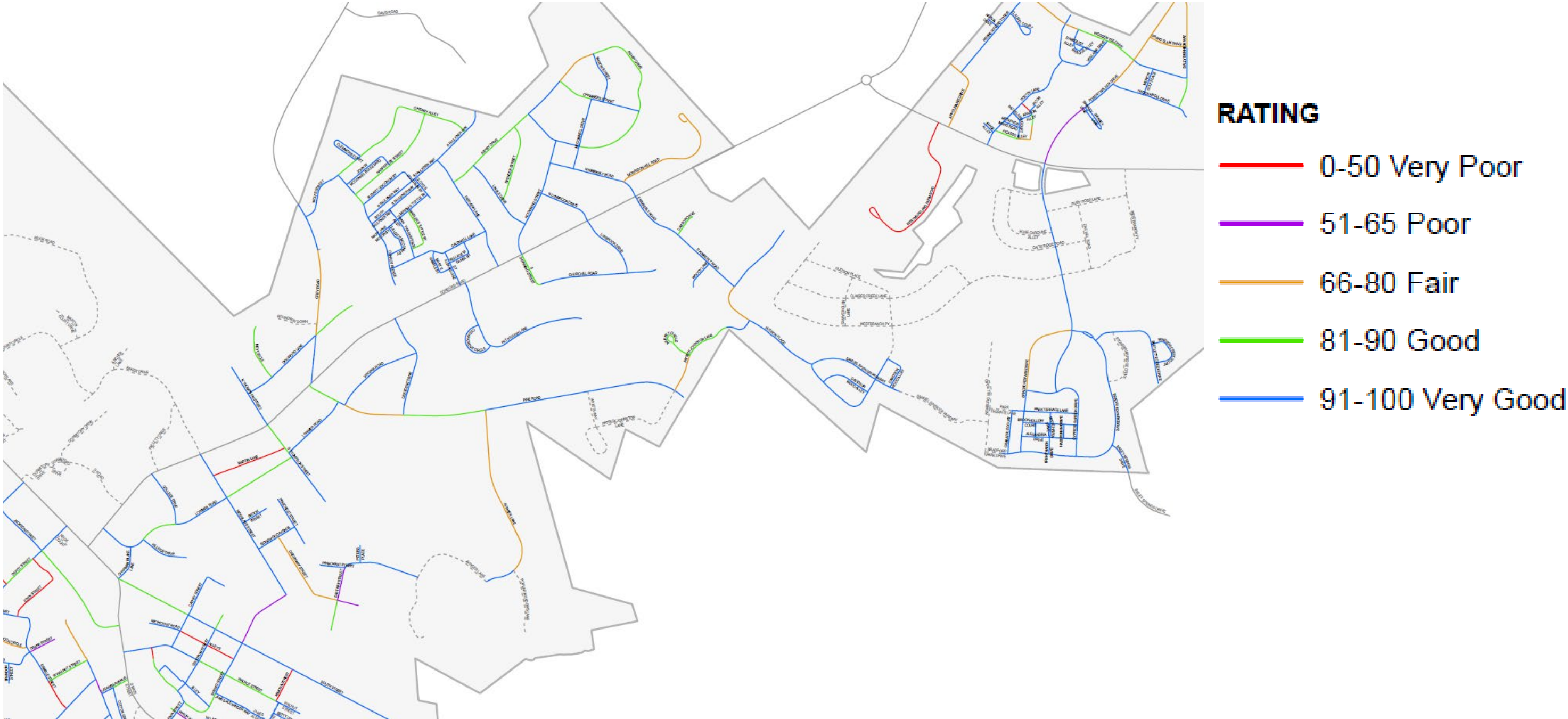


RATING

- 0-50 Very Poor
- 51-65 Poor
- 66-80 Fair
- 81-90 Good
- 91-100 Very Good



CENTRAL & EAST DAVIDSON



EAST DAVIDSON



- RATING**
- 0-50 Very Poor
 - 51-65 Poor
 - 66-80 Fair
 - 81-90 Good
 - 91-100 Very Good



PROPOSED 2026-2030 PLAN

- 2026 North of Griffith (Beaty St, Watson St, Hobbs Hill, Armour St, etc.)
- 2027 South of Griffith (Jetton St, Westside Terrace, Catawba Ave, etc.)
- 2028 Central (Lorimer Rd, College Dr, Woodland St, etc.)
- 2029 East Central (Hudson Place, North Kimberly Dr, Churchill Dr, Westmoreland Rd, etc.)
- 2030 East Davidson (River Run, Westbranch, Summers Walk, etc.)



STREETS RESURFACING FUNDING

- Town receives funds each year from the State of North Carolina; must be spent on transportation projects.
- The Powell Bill funds from the State is distributed to all municipalities based on population and total road miles maintained.
 - For FY2027 the Town expects to receive \$538,000.
 - Funds traditionally used to fund the Town's street resurfacing program.
 - Town General Fund dollars have traditionally supplemented Powell Bill funds for resurfacing program.
 - Instead, PAVE Act funds (\$100,000) will supplement resurfacing program.
 - Allocating additional Powell Bill Fund Balance to fund engineering of FY2028 resurfacing project (\$12,000).



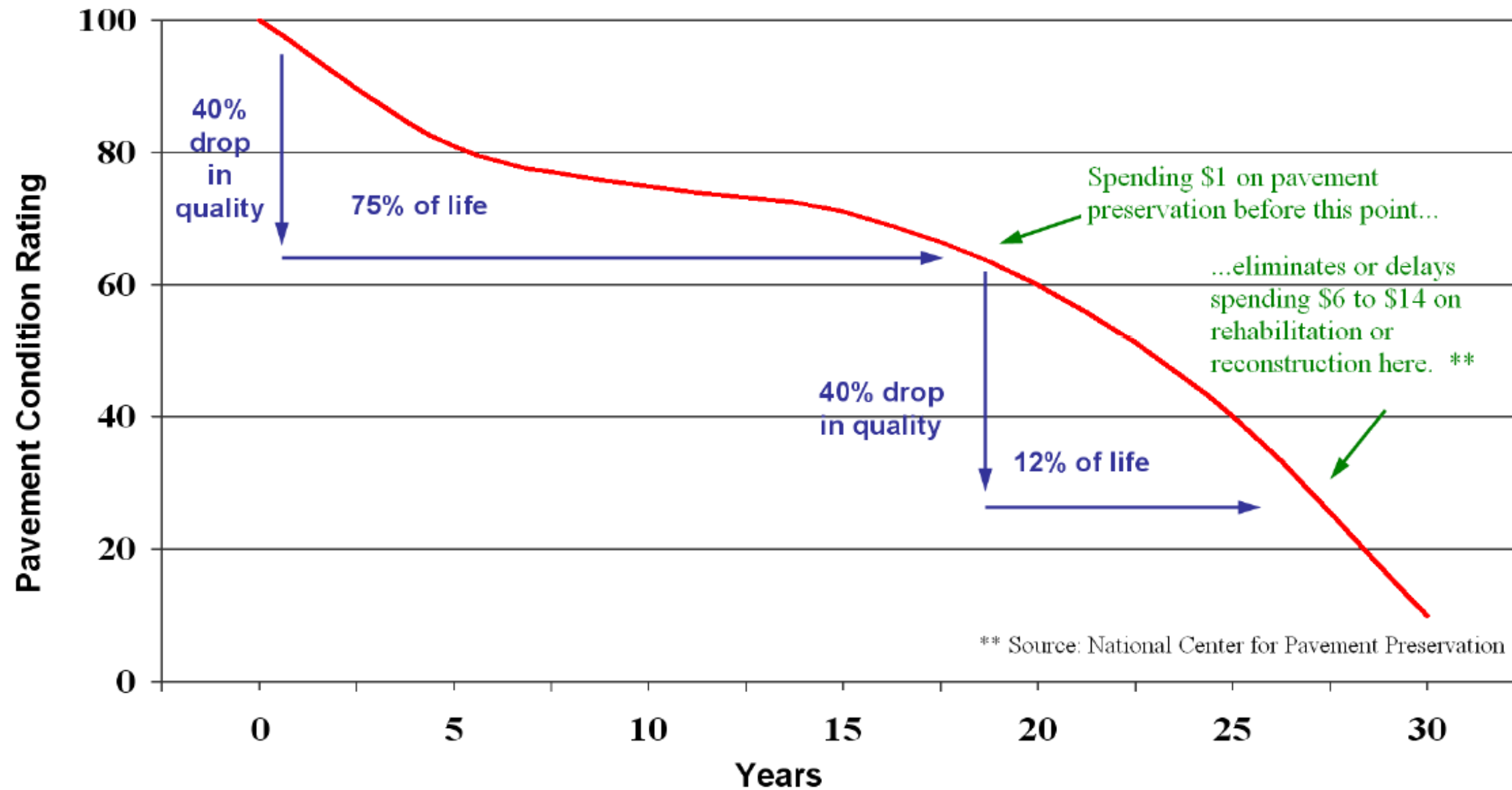
2026-2030 PLAN - METHODOLOGY

- Pavement Rating Methodology Not Supported
 - Work on lowest rated streets town-wide
 - Mobilization (moving heavy equipment around) is expensive and time-consuming
 - Communication and project management challenges
- Preferred Methodology
 - Work on lowest rated streets within region
 - More efficient
 - Better communication with neighborhoods
 - Can be working on streets in better condition and not working on streets in worse condition at a given time



MAINTENANCE METHODOLOGY

Typical Pavement Deterioration Curve



MAINTENANCE METHODOLOGY – EXCESSIVE CRACK SEALING NOT ACCEPTABLE



NEXT STEPS

This item is for discussion only. The Board will be asked to approve the five-year paving plan at the June 9th board meeting.



QUESTIONS?



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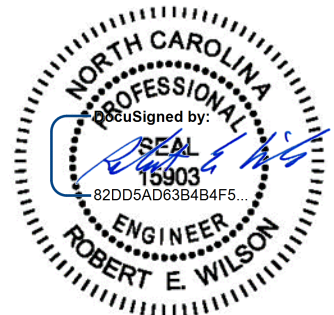
Town of Davidson Pavement Condition Survey

N.C. License # C-0430

Prepared by:



LaBella Associates, P.C.
400 S. Tryon Street, Suite 1300
Charlotte, NC 28285



3/31/2026

Town of Davidson

Pavement Condition Survey

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Town of Davidson, North Carolina

2026 Pavement Condition Survey

I. INTRODUCTION

LaBella Associates, P.C. (LaBella) is a consulting engineering firm with offices in Charlotte, Davidson, Greensboro, Winston-Salem, and Gastonia, North Carolina. LaBella specializes in serving public agency clients and offers a full range of municipal engineering services in transportation, infrastructure management, stormwater management, water and sewer, neighborhood improvements, solid waste and recycling, and construction administration disciplines.

LaBella was retained by the Town of Davidson (Town) to perform a pavement condition assessment of the Town street system. LaBella identified approximately 64.08 miles of Town maintained asphalt roadway. A visual pavement condition survey of these streets was conducted by LaBella. These street segments were rated by driving each segment on a block to block basis and observing eight common pavement surface distresses and their corresponding severity levels.

The data from the observations on the rated streets was entered into an automated pavement management software program which generated a Pavement Condition Rating (PCR) for each street segment (see Table 7 on page 10 for methodology). In addition, the pavement management program generated recommended maintenance activities to address the deficiency on each street segment. Recommended secondary, third, and fourth maintenance activities and costs, when applicable, were also calculated by the software and entered into the final database. Costs for the recommended maintenance activities were calculated using current local unit maintenance costs developed in coordination with the Town of Davidson (See Table 10, page 14).

Streets are listed based on Pavement Condition Ratings (PCRs) assigned as the “Rating” attribute within the database. Streets were categorized by the municipality as either low volume (Class A) or high volume (Class B) streets. Certain low volume or high volume streets may have higher or lower importance for the municipality based upon the number of dwelling units served, commercial traffic, or projected land development and traffic growth.

II. FINDINGS

The Town of Davidson’s street system is in “Good” condition with an overall weighted average PCR value of 90.9. This is an increase from 85.4 since the 2021 Pavement Condition Survey. This overall condition rating is slightly above average when compared to other municipalities. To put this figure in perspective, the estimated weighted PCR value for NC municipalities is approximately 80. There are some streets that exhibit moderate and severe alligator cracking. Street segments exhibiting 50% or more of moderate to severe alligator cracking should be analyzed in further detail for consideration of total reconstruction.

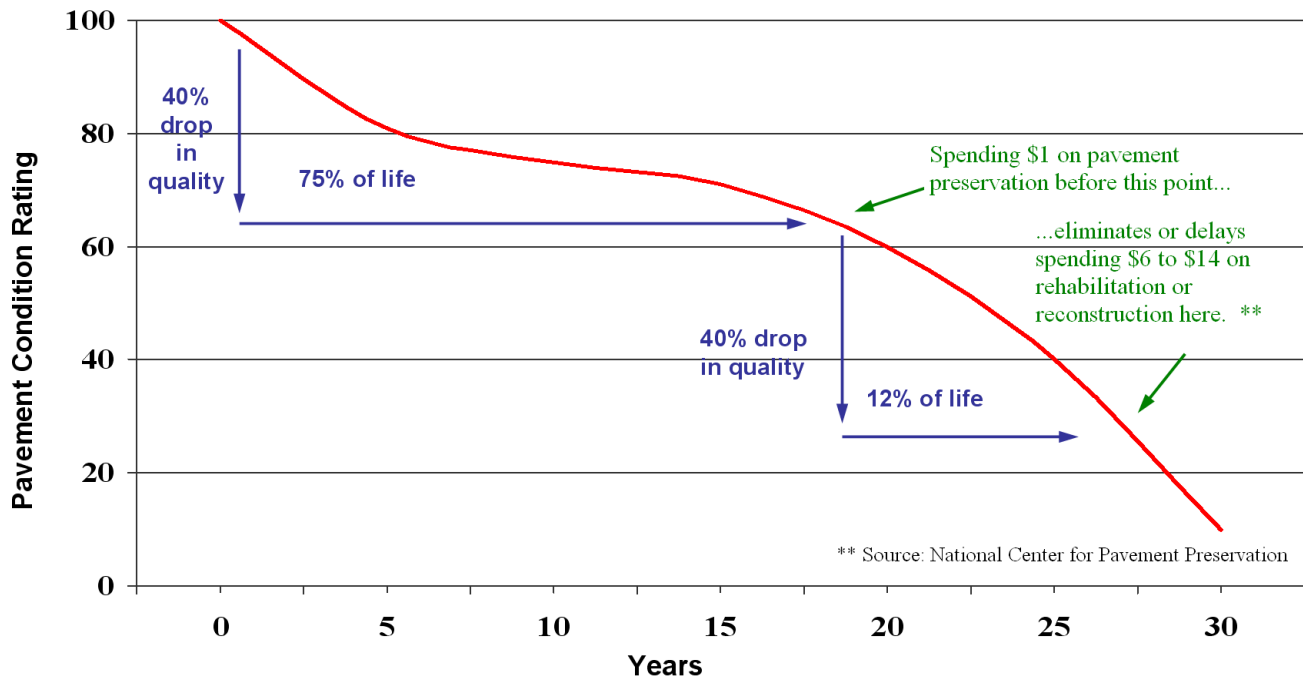
The primary maintenance needs are crack sealing, patching and resurfacing to correct moderate to severe alligator cracking, and moderate to severe block cracking. Based upon the results of this survey, approximately 2.65 miles of streets or 4.14% of the rated street system is recommended for resurfacing within the next year. Resurfacing as well as other maintenance needs are determined based on the pavement distress, its severity level, and the traffic volume (low or high) of the street. Recommended maintenance activities for each pavement distress are detailed in Table 8 on page 13. Once these immediate needs are addressed, LaBella recommends that Davidson resurface approximately 4.3 miles of street segments per year. This rate would provide

the generally accepted optimum 15 year paving cycle. See Typical Pavement Deterioration Curve below. Such a cycle will allow the Town to maximize the effectiveness of its maintenance funds by providing for timely resurfacing of streets before they deteriorate to a point where more expensive rehabilitation or reconstruction is needed. It is LaBella’s recommendation that this year’s street maintenance funds be allocated to include resurfacing and high priority routine maintenance, primarily full-depth patching and crack sealing.

Approximately 25.23% (16.17 of 64.08 miles) of the rated streets in the Town of Davidson need some level of routine maintenance or resurfacing. This figure is below the average for North Carolina municipalities, which is approximately 47%. This survey indicated a total estimated maintenance need for crack sealing, full depth patching, and plant mix resurfacing of approximately \$1,020,753. This represents an average estimated expenditure of \$15,929 per mile for the entire rated Town street system. It should be noted that **this cost estimate is for pavement repair only**. Additional costs of 25-40% can be incurred for drainage improvements, administration, milling (prior to resurfacing), utility adjustments, work zone traffic control, and other items.

Without continued financial commitment and dedicated funding for street maintenance and resurfacing efforts, pavement ratings will decrease. Ultimately, postponing recommended maintenance activities typically leads to pavement failures and subsequently costly major rehabilitation or reconstruction. As can be seen from the Typical Pavement Deterioration Curve below, spending \$1 on pavement preservation prior to a pavement condition rating of roughly 60 will eliminate or delay spending \$6 to \$14 on rehabilitation or reconstruction at a later date.

Typical Pavement Deterioration Curve



III. SUMMARY OF PAVEMENT CONDITION SURVEY

A. Procedures

The procedures used for this survey include:

- An inventory of the physical characteristics of selected segments of the municipality's streets. These characteristics include block number, length, number of lanes, width, type of pavement, presence of sidewalk and curb and gutter per street segment side, and asphalt height above gutter.
- Evaluation of the surface pavement distresses on selected street segments. Alligator cracking, block/transverse cracking, reflective cracking, rutting, raveling, bleeding, ride quality, and patching are measured according to well-defined severity levels. Alligator cracking is measured in detail by the percentage in increments of ten percent (10%) of the segment having each severity level (Light, Moderate, or Severe) of this distress. The other distresses are measured as an overall condition and categorized as light, moderate, or severe in distress level.
- Categorizing the type of traffic volume on each segment. The municipality assigns all streets as either low volume or high volume streets. Low volume streets are typically lightly traveled residential streets. High volume streets are more heavily traveled arterial or collector streets and typically receive a higher level of maintenance and repair than low volume streets.
- Entering and compilation of the collected field and post processing information into a usable database management system. The Microsoft™ Access application **USI Total Pavement Access (USI-TPA)** enables the user to sort and query the Town street system database by street name, high or low volume class, priority (high, medium, or low), rating (PCR), maintenance activity, and distress type to access estimated cost information of selected query data.

B. Pavement Condition

The predominant distress types that require maintenance are alligator cracking (the most critical pavement distress), block/transverse cracking, and patching. Approximately 6.6% of the rated street system was noted as having some level of alligator cracking and approximately 65.7% of the rated street system exhibited some level of block cracking. Most of the block cracking was light, which requires no recommended maintenance at this time. Patching was noted on approximately 6.8% of the rated streets; most of this is in the form of light patching.

C. Priorities

Although all recommended maintenance activities are needed right away, for most public agencies there are typically more maintenance needs than funds available. Therefore, the suggested types of maintenance should be prioritized. High Priority maintenance should include full-depth patching, crack sealing, and resurfacing of alligator cracking and rutting. Medium Priority maintenance includes resurfacing of severe block/transverse cracking, severe reflective cracking, severe raveling, and severe bleeding. Low Priority maintenance typically consists of resurfacing of moderate block/transverse cracking, moderate reflective cracking, moderate

raveling, rough ride quality, and moderate to severe patching. See Table 1 for maintenance priorities.

Davidson should continue to dedicate its maintenance funding towards preventive maintenance practices and structural repair. This emphasis would reduce the rate of deterioration on pavements that exhibit light distress levels and it would extend the economic life of these streets by delaying the need for more costly maintenance or rehabilitation methods. Studies and empirical evidence from many agencies have shown that timely use of preventive maintenance practices is the most economically sound use of limited funds. Preventive maintenance and structural repair should also further reduce the maintenance cost per mile in future years. **Maintaining an aggressive patching and resurfacing program should be a high priority for the Town of Davidson in tandem with allocating adequate funds and resources to accomplish this task.** Ultimately, postponing recommended maintenance activities typically leads to pavement failures and subsequently costly major rehabilitation or reconstruction.

In summary, LaBella recommends a continuation or expansion of current street maintenance funding. Davidson has current needs of approximately \$1,020,753, which does not include preparatory activities and administrative costs. This includes recommended resurfacing of 2.65 miles of street segments at a cost of approximately \$571,503. It is recommended that once the immediate resurfacing needs are met, the Town budget for annual resurfacing of about 4.3 miles of street segments per year in order to achieve a desired 15 year resurfacing cycle. This will require nearly \$928,000 annually at today's unit prices including preparatory patching. It is LaBella's recommendation that this year's and future street maintenance funds be distributed to include resurfacing and high priority routine maintenance. The Town currently has a need for routine maintenance measures of approximately \$449,250. It would be desirable to secure sufficient funding to achieve the maintenance schedule recommended above. The Town should consider reviewing the budget for these measures annually in order to assure adequate funding for the optimum economic life of its street system.

TABLE 1
PRIORITY BY TYPE OF MAINTENANCE

PRIORITIES	Total Miles	Total Cost	Cost Per Mile	Percentage of Cost
<u>HIGH PRIORITY:</u> Routine Maintenance, Resurfacing of Alligator Cracking and Rutting	13.81	\$558,761	\$40,461	54.7%
<u>MEDIUM PRIORITY:</u> Resurfacing of Severe Block/Transverse Cracking, Severe Reflective Cracking, Severe Raveling, and Severe Bleeding	1.84	\$357,462	\$194,273	35.0%
<u>LOW PRIORITY:</u> Resurfacing of Moderate Block or Reflective Cracking and Raveling, Resurfacing of Severe Ride Quality and Patching	0.52	\$104,530	\$201,019	10.2%
Total Repairs	16.17	\$1,020,753	\$63,126	100.0%

D. Pavement Condition Survey and Management System

Information provided to the Town by our Pavement Condition Survey and Management System includes:

- An updated basic inventory of bituminous paved streets with block number, length, number of lanes, width, type of pavement, location of sidewalk and curb and gutter existence per street segment side, and asphalt height above gutter.
- Pavement distresses, by type and magnitude, along with the PCRs for each street segment.
- Recommended maintenance activities (primary and secondary) and anticipated repair costs.
- Digital copies of all data, reports, and charts.
- LaBella's Total Pavement Access (**USI-TPA**) application that enables the user to sort the Town database by street name, rating (PCR), maintenance activity, collected attributes and distress type. This program also allows the user to generate query summaries and alphabetical and rating (PCR) listings which can be printed to hard copy.
- List of street sections that includes field inventory data, distress ratings, and estimated repair function and cost data in an alphabetical listing and a listing of the street sections sorted by PCR from lowest to highest.
- List of street sections that includes field inventory data, distress ratings and estimated repair function and cost data for the high, medium, and low priorities highlighted in Table 1 on the previous page.

This information is advantageous for municipalities because:

- The survey is an objective evaluation of eight types of surface pavement distresses. Commonly accepted cost-effective maintenance practices are then recommended for repairing those pavement distresses.
- The survey permits the municipality to use its limited funds more cost efficiently for maintenance and resurfacing by prioritizing these activities.
- Streets with critical pavement distress are easily identified for further engineering investigation, testing, or pavement reconstruction.
- The computerized approach permits the municipality to vary the types of maintenance activities to allow budget planning for different levels of maintenance service.

E. Use of Survey Results

LaBella's Pavement Condition Survey is an objective evaluation of the amount and severity of eight types of pavement distresses. The inventory and analysis methods used for this project have been used for NCDOT and agencies throughout North Carolina and have proven to be valuable aids to street maintenance programs.

Municipal pavements are in a continuous state of deterioration. This deterioration rate depends upon many factors. Inadequate pavement thickness, unanticipated truckloads, and poor

drainage accelerate deterioration. Therefore, it is reasonable and prudent to conduct these surveys periodically (every 2 to 3 years) to monitor the condition of the street system.

Such periodic surveys not only indicate the rate of deterioration of the street system, but also provide the Town with a means to gauge the effectiveness of existing resurfacing programs and street maintenance activities. Additionally, these periodic surveys make it possible to build a history of all maintenance activities to assist in planning for more cost-effective maintenance procedures.

The results of the survey should never be used arbitrarily. There is no substitute for in-the-field engineering judgment and experience by Town personnel in determining the specific types of maintenance activities needed. The street ratings and recommended maintenance practices should be used as a guide for planning and scheduling maintenance activities.

It is the intent of this report to emphasize the importance of maintaining the Town roadway assets. Based on current industry pricing, it is estimated that the Town maintained streets, which are comprised of approximately 825,442 square yards of asphalt pavement, have an estimated value of \$30.5 million. To be a good steward of the Town street system, it is prudent that preventative maintenance practices continue and that a sustained financial investment be made to maintain these roadway assets. “There is no more fundamental transportation capital investment than system preservation – keeping existing infrastructure in good condition. If preservation investment is deferred, costs increase dramatically, leading to the saying ‘pay me now or pay me more – lots more – later.’” - Washington Department of Transportation 2007 – 2026 Highway System Plan.

In an effort to further Davidson’s preventative maintenance practices, the Town could look at adding the following maintenance activities:

<u>Maintenance Activities</u>	<u>Distress</u>	<u>Pavement Age</u>	<u>Benefit</u>
Fog Seal Coating Fog Seal Rejuvenator	Light Oxidation	1 to 5 years	Replenishes asphalt chemicals; extends pavement life
Slurry Seal Microsurfacing	Moderate Ravel	5 to 10 years	Seals pavement; extends pavement life
BST Cape Seal	Severe Block Cracking	10 to 15 years	Seals cracks; extends pavement life

The key to preventive maintenance is to use the right maintenance activity for the right pavement at the right time. When this is accomplished, maintenance funding is used to its fullest potential.

F. Acknowledgment

LaBella appreciates the Town of Davidson’s cooperation during the pavement survey. Doug Wright was very helpful and instrumental in working with LaBella to supply information and support required for preparation of this report.

IV. BASIC STREET INVENTORY DATA

Davidson has a total of 64.39 miles of Town maintained roadway that were identified by LaBella. This report addresses the 64.09 miles of paved asphalt roadway (Pavement Type = “P”) streets that were rated. Table 2 lists the breakdown of surface types for all Town maintained streets, while Tables 3 through 5 below list the basic inventory data for rated Town maintained street segments.

**TABLE 2
PAVEMENT**

Surface Type	Miles	Percent of System
Plant Mix Asphalt (P)	64.08	99.50
Concrete (C)	-	-
Unpaved (U)	0.31	0.50
Total	64.39	100.0

**TABLE 3
SIDEWALK**

Location	Length (linear mi)
Left Side	35.2
Right Side	40.7
Total	75.9

**TABLE 4
CURB AND GUTTER**

Location	Length (linear mi)
Left Side	55.1
Right Side	55.6
Total	110.7

**TABLE 5
LOW AND HIGH VOLUME STREET BREAKDOWN**

Volume	% Miles	Miles	Lane Miles	Avg Rating	Cost Per Mile	Total Cost	% Cost
Low	90.1	57.74	110.53	90.80	\$14,710	\$849,425	83.20
High	9.9	6.33	13.26	91.10	\$27,064	\$171,328	16.80
Total	100	64.08	123.78	90.90	\$15,931	\$1,020,753	100

V. FINDINGS AND SUPPORTING DATA

A. Results

The Pavement Condition Survey provides an objective evaluation by visual observation of eight types of pavement distress and the relative amount and severity of each type of distress. A pavement distress summary conducted for the Town of Davidson is shown in Table 6 on page 9. The following are some observations from the survey:

- Approximately 25.2% of the rated streets in Davidson are in need of some type of maintenance. The overall estimated cost for repairing these streets is \$1,020,753 or \$63,126 per mile system wide.
- The most predominant distress was found to be block cracking. Approximately 65.7% of the surveyed street system exhibits some level of block cracking. Approximately 2.26 miles (3.5%) exhibits moderate block cracking requiring crack sealing on low and high volume streets. Approximately 1.84 miles (2.9%) exhibits severe block cracking requiring 1.5" Plant Mix Asphalt (PM) Resurfacing on low and high volume streets.
- The most structurally damaging and costliest distress to repair is alligator cracking. Approximately 6.6% of the rated street system exhibits some level of alligator cracking. About 1.72 miles (2.7%) of roadway exhibit a severe level requiring full-depth patching. About 0.13 miles (0.2%) of roadway are at a moderate level requiring full-depth patching for both low and high volume streets. Alligator cracking is a high priority distress and is the most serious pavement distress because it results from a structural pavement failure. Unless corrected, it will progress to the point of requiring complete pavement reconstruction.

TABLE 6

PAVEMENT CONDITION SURVEY DISTRESS SUMMARY FOR RATED STREETS

Distress Items	Miles Low Volume	Miles High Volume	Total Miles	% Miles
1. Alligator Cracking				
None	54.03	5.81	59.84	93.40
Light	2.09	0.29	2.38	3.70
Moderate	0.10	0.03	0.13	0.20
Severe	1.52	0.20	1.72	2.70
2. Block Cracking				
None	19.73	2.26	22.00	34.30
Light	34.26	3.72	37.98	59.30
Moderate	1.96	0.30	2.26	3.50
Severe	1.79	0.05	1.84	2.90
3. Reflective Cracking				
None	57.74	6.33	64.08	100.00
Light	0.00	0.00	0.00	0.00
Moderate	0.00	0.00	0.00	0.00
Severe	0.00	0.00	0.00	0.00
4. Rutting				
None	57.74	6.33	64.08	100.00
Light	0.00	0.00	0.00	0.00
Moderate	0.00	0.00	0.00	0.00
Severe	0.00	0.00	0.00	0.00
5. Raveling				
None	57.25	6.30	63.55	99.20
Light	0.50	0.03	0.53	0.80
Moderate	0.00	0.00	0.00	0.00
Severe	0.00	0.00	0.00	0.00
6. Bleeding				
None	57.57	6.33	63.90	99.70
Light	0.00	0.00	0.00	0.00
Moderate	0.17	0.00	0.17	0.30
Severe	0.00	0.00	0.00	0.00
7. Ride Quality				
None	57.32	6.33	63.65	99.30
Light	0.00	0.00	0.00	0.00
Moderate	0.33	0.00	0.33	0.50
Severe	0.09	0.00	0.09	0.10
8. Patching				
None	53.53	6.21	59.75	93.20
Light	2.60	0.12	2.71	4.20
Moderate	1.19	0.00	1.19	1.90
Severe	0.43	0.00	0.43	0.70
Total	57.74	6.33	64.08	100.00

**Note: Columns may not add up exactly due to rounding.*

The type of distress that was observed on each street segment is shown in the final database, the Access database application (**USI-TPA**), and hard copy street listings provided in Appendix B.

The type and amount of distress that was observed on each street segment was used to obtain a Pavement Condition Rating (PCR). This rating has a scale between 0 and 100 and a basic description of each category is as follows:

<u>Rating</u>	<u>General Condition</u>
91-100	Very Good
81-90	Good
66-80	Fair
51-65	Poor
0-50	Very Poor

Each street segment begins with a rating of 100 and points are deducted from this rating based on the type and severity of distress. Deductions are the same for Class A (low volume) and B (high volume) streets. Deduct values for the severity levels of each distress are given below in Table 7.

TABLE 7
DEDUCT VALUES

Pavement Distress	Severity			
	None (N)	Light (L)	Moderate (M)	Severe (S)
Alligator Cracking (AL, AM, AS) (Multiplied by percent)	0	25	60	99
Block/Trans Cracking (BK)	0	5	20	35
Reflective Cracking (RF)	0	5	10	20
Rutting (RT)	0	5	15	25
Raveling (RV)	0	5	25	35
Bleeding (BL)	0	5	15	25
Ride Quality (RQ)	0	0	10	25
Patching (PA)	0	5	10	15

As an example, presume a street segment has the following pavement distresses: 20% Light Alligator Cracking (AL), Moderate Rutting (RT), Light Patching (PA), and no other pavement distresses. The Pavement Condition Rating would be:

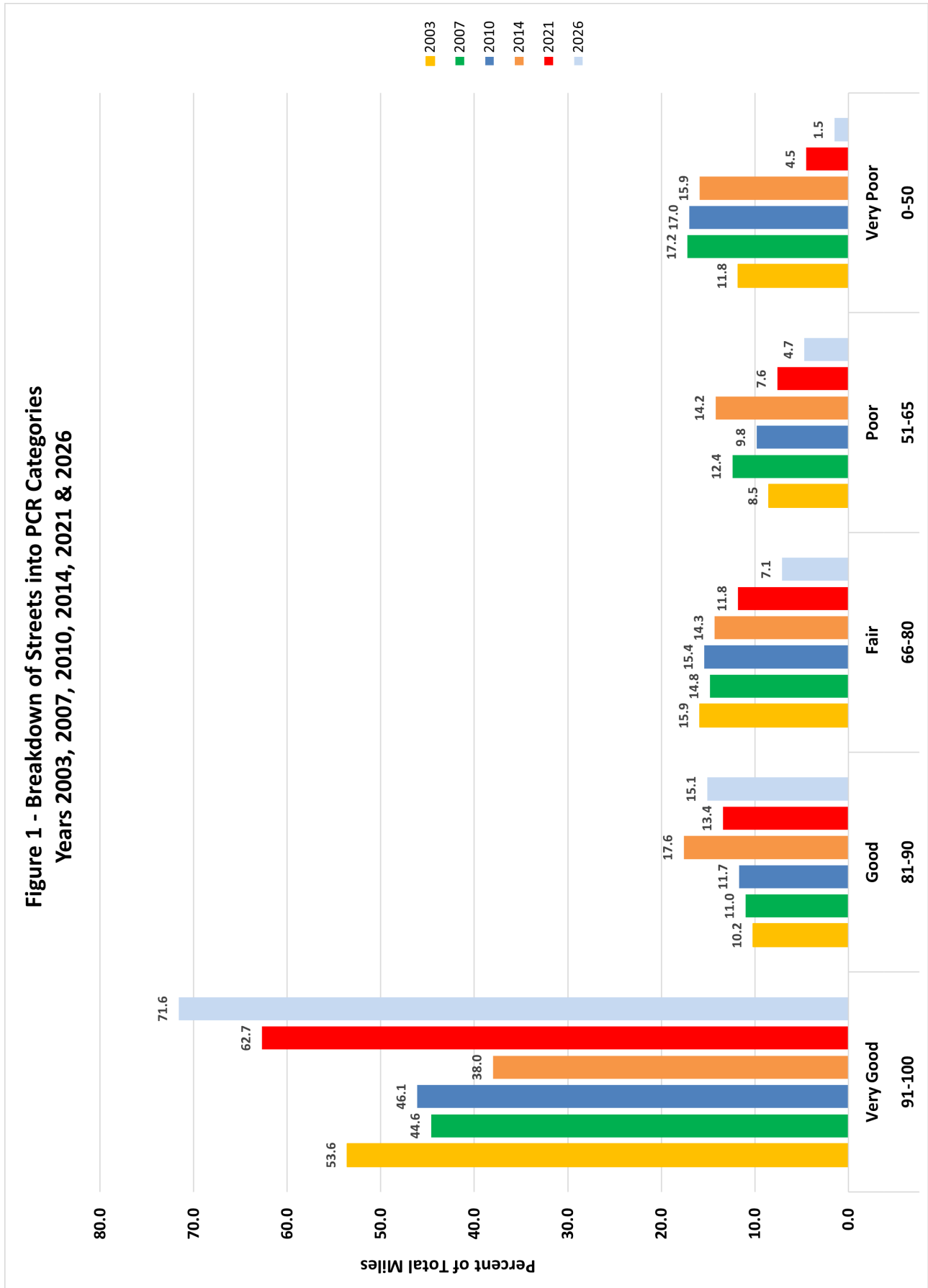
$$\begin{aligned} \text{PCR} &= 100 - (\text{AL}) - (\text{RT}) - (\text{PA}) \\ \text{PCR} &= 100 - (0.2 \times 25) - (15) - (5) = 75 \end{aligned}$$

Please note that the Pavement Condition Rating (PCR) does not differentiate between low volume and high volume streets. The same criteria is used to rate each street. However, the Town staff may want to separate these streets for analysis purposes. In regard to recommended maintenance activities, low volume and high volume streets are evaluated independently as shown in Table 8 on page 13. Depending on the street volume along with the pavement distress, the recommended maintenance activity may vary as shown in Table 8. Additionally, Table 9 on page 13 indicates how low volume and high volume streets are handled differently in regard to resurfacing needs when there is a high percentage of alligator cracking present and moderate or severe rutting.

The bar graph shown on the next page in Figure 1 illustrates the percentage of rated streets in the Town of Davidson that have PCRs in each condition category for the last six surveys (2003, 2007, 2010, 2014, 2021, and 2026). As the graph illustrates, 71.6% of the rated street system is presently in very good or good condition in 2021 survey. As of 2026, approximately 86.7% of the rated streets in the Town of Davidson have a PCR that is considered in very good or good condition (PCR = 81-100), while approximately 6.2% of the rated street system was found to be in poor or very poor condition (PCR = 0-65). LaBella recommends that the Town continues to maintain the percentage of streets in very poor and poor condition to less than 10%. Although the matter of reducing the streets in poor and very poor condition is important, the Town should also concentrate on streets in “Fair” condition, which includes 7.1% of the street system, (PCR = 66-80) where the cost of maintenance is more cost-effective.

If proper repairs and maintenance are not performed, a comparison of a street segment’s rating over time will indicate the rate of pavement deterioration. The effects of maintenance practices may also be reflected in a comparison of PCR values. For instance, a street segment’s PCR will increase after resurfacing or a declining PCR may be stabilized with patching or crack sealing.

**Figure 1 - Breakdown of Streets into PCR Categories
Years 2003, 2007, 2010, 2014, 2021 & 2026**



VI. MAINTENANCE RECOMMENDATIONS

A. Maintenance Activities

The types of maintenance activities used in the Pavement Condition Survey analysis are listed below in Table 8. These activities are commonly accepted for cost-effective minimum levels of maintenance service. They include crack sealing, full-depth patching, and complete resurfacing of a street segment with a 1.5" plant mix (PM).

**TABLE 8
MAINTENANCE ACTIVITIES**

PAVEMENT DISTRESS	LOW VOLUME STREETS			HIGH VOLUME STREETS		
	Light (L)	Moderate (M)	Severe (S)	Light (L)	Moderate (M)	Severe (S)
Alligator Cracking (AL, AM, AS)	None	4' Wide Full-Depth Patch	4' Wide Full-Depth Patch	None	8' Wide Full-Depth Patch	8' Wide Full-Depth Patch
Block/Transverse Cracking (BK)	None	Crack Sealing	1.5" PM Resurfacing	None	Crack Sealing	1.5" PM Resurfacing
Reflective Cracking (RF)	None	Crack Sealing	1.5" PM Resurfacing	None	1.5" PM Resurfacing	1.5" PM Resurfacing
Rutting (RT)	None	None	1.5" PM Resurfacing	None	1.5" PM Resurfacing	1.5" PM Resurfacing
Raveling (RV)	None	1.5" PM Resurfacing	1.5" PM Resurfacing	None	1.5" PM Resurfacing	1.5" PM Resurfacing
Bleeding (BL)	None	None	1" PM Resurfacing	None	None	1.5" PM Resurfacing
Ride Quality (RQ)	None	None	1.5" PM Resurfacing	None	None	1.5" PM Resurfacing
Patching (PA)	None	None	1.5" PM Resurfacing	None	None	1.5" PM Resurfacing

If a high percentage of the pavement surface has alligator cracking, resurfacing is recommended as shown below in Table 9. All severe alligator cracking should be repaired with full-depth patching prior to resurfacing.

**TABLE 9
MAINTENANCE FOR A HIGH PERCENTAGE OF ALLIGATOR CRACKING**

VOLUME	CONDITION	RESURFACING
Low	AM & AS \geq 50%	1.5" PM Resurfacing
	AM & AS \geq 50% and M or S Rutting	2" PM Resurfacing
High	AM & AS \geq 30%	1.5" PM Resurfacing
	AM & AS \geq 30% and M or S Rutting	2" PM Resurfacing

B. Unit Costs for Maintenance Activities

The unit costs for maintenance activities are shown below in Table 10. These unit costs were provided by the Town of Davidson.

TABLE 10
UNIT COSTS FOR MAINTENANCE ACTIVITIES

ACTIVITY	COST (PER SQUARE YARD)
Crack Sealing	\$1.35
Full-Depth Patch (4.5" Depth)	\$52.00
1.5" Plant Mix Resurfacing	\$13.60
2" Plant Mix Resurfacing	\$17.20
BST Seal (<i>also known as chip seal</i>)	\$3.50

C. Maintenance Needs

A comparative table with a summary of maintenance needs for 2026 is shown on the next page in Table 11. These activities are based on objective descriptions of conditions existing at the time of the survey. Although the computer analysis determines the primary and secondary maintenance activities for these conditions, there may be isolated distresses that are not evident in the results. The secondary maintenance activities and costs, when applicable, are included in the primary totals.

Alligator cracking is a high priority distress and it accounts for approximately 40.6% of the recommended repair cost in the form of full-depth patching.

Figure 2, on page 16, illustrates the average system PCRs over the past six surveys (2003, 2007, 2010, 2014, 2021, and 2026). The overall PCR is good, and the trend is upward from the last survey.

Figure 3, on page 17, illustrates how the total mileage is distributed among the various recommended maintenance activities. Approximately 18.10% of the system's rated streets are recommended for full depth patching and about 4.14% of the system's rated streets are recommended for resurfacing, primarily due to alligator cracking and block cracking.

Figure 4, on page 18, illustrates how the total cost is distributed among the various recommended maintenance activities. Approximately 55.99% of the system's cost is for maintenance in the form of resurfacing, as a primary maintenance activity that includes all necessary patching.

Figure 5, on page 19, illustrates how the total recommended repair cost is distributed between routine maintenance and resurfacing activities. Routine maintenance activities account for approximately 44.0% (\$449,250) of the estimated maintenance while resurfacing activities account for 56.0% (\$571,503) of the estimated maintenance needs.

TABLE 11

SUMMARY TABLE OF SUGGESTED PRIMARY MAINTENANCE ACTIVITIES FOR RATED STREETS

Primary Activity	Miles Lo Vol	Cost Lo Vol	Miles Hi Vol	Cost Hi Vol	Total Miles	% Miles	Total Cost	Cost/Mile	% Cost
Crack Sealing	1.64	\$29,451	0.28	\$5,502	1.92	3.00%	\$34,953	\$18,205	3.4%
Full-Depth Patching	10.07	\$318,399	1.53	\$95,898	11.60	18.10%	\$414,297	\$35,715	40.6%
Routine Maintenance Total (RM Total)	11.71	\$347,850	1.81	\$101,400	13.52	21.10%	\$449,250	\$33,229	44.0%
1.5" Plant Mix Asphalt Resurfacing	2.48	\$501,575	0.17	\$69,928	2.65	4.14%	\$571,503	\$215,662	56.0%
Resurface Total	2.48	\$501,575	0.17	\$69,928	2.65	4.14%	\$571,503	\$215,662	56.0%
Total Repair	14.19	\$849,425	1.97	\$171,328	16.17	25.23%	\$1,020,753	\$63,126	100%
None	43.55	\$0	4.36	\$0	47.91	74.77%	\$0	\$0	0%
Total System	57.74	\$849,425	6.33	\$171,328	64.08	100%	\$1,020,753	\$15,929	100%

* RM is routine maintenance

Note: Columns may not add up exactly due to rounding.

The results of the Pavement Condition Survey in the provided database and street listings have a code symbol in the 'Activity' column defining the controlling or primary maintenance activity for each street section. It should also be noted that a secondary maintenance activity has been incorporated into the database, when applicable, in the "Activity 2" field with associated cost data. A third and fourth activity and associated cost, when applicable, are also incorporated within the database as structured above. The code symbols are as follows:

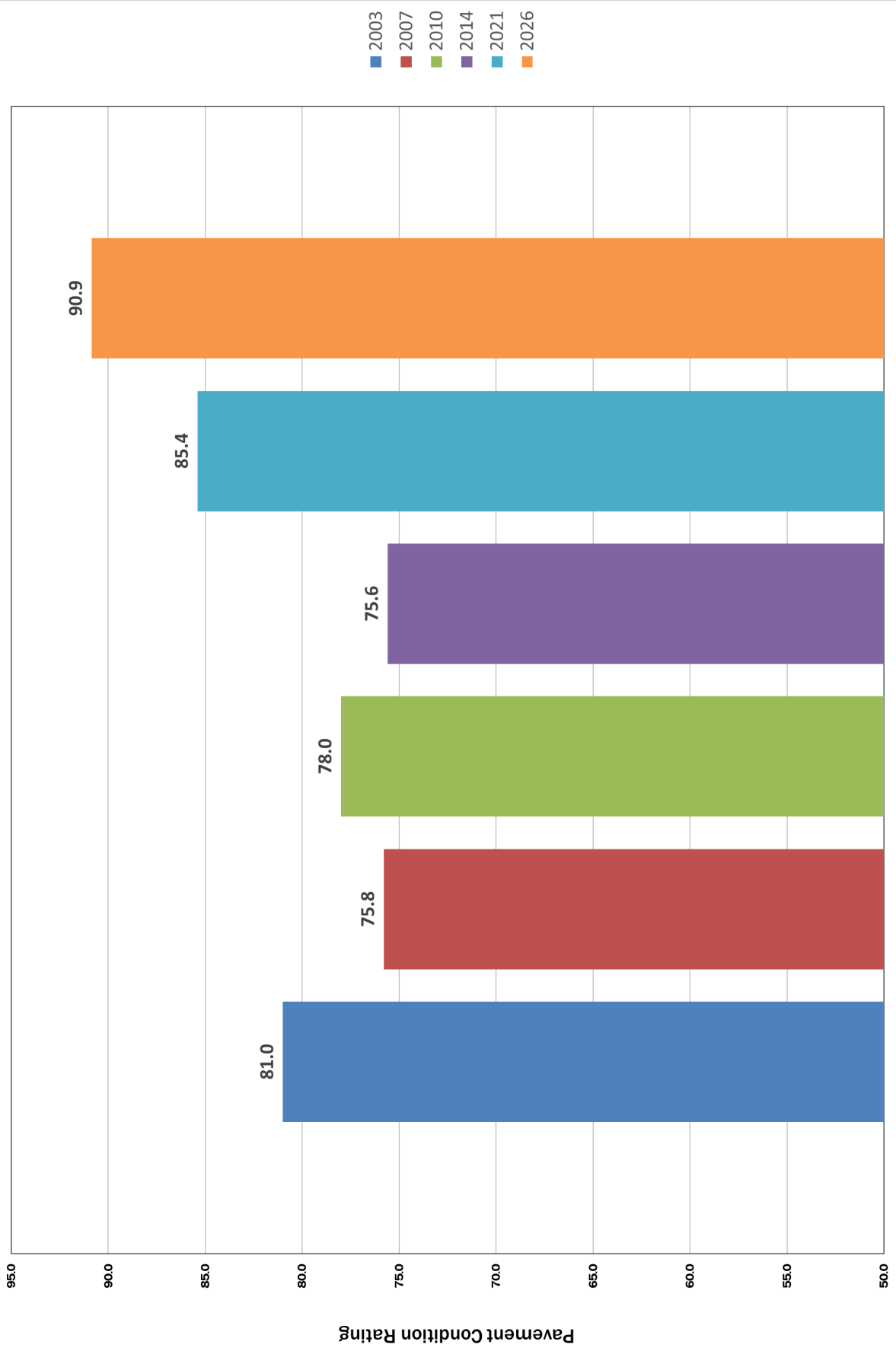
CS = Crack Sealing

PM 1.5 = 1/2" Plant Mix Resurfacing

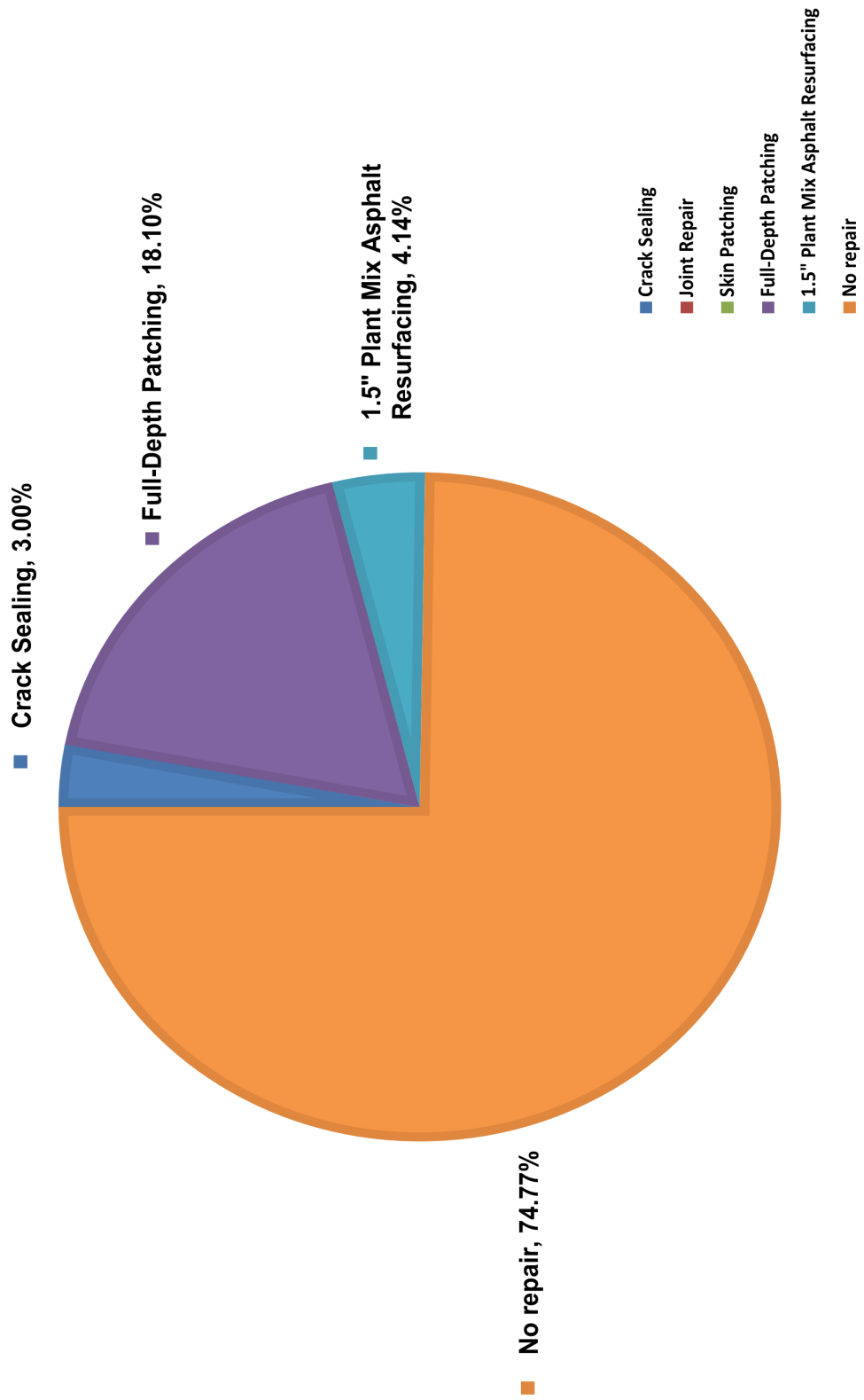
FDP = Full-Depth Patching

These maintenance activities can be categorized as either routine maintenance or resurfacing. Routine maintenance limits the detrimental effects of traffic loads and weather conditions. For the Town of Davidson routine maintenance includes crack sealing and full-depth patching. Resurfacing adds a new layer to the pavement's structure and improves its load carrying capacity.

Figure 2 - Average PCR



**FIGURE 3 - DISTRIBUTION OF MAINTENANCE NEEDS BY PRIMARY REPAIR TYPE
(% OF TOTAL MILES)**



**FIGURE 4 - DISTRIBUTION OF MAINTENANCE COSTS BY PRIMARY TYPE
 PERCENTAGE OF TOTAL COST
 TOTAL COST: \$1,020,753**

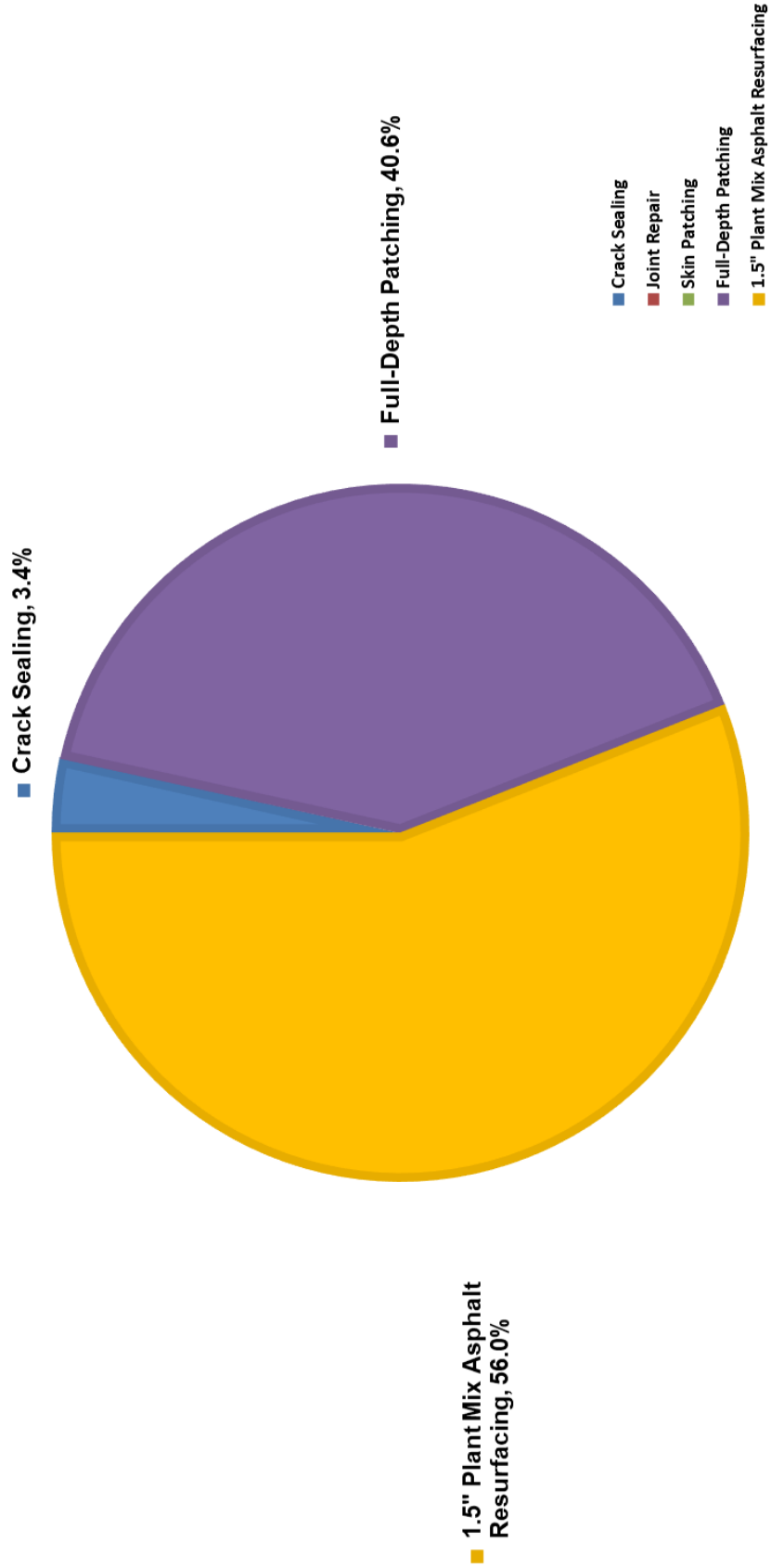
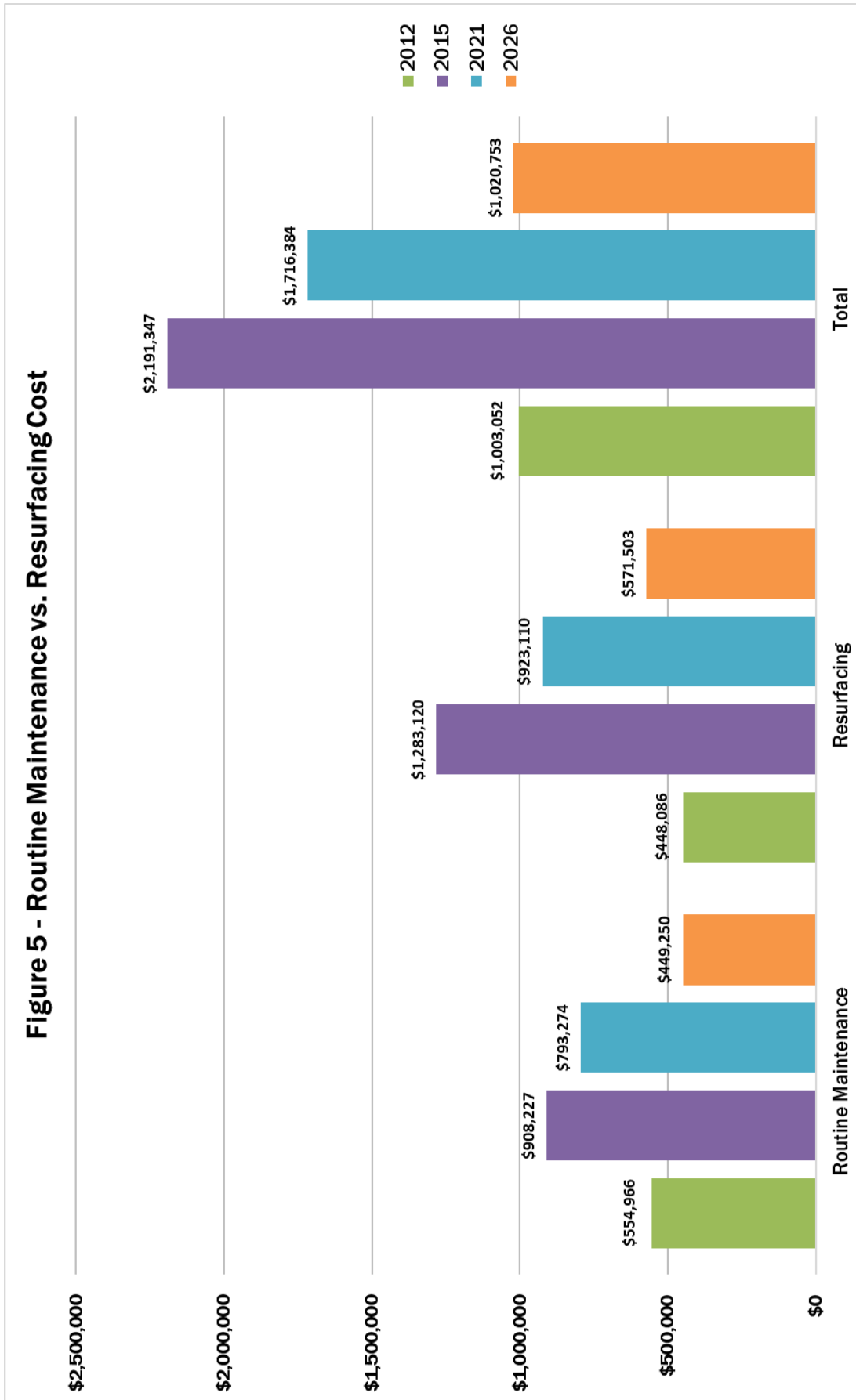


Figure 5 - Routine Maintenance vs. Resurfacing Cost



D. Routine Maintenance

These important maintenance activities are included where surface pavement distresses are not present in sufficient magnitude to warrant complete plant mix resurfacing. Routine maintenance includes crack sealing, skin patching, full-depth patching, and short overlay.

The Pavement Condition Survey indicates that there are approximately 13.52 miles of streets requiring routine maintenance. The estimated cost of this work is \$449,250 or \$33,229 per mile, accounting for roughly 44.0% of the estimated total street maintenance cost need.

The following sections define the routine maintenance for the Town of Davidson.

- **Crack Sealing**

Crack sealing is needed for moderate block/transverse cracking on low and high volume streets and moderate reflective cracking on low volume streets. Block cracking is not a structural failure and does not usually progress rapidly. Cracks are generally caused by shrinkage of the asphalt and daily temperature cycling. Traffic loads can increase the severity of block cracking if water is allowed to penetrate into the cracks. Therefore, it is very important to seal these cracks to prevent water penetration into the base materials. The definition of moderate block/transverse cracking includes cracks that have been sealed previously but are beginning to open back up. **Although crack sealing is generally an effective preventive maintenance measure, it should not be used in place of patching to seal moderate to severe alligator cracking.** LaBella recommends crack sealing as a primary maintenance activity for approximately 1.92 miles of street segments. Crack sealing is also recommended as a secondary maintenance activity for 0.34 miles of street segments.

Even though it will result in a higher initial cost, the use of a rubberized asphalt crack sealant is recommended. Because cracks must be resealed periodically, a continuing crack sealing program is required. Crack sealing can be a very cost-effective expenditure of funds.

- **Full-Depth Patch**

Full-depth patching is required to repair severe alligator cracking. It involves the removal of the surface course, base course, and sub-grade, if necessary. New material should be placed in compacted lifts. Often, a full-depth asphalt repair can be used.

There are an estimated 8,950 square yards of full-depth patching needed in Davidson. Approximately 7,082 square yards (123 street segments) are recommended as a primary maintenance activity at an estimated cost of \$414,297 (including secondary activities) with the remaining 1,868 square yards recommended as a secondary activity. Where resurfacing is recommended, the cost of full-depth patching is included in the total resurfacing cost. Those repairs must be done prior to any resurfacing activity.

It is recommended that the Town of Davidson maintain an aggressive patching program. This type of maintenance is very cost-effective in extending the useful life of pavements. Delaying this type of maintenance will cause pavements to fail at a much faster rate.

Many streets requiring patching may need resurfacing in the near future. However, timely and thorough patching can postpone the need for resurfacing.

E. Resurfacing

Plant mix resurfacing is a major maintenance activity. Plant mix resurfacing, combined with full-depth patching is used to repair structural damage. It is recommended for a variety of pavement distresses, as severity and magnitude increase, and some distress types require more immediate attention than others. Because the funds available for street resurfacing are typically limited, resurfacing activities need to be addressed by the type of pavement distress that causes the need. This section will address resurfacing activities by the type of distress that requires it.

The Pavement Condition Survey indicates that there are approximately 2.65 miles of streets requiring resurfacing. The estimated cost of this work is \$571,503 or \$215,662 per mile, accounting for roughly 56.0% of the estimated total street maintenance cost needs.

- **Alligator Cracking**

Alligator cracking is the most serious pavement distress. It is a structural pavement failure that may be caused by traffic overload, inadequate design thickness, base or sub-grade failure, poor drainage, or a combination of these factors. It should be given top priority for proper repair. It is a progressive failure, and unless corrected it may progress to the point that the street may require complete pavement reconstruction.

The Pavement Management program is set to determine the need for resurfacing when 30% of a segment on Class B (high volume) streets and 50% of a segment on Class A (low volume) streets has moderate and/or severe alligator cracking. The cost of full-depth patching is also included, where required, in the cost estimate of resurfacing. When light or no rutting exists with alligator cracking, no extra maintenance activity is recommended for low and high volume streets.

When moderate or severe rutting exists with alligator cracking, a full-depth patching is recommended. These streets are in very poor structural condition and may require reconstruction. Possibly, some engineering testing is needed to determine if there are subsurface problems.

- **Block/Transverse Cracking**

Block/Transverse cracking is not load associated but is caused by the shrinkage of asphalt and temperature fluctuations. The severity can increase if water penetrates into the cracks. Therefore, it is important to seal the block/transverse cracks to prevent water penetration into the pavement's base materials. Unless remedied, alligator cracking may develop.

Crack sealing would be needed to repair moderate block/transverse cracking on low volume (Class A) and high volume (Class B) streets. Crack sealing is very effective and cost-effective alternative on low volume (Class A) streets. Generally, resurfacing streets due to moderate cracking would be a low priority, unless municipal officials have seen a continued increase in the cracking and/or there is difficulty keeping it crack sealed

because of heavy traffic volumes. Severe block/transverse cracking requires a 1.5" plant mix resurfacing. It is not practical to crack seal severe block cracking as a sole maintenance activity.

- **Reflective Cracking**

Reflective cracking is generally not load associated but occurs on asphalt concrete which has been overlaid on old jointed concrete pavement. Reflective cracking is characterized by bulged joints above the riding surface and caused by movement of the concrete slab beneath the roadway surface. Where there is severe reflective cracking, joint repair is recommended. There are no roads in the Davidson street system that exhibit severe reflective cracking at this time.

- **Rutting**

Rutting is a surface depression that typically occurs in the wheel path(s) or at the edge of the pavement. It occurs when the pavement layers or sub-grade consolidate due to traffic loads. Rutting represents a structural failure and often occurs in conjunction with alligator cracking. To repair severe rutting, a 1.5" plant mix resurfacing is recommended for low volume streets and high volume streets.

- **Raveling**

Raveling typically occurs on, but not limited to, bituminous surface treated (BST) streets, sometimes referred to as "tar-and-gravel". Raveling is identified by the loss of aggregate particles from the pavement surface. The inability of the liquid asphalt to hold the aggregate in place causes raveling. Resurfacing is needed to seal the pavement and provide a new wearing surface. A 1.5" plant mix resurfacing is recommended for both the moderate and severe conditions for both street classes (low and high volume).

- **Ride Quality**

Ride quality is a relative indication of roughness and how the street rides to the public. Any number of factors including rutting, cracking, utility cuts, localized dips, or poor patching can cause rough ride quality. Improving rough ride quality requires a 1.5" plant mix resurfacing for severe conditions on low and high volume streets.

- **Patching**

Patching is only an indication of the amount of surface area that has received some type of maintenance repair. The quality or condition of the patch is not considered in the evaluation. Severe patching indicates that a large amount of patching exists on the pavement. Resurfacing is recommended when patching covers more than 30% of a pavement's surface area. For low and high volume streets with severe patching, a 1.5" plant mix resurfacing is recommended.