



**Town of Davidson
Board of Commissioners Regular Meeting
Town Hall & Community Center Council Chamber – 251 South Street
Tuesday, June 9, 2026 at 6:00 PM**

I. CALL TO ORDER

II. ANNOUNCEMENTS / PROCLAMATIONS

- a. **Pride Month**
- b. **Juneteenth**

III. CHANGES / ADOPTION OF THE AGENDA

IV. BUSINESS ITEMS

a. Consider Approval of Town Manager's Employment Agreement

Presenter:

Summary: *This item was added under changes to the agenda during the June 9 meeting.*

Action/Proposed Motion:

b. Consider Approval FY2027 Budget Ordinance 2026-03, Capital Improvement Plan and Fee Schedule

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

Summary: The Board is asked to consider adoption of the FY2027 Budget Ordinance 2026-03, Capital Improvement Plan and Fee Schedule. Additional information regarding the FY2027 budget can be found on the Town's website. The budget was presented to the board on May 12, 2026, and a public hearing was held on May 26, 2026.

Due to concerns of the NC General Assembly's law for a constitutional amendment on the ballot for this November that limits local property tax levies in an unidentified and unspecified method that would severely hinder Town of Davidson funding for critical local services such as police, fire, and public works, [House Bill 1089 / SL 2026-5 \(2025-2026 Session\)](#) - North Carolina General Assembly, the Board of Commissioners discussed the potential for increasing the recommended tax rate for additional revenue towards funding the proposed Fire Station #1 in FY 2027 rather than FY 2028 as originally planned.

Following the presentation, the Board of Commissioners plans to suspend the rules to allow for a public comment period on the FY2027 Budget. Persons wishing to address the Board of Commissioners will register on a sign-up sheet stationed by the meeting room door. Prior to beginning the public comment period, the Mayor will collect the sign-up sheet and recognize speakers in the order that they registered. Speakers will address the Board of Commissioners from the podium and special accommodations will be made for persons with a disability with appropriate advanced notice to the Town Clerk. Speakers will be asked to identify themselves for the record and shall be limited to a maximum time of three (3) minutes.

Action/Proposed Motion: Motion to adopt the FY2027 Budget Ordinance 2026-03, the FY2027-2031 Capital Improvement Plan, and the FY2027 Fee Schedule as presented.

c. Consider Approval of the 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 were presented at the May 26 meeting, along with the proposed plan for 2026-2030.

Action/Proposed Motion: Motion to approve the 2026-2030 paving plan.

d. Climate Action Plan 2025 Annual Report

Presenter: Kayla Kovach, Sustainability Manager

Summary: On April 9, 2024, the Town of Davidson adopted a Climate Action Plan (CAP) which included numerous goals related to municipal operations, energy & buildings, transportation & mobility, resource conservation, green community, and climate resilience. An Implementation Strategy was developed for the CAP and the Board of Commissioners requested an annual progress report be presented each year to show CAP progress for the previous calendar year. The 2025 Annual Report and the Implementation Strategy for 2026 and 2027 have both been developed with support, review, and feedback from various Town Departments and the Sustainability Board.

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

e. Discuss the Affordable Housing Plan for Davidson Grove Master Plan

Presenter: Trey Akers, Principal Planner

Summary: Staff will discuss the Affordable Housing Plan for the Davidson Grove Master Plan. This project includes 99 residential units, consisting of 89 detached homes and 10 attached (duplex) units. In order to satisfy the DPO Affordable Housing requirement, the developer will provide 6 affordable housing units through on-site construction.

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

V. SUMMARIZE MEETING ACTION ITEMS

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

VI. ADJOURN



A PROCLAMATION FOR LGBTQ+ PRIDE MONTH 2026

WHEREAS, LGBTQ + Pride Month celebrates the contributions of lesbian, gay, bisexual, transgender, and queer people and highlights the need for a safer and fairer world for marginalized people; and

WHEREAS, Pride Month is observed yearly in June to coincide with the anniversary of the 1969 Stonewall riots, a series of gay equality protests in New York City; and

WHEREAS, in 2025, the Gay and Lesbian Alliance Against Defamation (GLAAD) tracked 1,042 anti- LGBTQ+ incidents across the United States, representing a 5% increase from 2024; and

WHEREAS, we know that policies to protect and strengthen LGBTQ+ rights in Davidson and in North Carolina are needed to ensure the safety of all and to encourage every North Carolinian to live their lives fully, regardless of their sexual orientation or gender identity; and

WHEREAS, the Town of Davidson has a diverse LGBTQIA+ community that includes people of all ethnicities, religions, and professions; and we embrace this incredible, rich diversity of our population and town staff.

NOW, THEREFORE, BE IT RESOLVED that the Mayor and Board of Commissioners of the Town of Davidson, do hereby proclaim June 2026 as LGBTQ+ Pride Month in the Town of Davidson. We join the State of North Carolina and the national celebration of June as Pride Month to honor the LGBTQIA+ community and advocate for equality.

Proclaimed this 9th day of June 2026.

Rusty Knox
Mayor



A PROCLAMATION FOR JUNETEENTH 2026

WHEREAS, Juneteenth, also known as Freedom Day, Jubilee Day, Liberation Day, and Emancipation Day, is a holiday celebrating the emancipation of those who had been enslaved in the United States; and

WHEREAS, On June 19, 1865, General Gordon Granger announced that slaves in Texas were free by order of the President of the United States. The announcement came two and a half years after President Lincoln's Emancipation Proclamation which had become official January 1, 1863; and

WHEREAS, freedmen in Texas organized the first of what became the annual celebration of "Jubilee Day" on June 19; and

WHEREAS, June 19 has a special meaning to African Americans, and is called "JUNETEENTH" combining the words June and Nineteenth, and has been celebrated by the African American community for over 150 years; and

WHEREAS, the Town of Davidson encourages everyone to observe Juneteenth as an opportunity to reflect, rejoice, and plan for a brighter future as we continue to address racial injustices in our society today; and

WHEREAS, the Juneteenth celebration in the Town of Davidson will take place on Friday, June 19, from 5:30 p.m. to 8:00 p.m. at the Ada Jenkins Center, and all community members are invited to attend to observe the nationwide holiday celebrating the emancipation of African-Americans.

NOW, THEREFORE, BE IT RESOLVED that the Mayor and Board of Commissioners of the Town of Davidson, do hereby proclaim June 19, 2026, as JUNETEENTH in the Town of Davidson, and urge everyone to become more aware of the significance of this celebration in African-American History and in the heritage of our nation and our town.

Proclaimed this 9th day of June 2026.

Rusty Knox
Mayor

TOWN MANAGER’S EMPLOYMENT AGREEMENT

This Agreement is made and entered into this 9th day of June 2026, by and between the Town of Davidson of the state of North Carolina, a municipal corporation (“Employer”) and Austin Nantz (“Employee”):

WITNESSETH

WHEREAS, Employer operates under the Council-Manager form of government; and

WHEREAS, Employer desires to employ the services of Employee as TOWN MANAGER of Employer as provided for in North Carolina General Statutes 160A-147; and

WHEREAS, it is the desire of the governing board of Employer (the “Board”) to provide certain benefits, to establish certain conditions of employment, and to set working conditions of said Employee; and

WHEREAS, Employee desires to accept employment as Town Manager of Employer; and

NOW, THEREFORE, in consideration of the mutual covenants herein contained, the parties agree as follows:

1. **DUTIES:** Employer hereby agrees to employ Employee as Town Manager of The Town of Davidson to perform those functions and duties specified in the Charter, Ordinances and Resolutions of Employer and by Section 160A-148 of the General Statutes of the State of North Carolina as may be amended from time to time, and to perform other duties and functions as the Board shall from time to time assign.
2. **TERM:** The Employee shall serve at the pleasure of the Employer and nothing in this Agreement shall prevent, limit or otherwise interfere with the right of the Employer to terminate the services of Employee at any time, with or without cause but subject to the provisions of Section 4 of this Agreement. The term of this Agreement shall be for 27 months, commencing on July 1, 2026 and ending on October 30, 2028 (the “Term”).

The employment provided for by this Agreement shall be the Employee’s primary employment. Recognizing that certain outside consulting or teaching opportunities provide indirect benefits to the Employer and the community, the Employee may elect to accept limited teaching, consulting or other business opportunities with the understanding that such arrangements must neither constitute interference with nor a conflict of interest with her responsibilities under this Agreement. Nothing in this Agreement shall prevent, limit or otherwise interfere with the right of Employee to resign any time from her

position with Employer, subject to the provisions set forth in Section 5 of this Agreement.

3. SUSPENSION: Employer may suspend Employee with full pay and benefits at any time during the term of this Agreement with or without cause.
4. TERMINATION AND SEVERANCE PAY:
 - A. In the event Employee is terminated by Employer with or without cause, as allowed and or required by Employer's Personnel Policy and/or law, Employee shall be compensated for all earned but unused vacation as of the date of termination, and all earned but unused sick leave accrued as of the date of termination shall be allowed to be considered creditable service toward retirement as determined by the North Carolina Local Government Employees' Retirement System.
 - B. In the event Employee is terminated by Employer without cause during such time that Employee is willing and able to perform her duties during the term of this Agreement, then in that event Employer agrees to pay Employee a lump sum cash payment as follows: if Employee is terminated on or before January 1, 2027, payment equal to three months of Employee's then current base salary subject to all required federal and state deductions; if Employee is terminated on or before October 30, 2028, payment equal to six months of Employee's then current base salary subject to all federal and state deductions. Car allowance, professional development, dues and subscriptions, Employer matching to retirement plans, or any other similar payments or benefits shall not be payable as part of any severance pay required hereunder. Employee, dependents, and spouse shall be eligible to participate in Employer's health insurance plan as required by COBRA for a maximum of eighteen (18) months but Employer shall not pay any share of Employee's contribution to such health care plan
 - C. As additional consideration for the final payment set out in paragraph 4(B) above, the Employee and Board agree to execute and deliver to each other a mutual release, in a form satisfactory to both parties, releasing both parties from any and all claims that each party may have against each other.
 - D. In the event Employee is terminated for cause, which shall include (i) breach of this Agreement; (ii) misconduct, dishonesty, misrepresentation, insubordination, unsafe, or unprofessional conduct damaging or detrimental to the Town; (iii) use of illegal drugs, or use of alcohol such as to interfere with the performance of Employee's duties; (iv) conviction of or plea of guilty or no contest to a felony or any crime involving moral turpitude, dishonesty or theft; then Employer, in its sole and absolute discretion, shall have no obligation to pay any salary or benefits to Employee that were not accrued as of the date of the notice of termination for cause, and Employer shall have no obligation to pay the severance amounts set forth in Section 4(B). Prior to

termination of Employee pursuant to section 4(D)(i), 4(D)(ii), or 4(D)(iii), Town shall consider whether the breach or defect can be reasonably cured by Employee, and if Town believes that the breach can be cured, Town shall notify employee and offer Employee not less than 30 days from the date of notification to cure any such breach or defect; provided however, that multiple notices relating to the same subject matter shall not be required. The Employee's right to cure shall not be unreasonably withheld. A determination of "cause" by the Town shall be supported by finding of fact.

Employee's refusal to comply with a directive that violates the ICMA Code of Ethics shall in no event serve as cause for termination.

- E. This Agreement expires October 30, 2028, and all terms may be renegotiated at that time. If this Agreement is not renewed, Employer shall have no obligation to pay the severance amounts set forth in Section 4(B).
5. RESIGNATION: In the event Employee voluntarily resigns her position with Employer before the expiration of the Term, Employee shall give Employer at least three (3) weeks notice in advance, unless the parties agree otherwise. Employee shall remain on the job and perform all the duties of the Town Manager during the three (3) week notice period, and Employee shall receive salary and benefits only for the three (3) week period, and employee shall not utilize any accrued paid vacation during the three (3) week period unless the parties otherwise agree in writing. As required by Employer's Personnel Policy and/or law, Employee shall be compensated for all earned but unused vacation as of the date of termination, and all earned but unused sick leave accrued as of the date of termination shall be allowed to be considered creditable service toward retirement as determined by the North Carolina Local Government Employees' Retirement System. Employee, dependents, and spouse shall be eligible to participate in Employer's health insurance plan as required by COBRA for a maximum of eighteen (18) months but Employer shall not pay any share of Employee's contribution to such health care plan.
6. In the event Employee resigns or is terminated with or without cause, Employee and Board agree that they shall not disparage or make negative comments about each other; provided that this Section shall not apply to comments made to any other governmental entity or as required by law.
7. DISABILITY: If Employee is permanently disabled or is otherwise unable to perform her duties because of sickness, accident, injury, mental incapacity or health for a period of four (4) successive weeks beyond the longer of any Employer provided sick leave or applicable FMLA leave, Employer shall have the option to terminate this Agreement, subject to Section 4 (A) and to the severance pay requirements of Section 4(B).

8. SALARY: Employer agrees to pay Employee an annual base salary in the amount of one hundred ninety one thousand dollars (\$191,000), in installments pursuant to the Town's regular pay periods. In addition, Employer agrees to increase said base salary annually in an amount equal to the cost of living adjustment awarded to all employees. Additionally, Employer agrees to increase base salary and/or benefits of Employee and/or provide a performance bonus in such amounts, including no amount, and to such extent as the Employer may determine on the basis of an annual review of Employee's performance to occur no later than October 30th of each year.
9. AUTOMOBILE: Employer shall pay to the Employee in addition to other compensation provided herein, a monthly car allowance in the amount of five hundred dollars (\$500) payable in installments at each payroll period. Employee shall be responsible for paying for liability, property damage and comprehensive insurance coverage upon such vehicle and shall further be responsible for all expenses attendant thereto.
10. JOB RELATED EXPENSES: Employer recognizes that certain expenses are incurred by Employee in performing her duties, including participation in civic and other local organizations, and hereby agrees to reimburse or pay reasonable expenses incurred in the performance of her duties, subject to budgeting for such items.
11. VACATION AND SICK LEAVE: Employee shall accrue, and have credited to her personal account, vacation and sick leave at the highest rate available to employees under the Town Policy. Employee shall submit a statement of leave taken to the Town's Finance Department as said time is used.
12. DISABILITY, HEALTH AND LIFE INSURANCE: Employer agrees to put into force and to make required premium payments for Employee for insurance policies as extended to all other employees of the Employer at the same rate of contribution as set for all other employees of the Employer, and employees' dependents and spouses.
13. RETIREMENT BENEFIT. In addition to the retirement and other benefits discussed in Paragraph 21 B below, Employer agrees to contribute an amount equal to five percent (5%) of Employee's base salary to a 457 plan.
14. PROFESSIONAL DEVELOPMENT, DUES AND SUBSCRIPTIONS: Employer agrees to budget and pay for professional dues and subscriptions of Employee necessary for her continuation and full participation in national, regional, state, and local associations, and organizations necessary and desirable for her continued professional growth and development, including but not limited to National League of Cities, International City/County Management Association, North Carolina League of Municipalities, and North Carolina City/County Manager's Association. Employer further agrees to budget and pay for travel and

subsistence expenses of Employee for professional meetings, conferences, seminars and training adequate to continue the professional development of Employee.

The Board encourages Employee to attain positions of leadership in national, state, regional and local association and organizations relevant to her profession. The Board agrees to pay for Board-approved travel and subsistence expenses necessary for her to discharge her official duties for such associations and organizations, subject to budgeting for such items.

15. PERFORMANCE EVALUATION:

- A. The Board shall conduct a midyear review and evaluate the performance of Employee no later than December 30, 2026. Thereafter the Board shall conduct an annual review of Employee no later than October 30, of each year.
- B. The Board shall provide the Employee with a written summary of its findings and provide an adequate opportunity for the Employee to discuss the evaluation with the Board.

16. HOURS OF WORK: While the expectation is that Employee will maintain office hours during the regular business hours of the Employer, it is recognized that Employee must devote a great deal of time outside the normal office hours to business of the Employer, and to that end Employee will be allowed to adjust her schedule as subject to the demands of the position and expectations of Board. The position of Town Manager is exempt from the Fair Labor Standards Act under both the “professional” and “executive-managerial” exemptions.

17. CONFIDENTIALITY: Employee shall not during the term of this Agreement or any time thereafter, impart to anyone any confidential information which Manager may acquire in the performance of her duties, except as permitted by the Board or under compulsion of law.

18. INDEMNIFICATION: Employer shall defend, save harmless, and indemnify Employee against any tort, professional liability claim or demand or other legal action, whether groundless or otherwise, arising out of an alleged act or omission occurring in the performance of Employee’s duties as Town Manager. The Town or its insurer shall pay the amount of any legal fees, costs, settlement or judgment rendered on such claim. Said indemnification shall extend beyond termination of Employee, to provide full and complete protection to Employee, by the Town of Davidson, as described herein, for any acts or omissions undertaken or committed in Employee’s capacity as Town Manager, regardless of whether the notice or filing of a lawsuit for such tort, claim, demand, or other legal action occurs during or following Employee’s employment by the Town.

19. BONDING: Employer shall bear the full cost of any fidelity or other bonds required of the Employee under any law or ordinance.

20. ETHICAL COMMITMENTS: Employee will at all times uphold the tenets of the ICMA Code of Ethics, a copy of which is attached hereto as Exhibit A and incorporated herein. By way of examples, Employee shall not endorse candidates, make financial contributions, sign or circulate petitions, or participate in fundraising activities for individuals seeking or holding elected office, nor seek or accept any personal enrichment or profit derived from confidential information or misuse of public time. Employer shall support Employee in keeping these commitments by refraining from any order, direction or request that would require Employee to violate the ICMA Code of Ethics. By way of examples, neither the governing body nor any individual member thereof shall request Employee to endorse any candidate, make any financial contribution, sign or circulate any petition, or participate in any fundraising activity for individuals seeking or holding elected office, nor to handle any matter or personnel on a basis other than fairness, impartiality and merit.

21. OTHER TERMS AND CONDITIONS OF EMPLOYMENT

- A. Employer, in consultation with Employee, shall fix any such other terms and conditions of employment, as may determine from time to time, relating to the performance of Employee, provided such terms and conditions are not inconsistent with or in conflict with the provisions of this Agreement, the charter of the Employer, the ICMA Code of Ethics or any other law or ordinance.
- B. All provisions of the Town Charter and code of Employer, and regulations and rules of Employer relating to vacation and sick leave, retirement and pension system contributions, holidays, and other benefits and working conditions as they now exist or hereafter may be amended, also shall apply to Employee as they would to other employees of Employer, in addition to said benefits enumerated specifically for the benefit of Employee.
- C. Employer will provide Employee with a cell phone, iPad and laptop for Town business purposes.

22. NOTICES: Notices pursuant to this Agreement shall be given by hand delivery or by deposit in the custody of the United States Postal Service, postage prepaid, addressed as follows:

EMPLOYER: Town Clerk, PO Box 579, Davidson, NC 28036

EMPLOYEE: Austin Nantz, at the address included in her confidential personnel file retained by the Town.

Notice shall be deemed to have been given as of the date of personal service or as of the date of deposit of such written notice in the course of transmission in the United States Postal Service.

23. NO REDUCTION OF BENEFITS: Employer shall not at any time during the term of this Agreement reduce the salary, compensation or other financial benefits of Employee, except to the degree of such a reduction across-the-board for all employees of the Employer.

24. GENERAL PROVISIONS:

- A. Each party acknowledges that it has participated in the negotiation of this Agreement, and no provision of this Agreement shall be construed against or interpreted to the disadvantage of any party hereto by any court or other governmental or judicial authority by reason of such party having or being deemed to have structured, dictated or drafted such provision. The parties at all times had access to an attorney in the negotiation of the terms of and in the preparation and execution of this Agreement and have had the opportunity to review and analyze this Agreement for a sufficient period of time prior to the execution and delivery thereof. No representations or warranties have been made by any party, other than those set forth in this Agreement. This Agreement embodies the entire agreement and understanding among the parties relating to the subject matter hereof and supersedes all prior proposals, negotiations, agreements and understandings relating to the subject matter.
- B. This Agreement, its execution, interpretation and performance, shall be governed by and construed in accordance with the laws of the State of North Carolina. Any controversy or claim arising out of or in any way related to this Agreement, or the relationship established by it, or the alleged breach thereof, whether at common law, in contract, in tort, or under statute, shall be governed by the laws of the State of North Carolina. Legal proceedings involving any such controversy or claim may be instituted only in the state courts for Mecklenburg County, North Carolina or in the United States District Court for the Western District of North Carolina, and the parties hereby irrevocably consent to the jurisdiction of such courts over their persons and waive any defense based upon improper or insufficient process or service of process.
- C. If any provision, or any portion thereof, contained in this Agreement is held unconstitutional, invalid or unenforceable, the remainder of this Agreement, or portion thereof, shall be deemed severable, shall not be affected, and shall remain in full force and effect.
- D. Any amendments to this Agreement must be in writing and signed by the party against whom the enforcement of the amendment is asserted.

E. This Agreement shall become effective upon adoption and approval by the Board of Commissioners of the Town of Davidson.

IN WITNESS WHEREOF, The Town of Davidson has caused this Agreement to be signed and executed on its behalf by its Mayor, and duly attested by its Town Clerk, and the Employee has signed and executed this Agreement, both in duplicate, the day and year first written.

TOWN OF DAVIDSON by

Honorable Rusty Knox
on behalf of the Town Board

ATTEST:

Betsy Shores, Town Clerk

This Agreement has been pre-audited as required by the North Carolina Local Government Finance Act.

Pieter Swartz, Finance Director

APPROVED AS TO FORM

Karen K. Wolter
Town Attorney

EMPLOYEE

Austin Nantz

ICMA CODE OF ETHICS

The mission of ICMA is to create excellence in local governance by developing and fostering professional local government management worldwide. To further this mission, certain principles, as enforced by the Rules of Procedure, shall govern the conduct of every member of ICMA, who shall:

1. We believe professional management is essential to effective, efficient, equitable, and democratic local government.
2. Affirm the dignity and worth of local government services and maintain a deep sense of social responsibility as a trusted public servant.
3. Be dedicated to the highest ideals of honor and integrity in all public and personal relationships in order that the member may merit the respect and confidence of the elected officials, of other officials and employees, and of the public.
4. Serve the best interests of all community members.
5. Submit policy proposals to elected officials; provide them with facts, and technical and professional advice about policy options; and collaborate with them in setting goals for the community and organization.
6. Recognize that elected representatives are accountable to their community for the decisions they make; members are responsible for implementing those decisions.
7. Refrain from all political activities which undermine public confidence in professional administrators. Refrain from participation in the election of the members of the employing legislative body.
8. Continually improve professional capabilities and those of others while fostering growth and development through ethical leadership and effective management practices.
9. Keep the community informed on local government affairs. Encourage and facilitate active engagement and constructive communication between community members and all local government officials.
10. Oppose efforts to interfere with professional responsibilities by consistently executing official duties, policies, and processes with an unwavering commitment to unbiased public service.
11. Manage all personnel matters with fairness and impartiality.
12. Public office is a public trust. A member shall not leverage his or her position for personal gain or benefit.

Adopted by the ICMA Executive Board in 1924, and most recently revised by the membership in May 2025.





AGENDA MEMO

To: Davidson Board of Commissioners

From: Pieter Swart, Finance Director

Date: June 9, 2026

Re: Consider Approval FY2027 Budget Ordinance 2026-03, Capital Improvement Plan and Fee Schedule

ITEM SUMMARY/OVERVIEW

The Board is asked to consider adoption of the FY2027 Budget Ordinance 2026-03, Capital Improvement Plan and Fee Schedule. Additional information regarding the FY2027 budget can be found on the Town's website. The budget was presented to the board on May 12, 2026, and a public hearing was held on May 26, 2026.

Due to concerns of the NC General Assembly's law for a constitutional amendment on the ballot for this November that limits local property tax levies in an unidentified and unspecified method that would severely hinder Town of Davidson funding for critical local services such as police, fire, and public works, [House Bill 1089 / SL 2026-5 \(2025-2026 Session\)](#) - North Carolina General Assembly, the Board of Commissioners discussed the potential for increasing the recommended tax rate for additional revenue towards funding the proposed Fire Station #1 in FY 2027 rather than FY 2028 as originally planned.

Following the presentation, the Board of Commissioners plans to suspend the rules to allow for a public comment period on the FY2027 Budget. Persons wishing to address the Board of Commissioners will register on a sign-up sheet stationed by the meeting room door. Prior to beginning the public comment period, the Mayor will collect the sign-up sheet and recognize speakers in the order that they registered. Speakers will address the Board of Commissioners from the podium and special accommodations will be made for persons with a disability with appropriate advanced notice to the Town Clerk. Speakers will be asked to identify themselves for the record and shall be limited to a maximum time of three (3) minutes.

ACTION/PROPOSED MOTION

Motion to adopt the FY2027 Budget Ordinance 2026-03, the FY2027-2031 Capital Improvement Plan, and the FY2027 Fee Schedule as presented.

RELATED TOWN GOALS

Strategic Plan Alignment

Core Values

NEXT STEPS

FY2027 Budget, Capital Improvement Plan and Fee Schedule

Jamie Justice

Town Manager

Austin Nantz

Assistant Town Manager

Piet Swart

Finance Director



Board of Commissioners Meeting
June 9, 2026

TOWNOFDAVIDSON.ORG

BUDGET PROCESS & STATUS

- May 12 – Recommended budget presented & discussed
- May 26 – Budget public hearing and budget discussion
 - To read the meeting materials and view the videos, go to:

<https://davidsonnc.portal.civicclerk.com/>

<https://www.townofdavidson.org/1785/Fiscal-Year-2027-Budget>

- At the last meeting, two scenarios were presented to address the planned Fire Station #1 debt service needs
- One-penny or two-penny tax rate increase in FY2027 and not waiting for FY2028.
- Since then, we have answered questions and provided more information.



FIRE STATION #1 PROJECT

- Long history of study and analysis of fire department service level needs.
- Years ago, Town determined that the current location of Fire Station #1 is not the right location long-term and that we should only do minimal improvements there understanding that we would need to build a new fire station in the right location.
- Demonstrated need for the new Fire Station #1 over many public discussions. *See Fire Station Justification Memo attached to agenda.*
- Town purchased property for the station and design is underway.



FIRE STATION #1 PROJECT

Financial plan to fund the station has been in place for several years involving reserving funds in advance to minimize the tax rate increase impact.

- Options were considered to do multiple, smaller tax rate increases along the way or do it all at the end.
- Previous boards elected to do it all at the end which is the path we've been on.
- Both approaches have merit - what matters is that we get to the two-penny final outcome.
- Delaying the Fire Station #1 project further beyond the current schedule will increase the cost of construction.



ALTERNATIVE FY2027 TAX INCREASE SCENARIOS

Variables that support this route include:

- We know recurring revenue is needed
- Unknown macroeconomic impacts
- Uncertainty created by the NC General Assembly with the proposed constitutional amendment that would limit towns' ability to levy property tax

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).



FY2028 REVENUE NEUTRAL SCENARIO

We looked at a hypothetical scenario in which the Town is restricted to revenue neutral in FY2028 by the Legislature and forecast what the impact might look like based on a decision of a one penny or two penny tax rate increase in FY2027.

Disclaimers:

- Speculative exercise not knowing exactly what the Legislature will do.
- Restricting us to revenue neutral (or similar) is a likely possibility, but it also could end up not being this bad, we just don't know.
- We are also assuming the economy doesn't tank so there's other revenue growth like sales tax and we stayed conservative with the estimates, as is customary.
- Also, if this occurs, this is a significant change to the Town's financial world which would necessitate revisiting all our financial planning and adjust accordingly.



SCENARIO: LEGISLATURE RESTRICTS ABILITY TO INCREASE PROPERTY TAX

	FY27 Rate Change	0	+1	+2
Significant Operational Needs FY2028				
Pay Study and anticipated market adjustments	\$	100,000		
COLA/Merit salary increase funding	\$	600,000		
Staffing needs in Police, Fire, and Public Works	\$	549,900		
Employee benefit cost increases	\$	150,000		
Solid waste	\$	120,000		
	\$	1,519,900		
Debt Service Needs - FY2028				
Future Fire Station Debt Service	\$	1,000,000	\$ 600,000	\$ 128,000
Existing voter approved GO Bond Debt Service	\$	300,000	\$ 225,000	\$ 225,000
	Obligation	\$ 570,000	\$ 495,000	\$ 495,000
	Maintain Service Level	\$ 2,249,900	\$ 1,849,900	\$ 1,377,900
Projected Needs - FY2028		\$ 2,819,900	\$ 2,344,900	\$ 1,872,900
Total Projected Revenue Increase		\$ 503,350	\$ 559,569	\$ 615,787
	Projected Budget Gap	\$ 2,316,550	\$ 1,785,332	\$ 1,257,113
	If penny is \$600K	\$ 3.86	\$ 2.98	\$ 2.10
	if penny is \$472K	\$ 4.91	\$ 3.78	\$ 2.66



SCENARIO: LEGISLATURE RESTRICTS ABILITY TO INCREASE PROPERTY TAX IN FY2028

1 Penny Tax Rate Increase in FY2027

<u>Levers Needed to Balance Budget</u>	<u>Impact</u>
<ul style="list-style-type: none">• Reduce salary increase pool by 60%	<p>This is a significant reduction to employee compensation. It will no doubt impact the Town's ability to recruit and retain employees. We will not be able to be competitive with our neighbors. Without adequate staffing resources, service levels could be impacted.</p>
<ul style="list-style-type: none">• No position adds unless grants are received	<p>Potential impacts to service levels based on continuing to add responsibility but not being able to add positions that have been requested.</p>
<ul style="list-style-type: none">• Affordable Housing penny suspended from allocation to Affordable Housing fund and used to balance the budget.	<p>Jeopardizes the future of the Affordable Housing program and the Town's ability to fund the financial gap that will exist when moving to the next phase with DFI.</p>
<ul style="list-style-type: none">• Significant Adjustment to FS#1 Funding Plan	<p>The original plan for FS#1 included establishing a recurring funding source for FS#1 debt service. With this scenario, there is still a \$300,000 gap in recurring revenue that must be identified by FY29 when the debt service will be due.</p>



SCENARIO: LEGISLATURE RESTRICTS ABILITY TO INCREASE PROPERTY TAX IN FY2028

2 Penny Tax Rate Increase in FY2027

Levers Needed to Balance Budget

- Reduce salary increase pool by 40%
- No position adds unless grants are received
- Affordable Housing penny suspended from allocation to Affordable Housing fund and used to balance the budget.

Impact

This reduction in the employee compensation budget will impact our ability to recruit and retain employees. We will not be able to be competitive with our neighbors. Without adequate staffing resources, service levels could be impacted.

Potential impacts to service levels based on continuing to add responsibility but not being able to add positions that have been requested.

Jeopardizes the future of the Affordable Housing program and the Town's ability to fund the financial gap that will exist when moving to the next phase with DFI.



SCENARIOS TAKEAWAYS

One Penny now:

- Provides some security or insurance to hedge against expected future legislative action.
- Gets FS#1 plan back on track and establishes some of the recurring revenue needed for debt service.
- Still have a need for additional revenue for debt service in FY2029.
- Balancing next year would be difficult.

Two Pennies now:

- Provides more security or insurance to hedge against expected future legislative action.
- Gets the FS#1 plan back on track, and establishes most of the recurring revenue needed for debt service.
- Makes balancing next year less difficult.



RISK TOLERANCE

- This is a risk management analysis.
- Options provided fall at different points along the risk spectrum.
- Essentially these are two insurance policies to choose from (1 or 2 pennies).
- Intent is to make sure the board has the best and most complete information we have available to make an eyes wide-open decision.
- This decision comes down to the risk tolerance of the Board.



MANAGER RECOMMENDATION

- Fire Station #1 as a *need* not a want.
- We know that two pennies are needed to pay the anticipated debt service for FS#1.
- As previously noted, we anticipate that debt and operational needs will require additional recurring revenue (an additional tax revenue increase) in the revaluation year.
- There are choices of how we get there.
- If the impact from the Legislature is not as severe as anticipated, we needed to get to two pennies for Fire Station #1 regardless.



MANAGER RECOMMENDATION

- This is an unprecedented situation.
- The Legislature had not approved the constitutional amendment referendum when the original budget was developed and presented.
- We now know the Town's property tax levy will be restricted in some fashion and will handcuff the Town's ability to fund core services.
- It is now a real external threat to sound local government budgeting for the local service needs that residents demand, in particular our financial plan for the Fire Station #1 project.
- It became clear the Town's normal approach to balance the budgets between revaluation years and adjust the tax rate in the revaluation year will not work in this case.
- Since then, staff analyzed the legislative threat and potential impacts weighed against the impending service needs.



MANAGER RECOMMENDATION

- A reasoned approach suggests that we need to raise the tax rate by two pennies for Fire Station #1 in FY2027 to insulate the Town from effort currently underway by the Legislature to limit local governments' ability to levy taxes.
- Tax rate would go from 26.6 cents to 28.6 cents per \$100 valuation.
- Overall budget increases to \$22.73M.
- For a home valued at \$658,840 (median home price in Davidson) a 2-penny increase will mean an annual increase of \$131.76 (\$10.98 a month).
- The Town established the Davidson Tax Assistance Program (DTAP) in FY2024 as way mitigate property tax increases for our most vulnerable residents.



DAVIDSON TAX ASSISTANCE PROGRAM (DTAP)

- Established in FY2024 in alignment with Town goals for anti-displacement, affordable living, and preserving affordable housing.
- Assist residents with tax impacts long-term.
- Provide property tax assistance to residents in vulnerable demographics (aging, low-income).
- Modeled after other successful programs in North Carolina like Mecklenburg County, Charlotte, Durham, and Greensboro.
- Based on the most recent revaluation, we projected that approximately 120 residents could be eligible out of the Town's 5,477 residential parcels.



DAVIDSON TAX ASSISTANCE PROGRAM (DTAP)

- Household income <80% of the area's median income (AMI) based on the number of people in the household. This number is set annually by the Department of Housing and Urban Development (HUD).
- For qualifying residents, the amount granted will be equal to 35% of the Town of Davidson tax amount on the last available tax bill, rounded to the nearest dollar, not to exceed \$534 (this amount will go up with a tax rate increase).
- Mecklenburg County administers this program for the Town and also offers their own tax assistance program (HOMES) which mirrors Davidson's program.
- Applicants must not already be participants in any of the following tax relief programs:
 - North Carolina Homestead Exclusion
 - North Carolina Property Tax Homestead Circuit Breaker
 - North Carolina Disabled Veterans Exclusion
 - North Carolina Present Use Value (PUV) Program



QUESTIONS



OPORTUNITY FOR PUBLIC COMMENT



DISCUSSION



Motion: Approve FY2027 Budget Ordinance 2026-03 with the tax rate set at _____, FY2027-2031 Capital Improvement Plan, and FY2027 Fee Schedule.



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ORDINANCE 2026-03 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 FY2027
General Fund	22,253,474
Powell Bill Fund	550,000
PAVE Act Fund	3,125,000
Stormwater Fund	433,975
Affordable Housing Fund	502,648
TOTAL	26,865,097

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	2,059,900
Total Expenditures	\$ 22,253,474

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 Revenues
Property Taxes	\$ 12,212,689
Sales Tax Revenue	\$ 4,205,875
Prepared Foods and Occupancy	\$ 630,000
Utility Franchise Taxes	\$ 1,095,000
Motor Vehicle Taxes and Fees	\$ 1,093,609
Charges for Services	\$ 619,600
Intergovernmental	\$ 892,038
Misc/Interest	\$ 846,500
Fund Balance Appropriated	\$ 658,162
	\$ 22,253,474

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-seven and six tenths cents (\$.276) 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.

ORDINANCE 2026-03 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:

<u>SUMMARY</u>	Total Budget Appropriations FY2027
General Fund	\$ 22,726,122
Powell Bill Fund	550,000
PAVE Act Fund	3,125,000
Stormwater Fund	433,975
Affordable Housing Fund	502,648
TOTAL	\$ 27,337,745

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
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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	2,532,548
Total Expenditures	22,726,122

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 Revenues
Property Taxes	\$ 12,654,453
Sales Tax Revenue	4,205,875
Prepared Foods and Occupancy	630,000
Utility Franchise Taxes	1,095,000
Motor Vehicle Taxes and Fees	1,124,494
Charges for Services	619,600
Intergovernmental	892,038
Misc/Interest	846,500
Fund Balance Appropriated	658,162
	\$ 22,726,122

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

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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.

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	Issued GO Bonds PAVE Meck County Grant-CRTPO	372,000 735,000 198,000				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			2,000,000
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
	TOTAL									13,896,798

Roadways

	Category/Department	Description	Funding Source	2027	2028	2029	2030	2031	Future	Total
12	Roadways	Potts Sloan Beaty - Roadway, Path, Roundabout	PAVE NCDOT Grant	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
	TOTAL									24,886,679

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
	TOTAL									2,274,335

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
	TOTAL									3,591,135

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
	TOTAL									27,080,000

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
	TOTAL									450,000

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
	TOTAL									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	72,678,947

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	72,678,947

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	283,243	568,243	80,669	605,669	922,499

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	

Line	Project	Action
7	West Branch Rocky River Greenway (Carolina Thread Trail)	Pushed out to match grant funding schedule. No GO Bond funding
8	Davidson-Concord Sidepath (Westbranch to Davidson Place)	Added to CIP Major Projects
11	Lorimer Road (East and West sides, Concord Rd to Chairman Blake Lane)	Added to CIP Five Year Sidewalk Plan
12	June Washam Road Sidewalk (East side, Kenmare to Ballard)	Moved forward one year
13	Watson Street Sidewalk (West side, Griffith Street to Depot Street)	Moved back two years
14	Sidepath Connection to Seam Trail (portion of Bridges Farm Road, Davidson Pointe, NC Highway 115)	Added to CIP Sidewalk and Sidepath
15	Catawba Avenue Sidepath Connector (portion of Catawba, South Main to Potts Street)	Added to CIP Sidewalk and Sidepath
21	T-Ball Fields at River Run Soccer Fields	Moved back one year
22	Davidson Pointe Neighborhood Park	Added to CIP Parks
25	Renovated Public Works Facility	Added construction phases and cost estimates; moved forward three years
27	Sustainability Projects for CAP Implementation	Duke Energy leads LED streetlight conversion effort. Increased funding to \$75,000.
29	Street Resurfacing	Increased Powell Bill funding and reduced General Fund funding
30	Downtown Beautification	Added to CIP Annual Recurring Programs

Line	Project	Action
FY 25 CIP	251 South Street Historic Gymnasium Renovation	Added to In Progress on FY 26 CIP
FY 25 CIP	Intersection Improvements - Davidson-Concord Road/Robert Walker Drive Ro	Added to In Progress on FY 26 CIP
FY 25 CIP	West Branch Rocky River Greenway (Fisher Farm to Narrow Passage)	Added to In Progress on FY 26 CIP
FY 25 CIP	Plum Creek Park Phase III	Completed in FY 25
FY 25 CIP	McEver Fields and Roosevelt Wilson Park Improvements	Completed in FY 25
FY 25 CIP	Exit 30 Interchange Landscaping	Completed in FY 25
FY 25 CIP	Downtown Wayfinding/Parking Signage	Completed in FY 25
FY 25 CIP	Griffith Street Sidewalk (North side, Beaty Street to Spinnaker Cove Drive)	Moved to Potential Future Projects for FY 26
FY 25 Future List	Fire Station #1 - Parking Lot Concrete Repair	Removed for FY 26. Determined to be not necessary due to new Fire Station #1 plans

Project		Agreement Total*	PE
U-5907	PSB	\$ 7,960,429.00	\$ 1,200,000.00
U-6092	Robert Walker	\$ 1,658,000.00	\$ 325,000.00

*Agreement totals include any match amounts required of the municipality

ROW		Const		Projected Balance
\$	2,348,440.82	\$	5,000,000.00	\$ (588,011.82)
\$	450,000.00	\$	2,600,000.00	\$ (1,717,000.00)

Projected Balance w/
Contingency

\$ (1,442,855.90) \$8,548,440.82 \$9,403,284.90

\$ (2,054,500.00)

Town Match on Overage Agreement Comments

\$288,571.18

Pursue Shortfall money NOW

Need to make sure we have the same amounts paid on the project

<u>Street</u>	<u>From</u>	<u>To</u>	<u>Cost</u>	<u>Comments</u>
Beaty St	Naples Dr	Oakhill Apartments	\$769,937.50	high priority Mobility Plan
North Main St	544 N Main St	Ridge Road	\$759,000.00	unsure whether supported by N Main residents
Concord Rd (north side)	Grey Rd	N Downing St	\$1,386,000.00	Conroy - Dogwood Connector is viable option
Watson St	Griffith St	Depot St	\$326,000.00	Reeves Temple has not supported in the past; no right-of-way
Concord Rd (south side)	Kimberly Rd	Pine Rd	\$153,750.00	upgrade existing
Jetton St	Hamilton St	Potts St	\$351,171.88	fill in this gap before or shortly after Hoke project
Griffith St 1	Spinnaker Cove Dr	Beaty St	\$725,500.00	requires FERC application and causeway bridge not supported by Spinnaker Cove neighborhood
Griffith St 2	Beaty St	RR track	\$379,500.00	

Medium: these streets connect other streets with higher pedestrian volume. There may be significant construction hurdles. They are generally shorter in length they are all low traffic volume streets

Crescent Dr	
Dogwood Ln	Grey to N. Thompson
N Thompson	Connection to Davidson College
S Thompson	Lorimer to Concord
Greenway St	Connection to Davidson School
Cathey St	

Goodrum St
Hamilton St
Houston St
Spinnaker Cove Dr portion
College Dr

entrance to neighborhood

**Low: sidewalk on these streets would primarily benefit the residents of those streets, and not the general public.
there may be significant construction hurdles, and they are all low traffic volume streets**

Westmoreland Farm Rd
Churchill Dr
S Downing St
S Lynnbrook St
Virginia Rd
Eastway St
Ridgewood Ave
Pinecrest St
Twin Oaks Rd
Vernon Dr
Meadowbrook Ln
Brandon St
Mallard Ct
Cardinal Ct
Crane St
Windward Dr portion
Hillside Dr



\$1,600,859.38 Four project Total

h

FY 27-31 Capital Equipment 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	910,000
FD	Command Staff Vehicle	Grant	70,000	70,000				140,000
FD	Marine 1 Rescue Boat	GF	48,000					48,000
FD	Pumper Apparatus	Financing		1,800,000				1,800,000
PW	Work Truck	GF	60,000	95,000	250,000	60,000		465,000
PW	Mini Excavator	GF	90,000					90,000
Projected 5-year Capital Equipment			493,000	2,190,000	480,000	290,000	235,000	3,453,000

This lives in the Budget Document only

3,453,000

FY 27-31 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	910,000
FD	Command Staff Vehicle	GF		70,000	70,000			140,000
FD	Pumper Apparatus	Financing		1,800,000				1,800,000
PW	Work Truck	PAVE		60,000	95,000	250,000	60,000	465,000
Projected 5-year Capital Equipment			225,000	2,155,000	395,000	480,000	295,000	3,315,000

2021 G.O. Bond Projects

Category/ Department	Description	Funding Source	Total
Mobility	Intersection Improvements - Davidson-Concord Road/Robert Walker Drive Roundabout	Bonds	675,000
		Grant	2,700,000
Greenways	West Branch Rocky River Greenway (Fisher Farm to Narrow Passage)	Bonds	2,145,000
Mobility	Potts Sloan Beaty - Pedestrian Safety Enhancements	Bonds	200,000
Parks	Plum Creek Park Phase III - PickleBall/Shelters	Bonds	520,000
Mobility	Beaty Street Multi-use Path	Bonds	375,000
Public Facilities	251 South Street Historic Gymnasium Rehabilitation	Bonds	1,020,000
		Grant	2,000,000
Public Facilities	251 South Street Roof Replacement	Bonds	200,000

Total 2023 GO Bond Proceeds	5,135,000
Total Other Sources	4,700,000
	9,835,000

2021 G.O. Bond Projects

Category/ Department	Description	Funding Source	Total	2022	2023
Facilities	Town Center and Public Safety Renovation	Bonds	14,500,000	10,500,000	4,000,000
Parks	Beaty Park	Bonds CIF	2,565,000 275,000	2,565,000 275,000	
Mobility	Griffith St. Roundabouts - Pedestrian HAWK Signals	Bonds	600,000	600,000	
Parks	Fisher Farm Park - restrooms, other improvements	Bonds	407,000	407,000	
Parks	Plum Creek Phase II	Bonds	400,000	400,000	
Greenways	Kincaid Trail Ext. - grant match	Bonds	200,000		200,000
		Grant	800,000		800,000
Parks	Parham Park ADA Kayak Launch	Bonds	255,000		255,000

Total 2021 GO Bond Proceeds

18,927,000

Total Other Sources

1,075,000

20,002,000

Unassigned Fund Balance Summary		
Stabilization Threshold Amount	\$	6,461,183
Community Investment Fund	\$	470,000
Additional FY2024 Projects	\$	2,175,000
Unallocated Unassigned Fund Balance	\$	1,215,002
Total	\$	10,321,185
Transfer to CIF Calculation		
Unallocated Unassigned Fund Balance	\$	1,215,002
Amount Recommended for Transfer to CIF (50% Rounded)	\$	600,000

Unassigned Fund Balance Contributed to the Community Investment Fund (CIF)

FY2022	\$	831,000
FY2023	\$	942,000
FY2024	\$	470,000
FY2025	\$	600,000
FY2026	\$	900,000
Total	\$	<u>3,743,000</u>

CIF	4/17/2026 CIF Balance	\$	3,742,735.95
	Duke Grant Nature Preserve	\$	38,055.00
	Duke Grant Armor Street Park	\$	37,555.00
	Duke Grant Parham Park	\$	68,510.00
	Purchase Orders	\$	(670,015.09)
	Projects Before EOY		
	Downtown Beautification	\$	(100,000.00)
	Pedestrian Safety	\$	(161,710.60)
	FS#2 Reno/Bradford Grant	\$	(11,267.00)
	Beaty Park Meck Million	\$	(738,760.36)
	Net Available for future years	\$	2,205,102.90
	FY2027 Contribution	\$	1,000,000.00
	Available after FY26 Contribution	\$	<u>3,205,102.90</u>

From \$132,600 Grant	Assigned FB
From \$132,600 Grant	Assigned FB
From \$200,000 Grant (\$300K total)	Assigned FB

Includes Parham Park, Nature Preserve and Armour Street POs

RoWalRound RRFB Install with Lumin8	\$ 25,873.00
Spare Parts for RRFBs	

13-00-9910-503	\$ 231,239.64
Signage	\$ 30,000.00

UFB \$2,247,699	Less \$200K for FS#1
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CIF	4/24/2025 CIF Balance	\$	3,482,507.30	
	Purchase Orders	\$	(387,010.38)	
	Projects Before EOY	\$	(20,000.00)	Dawa Greenway signag
		\$	(50,000.00)	Potential EV station
	FS#2 Reno/Bradford Grant	\$	(81,018.00)	
	Ped Safety	\$	(100,000.00)	
	Beaty Park Meck Million	\$	(805,934.35)	600,000
	Griffith St Sidewalk	\$	(129,000.00)	Doug Will Get Estimate
	Net Available for future years	\$	1,909,544.57	
	FY2026 Contribution	\$	900,000.00	
	Available after FY26 Contribution	\$	<u>2,809,544.57</u>	

ge

on cost

Funds Available 7/1/2023 \$ 1,659,369.73

Funds Added In 2024

\$ 470,000.00 Budget Allocation
\$ 339,242.00 GO Bond Reimbursement

\$ 809,242.00

Expenses in 2023

199 \$ (1,583.00)
260 \$ (2,769.98)
440 \$ (100,757.63)
500 \$ 928.59
501 \$ (144,655.43)
502
509 \$ (62,744.00)
510 \$ (28,920.00)
511 \$ 8,740.70
512
513
514 \$ (65,580.00)

\$ (397,340.75)

Projected Expenses

FS#2 \$ (100,000.00)
Remaining Bradford \$ (76,643.24)
Infill Modernization \$ (150,000.00)

\$ (326,643.24)

Net At 6/30/2024

\$ 1,744,627.74

Encumbrances

199 \$ (5,500.97)
440 \$ (5,051.17)
501 \$ (80,150.00)
502 \$ (17,898.84)
510 \$ (4,760.00)
514 \$ (78,100.00)

\$ (191,460.98)

Net For Allocation 6/30/2023

\$ 1,553,166.76

7/1/2024 Allocation

\$ 600,000.00

Amount For Budget

\$ 2,153,166.76

CIF Summary

FY2021 UFB Allocation	\$	831,000
FY2021 Projects		
Pedestrian Safety Improvements	\$	<u>(150,000)</u>
June 30, 2021 CIF	\$	681,000
FY2022 UFB Allocation	\$	<u>667,000</u>
July 1, 2021 CIF Balance	\$	1,348,000
FY2022 Projects		
Pedestrian Safety Improvements		
Projected June 30, 2022 CIF Balance	\$	<u><u>1,348,000</u></u>

CIF Contribution

UFB	\$	1,333,052
Project Adjustments:		

Available UFB for CIF	\$	1,333,052
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Contribution to CIF (50%)	\$	666,526
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3/31/2020 in UFB	\$	666,526
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Unassigned Fund Balance as of March 31, 2021	
Stabilization Threshold Amount	\$4,362,268
Community Investment Fund	\$831,000
Additional FY2021 Projects	\$1,183,000
Unassigned Fund Balance	\$1,333,052
Total	\$7,709,320

			Total Cost			
		Project Name	Estimate	GO Estimate	Cost to Proceed	
Mobility	Committed	\$6 Million Authorized				
		Yes	Potts Sloan Beaty - Phase 1	\$5,330,000	\$0	\$ -
			Potts Sloan Beaty - Post Construction Pedestrian Safety	\$200,000	\$200,000	TBD after PSB complete
		Yes	Intersection - Davidson-Concord Rd./Robert Walker Roundabout	\$1,670,000	\$343,404	\$ -
		Yes	Intersection - Highway 73/Davidson-Concord Road turn lane extension	\$125,000	\$125,000	\$ -
			Intersection - North Main-Beaty	\$3,000,000	\$3,000,000	\$ -
			Griffith St. Roundabouts - Pedestrian HAWK Signals	\$665,000	\$665,000	
			Main/Concord intersection turn lane extension project	\$530,000	\$530,000	\$ -
			Potts Sloan Beaty - Phase 2 - Beaty St. Side Path	\$2,285,000	\$2,285,000	\$ -
					\$7,148,404	
Greenways		Total Cost				
		Project Name	Estimate	GO Estimate		
		\$5 million Authorized				
	Yes	Kincaid Trail Ext. - grant match	\$877,450	\$175,670	\$ -	
	Yes	River Run to Summers Walk*	\$3,500,000	\$3,500,000	\$ 525,000	
	Grey Road - Wolfe to Abersham Park	\$3,087,540	\$3,087,540	\$ -		
	Greenway West Branch Rocky River from Fisher Farm to Narrow Passage	\$1,053,975	\$1,053,975	\$ 525,000		
			\$7,817,185			
Parks		Total Cost				
		Project Name	Estimate	GO Estimate		
		\$4 Million Authorized				
	Yes	Beaty Park (Phase 1 and possible phase 2)	\$3,703,000	\$3,703,000	\$ 150,000	
		Park at Ada Jenkins	\$400,000	\$400,000		
	Yes	Downtown Community Park - Gathering Space	\$375,000	\$275,000		
	Yes	Active Recreation at Bradford HOA - Phase 1 - Playground	\$50,000	\$50,000		
		Fisher Farm Park - restrooms, other improvements	\$300,000	\$300,000	\$ 45,000	
		Gymnasium - pursue joint use agreements		\$0		
	ADD	Plum Creek Phase II	\$800,000	\$800,000		
ADD	Parham Park ADA Kayak Launch	\$170,000	\$170,000			
			\$5,698,000			
	\$15 Million Authorized					
	Total GO Bond Debt Issue		\$20,663,589			

Note: Projects need updated engineering estimates

Note: Not shown are the reimbursent resolutions for Plum Creek Phase I at \$131,129 and the Mary Beaty To Lot at \$35,000.

	<u>Project Category</u>	<u>Project Name</u>	<u>Project Manager</u>	<u>Construction Start Date</u>	<u>Completion Target</u>	<u>Project Cost</u>	<u>Primary Funding Source</u>	<u>Other Funding Source</u>	<u>Adopted Plan/Policy</u>
x	Affordable Housing	House Repairs - Mock Circle	Doug Wright				CDBG		
x	Facilities	Public Works Future Site	Doug Wright						
B	Facilities	251 South Street and Town Hall	Austin Nantz						
x	Greenways	West Branch Rocky River Greenway Fisher Farm to Narrow Passage	Doug Wright						Mobility
x	Greenways	Greenway Fisher Farm to McConnell Neughborhood	Doug Wright			TBD			Mobility
B	Greenways	Kincaid Trail	Doug Wright	Aug-20	20-Dec	\$ 877 450	701 780	175 670	
x	Greenways	S. Main to Potts /Sloan / Beaty Connector	Doug Wright			\$ 198 375			
B	Greenways	West Branch Rocky River Greenway River Run to Summers Walk	Doug Wright			\$ 1 900 000			
B	Intersection	Griffith Roundabouts Pedestrian Improvements	Doug Wright			\$ 977 500			Mobility
X	Intersection	Intersection Improvements Concord-Pine-Grey	Doug Wright			\$1 950 000			Mobility
B	Intersection	Intersection Improvements North Main-Beaty	Doug Wright			\$1 100 000			Mobility
B	Intersection	Roundabout Robert-Walker Dr. And Davidson-Concord Road	Doug Wright			TBD			Mobility
Not on CIP	Intersection	Davidson-Concord Road/Hwy 73 Intersection Improvements	Doug Wright	May-20	Jun-20	TBD			Mobility
x	Intersection	Main St.-Griffith St. Intersection improvements	Doug Wright						Mobility
X	Multi-Use Path	Beaty Street Side Path	Doug Wright						Mobility
X	Multi-Use Path	Davidson-Concord Road Side Path	Doug Wright						Mobility
Ask Doug	Other	Exit 30 landscaping: Roundabouts and Ramps	Doug Wright						
x	Other	251 South Street Parcel (rest of site other than bldg)	Leslie Willis						
X	Parks	Armour Street Walking Pier/Complete Park (Gazebo?)	Doug Wright	Jun-21					
X	Parks	Nature Preserve Pier/Improvements	Doug Wright	Jun-21					
Not of CIP	Parks	Parks M&R projects - McEver Lights	Jesse Bouk						
Not on CIP	Parks	Downtown Gathering Space	Kim Fleming	Jun-20	Aug-20				
Not on CIP	Parks	Parks M&R projects - Finish Plum Creek Phase I	Leslie Willis	Jun-20	Aug-20				
B	Parks	Plum Creek Park Phase 2	Leslie Willis						
B	Parks	Beaty Property Park and Dam	Leslie Willis						
Not on CIP	Parks	Bradford POA Playground	Leslie Willis	Feb-20	Jun-20				
B	Parks	Parham Park ADA Accessible Pier	Leslie Willis						
x	Parks	RWP CDBG Project - Picnic Shelter and Active Play Features	Leslie Willis	on hold		155000	CDBG		
x	Parks	Davidson Pointe neighborhood park	Leslie Willis						
B	Parks	Fisher Farm Restrooms	Leslie Willis						
Not on CIP	Pedestrian Safety	Rectangular Rapid Flashing Beacons	Doug Wright	Jun-20	Sep-20	TBD			Mobility
Doug	Pedestrian Safety	Crosswalk Improvements/RRFB Specific Projects	Doug Wright						Mobility
Doug	Pedestrian Safety	Traffic Calming-Set Annual Allocation	Doug Wright						Mobility
Not on CIP	Public Art	Roosevelt Wilson Park Sensory Garden	Kim Fleming						
Not on CIP	Public Art	Veterans Monument	Kim Fleming						
x	Sidewalk	Sidewalk north side Concord	Doug Wright			\$ 558 888,5			Mobility
x	Sidewalk	Sidewalk east side N. Main	Doug Wright			\$ 430 672,13			Mobility
x	Sidewalk	Sidewalk N. Side Griffith	Doug Wright			\$ 457 990,38			Mobility
x	Sidewalk	Sidewalk S. Side Jetton	Doug Wright			\$ 213 451,5			Mobility
Not on CIP	Sidewalk	Sidewalk east side Grey Rd	Doug Wright	Jun-20	Sep-20	TBD	TOD		Mobility
x	Sidewalk	Houston Street Sidewalk	Doug Wright	on hold		120750	CDBG		
Only if we h	Stormwater	Storm Water Projects	Doug Wright						
x	Stormwater	Water Quality Enhancement Project RWP	Doug Wright			Grants+CIF+SW	TBD		
x	transit	CATS Bus Stop Enhancements Projects	Doug Wright			CATS+CIF	TBD		Mobility
x		Potts/Sloan/Beaty	Doug Wright	Apr-21		\$ 2 338 000	Bond funding: 2 338 000	bonus allocation funds: 3 900 000	Mobility
B		Multi-use Path Grey Road	Doug Wright			\$ 2 645 000			Mobility
x		Walnut St. To Vernon Drive Connector	Doug Wright			TBD			Mobility
x		Eastway Dr. To South Street Bike Ped Connector	Doug Wright			TBD			Mobility
x		Hillside Drive to Cathy St. Bike Ped Connector	Doug Wright			TBD			Mobility
x		Pavement Condition Survey and Resurfacing Plan	Doug Wright						Mobility

Category/ Department	Description	Funding Source
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Facilities	Town Center and Public Safety Renovation	Bonds
Parks	Beaty Park (Phase 1 and possible phase 2)	Bonds Grant-PARTF CIF
Mobility	Griffith St. Roundabouts - Pedestrian HAWK Signals	Bonds
Parks	Fisher Farm Park - restrooms, other improvements	Bonds
Parks	Plum Creek Phase II	Bonds
Greenways	Kincaid Trail Ext. - grant match	Bonds
Parks	Parham Park ADA Kayak Launch	Bonds
Greenways	Greenway West Branch Rocky River from Fisher Farm to Narrow Passage	Bonds

Bond Issuance

GMP Approved by Davidson BOC	4/5/2021
LGC Sale Date (Pricing Date)	4/19/2021
Issuance Date (Closing/Cash Available)	5/4/2021

2021	2022
------	------

10,000,000	
750,000	
500,000	

665,000	
300,000	
300,000	
175,670	
	170,000
	1,053,975

Soft
Costs/Match

July August

In CPF - Pub Fac GMP Date 4/5/2021
\$ 90,000 Start Date May 2021

\$ 75,000 PE - Spring Build
\$ 30,000 PE - Spring Build
\$ 30,000 PE - Spring Build
\$ 175,670 Part in Greenways CPF
\$ 20,000 SWAG
\$ 100,000 SWAG

\$ 520,670

September October November December January February March

Beaty St Sidewalk Estimate

West (Ingersol Rand) side

CON	(\$100/LF)	\$521,950.00
ROW		\$36,000.00
PE	(15% CON)	\$58,000.00
TOTAL		\$615,950.00
Contingency (25%)		\$153,987.50
Grand Total		\$769,937.50

PARHAM PARK PIER AND KAYAK LAUNCH ESTIMATE

	boardwalk area	landing area	per SF
CONSTRUCTION	1000	400	60
PE (20%)			
PERMITTING FERC			
SubT			
CONTINGENCY (30%)			
GrandT			

12/3/2019

ext

\$84,000

\$16,800

\$20,000

\$120,800

\$36,240

\$157,040

Public Works Site Buildings

<u>BLDG</u>	<u>SF</u>	<u>\$ / SF</u>	<u>EXTENDED</u>
OFFICE	3000	\$100.00	\$300,000.00
MAINTENANCE BLDG 1	3000	\$25.00	\$75,000.00
MAINTENANCE BLDG 2	3000	\$25.00	\$75,000.00
MAINTENANCE BLDG 3	4350	\$25.00	\$108,750.00
VEHICLE WASH	400	\$50.00	\$20,000.00
TOTAL			\$578,750.00
CONT	20%		\$115,750.00
TOTAL			\$694,500.00

GRIFFITH ROUNDABOUT HAWK SIGNALS

PE	\$75,000
MATERIALS AND LABOR	\$400,000
SUBTOTAL	<u>\$475,000</u>
CONTINGENCY (40%)	\$190,000
GRAND TOTAL	<u><u>\$665,000</u></u>

Kincaid Trail

PE		\$121,000
	NCDOT	\$96,800
	Local Match	\$24,200
ROW	None needed	\$0.00

NEED TO ADD CONSTRUCTION

Greenway Narrow Passage to Fisher Farm

Pre-Design	Dewberry		\$ 25,557.00
Appraisals	Integra		\$ 20,000.00
Easements	VARIOUS		\$ 208,325.00
Design	Estimate	TBD	<u>\$ 225,000.00</u>
Total Preconstruction			\$ 478,882.00
Construction	Estimate	TBD	\$ 1,100,000.00
Contingency	Estimate	TBD	<u>\$ 272,000.00</u>
Total			<u><u>\$ 1,850,882.00</u></u>

Plum Creek Park Phase 3

Parks and Recreation

Leslie Willis

Design	Vis	TBD	<u>\$ 20,000.00</u>		Cash Need FY2023
Total Preconstruction			\$ 20,000.00		
Construction	Estimate	TBD	\$ 400,000.00	FY2018	Post-GOBond Issue (2
Contingency	Estimate	TBD	<u>\$ 100,000.00</u>	25%	
Total			<u>\$ 520,000.00</u>		

Original Project Design

- 2 Tennis Court
 - Pavillion by Playground
 - Pavillion by Basketball Court
- 2 Sand Volleyball Court
 - Bocce Ball Court

Do we need to revalidate this plan to consider:

- Additional Basketball
- Pickleball
- Overall review of masterplan

:024?)

RWP Pavillion and Active Play Features

Parks and Recreation

Leslie Willis

Cash Need

Design		TBD		<u>\$ -</u>	
Total Preconstruction				\$ -	
Construction Estimate		TBD	FY2017 Est	\$ 145,000.00	
Contingency Estimate		TBD		<u>\$ 36,250.00</u>	25%
Total				<u><u>\$ 181,250.00</u></u>	

Lowes Grant Application

Original Project Design

Replace Pavillion by Playground	\$ 65,000.00
Active Features	\$ 45,000.00
Table Tennis	
Cornhole	
Fitness Stations	
Retaining Wall	\$ 10,000.00
Hardscape	\$ 25,000.00
Sidewalk	TBD
Total	\$ 145,000.00

BEATY

<u>ITEM</u>	<u>COST</u>	<u>COMMENTS</u>		
RIGHT-OF-WAY	\$36,000.00			
CON	\$521,950.00	0.2	1056	230
PE	\$58,000.00			
SUBT	\$615,950.00			
CONTINGENCY	25.00%			
GRANDT	\$769,937.50			

JETTON

<u>ITEM</u>	<u>COST</u>	<u>COMMENTS</u>		
RIGHT-OF-WAY	\$72,500.00	5 ft SDE		
CON	\$166,750.00		725	230
PE	\$41,687.50	25% CON		
SUBT	\$280,937.50			
CONT	25%			
GRANDT	\$351,171.88			

WATSON

<u>ITEM</u>	<u>COST</u>	<u>COMMENTS</u>
RIGHT-OF-WAY	\$109,000.00	NEED RIGHT-OF-WAY FROM REEVES TEMPL
CON	\$121,440.00	0.1 528 230
PE	\$30,360.00	25% CON
SUBT	\$260,800.00	
CONTINGENCY	25%	
GRANDT	\$326,000.00	

.E (~4000 SF), 209 WATSON (~1450 SF)

CONCORD SOUTH SIDE

<u>ITEM</u>	<u>COST</u>	<u>COMMENTS</u>
RIGHT-OF-WAY	\$38,000.00	
CON	\$60,000.00	230
PE	\$25,000.00	25% CON
SUBT	\$123,000.00	
CONT	25.00%	
TOTAL	\$153,750.00	

107 Pine	no work
724 Concord	no work
736 Concord	no work
738 Concord	no work
752 Concord	French property; move wall expand sidewal
766 Concord	2 driveways mods; could get by with no wor
778 Concord	20 x 5 permanent
790 Concord	20 x 5 permanent
125 Crescent	no work
814 Concord	no work
822 Concord	no work
830 Concord	20 x 5 permanent
838 Concord	stone wall mods
850 Concord	no work
858 Concord	no work

appraisals per parcel	3500
acquisition services per parcel	1500

1k to 5-ft rk	100
	100
	100

100	8000
-----	------

NORTH MAIN

<u>ITEM</u>	<u>COST</u>	<u>COMMENTS</u>		
RIGHT-OF-WAY	\$0.00			
CON	\$485,760.00	0.4	2112	230
PE	\$121,440.00	25% CON		
SUBT	\$607,200.00			
CONTINGENCY	25.00%			
TOTAL	\$759,000.00			

CONCORD NORTH

<u>ITEM</u>	<u>COST</u>	<u>COMMENTS</u>
RIGHT-OF-WAY	\$396,000.00	5-FT SW, 5-FT TCE
CON	\$607,200.00	0.5 2640 230
PE	\$151,800.00	25% CON
SUBT	\$1,155,000.00	
CONTINGENCY	20.00%	
GRANDT	\$1,386,000.00	

264000 132000

GRIFFITH 1

<u>ITEM</u>	<u>COST</u>	<u>COMMENTS</u>
RIGHT-OF-WAY	\$0.00	SHOULD BE SUFFICIENT RIGHT-O
CON	\$364,320.00	0.3 1584 230
BRIDGE	\$100,000.00	
PE	\$116,080.00	25% CON
SUBT	\$580,400.00	
CONTINGENCY	25.00%	
TOTAL	\$725,500.00	

OF WAY

GRIFFITH 2

<u>ITEM</u>	<u>COST</u>	<u>COMMENTS</u>
RIGHT-OF-WAY	\$0.00	SHOULD BE SUFFICIENT RIGHT-O
CON	\$242,880.00	0.2 1056 230
PE	\$60,720.00	25% CON
SUBT	\$303,600.00	
CONTINGENCY	25.00%	
TOTAL	\$379,500.00	

OF WAY

Form 1 - Funding Information Sheet																											
All of the highlighted sections are required																											
TIP ID #: U-5907																											
Project Name: Potts Sloan Beatty Corridor																											
Current Project Stage (Use Drop Down Arrow): Planning (0-10% plans)																											
Date: Friday, October 28, 2022																											
Notes and instructions: 1. Submit this form in Excel format. DO NOT print as a PDF. 2. Save this form as: Form 1_Project_#.xls 3. Enter information in yellow cells only. Do not override any of the formulas. 4. Project "Phase" (cell B5) must match plans and application documents. 5. Do NOT include any contingencies, escalation, large miscellaneous, or other unknown percentages as part of any of the new costs. 6. Preliminary engineering (PE) is NOT applicable for projects in the ROW, construction phase, or letting; any shortfall/request amount must be equal to zero dollars (\$0). 7. Right-of-way (ROW) is NOT applicable for projects in the construction phase or letting; any shortfall/request amount will be equal to zero dollars (\$0). 8. For new projects, enter zero (\$0) in column C, or for supplemental requests, enter the approved amount in your Municipal Agreement (MA). 9. For new projects, the local match amount (cell G14) must be at least 20% and in increments of 5%. For supplemental requests, enter the local match amount as specified in your MA. 10. The majority of funds available, will start in FY25 or FY26. Please consider two years between phases (column A), for example PE FY25, ROW FY27, CDN FY29.																											
Anticipated FY	Funding Phase	Approved Amount in MA	Cost Estimate or for Shortfalls Revised Cost	Contingency	New Total	Shortfall/ Request Amount																					
2023	Preliminary Eng.	\$ 1,200,000	\$ 1,300,000	\$ 75,000	\$ 1,375,000	\$ 175,000																					
2025	Right-of-Way	\$ 1,700,428	\$ 2,500,000	\$ 295,828	\$ 2,795,828	\$ 1,035,000																					
2027	Construction	\$ 5,000,000	\$ 6,890,000	\$ 756,000	\$ 7,646,000	\$ 2,646,000																					
	Total	\$ 7,900,428	\$ 10,690,000	\$ 1,076,828	\$ 11,766,828	\$ 3,806,000																					
<table border="1"> <tr> <td colspan="6">Exist. Local Match in Municipal Agreement</td> <td>20.0%</td> </tr> <tr> <td colspan="6">Local match amount:</td> <td>\$ 761,200</td> </tr> <tr> <td colspan="6">Total Request Amount:</td> <td>\$ 3,044,800</td> </tr> </table>							Exist. Local Match in Municipal Agreement						20.0%	Local match amount:						\$ 761,200	Total Request Amount:						\$ 3,044,800
Exist. Local Match in Municipal Agreement						20.0%																					
Local match amount:						\$ 761,200																					
Total Request Amount:						\$ 3,044,800																					
Form updated on July 6, 2021. Previous versions are no longer valid.																											
For staff use only																											
New total project total:						\$ 11,766,828																					
Total Request / Total project ratio:						26%																					
Funding Phase	Shortfall/ Request Amount	Federal Amount	Local Amount																								
PE	\$ 175,000	\$ 100,000	\$ 75,000																								
ROW	\$ 1,035,000	\$ 828,000	\$ 207,000																								
CDN	\$ 2,646,000	\$ 2,117,000	\$ 529,000																								
Total	\$ 3,806,000	\$ 3,045,000	\$ 761,000																								

	Contingencies
\$ 100,000	40% Planning (0-10% plans)
\$ 719,571	30% Design (15-60% plans)
\$ 1,890,000	25% ROW (75-95% plans)
\$ 2,725,571	0% Construction (100% plans)
	0% Capital Purchase

Form 1 - Funding Information Sheet						
All of the highlighted sections are required						
TIP ID #:						
Project Name: Beatty Street-Main Street Intersection Improvements						
Current Project Stage (Use Drop Down Arrow):		Planning (0-10% plans)		Date:		Monday, October 17, 2022
<p>Notes and instructions:</p> <p>1. Submit this form in Excel format. DO NOT print as a PDF.</p> <p>2. Save this form as: Form 1_Project_date</p> <p>3. Enter information in yellow cells only. Do not override any of the formulas.</p> <p>4. Project "Phase" (cell B5) must match plans and application documents.</p> <p>5. Do NOT include any contingencies, escalation, large miscellaneous, or other unknown percentages as part of any of the new costs.</p> <p>6. Preliminary engineering (PE) is NOT applicable for projects in the ROW, construction phase, or letting; any shortfall/request amount must be equal to zero dollars (\$0).</p> <p>7. Right-of-way (ROW) is NOT applicable for projects in the construction phase or letting; any shortfall/request amount will be equal to zero dollars (\$0).</p> <p>8. For new projects, enter zero (\$0) in column C, or for supplemental requests, enter the approved amount in your Municipal Agreement (MA).</p> <p>9. For new projects, the local match amount (cell G14) must be at least 20% and in increments of 5%. For supplemental requests, enter the local match amount as specified in your MA.</p> <p>10. The majority of funds available, will start in FY25 or FY26. Please consider two years between phases (column A), for example PE FY25, ROW FY27, CDN FY29.</p>						
Anticipated FY	Funding Phase	Approved Amount in MA	Cost Estimate or for Shortfalls Revised Cost	Contingency	New Total	Shortfall/ Request Amount
2025	Preliminary Eng.	\$	295,000	\$ 71,500	\$ 366,500	\$ 358,000
2027	Rights-of-Way	\$	242,000	\$ 96,800	\$ 338,800	\$ 339,000
2029	Construction	\$	1,958,748	\$ 783,499	\$ 2,742,247	\$ 2,742,000
	Total	\$	2,495,748	\$ 951,799	\$ 3,438,547	\$ 3,438,000
Exist. Local Match in Municipal Agreement						40.0%
Local match amount:						\$ 1,375,600
Total Request Amount:						\$ 2,063,400
For staff use only						
New total project total:						\$ 3,438,547
Total Request / Total project ratio:						60%
Funding Phase	Shortfall/ Request Amount	Federal Amount	Local Amount			
PE	\$ 358,000	\$ 215,000	\$ 143,000			
ROW	\$ 339,000	\$ 205,000	\$ 136,000			
CDN	\$ 2,742,000	\$ 1,645,000	\$ 1,097,000			
Total	\$ 3,439,000	\$ 2,063,000	\$ 1,376,000			

Contingencies	
\$ 286,000	40% Planning (0-10% plans)
\$ 242,000	30% Design (15-60% plans)
\$ 1,958,748	25% ROW (75-95% plans)
\$ 2,486,748	0% Construction (100% plans)
	0% Capital Purchase

Form 1 - Funding Information Sheet						
All of the highlighted sections are required						
TIP ID #:						
Project Name: Beatty Street Sidewalk						
Current Project Stage (Use Drop Down Arrow):		Date:		Monday, October 17, 2022		
<p>Notes and instructions:</p> <p>1. Submit this form in Excel format. DO NOT print as a PDF.</p> <p>2. Save this form as: Form 1_Project_date</p> <p>3. Enter information in yellow cells only. Do not override any of the formulas.</p> <p>4. Project "Phase" (cell B5) must match plans and application documents.</p> <p>5. Do NOT include any contingencies, escalation, large miscellaneous, or other unknown percentages as part of any of the new costs.</p> <p>6. Preliminary engineering (PE) is NOT applicable for projects in the ROW, construction phase, or letting; any shortfall/request amount must be equal to zero dollars (\$0).</p> <p>7. Right-of-way (ROW) is NOT applicable for projects in the construction phase or letting; any shortfall/request amount will be equal to zero dollars (\$0).</p> <p>8. For new projects, enter zero (\$0) in column C, or for supplemental requests, enter the approved amount in your Municipal Agreement (MA).</p> <p>9. For new projects, the local match amount (cell G14) must be at least 20% and in increments of 5%. For supplemental requests, enter the local match amount as specified in your MA.</p> <p>10. The majority of funds available, will start in FY25 or FY26. Please consider two years between phases (column A), for example PE FY25, ROW FY27, CDN FY29.</p>						
Anticipated FY	Funding Phase	Approved Amount in MA	Cost Estimate or for Shortfalls Revised Cost	Contingency	New Total	Shortfall/Request Amount
2025	Preliminary Eng.	\$ 264,000	\$ 66,000	\$ 330,000	\$ 330,000	\$ -
2027	Rights-of-Way	\$ 429,000	\$ 171,600	\$ 600,600	\$ 601,000	\$ -
2029	Construction	\$ 1,829,520	\$ 731,808	\$ 2,561,328	\$ 2,561,000	\$ 328
Total		\$ -	\$ 2,522,520	\$ 969,408	\$ 3,491,928	\$ 3,492,000
Exist. Local Match in Municipal Agreement						40.0%
Local match amount:						\$ 1,396,800
Total Request Amount:						\$ 2,095,200
For staff use only						
New total project total:						\$ 3,491,928
Total Request / Total project ratio:						60%
Funding Phase	Shortfall/Request Amount	Federal Amount	Local Amount			
PE	\$ 330,000	\$ 198,000	\$ 132,000			
ROW	\$ 601,000	\$ 361,000	\$ 240,000			
CDN	\$ 2,561,000	\$ 1,537,000	\$ 1,024,000			
Total	\$ 3,492,000	\$ 2,096,000	\$ 1,396,000			

	Contingencies
\$ 264,000	40% Planning (0-10% plans)
\$ 429,000	30% Design (15-60% plans)
\$ 1,829,520	25% ROW (75-95% plans)
\$ 2,522,520	0% Construction (100% plans)
	0% Capital Purchase

Form 1 - Funding Information Sheet							
All of the highlighted sections are required							
TP ID #: 							
Project Name: Grey Road Multi-Use Path							
Current Project Stage (Use Drop Down Arrow): Planning (0-10% plans)							
Date: Monday, October 17, 2022							
Notes and instructions: 1. Submit this form in Excel format. DO NOT print as a PDF. 2. Save this form as: Form 1_Project_date 3. Enter information in yellow cells only. Do not override any of the formulas. 4. Project "Phase" (cell B5) must match plans and application documents. 5. Do NOT include any contingencies, escalation, large miscellaneous, or other unknown percentages as part of any of the new costs. 6. Preliminary engineering (PE) is NOT applicable for projects in the ROW, construction phase, or letting; any shortfall/request amount must be equal to zero dollars (\$0). 7. Right-of-way (ROW) is NOT applicable for projects in the construction phase or letting; any shortfall/request amount will be equal to zero dollars (\$0). 8. For new projects, enter zero (\$0) in column C, or for supplemental requests, enter the approved amount in your Municipal Agreement (MA). 9. For new projects, the local match amount (cell G14) must be at least 20% and in increments of 5%. For supplemental requests, enter the local match amount as specified in your MA. 10. The majority of funds available, will start in FY25 or FY26. Please consider two years between phases (column A), for example PE FY25, ROW FY27, CDN FY29.							
Anticipated FY	Funding Phase	Approved Amount in MA	Cost Estimate or for Shortfalls Revised Cost	Contingency	New Total	Shortfall/ Request Amount	
2025	Preliminary Eng.	\$	\$ 575,168	\$ 143,792	\$ 718,960	\$ 719,000	
2027	Rights-of-Way	\$	\$ 3,907,297	\$ 523,103	\$ 4,430,400	\$ 1,631,000	
2029	Construction	\$	\$ 2,300,672	\$ 920,269	\$ 3,220,941	\$ 3,221,000	
Total		\$	\$ 4,183,537	\$ 1,587,164	\$ 5,770,701	\$ 5,771,000	
Form updated on July 6, 2021. Previous versions are no longer valid.						Exist. Local Match in Municipal Agreement	40.0%
						Local match amount:	\$ 2,308,400
						Total Request Amount:	\$ 3,462,600
For staff use only							
						New total project total:	\$ 5,770,761
						Total Request / Total project ratio:	60%
Funding Phase	Shortfall/ Request Amount	Federal Amount	Local Amount				
PE	\$ 720,000	\$ 431,000	\$ 289,000				
ROW	\$ 1,631,000	\$ 1,099,000	\$ 732,000				
CDN	\$ 3,221,000	\$ 1,933,000	\$ 1,288,000				
Total	\$ 5,771,000	\$ 3,463,000	\$ 2,308,000				

	Contingencies
\$ 575,168	40% Planning (0-10% plans)
\$ 1,307,797	30% Design (15-60% plans)
\$ 2,300,672	25% ROW (75-95% plans)
\$ 4,183,597	0% Construction (100% plans)
	0% Capital Purchase



FEE SCHEDULE FY 2027

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 FY 2027	
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 (<u>plus costs</u>)	\$3,000.00
Individual building	\$1,500.00
Conditional planning area single family residential on an individual lot (<u>plus costs</u>)	\$750.00
Master plan or conditional amendment not substantial (as defined by Planning Ordinance) (<u>plus costs</u>)	\$500.00
Master plan or conditional amendment substantial (as defined by Planning Ordinance) (<u>plus costs</u>)	\$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
Each additional revision will increase cumulatively	\$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



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.



AGENDA MEMO

To: Davidson Board of Commissioners
From: Douglas Wright, Project Manager
Date: June 9, 2026
Re: Consider Approval of the 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 were presented at the May 26 meeting, along with the proposed plan for 2026-2030.

ACTION/PROPOSED MOTION

Motion to approve the 2026-2030 paving plan.

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
June 9, 2026

TOWNOFDAVIDSON.ORG

PAVEMENT CONDITION RATING

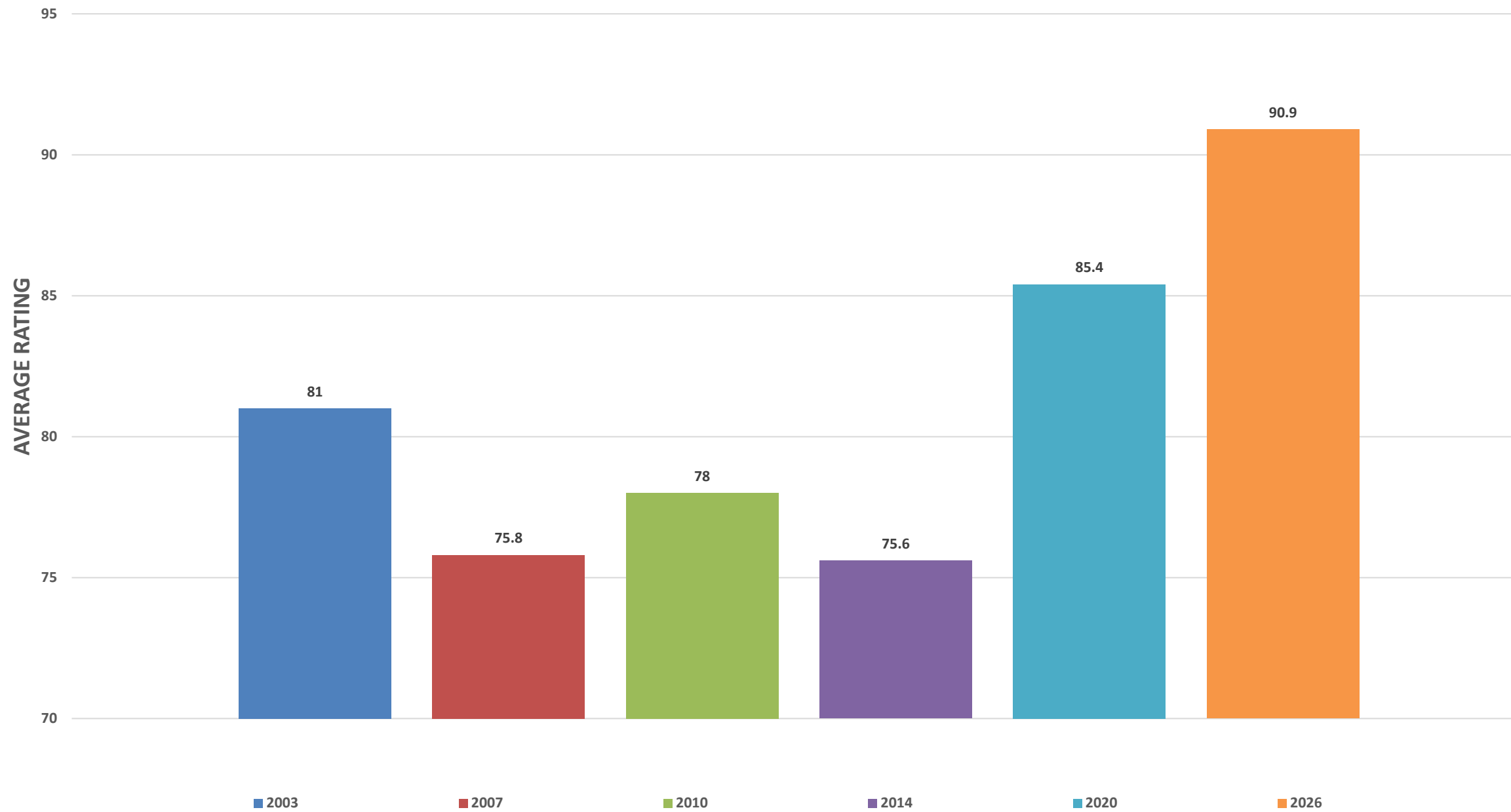
The Town of Davidson's street system is in "Good" condition with an overall weighted average PCR value of 90.9.

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



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).



MOTION:

Motion to approve the 5-year paving plan.



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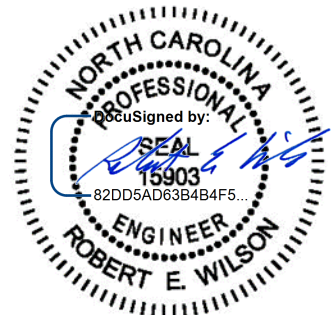
Town of Davidson Pavement Condition Survey

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.

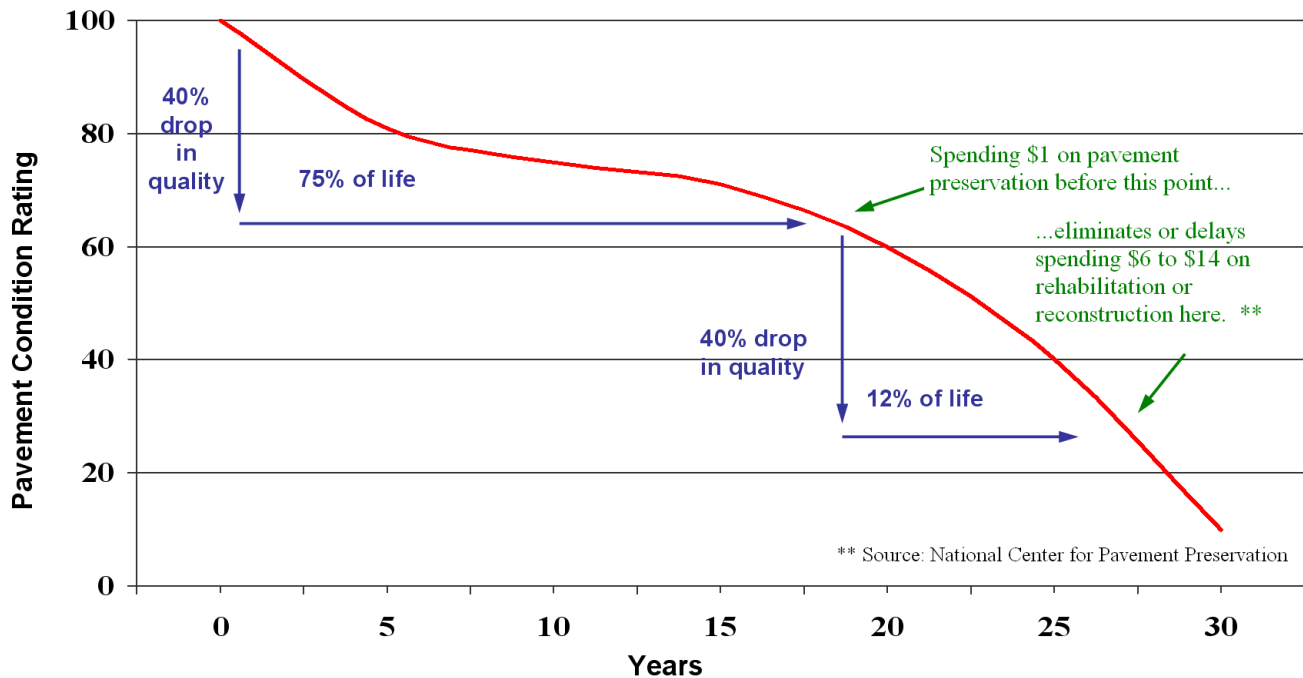
The primary maintenance needs are crack sealing, patching and resurfacing to correct moderate to severe alligator cracking, and moderate to severe block cracking. Based upon the results of this survey, approximately 2.65 miles of streets or 4.14% of the rated street system is recommended for resurfacing 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:

$$\text{PCR} = 100 - (\text{AL}) - (\text{RT}) - (\text{PA})$$

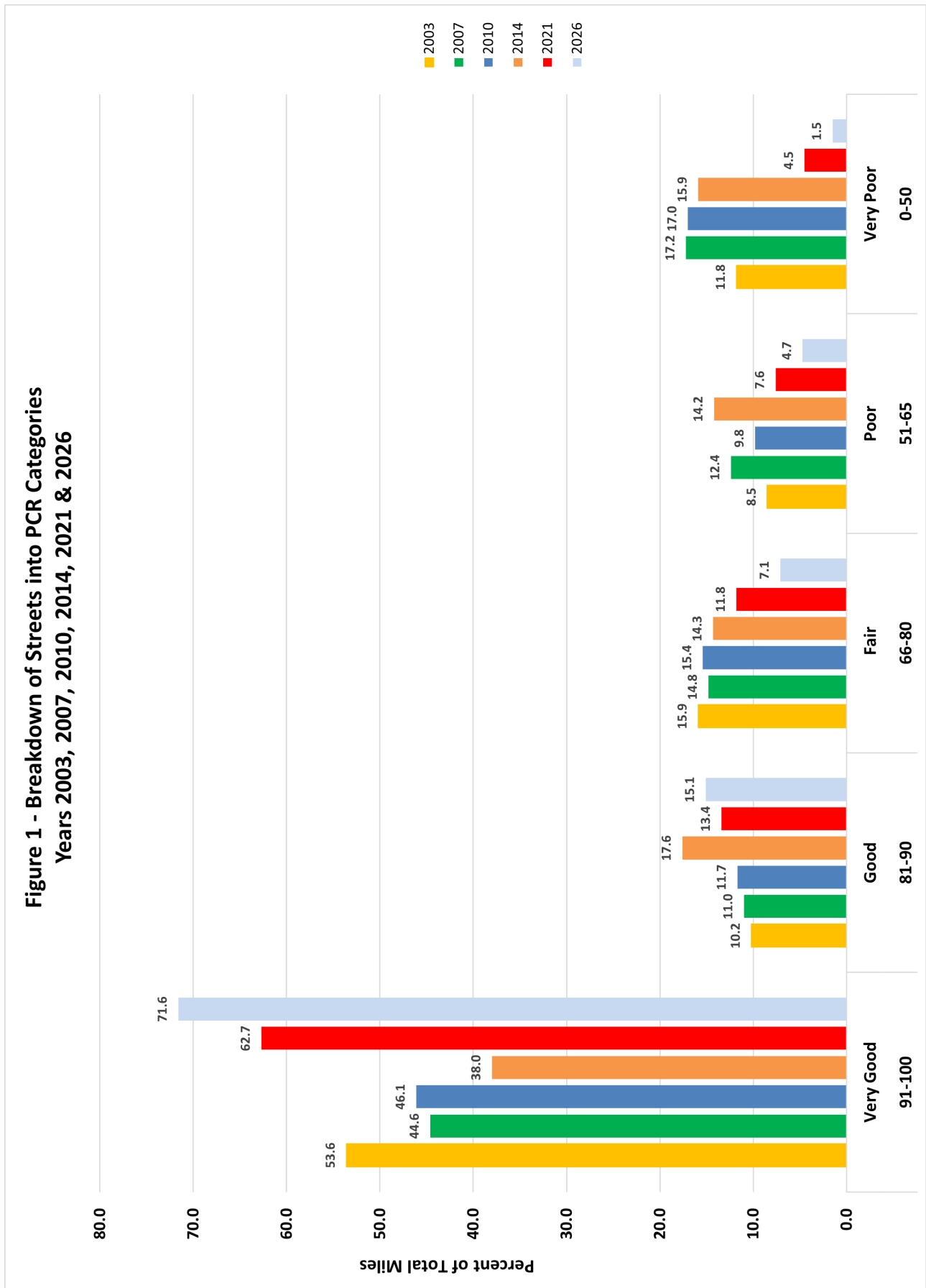
$$\text{PCR} = 100 - (0.2 \times 25) - (15) - (5) = 75$$

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:

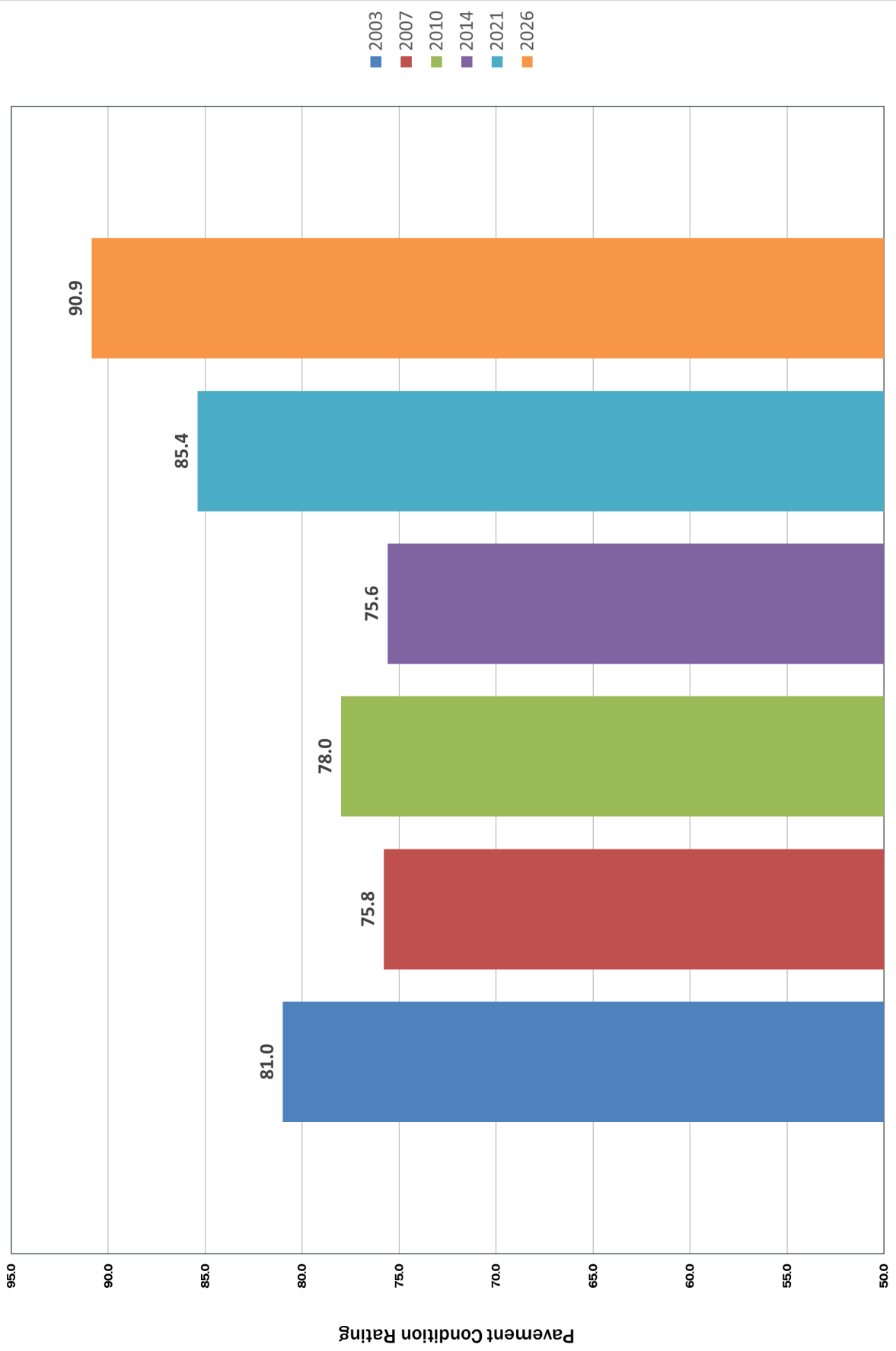
CS = Crack Sealing

PM 1.5 = 1/2" Plant Mix Resurfacing

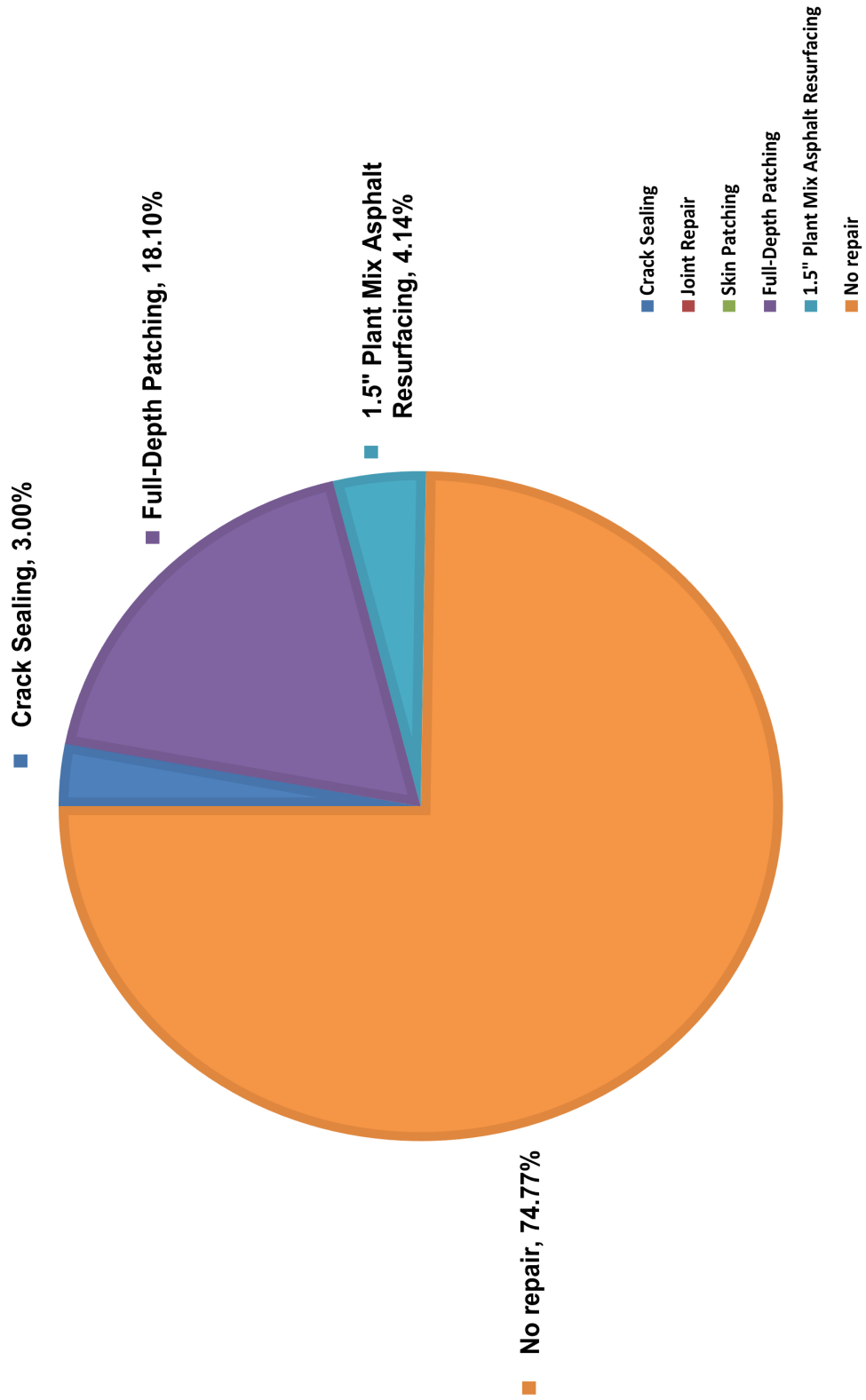
FDP = Full-Depth Patching

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**

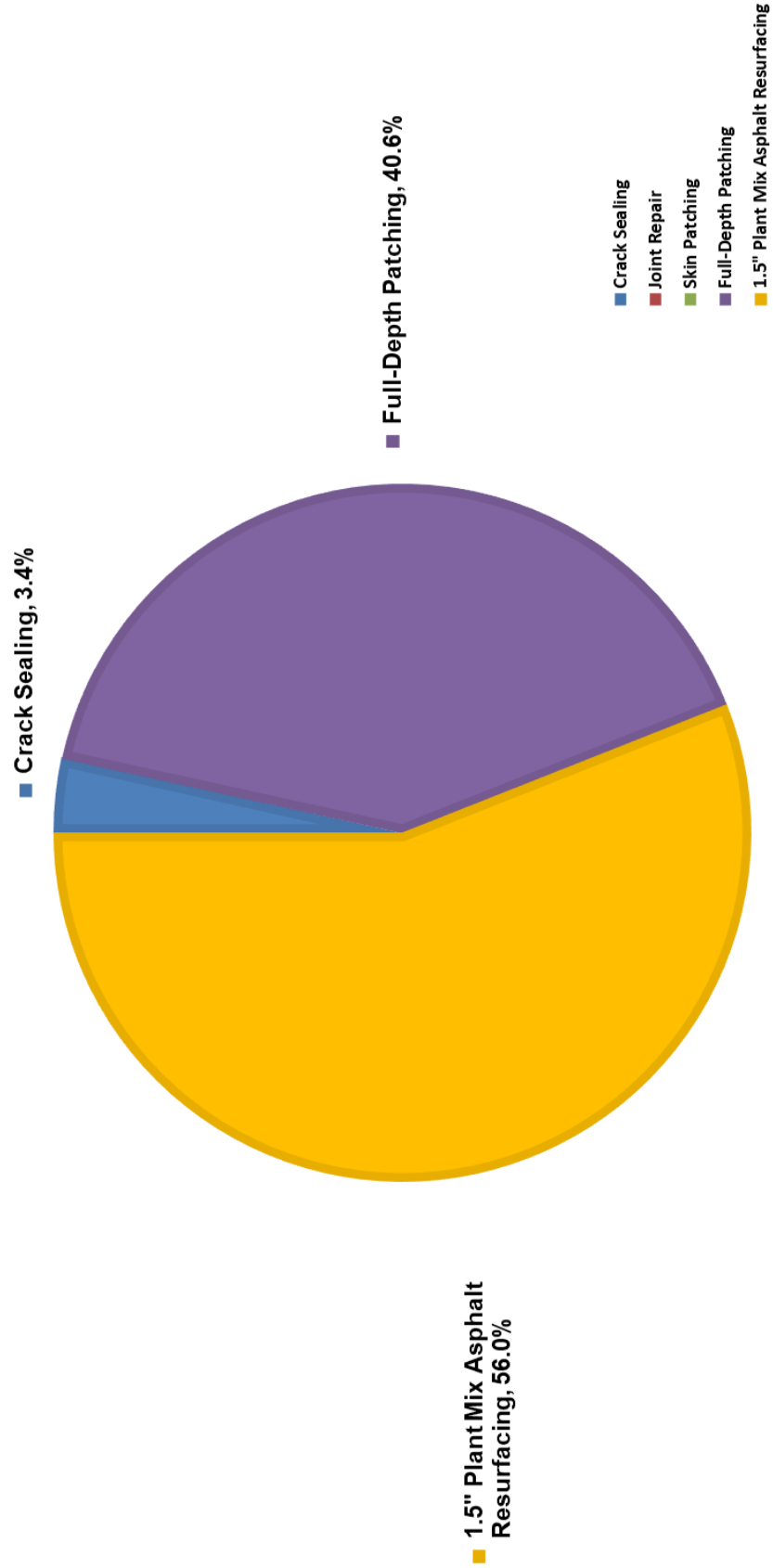
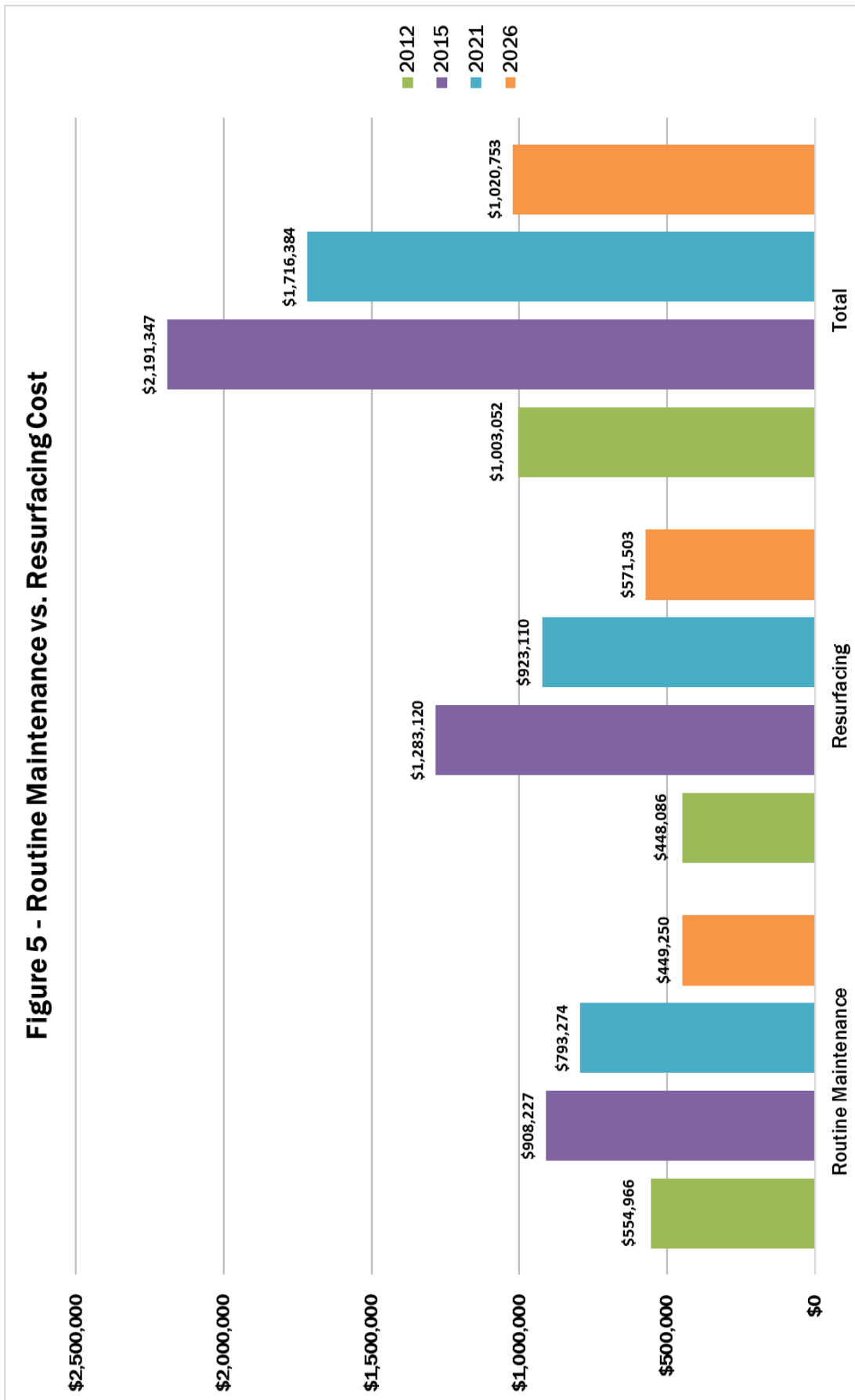


Figure 5 - Routine Maintenance vs. Resurfacing Cost



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.



AGENDA MEMO

To: Davidson Board of Commissioners
From: Kayla Kovach, Sustainability Manager
Date: June 9, 2026
Re: Climate Action Plan 2025 Annual Report

ITEM SUMMARY/OVERVIEW

On April 9, 2024, the Town of Davidson adopted a Climate Action Plan (CAP) which included numerous goals related to municipal operations, energy & buildings, transportation & mobility, resource conservation, green community, and climate resilience. An Implementation Strategy was developed for the CAP and the Board of Commissioners requested an annual progress report be presented each year to show CAP progress for the previous calendar year. The 2025 Annual Report and the Implementation Strategy for 2026 and 2027 have both been developed with support, review, and feedback from various Town Departments and the Sustainability Board.

ACTION/PROPOSED MOTION

This item is for discussion only.

RELATED TOWN GOALS

Strategic Plan Alignment

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

Core Values

Citizens must live in a healthy environment, so town government will protect watersheds, trees, air quality, and other elements of the town's ecology.

NEXT STEPS

CLIMATE ACTION PLAN 2025 ANNUAL REPORT & IMPLEMENTATION STRATEGY



Kayla Kovach
Sustainability Manager
Board of Commissioners Meeting
June 9, 2026

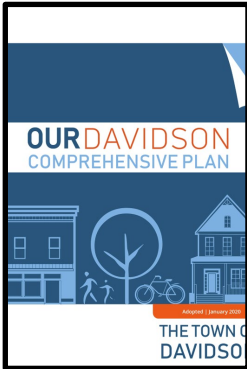
TOWNOFDAVIDSON.ORG

CAP TIMELINE REMINDER

- ADOPTED – April 2024
- ANNUAL – Track progress via Annual Report
- BIENNIAL – Implementation Strategy for following two years
- 5 YEARS – CAP Review and GHG Emission Inventory Update

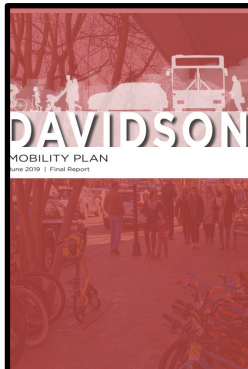


CAP ALIGNMENT WITH OTHER PLANS



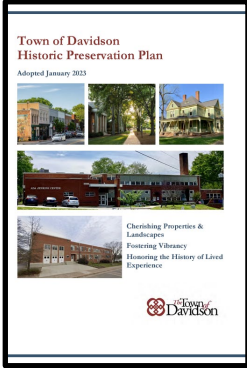
COMPREHENSIVE PLAN

Sustainability is an important theme in this Plan. The Plan's commitment to sustainability is evident through actions addressing climate change, mobility, housing inclusivity, economic vibrancy, and community service.



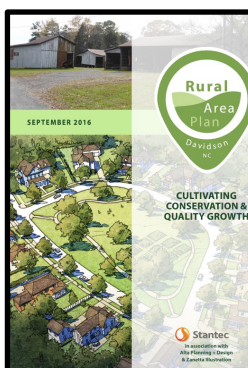
MOBILITY PLAN

Action steps cover pedestrian, bicycle, vehicular, parking, new mobility options, and transit mobility. Provides a strategic framework to enhance resilience and sustainability amid urban evolution.



HISTORIC PRESERVATION PLAN

The Plan encourages energy conservation and sustainability through historic preservation practices.



RURAL AREA PLAN

Places a strong emphasis on sustainable development, climate resilience, and adaptation strategies across various action items. The plan advocates for open space preservation.



STANDARDS OF COVER

Includes evidence-based, cost-effective, and sustainable options for emergency response. Recognizing the potential impact of climate change on emergency incidents, a robust and adaptable emergency response system is vital.



DPR MASTER PLAN

Outlines a strategic framework for the continual improvement and sustainability of its parks and recreational facilities.



STRATEGIC PLAN ALIGNMENT

GOAL E: SUSTAINABILITY AND NATURAL ASSETS

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

Strategies:

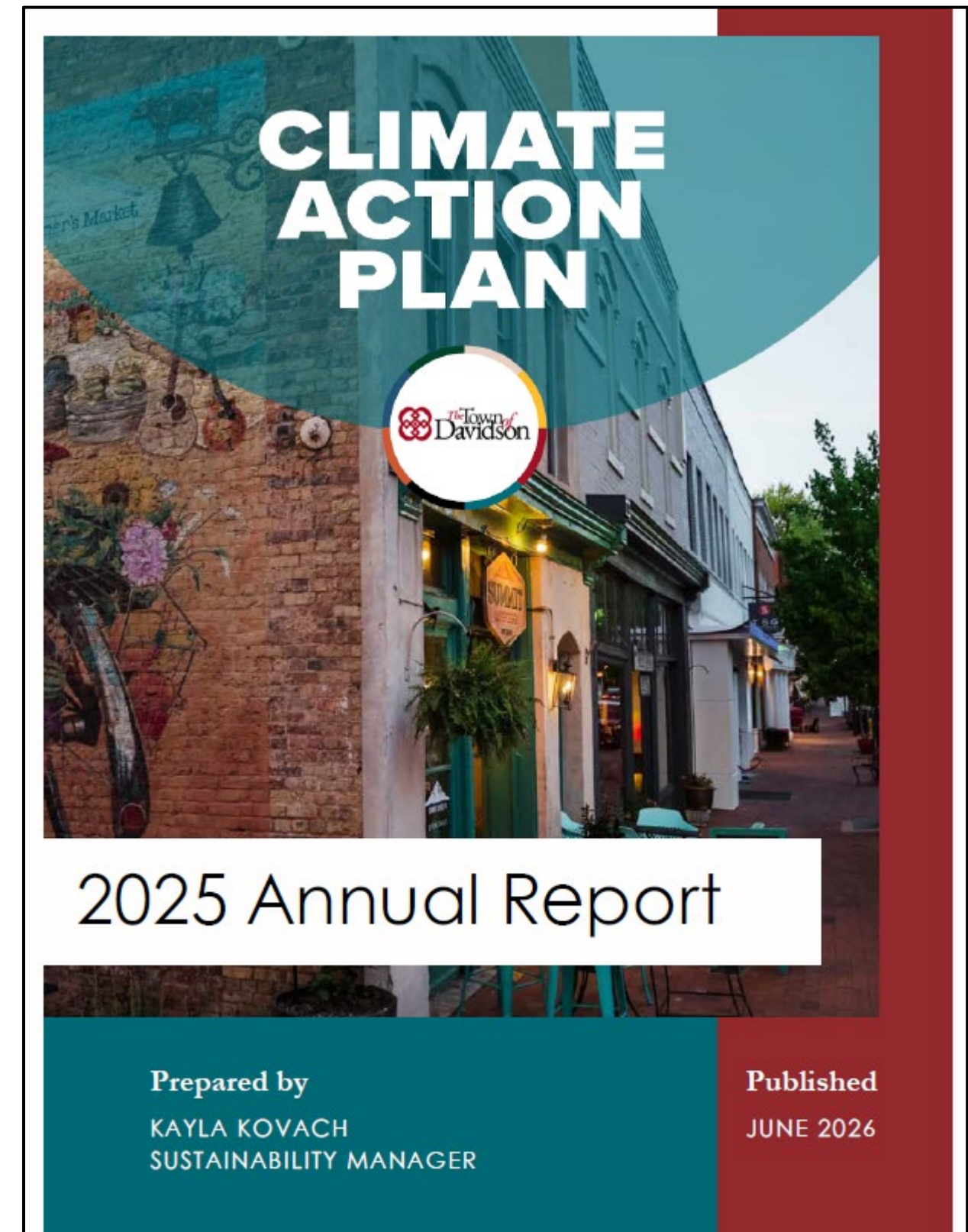
- Advance and realize the priorities identified in the Climate Action Plan (CAP).
- Model desired behaviors supporting sustainability, environmental awareness, and education, and encourage citizen initiative and engagement..
- Conserve and steward natural assets within the Town.



REPORT DEVELOPMENT

- Worked with Town staff across all departments to gather information and review the report.
- Davidson College student interns assisted with compiling data.
- Sustainability Board reviewed and provided feedback on the report.
- Continuing to collect and manage data and exploring key metrics to report on for each Strategy in the future.
- Find the full report here:

<https://www.townofdavidson.org/Climate-Action-Plan>



CAP PROGRESS OVERVIEW

9% COMPLETED ACTION STEPS

51% IN PROGRESS ACTION STEPS

40% NOT STARTED ACTION STEPS



HIGHLIGHTS

- The Town received the 2025 Sustain Charlotte Inspiring Government Agency Award
- Sustainability Board Inaugural Year
- Grant Funding in 2025
 - Awarded \$644,142 through the Energy Efficiency and Conservation Block Grants by NCDEQ
 - Applied for \$293,384 in grant funding



CAP FOCUS AREAS



MUNICIPAL
OPERATIONS



TRANSPORTATION
& MOBILITY



BUILDINGS &
ENERGY



RESOURCE
CONSERVATION



GREEN
COMMUNITY



CLIMATE
RESILIENCE



MUNICIPAL OPERATIONS

- 100% of vehicles purchased in 2025 were electric or hybrid
- Public Works increased to 19% electric equipment – up from 16% in 2024
- Fire Department uses almost all electric equipment, looking to transition to electric saws and then will have all electric equipment



MUNICIPAL OPERATIONS

- Rooftop solar was added to Town Hall and Community Center building.
- Town staff realized a 13% decrease in electricity use at THCC in 2025 compared to 2024, 80% of those reductions were due to an adjustment made after an inefficiency was noticed through our utilities management service provider.
- Sustainable Municipal Building Policy was approved November 18, 2025.



MUNICIPAL OPERATIONS

Town LED Streetlight Monitoring

	2023	2024	2025
% of Total Streetlights that are LED	35%	38%	52%

2025 Christmas in Davidson composting



TRANSPORTATION & MOBILITY

- THCC charging station installed in early 2025

Vehicle Registration Data: Percent of EVs, PHEVs, and hybrid vehicles registered compared to total number of registered vehicles

Area	2019	2020	2021	2022	2023	2024	2025
Town of Davidson	3.31%	3.62%	3.98%	5.20%	6.81%	9.03%	11.23%
Mecklenburg County	2.19%	2.24%	2.73%	3.38%	5.45%	5.96%	7.66%



BUILDINGS & ENERGY

SOLARIZE CHARLOTTE MECKLENBURG Final Campaign Numbers

Solarize Charlotte-Mecklenburg Campaign Results

AREA	NO. OF HOME SOLAR PROJECTS	SOLAR INSTALLED	BATTERY STORAGE INSTALLED
Mecklenburg County (Overall Campaign)	42	408.3 kW	594 kWh
Davidson	22	185.6 kW	310.5 kWh
% Davidson	52%	45%	52%



Solarize Charlotte-Mecklenburg Final Davidson Numbers

Thank you to everyone who helped make Solarize Charlotte-Mecklenburg a success!

22 Home Solar Projects	185.56 kW Solar installed	310.5 kWh Battery storage	330,735 lbs CO ² emissions avoided
----------------------------------	-------------------------------------	-------------------------------------	---

www.SolarizeCharMeck.com



RESOURCE CONSERVATION

- Up to 409 households participating in the Davidson Composts program – an increase of 23% from last year!
- 112 people now participate in the Leave the Leaves initiative – an increase of 33% from last year!
- Town staff have continued education and outreach during the Plastic Free Challenge in July.



GREEN COMMUNITY

- Quarterly workshops were held with DLC to work towards assessment and prioritization of areas for preservation.
- Town staff participated in the NRPA Sustainability in Practice Program. As part of this program, \$10,000 in grant funding was received and given to DLC to continue supporting land and wildlife conservation efforts.
- Town staff worked with the County on farmland preservation initiatives including the Voluntary & Enhanced Voluntary Agricultural District Program.
- Urban Community Forestry Plan implementation continued.



GREEN COMMUNITY

656

trees given to
community
members

99%

of trees given out to
community
members were
donated

420

pollinator seed
packets given to
community
members

382

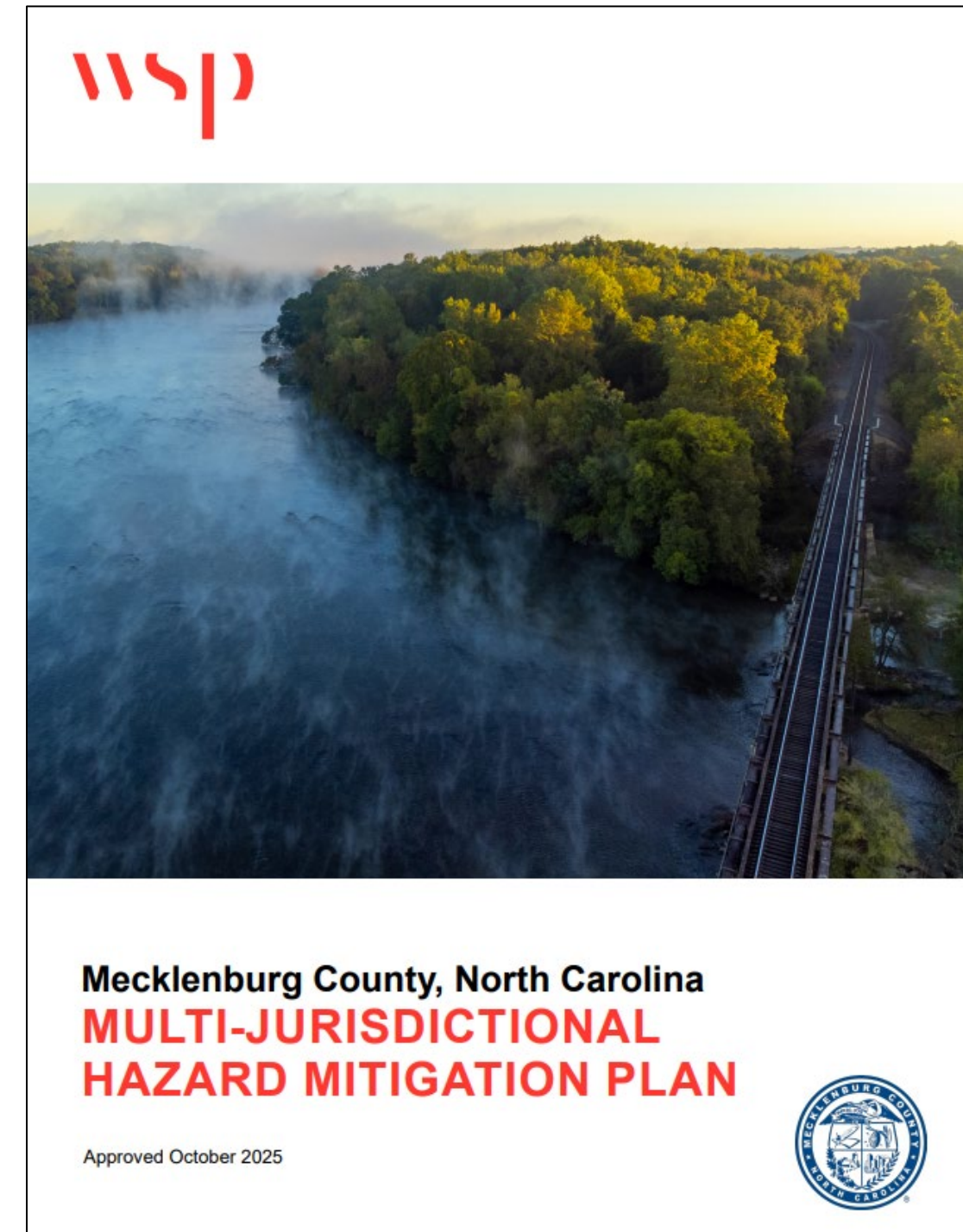
people reached
through Ask the
Arborist

In addition to the information presented above, the Town of Davidson Arborist conducted an arborist pilot program for the Town of Huntersville. He spent a total of 7 days over the course of 3 months with Huntersville staff and in that time met with 39 people in the Huntersville community. Huntersville is now planning to add an arborist to their staff after a successful pilot with the Davidson arborist.



CLIMATE RESILIENCE

- MyDavidson app went live in 2025. Town staff will continue evaluating the incorporation of climate-related risk notifications.
- The County's multijurisdictional Hazard Mitigation Plan, which addresses regional vulnerability, was completed and approved in 2025 by all municipalities in the county.



2026 PREVIEW

- Sustainability resources are now being provided through the Planning Department's permitting process.
- Solar and lighting projects at McEver Baseball Fields and Fire Station 2 expected to be complete.
- Establishment of Evergreen Fund.
- Natural Assets Work Plan underway.



2026 & 2027 Implementation Strategy

Climate Action Plan
Implementation Strategy for 2026 and 2027
 Progress updated through end of 2025

Municipal Operations						
Goals	Strategies	Action Steps	Department Contacts	Progress as of Dec 2025	2026, 2027 Priorities	Notes
Goal M1: Reduce Mobile Source Emissions in Town Operations	Strategy M1.1: Convert 100% of the Town fleet to EVs, hybrids, or use clean fuels by 2037.	M1.1.1: Develop a Zero-Emission Vehicle (ZEV) Strategy for the Town fleet that evaluates fleet conversion to achieve 72.3% emissions reduction. Strategy may include the following: fleet right-sizing, replacement and/or early retirement schedule, costs and funding opportunities, infrastructure needs, employee work vehicle miles traveled (VMT), idle reduction policy adoption, and opportunities for public-private partnerships.	Kayla (Sustainability)	In Progress	2026, 2027 Priority	Preliminary fleet analysis was completed by a Davidson College Sustainability Scholar in 2024. Additionally, each year the Davidson College Sustainability Scholar (Scholar Program cost: \$500 per year) assists with evaluating fleet data among other CAP tasks. The Town was also accepted into the Charging Smart program with no cost expert technical assistance, expecting to have a vehicle electrification analysis to evaluate conversion potential completed during the cohort (FY27).
		M1.1.2: Ensure all newly acquired vehicles for town use are either EVs, hybrids, or use clean fuels in line with ZEV Strategy. Establish annual targets to transition fleet to achieve 100% EVs, hybrids, or clean fuels by 2037 target.	Chris (Finance) Kayla (Sustainability)	In Progress	2026, 2027 Priority	Town staff continue evaluating fleet options through the procurement process.
	Strategy M1.2: Reduce emissions from Employee Commuting by 30% by 2037	M1.2.1: Evaluate and monitor emissions from employee commute VMT. Develop and implement telecommuting policies for eligible municipal employees to reduce daily commutes. Develop annual targets, education, and awareness campaign(s) to increase adoption of commute alternatives, idle reduction behaviors, car share, and clean fuel vehicles including, but not limited to, EVs and hybrids (T2.2).	Kayla (Sustainability)	In Progress		Work from home policy implemented and on-going for eligible employees.
		M1.2.2: Offer incentives to municipal employees for commuting via walking, public transit, carpooling, or bicycling, promoting alternatives to solo driving.	Jamie/Austin (Manager) Kayla (Sustainability)	Not started		
		M1.2.3: Develop incentives for employees to adopt electric vehicles or hybrids, potentially matching federal tax credits.	Jamie/Austin (Manager) Kayla (Sustainability)	Not started		
	Strategy M1.3: Reduce off-road emissions in Town Operations by 100% by 2037	M1.3.1: Replace gasoline or diesel-powered Town tools and machinery with electric or battery-powered alternatives by 100% by 2037.	Jesse (Public Works)	In Progress	2026, 2027 Priority	Town staff continue evaluating electric alternatives as equipment needs replaced.
		M1.3.2: Consider requiring the use of electric or battery-powered equipment by contractors for Town contracts.	Jesse (Public Works)	Not started		



2026 & 2027 Implementation Strategy

- Worked with Town staff across all departments to get updates and priorities.
- Sustainability Board reviewed and provided feedback.
- Added priorities:
 - M3.1.1 – Battery storage
 - T1.1.2 & 3 – Developing charging station resources
 - E2.1.2 – Promotion of utility-provided audit services
 - G2.1.2 – Rain barrel distribution program
 - G3.1.6 – Exploring potential food forest
 - G4.1.3 – Street tree inventory
 - G4.1.4 – Demonstrate sustainable landscaping on Town-owned spaces
 - C1.1.2 – Extreme heat education and awareness
- **For full list of priorities, see attached 2026,27 CAP Implementation Strategy file**



QUESTIONS?



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Climate Action Plan
Implementation Strategy for 2026 and 2027
 Progress updated through end of 2025

Municipal Operations						
Goals	Strategies	Action Steps	Department Contacts	Progress as of Dec 2025	2026, 2027 Priorities	Notes
Goal M1: Reduce Mobile Source Emissions in Town Operations	Strategy M1.1: Convert 100% of the Town fleet to EVs, hybrids, or use clean fuels by 2037 .	M1.1.1: Develop a Zero-Emission Vehicle (ZEV) Strategy for the Town fleet that evaluates fleet conversion to achieve 72.3% emissions reduction. Strategy may include the following: fleet right-sizing, replacement and/or early retirement schedule, costs and funding opportunities, infrastructure needs, employee work vehicle miles traveled (VMT), idle reduction policy adoption, and opportunities for public-private partnerships.	Kayla (Sustainability)	In Progress	2026, 2027 Priority	Preliminary fleet analysis was completed by a Davidson College Sustainability Scholar in 2024. Additionally, each year the Davidson College Sustainability Scholar (Scholar Program cost: \$500 per year) assists with evaluating fleet data among other CAP tasks. The Town was also accepted into the Charging Smart program with no cost expert technical assistance, expecting to have a vehicle electrification analysis to evaluate conversion potential completed during the cohort (FY27).
		M1.1.2: Ensure all newly acquired vehicles for town use are either EVs, hybrids, or use clean fuels in line with ZEV Strategy. Establish annual targets to transition fleet to achieve 100% EVs, hybrids, or clean fuels by 2037 target.	Chris (Finance) Kayla (Sustainability)	In Progress	2026, 2027 Priority	Town staff continue evaluating fleet options through the procurement process.
	Strategy M1.2: Reduce emissions from Employee Commuting by 30% by 2037	M1.2.1: Evaluate and monitor emissions from employee commute VMT. Develop and implement telecommuting policies for eligible municipal employees to reduce daily commutes. Develop annual targets, education, and awareness campaign(s) to increase adoption of commute alternatives, idle reduction behaviors, car share, and clean fuel vehicles including, but not limited to, EVs and hybrids (T2.2).	Kayla (Sustainability)	In Progress		Work from home policy implemented and on-going for eligible employees.
		M1.2.2: Offer incentives to municipal employees for commuting via walking, public transit, carpooling, or bicycling, promoting alternatives to solo driving.	Jamie/Austin (Manager) Kayla (Sustainability)	Not started		
		M1.2.3: Develop incentives for employees to adopt electric vehicles or hybrids, potentially matching federal tax credits.	Jamie/Austin (Manager) Kayla (Sustainability)	Not started		
	Strategy M1.3: Reduce off-road emissions in Town Operations by 100% by 2037	M1.3.1: Replace gasoline or diesel-powered Town tools and machinery with electric or battery-powered alternatives by 100% by 2037.	Jesse (Public Works)	In Progress	2026, 2027 Priority	Town staff continue evaluating electric alternatives as equipment needs replaced.
		M1.3.2: Consider requiring the use of electric or battery-powered equipment by contractors for Town contracts.	Jesse (Public Works)	Not started		
	Goal M2: Operate Sustainable Buildings	Strategy M2.1: Reduce Municipal Building Energy Use by 75% by 2037 .	M2.1.1: Conduct an energy audit on town buildings to identify savings opportunities and commit to implementing the highest-impact measures in the earliest feasible budget cycle. Formulate a detailed Energy Action Strategy outlining the steps, timeline, and methodology for implementation to ensure prompt action and accountability (May be combined with solar feasibility study (M2.2.1)).	Kayla (Sustainability) Jesse (Public Works)	In Progress	2026, 2027 Priority
M2.1.2: Subscribe to and participate in a building performance-tracking platform for all municipal buildings to increase automation, smart controls, and real time adjustments (E2.2.3). Monitor through real-time, monthly/periodic data reports from the platform, and/or conducting annual assessments to ensure continuous data oversight to allow timely implementation of building improvements.			Kayla (Sustainability)	Completed		Town subscribes to a building performance-tracking platform. Annual cost for the service is \$16,000/year.
M2.1.3: Install energy measures as outlined in the Energy Action Strategy (M2.1.1).			Jesse (Public Works)	In Progress	2026, 2027 Priority	Continuing to explore energy efficiency measures in Town buildings. Energy Action Strategy is yet to be developed, however, energy efficiency measures will continue to be identified, reviewed, considered, and installed as funding is available.

Municipal Operations						
Goals	Strategies	Action Steps	Department Contacts	Progress as of Dec 2025	2026, 2027 Priorities	Notes
	Strategy M2.2: Obtain 80% of Municipal Energy from Renewable Energy Sources by 2037	M2.2.1: Conduct a Solar Feasibility Study to evaluate the potential and practicality of installing solar panels on town-owned buildings, facilities, and other suitable properties (may be combined with community study E1.1.4).	Kayla (Sustainability)	In Progress		Solar feasibility site evaluations conducted for 3 Town buildings in 2023 (Fire 2, Town Hall, Public Safety) and for 2 Town buildings in 2025 (McEver Concession and Fire 2- updated).
		M2.2.2: Implement solar panel installations on town-owned buildings, facilities, and other suitable properties to generate renewable energy.	Kayla (Sustainability)	In Progress	2026, 2027 Priority	\$644,142 of grant funding awarded for solar projects at Fire Station 2 and McEver Baseball Fields. CIP funds allocated for sustainability projects expected to be used for the remaining project cost. Exploring other potential solar projects using CIF funds expected to be allocated for sustainability projects (\$65,000 for FY27).
		M2.2.3: Integrate battery storage solutions with energy installations to store excess energy generated into town operations and support greater resiliency.	Kayla (Sustainability)	Not started	2026, 2027 Priority	Battery storage is a part of the solar grant projects mentioned in M2.2.2.
Goal M3: Increase Efficiency in Public Street Lighting	Strategy M3.1: Decrease Energy Usage in Street Lighting by 50% by 2037	M3.1.1: Upgrade all street lights and traffic signals to LED or other more energy-efficient technology.	Jesse (Public Works)	In Progress		Continuing to monitor number of streetlight conversions completed by Duke Energy annually.
		M3.1.2: Implement smart lighting systems in appropriate areas that adjust brightness based on traffic and pedestrian patterns to optimize energy use, consistent with LEED for Cities.	Doug (Projects) Jesse (Public Works) Jason (Planning)	Not started		
		M3.1.3: Encourage the use of solar-powered lighting in appropriate areas to further reduce energy consumption.	Jason (Planning) Jesse (Public Works) Doug (Projects)	Not started		
Goal M4: Reduce Solid Waste in Town Operations	Strategy M4.1: Reduce Waste to Landfill by 75% by 2037 in Municipal Operations	M4.1.1: Conduct a Waste Characterization Study specifically for municipal operations and establish diversion rate targets. Following this, implement a tracking system to monitor and manage waste diversion effectively.	Charlene (DPR) Kayla (Sustainability)	Not started	2026, 2027 Priority	No cost associated at this time; Town staff are working to evaluate path forward.
		M4.1.2: Promote the phasing out of non-recyclables, non-biodegradable materials, and single-use plastics in all municipal activities and building operations. This initiative should also apply to any contractors and be included in new contractual agreements.	Charlene (DPR) Kayla (Sustainability)	In Progress	2026, 2027 Priority	No cost associated at this time; Town staff are working to transition to more sustainable alternatives where possible.
		M4.1.3: Develop a comprehensive municipal Zero Waste Strategy for recycling, organics, and special wastes (C&D, Universal Waste, E-waste, Hazardous Materials, difficult to recycle materials, etc.). Include management strategies tailored for different municipal departments such as firefighting, public works, parks and recreation, and town hall administration, to increase diversion across all areas of municipal operations. Include management strategies tailored for different municipal departments such as firefighting, public works, parks and recreation, and town hall administration to increase diversion across all areas of municipal operations. This initiative should also apply to any contractors (including but not limited to janitorial agreements) and be included in new contractual agreements. (Combine with community plan R1.1.1)	Charlene (DPR) Kayla (Sustainability)	Not started		
		M5.1.1: Establish a green building policy for all municipal construction and renovations, setting a standard for sustainable development within the community.	Kayla (Sustainability) Doug (Projects)	Completed		The Town of Davidson Board of Commissioners approved a Sustainable Municipal Building Policy at the November 18, 2025 regular meeting. The policy was developed in coordination between Town staff and the Town Sustainability Board.

Municipal Operations						
Goals	Strategies	Action Steps	Department Contacts	Progress as of Dec 2025	2026, 2027 Priorities	Notes
Goal M5: Demonstrate Leadership in Sustainable Operations	Strategy M5.1: Adopt Municipal Policies and Procedures by 2030 to Encourage and Accelerate Strategy Adoption	M5.1.2: Develop and Implement an Environmentally Preferable Purchasing Policy (EPPP) for municipal operations to maximize source reduction, consider life-cycle impact, prioritize energy-efficient equipment in town facilities (consistent with Davidson's Energy Action Strategy M2.1), and reduce mobile source emissions from vehicles and off-road tools, machinery, and equipment (M1.1, M1.3).	Kayla (Sustainability)	Not started	2026, 2027 Priority	Town staff are evaluating strategies for EPPP implementation.
		M5.1.3: Develop sustainable special event and meeting protocols for all town-sponsored or town-permitted events, or those held on town properties, facilities, or open spaces.	Kayla (Sustainability)	In Progress	2026, 2027 Priority	Town staff have been reviewing current event protocols to prepare a path forward. Sustainable event protocols expected to be developed internally.
		M5.1.4: Evaluate additional policy options including but not limited to: zoning adjustments to support smart growth, recycling/composting/waste equal space, etc.; permitting requirements, fee structures or incentives to increase EV readiness, renewables installation, energy efficiency adoption, historic building preservation, stormwater capture and management, etc.; establishment of dedicated annual climate capital fund allocations; etc.	Kayla (Sustainability) Jason & Trey (Planning)	In Progress	2026, 2027 Priority	Town staff plan to review planning ordinance for sustainability conflicts.

Transportation & Mobility

Goals	Strategies	Action Steps	Department Contacts	Progress as of Dec 2025	2026, 2027 Priorities	Notes
Goal T1: Electrify Transportation	Strategy T1.1: Expand Electric Vehicle (EV) Community-wide Infrastructure	T1.1.1: Install 4 new Level 2 (or higher) EV charging stations throughout the town, prioritizing areas that have faced disinvestment and ensuring equitable access, and actively pursue grant funding to support the installation and maintenance of these stations.	Kayla (Sustainability)	In Progress	2026, 2027 Priority	PAVE funds expected to be allocated (\$25,000 in FY27).
		T1.1.2: Create a guide for local businesses and residents on setting up EV charging stations on their properties including information on various types of chargers, electrical requirements, and the installation procedure for EV chargers.	Kayla (Sustainability), Jason (Planning)	Not started	2026, 2027 Priority	As part of the Charging Smart program, Town staff are working to develop charging infrastructure permitting checklists for residential and nonresidential EV charging.
		T1.1.3: Promote the integration of EV charging infrastructure in new developments by encouraging pre-wiring for both residential and governmental fleet EV charging, including provisions for at-home and in-building installations.	Jason (Planning)	In Progress	2026, 2027 Priority	In 2026, the Planning Department will begin distributing charging station resources at permit approval for individual building permits and at the start of the development process for commercial buildings.
	Strategy T1.2: Promote Community-wide Alternative Vehicle Awareness and Adoption	T1.2.1: Facilitate collaborations with EV, hybrid, & other clean fuel vehicle owners and leverage testimonials from residents and government staff who use EVs to promote electric vehicle adoption and awareness. Engage with dealerships beyond municipal boundaries for demonstration events and to inform the community about available EV options and incentives.	Leslie & Charlene (DPR)	Completed		Complete and on-going. Town staff collaborate with EV owners who bring their EVs to two Town events each year to share their electric vehicle experience with others. Expect to continue educating about cleaner vehicles at two events each year.
		T1.2.2: Develop and promote a comprehensive information hub that outlines available federal tax credits and local incentives to support potential EV purchasers, incorporating specific incentives designed for disadvantaged groups.	Kayla (Sustainability)	Completed		Complete and on-going. Resources provided on webpage, at events, social media, and other Town communications.
	Goal T2: Reduce City-Wide Vehicle Miles Traveled	Strategy T2.1: Create a Walkable, Bikeable, and Transit-Friendly Town	T2.1.1: Fully implement the 2019 Mobility Plan by 2027 and make adjustments as needed using up-to-date data to identify and address barriers to active transportation.	Andrew G. (Planning)	In Progress	
T2.1.2: Develop regional education and outreach strategies and tools designed to increase demand for and utilization of public transit by increasing ease of public transit options.			Andrew G. (Planning) Kayla (Sustainability) Charlene (DPR)	In Progress		
T2.1.3: Develop and maintain a network of safe and well-lit pedestrian and bicycle pathways, focusing on tree-lined routes for climate resilience and comfort, in alignment with the 2019 Mobility Plan. Improve infrastructure, such as shade, shelters, restrooms, and seating areas along greenways and other transportation routes to enhance the comfort of pedestrians and cyclists.			Leslie (DPR) Andrew G. (Planning)	In Progress		Mobility Plan implementation on-going. Infrastructure improvements on-going as part of the Parks and Recreation Master Plan.
T2.1.4: Review current parking policies to reduce car reliance, such as adjusting parking minimums and promoting shared parking, alongside exploring paid parking strategies in alignment with the mobility plan.			Andrew G. (Planning) Kim (Ec Dev)	In Progress		
T2.1.5: Explore the feasibility of shared micro-mobility program such as e-bike, bicycles, or electric scooters, focusing on strategic station placement, user safety, ease of use, and cost-effectiveness.			Andrew G. (Planning)	Not started		

Transportation & Mobility

Goals	Strategies	Action Steps	Department Contacts	Progress as of Dec 2025	2026, 2027 Priorities	Notes
	Strategy T2.2: Encourage Alternate Commuting Practices in the Community	T2.2.1: Develop commuter incentive programs in partnership with businesses to create trip reduction outreach programs and offer alternative transportation incentives for business employees.	Charlene (DPR)	Not started		
		T2.2.2: Encourage carpooling by exploring partnerships with existing vanpool programs, providing preferential parking for carpools. Collaborate with large employers and commercial regions to incentivize participation in strategic locations where commute volume is highest.	Charlene (DPR) Kim (Ec Dev)	Not started		
		T2.2.3: Initiate an idle reduction campaign focused on government buildings, schools, and transit points to raise community awareness about the environmental and health consequences of vehicle idling.	Charlene (DPR) Kayla (Sustainability)	Not started		

Buildings & Energy

Goals	Strategies	Action Steps	Department Contacts	Progress as of Dec 2025	2026, 2027 Priorities	Notes
Goal E1: Increase Renewable Energy Usage	Strategy E1.1 Promote and Facilitate Commercial & Residential Renewable Energy Adoption	E1.1.1: Advocate for utility policies and monitor utility programs to ensure accountability and fulfillment of their commitments.	Kayla (Sustainability)	In Progress		Continuously monitoring utilities through Town staff participation in the Southeast Sustainability Directors Network and Environment Defense Fund Cities Initiative (membership cost \$395 annually). Both of these monitor and provide information related to NC utilities. Town staff also attended Duke Energy's 2025 Carolina Resource Plan Engagement Meetings in 2025. CPIRP joint comment letter submitted May 24, 2024.
		E1.1.2: Identify and eliminate barriers to small-scale distributed renewable energy production by exploring programs such as the DOE SolSmart Funding program for streamlined permitting.	Kayla (Sustainability)	In Progress		Solar Panel Permit Guide for Davidson Residents available at Sustainability Resident Resources webpage.
		E1.1.3: Develop and promote initiatives that encourage renewable energy adoption among residents and businesses, such as group purchasing programs similar to Solarize The Triangle.	Kayla (Sustainability) Charlene (DPR)	Completed		Solarize Charlotte-Mecklenburg Campaign took place June - December 2025.
		E1.1.4: Conduct Feasibility Studies for Community Solar to assess the viability, potential locations, and scale of community solar projects within the town. (May be combined with M2.2.1)	Kayla (Sustainability)	Not started		
		E1.1.5: Develop targets for residential and/or commercial solar energy systems adoption (e.g., achieve 20% adoption in 5 years, achieve 80% renewable energy generation by 2050). Include specific targets, incentives, and resources for low-income communities, renters, and multifamily housing to address social equity and increase access especially for disadvantaged populations.	Kayla (Sustainability)	Not started		
Goal E2: Improve Efficiency of New & Existing Buildings	Strategy E2.1 Encourage Energy Efficiency of Residential Homes	E2.1.1: Promote incentives and programs specifically designed for homeowners and renters to improve the energy efficiency of residential properties, including historic buildings. Highlight initiatives like Duke Energy's On-bill financing and the Inflation Reduction Act (IRA) tax credits, which can significantly reduce the cost of energy-efficient upgrades in homes.	Kayla (Sustainability) Charlene (DPR)	In Progress	2026, 2027 Priority	Information is shared via website, social media, e-newsletters, Town Events, and more. In 2026, the Planning Department will begin distributing resources at permit approval for individual building permits and at the start of the development process for commercial buildings.
		E2.1.2: Increase home energy audits by promoting training programs to enhance the local workforce of certified energy auditors and installers in addition to promoting utility-provided audit services.	Kayla (Sustainability)	Not started	2026, 2027 Priority	Promotion of utility-provided audit services.
	Strategy E2.2 Encourage Energy Efficiency in Commercial Buildings	E2.2.1: Promote incentives for businesses, including but not limited to those in historic buildings, to adopt energy-efficient technologies and green building practices. Examples include tax rebates for retrofitting facilities with LED lighting or high-efficiency HVAC systems, and grants for achieving LEED certification. Highlight the long-term cost savings and environmental benefits to motivate business participation.	Kim (Ec Dev) Kayla (Sustainability)	In Progress		Resources shared via website. In 2026, the Planning Department will begin distributing resources at permit approval for individual building permits and at the start of the development process for commercial buildings.
		E2.2.2: Specifically target small and medium-sized businesses with energy retrofit and rebate opportunities, including those in historic buildings.	Kim (Ec Dev) Kayla (Sustainability)	Not started		
		E2.2.3: Offer subsidies for local institutions (schools, churches, businesses, historic buildings, etc.) to join the building performance-tracking municipal buildings initiative to foster a collaborative effort towards a town-wide energy management program (M2.1.3).	Kayla (Sustainability)	Not started		
	Strategy E2.3 Ensure New Developments Meet High Energy-efficiency Standard	E2.3.1: Apply the Utility Service Annexation Criteria (USAC) to direct developers towards energy-efficient building, encouraging electrification, and providing 'make-ready' infrastructure for solar and EV charging capabilities.	Trey (Planning)	Completed		USAC in-progress through Planning Department.
E2.3.2: Provide resources, tools, and checklists to builders and developers to achieve green certifications.		Trey (Planning)	Not started			

Buildings & Energy

Goals	Strategies	Action Steps	Department Contacts	Progress as of Dec 2025	2026, 2027 Priorities	Notes
	Strategy E2.4: Improve Energy Efficiency in Low-income Households	E2.4.1: Promote programs such as the Weatherization Assistance Program to promote access to energy audits, weatherization services for low-income households, and emerging NC Clean Energy Fund low cost financing options, with outreach and support services to guide them through the process of applying for and benefiting from these programs.	Austin (AH) Jason (Planning) Kayla (Sustainability)	In Progress	2026, 2027 Priority	Resources shared via website. Continuing to explore most effective ways to share resources including HOMES/HEAR program, LIEAP, and more.
		E2.4.2: Advocate for and support the implementation of policies that protect low-income tenants from the impacts of energy inefficiency, such as high utility bills and poor indoor environmental quality.	Austin (AH) Kayla (Sustainability)	In Progress		Town's Essential Home Improvement program incorporated Energy Star certified appliances in 2024. Also see E1.1.1.
		E2.4.3: Encourage all new housing units to comply with Enterprise Community Partners Green Communities criteria or other green building program to ensure sustainability practices are considered and incorporated in affordable housing developments.	Austin (AH) Jason (Planning) Kayla (Sustainability)	In Progress	2026, 2027 Priority	Town's Essential Home Improvement program encourages the use of the Enterprise Community Partners Green Communities criteria starting in 2024. Continuing to evaluate strategies for affordable housing developments.

Resource Conservation

Goals	Strategies	Action Steps	Department Contacts	Progress as of Dec 2025	2026, 2027 Priorities	Notes
Goal R1: Advance Sustainable Waste Management Practices in Davidson	Strategy R1.1: Reduce Consumption & Solid Waste	R1.1.1: Adopt a Zero-Waste Goal and create a Solid Waste Management Plan or Waste Reduction Plan to achieve diversion targets for all waste streams (may be combined with R1.1.2 Study). Expand or enhance service agreements to include minimum diversion targets for franchised waste haulers for residents, businesses, and multifamily facilities within the Town.	Charlene (DPR)	Not started		
		R1.1.2: Conduct Davidson specific or collaborate with County to conduct an updated regional Waste Characterization Study to guide diversion programming and focus areas (may be combined with R1.1.1 Plan).	Kayla (Sustainability)	Not started		
		R1.1.3: Continue, expand, and promote the Davidson Composts program with food waste hauler for residential participation (Pilot initiated 2023, continued for 2023/24), while also promoting backyard composting as an alternative practice, tracking participation through frequent community surveys.	Charlene (DPR)	In Progress		On-going program.
		R1.1.4: Establish and promote commercial services for the Davidson Composts program with food waste hauler (currently unavailable as a free service; businesses, schools, and nonprofits organizations can contract directly with Crown Town Compost; promote these services in absence of Town program).	Charlene (DPR) Kim (Ec Dev)	In Progress		Baseline businesses are already composting, no new interest identified for expansion. Town staff will reach out to businesses on an annual basis to gauge interest.
		R1.1.5: Assess and improve current yard waste management by promoting efficient and sustainable best practices like 'leave the leaves'.	Charlene (DPR) Kayla (Sustainability)	Completed		Complete: Developed annual, voluntary leave the leaves initiative. On-going: Will continue to promote on annual basis.
		R1.1.6: Leverage grants, such as those from NCDEQ, to fund and incentivize programs like food waste collection, encouraging businesses and multifamily residences to implement new and sustainable waste management practices.	Charlene (DPR) Kayla (Sustainability)	Not started		
	Strategy R1.2: Promote Reduction in Water Usage and Wastewater Management	R1.2.1: Develop and promote standard operating procedures for water-efficient fixtures and equipment in all building types and landscapes, in collaboration with Charlotte Water.	Doug (Projects) Jesse (Public Works) Kayla (Sustainability)	Not started		
		R1.2.2: Explore the implementation of cistern systems for commercial buildings to utilize rainwater for irrigation and vehicle washing, in collaboration with Charlotte Water.	Doug (Projects) Jesse (Public Works) Kayla (Sustainability)	Not started		
	Strategy R1.3: Education and Community Engagement	R1.3.1: Launch a comprehensive education and outreach campaign with specific goal(s), such as achieving zero waste by 2037 (may be combined with R1.1.1 Plan). This could encompass organizing informative visits to waste centers and introducing programs that elucidate the complexities of recycling.	Charlene (DPR) Kayla (Sustainability)	In Progress	2026, 2027 Priority	Plastic Free Challenge on-going. Working with partners to expand education and outreach around recycling.
		R1.3.2: Develop a waste audit (or waste assessment) education and outreach program targeting community sectors like commercial entities (businesses/restaurants/grocery), schools, multifamily facilities, and residents. Set an annual target for completed assessments and distribution of incentives, tools, and/or support materials.	Charlene (DPR)	In Progress		
		R1.3.3: Continue providing community workshops on backyard composting and food management techniques (food purchasing, preservation, cooking, canning, storage, and edible food donation).	Charlene (DPR)	Not started		
		R1.3.4: Develop a circular economy education program to promote opportunities for residents and businesses to increase source reduction through reuse, recycled content procurement, donation, and other programs. Develop recycled market development incentives for local businesses working to utilize recycled content in new product development or remanufacturing, or other mechanisms for utilization of traditional 'waste' as a resource.	Charlene (DPR) Kim (Ec Dev)	Not started		

Green Community

Goals	Strategies	Action Steps	Department Contacts	Progress as of Dec 2025	2026, 2027 Priorities	Notes
Goal G1: Preserve and Strategically Develop Landscapes	Strategy G1.1: Prioritize Conservation and Sustainable Land Practices	G1.1.1 Assess and prioritize areas for preservation by collaborating with experts such as The Green Infrastructure Center and Davidson Lands Conservancy, ensuring land with significant conservation value is protected. Evaluate the 2008 Green Print Plan and update as appropriate.	Leslie & Charlene (DPR)	In Progress	2026, 2027 Priority	Establishment of staff committee to develop Natural Assets Work Plan in alignment with the 2026-2027 Strategic Plan Goal E, Strategy E.3 Conserve and steward natural assets within the Town. Collaboration with local partners will be incorporated into the process.
		G1.1.2 Explore funding opportunities to support land and wildlife conservation efforts, prioritizing land with high conservation value and areas with limited green space to improve livability and improve air quality. Coordinate with natural resources, fish and wildlife, and other appropriate state and local agencies to leverage technical assistance, incentives, and resources.	Leslie & Charlene (DPR)	In Progress	2026, 2027 Priority	On going effort.
		G1.1.3: Promote and connect agricultural and open space landowners to incentives and resources for land conservation, carbon sequestration, and soil health, which may include carbon capture and credits, University extension office, USDA, NRCS, Mecklenburg County Farmland Preservation Plan, and similar resources.	Leslie & Charlene (DPR)	In Progress	2026, 2027 Priority	Will continue exploring opportunities to promote incentives and resources.
Goal G2: Strengthen Green Infrastructure and Stormwater Management	Strategy G2.1: Enhance Stormwater Management	G2.1.1 Assess and modify the town's stormwater management infrastructure to integrate rainwater capture and distributed treatment best management practices, emphasizing low impact development measures and permaculture design principles at the municipal and community level. This approach would involve implementing numerous smaller-scale BMPs, such as rain gardens, green roofs, permeable pavements, and bioswales, rather than relying solely on larger retention ponds. Ensure that these modifications align with Mecklenburg County stormwater guidelines and comply with state regulations.	Doug (Projects) Jesse (PW)	Not started		
		G2.1.2: Launch rainwater collection programs, such as rain barrel distribution, and explore collaboration possibilities with Mecklenburg County Soil & Water, Rain Water Solutions, or similar entities.	Leslie & Charlene (DPR) Kayla (Sustainability)	Not started	2026, 2027 Priority	
Goal G3: Engage the Community in Green Initiatives	Strategy G3.1: Elevate Awareness on Green Benefits and Practices	G3.1.1: Launch a comprehensive Green Business Program that includes creating and maintaining a green business database, providing a curated catalog of sustainability resources, to encourage and showcase measurable environmental improvements across all businesses, with special town promotion for actively participating companies.	Kim (Ec Dev) Kayla (Sustainability)	Not started		
		G3.1.2: Explore initiatives to integrate affordable housing solutions within green benefits and practices awareness campaigns. Incorporate and promote equity and inclusion as a central theme throughout CAP program design and implementation.	Austin (AH) Kayla (Sustainability)	Not started	2026, 2027 Priority	Continuing to explore opportunities for what this could encompass.
		G3.1.3: Continue BeeCity affiliate status established in 2017 and actively promote the BeeCity initiative within the community to raise awareness of pollinator-friendly practices and their significance in environmental sustainability. Lead by example by expanding the presence of pollinator gardens throughout the Town wherever feasible.	Leslie & Charlene (DPR) Andrew (Arborist)	In Progress	2026, 2027 Priority	BeeCity status on-going; pollinator education and seeds provided to residents at events; Arborist is now pollinator certified and educates through Ask the Arborist; and two beehives at Fisher Farm with educational workshops for the community. Annual maintenance: \$3,300 for two hives Meet the Bees workshops: \$600 each (2 expected) Educational Materials: \$500
		G3.1.4: Promote the Davidson Farmers Market's role in promoting locally sourced food and highlight any sustainable practices used to help educate the community.	Kim (Ec Dev) Leslie & Charlene (DPR)	In Progress		
		G3.1.5: Launch a program for the installation of green roofs, rain gardens, and private property tree planting, funded by stormwater impact fees, drawing on successful models from Washington D.C., Raleigh, and Montgomery County, MD.	Leslie & Charlene (DPR) Andrew (Arborist) Kayla (Sustainability)	In Progress		

Green Community

Goals	Strategies	Action Steps	Department Contacts	Progress as of Dec 2025	2026, 2027 Priorities	Notes
		G3.1.6: Identify, prioritize, and designate park land as a demonstration site for sustainable practices and community engagement.	Leslie & Charlene (DPR)	In Progress	2026, 2027 Priority	Will continue exploring opportunities in alignment with the 2026-2027 Strategic Plan Goal E, Strategy E.2. Exploring potential Food Forest in West Davidson (estimated at \$35,000).
Goal G4: Strengthen Ecosystem Health and Green Space Conservation	Strategy G4.1: Reinforce Tree Canopy Management, Sustainable Landscaping, and Land Conservation	G4.1.1: Investigate incentives for encouraging the planting of shade trees and native plants on private property, drawing inspiration from models like the Casey Trees (DC) program and the Cherry Blossom Festival sponsored tree initiative on private land.	Andrew S. (Arborist)	In Progress	2026, 2027 Priority	Continue providing trees to community members at events - expecting a large portion of trees to be donated as previous years. Implement Tree Canopy Assistance Pilot Program.
		G4.1.2: Develop a comprehensive Urban Community Forestry Plan incorporating findings from the second Tree Canopy inventory (approximately 3,000 trees total) and two canopy assessments to guide tree canopy management and conservation efforts.	Andrew S. (Arborist)	Completed		Complete and on-going. Implementation and reporting continues.
		G4.1.3 Continuously update the Tree Canopy inventory to ensure accurate and current data on Davidson's tree canopy coverage. Develop and promote incentives to maintain and increase tree canopy. Continue Tree City USA affiliate status.	Andrew S. (Arborist)	In Progress	2026, 2027 Priority	TreeCity USA on-going; Street Tree Inventory on-going; Davidson street tree inventory implementation (estimated at \$23,000). Tree Canopy Enhancement grant on-going.
		G4.1.4 Utilize Town-owned or operated open spaces to demonstrate sustainable landscaping and low-impact design planting strategies, such as planting native trees and plants, community gardens, water management design, and educational natural areas.	Leslie (DPR) Andrew S. (Arborist)	In Progress	2026, 2027 Priority	Will continue exploring opportunities in alignment with the 2026-2027 Strategic Plan Goal E, Strategy E.2.

Climate Resilience

Goals	Strategies	Action Steps	Department Contacts	Progress as of Dec 2025	2026, 2027 Priorities	Notes
Goal C1: Enhance Community Resilience Against Extreme Climate Events	Strategy C1.1: Integrate Adaptation into Emergency Preparedness and Response	C1.1.1: Establish and equip designated municipal facilities - like the police department, fire department, library, and town hall - as climate resilience hubs, providing safe spaces during extreme weather events.	Ryan (Fire) Kayla (Sustainability)	In Progress		The Town works with Mecklenburg County through their sheltering plan which provides designated shelters for emergencies. The Town will continue communicating about shelters during extreme weather events.
		C1.1.2: Launch community awareness campaigns on the dangers of heat-related illnesses and the locations of cooling centers.	Betsy (Communications) Kayla (Sustainability)	In Progress	2026, 2027 Priority	The Town is working on strategies for effectively communicating about extreme weather events. See also: C1.3.1.
		C1.1.3: Conduct a comprehensive assessment and upgrade of essential infrastructure—including electrical grids, water supply systems, and communication networks—to prevent storm-related damage and ensure continuity during emergencies.	Ryan (Fire) Kayla (Sustainability)	In Progress		Community Risk Assessment Standards of Cover completed by Fire Dept. in 2022. Comprehensive Emergency Management Plan under development, see C1.2.2.
		C1.1.4: Strengthen early warning systems specifically for climate hazards and heat episodes.	Betsy (Communications) Ryan (Fire)	In Progress	2026, 2027 Priority	The Town shares CharMeck alerts. Additionally, the Town is working on strategies for effectively communicating about extreme weather events. See also: C1.3.1.
	Strategy C1.2: Understand & Reduce Physical Risk	C1.2.1: Participate in regional vulnerability assessments, emphasizing comprehensive recovery actions to help offset associated costs.	Ryan (Fire)	In Progress		Community Risk Assessment Standards of Cover completed by Fire Dept. in 2022; the Multi-Jurisdictional Hazard Mitigation Plan was completed and approved by all municipalities in the county in 2025.
		C1.2.2: Establish a town-level vulnerability assessment team, tasked with creating an energy assurance plan to evaluate energy infrastructure, emergency management protocols, and critical infrastructure resilience, ensuring the town's adaptability to emerging climate challenges, in coordination with regional partners.	Ryan (Fire)	Not started	2026, 2027 Priority	Comprehensive Emergency Management Plan under development.
		C1.2.3: Prioritize green infrastructure such as permeable surfaces and cool surfaces in new developments to reduce the heat island effect and manage stormwater.	Jason (Planning)	In Progress		Town staff routinely review and make adjustments to the planning ordinance and will continue to look for opportunities to incorporate green infrastructure.
		C1.2.4: Integrate resilience measures in future housing developments, especially in affordable housing projects, in alignment with the 2009 Energy Plan.	Austin (AH) Ryan (Fire) Kayla (Sustainability)	Not started		
		C1.2.5: Explore the feasibility of community microgrids in collaboration with local colleges as part of a local and regional resilience strategy.	Kayla (Sustainability)	Not started		
	Strategy C1.3: Educate and Protect Residents	C1.3.1: Establish a centralized communication platform detailing climate-related risks, including wildfire smoke, heat, drought, and flooding.	Betsy (Communications) Ryan (Fire)	In Progress	2026, 2027 Priority	The Town is working on strategies for effectively communicating about extreme weather events. Exploring integration of these notices with MyDavidson app.
		C1.3.2: Conduct regular community engagement sessions to gather feedback on climate communication effectiveness.	Betsy (Communications) Ryan (Fire)	Not started		
		C1.3.3: Implement targeted outreach programs to ensure vulnerable and underserved populations (e.g. isolated seniors, outdoor workers, long-term care residents) receive tailored information and resources. This could involve working with local community leaders and organizations to address language barriers, accessibility issues, and cultural sensitivities, ensuring equitable access to climate information and resources.	Betsy (Communications)	Not started		



AGENDA MEMO

To: Davidson Board of Commissioners

From: Trey Akers, Principal Planner

Date: June 9, 2026

Re: Discuss the Affordable Housing Plan for Davidson Grove Master Plan

ITEM SUMMARY/OVERVIEW

Staff will discuss the Affordable Housing Plan for the Davidson Grove Master Plan. This project includes 99 residential units, consisting of 89 detached homes and 10 attached (duplex) units. In order to satisfy the DPO Affordable Housing requirement, the developer will provide 6 affordable housing units through on-site construction.

ACTION/PROPOSED MOTION

This item is for discussion only.

RELATED TOWN GOALS

Strategic Plan Alignment

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

Core Values

Citizens are the heart of Davidson, so town government will treat all people fairly, with courtesy and respect.

Davidson must be a safe place to live, work, and raise a family, so the town will work in partnership with the community to prevent crime and protect lives, property, and the public realm.

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

NEXT STEPS

The Board will be asked to approve the Davidson Grove Affordable Housing Plan on the consent agenda at the June 30, 2026 Board meeting.

Affordable Housing Plan
Development: Davidson Grove
Developer: Pulte
DPO Section 5.3 Compliance

This template is designed to meet the specific requirements of **Section 5.3** of the Davidson Planning Ordinance. This Affordable Housing Plan must be submitted concurrent with your Site Construction Documents and must detail how you will meet the affordable housing requirement.

Please provide complete responses for each prompt below. If more space is needed, please site and attach exhibits and supporting documentation.

Developer: Pulte Home Company, LLC

Developer Representative: Gaines Hunter | Sr. Manager Land Planning & Entitlements

Project Name: Davidson Grove

Date: 4/10/2026 | **Project ID/PID:** Accela: SUB-500061 | Approved Master Plan: CSP-500026
Meck County Parcel ID(s): 00727115 & 00727117

• **General Development Description**

- **Requirement:** Provide a general description of the development, including whether the development will contain rental units, individually owned units, or both.

Response: This is a proposed 99 Unit single family development, intended for sale by the developer.
(Units will be individually owned)

• **Unit Count, Mix & Building Type**

- **Requirement:** List the total number of market-rate units vs. affordable units. If the project contains more than one building type, specify the building type corresponding to each affordable unit.

○ **Response:** Market Rate Detached Units: 89 Units | Market Rate Duplex Units: 4 Units
& Affordable Duplex Units: 6 Units = Total of 99 For Sale Units (6 Affordable & 93 Market Rate)

• **Unit Specifications**

- **Requirement:** Provide the square footage for each affordable unit.

- **Response:** Each unit will be: 1,755 sf

- **Requirement:** List the number of bedrooms in each affordable unit. The bedroom mix of affordable units shall be in equal proportion to the bedroom mix of the market rate units.
- **Response:** 3 Bedrooms will be offered in each affordable duplex units, same as the market rate duplex units

- **Location & Dispersion**
 - **Requirement:** Identify the location of each affordable unit.
 - **Description:** See attached Affordable Unit Location Exhibit
Affordable duplex units are spread among the site, one in the 1 Duplex building in the NE Corner (2 Units) 1 Duplex Building (2 Units) to the South near the entrance, & 1 Duplex Building (2 Units) to the North backing up to the playground area.
- **AMI Restriction & Maximum Sales Price**
 - **Requirement:** Define the target Area Median Income (AMI) level for each unit. Contact staff to receive the current HUD-defined AMI level for Charlotte-Mecklenburg.
 - **Response:** Target AMI Level for each unit will be 90% of AMI for all 6 affordable units.

 - **Requirement:** List the sales or rental prices for each unit.
 - **Description:** Sales price at this time is assuming 4 persons in the household based on the units being 3 bedrooms, so Per Davidson's Max Sales price Memo the target sales price is: \$318,152.50
- **Phasing & Construction**
 - **Requirement:** Outline the construction sequence to ensure affordable units are built concurrently with market-rate units.
 - **Response:** This development is all one phase, so the affordable units would be built concurrently with market-rate units.

 - **Requirement:** Provide a general description of how affordable housing units will be designed to be complementary to the neighborhood.
 - **Response:** Exterior elevations of the affordable duplex units will be the same as market rate , interior options will be limited within the affordable units.

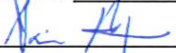
- **Marketing**

- **Requirement:** Provide a description of the marketing plan you propose to utilize and implement to promote the sale or rental of the affordable units within the development.
- **Response:** Marketing plan will generally be the same as Pulte's standard process.
Website posting, social media posts, etc. we will be adding the affordable disclosures where applicable
- **Payment-in-Lieu (If Applicable)**
 - **Requirement:** Provide the total amount of the payment-in-lieu, if any, and the estimated date the payment will be made.
 - **Response:** N/A
N/A
- **Covenants & Deed Restrictions**
 - **Requirement:** Confirm that [Affordable Housing Deed Restrictions](#) are attached. Deed restrictions must ensure that the affordable units are and remain available for occupancy by eligible households for a minimum of 99 years. The deed to the property shall state that the property is income and price restricted.
 - **Response:** See Attached Affordable Housing Deed Restrictions Draft
 - **Requirement:** Confirm that the development's restrictive covenants for the subdivision are attached and include language that provides for reduction of the homeowners dues in order to comply with the definition of affordable housing as well as language indicating that capital assessments shall be paid by the developer.
 - **Response:** See attached CC&R's draft

This plan may only be amended by written agreement signed by the Developer and the Town of Davidson.

I hereby represent and warrant that I am duly authorized to execute this document on behalf of the Developer and further represent and warrant that the information included herein is true and accurate in all material respects.

COMPANY NAME: Pulte Home Company, LLC

BY: Signature:  **DATE:** 06.03.2026

PRINT NAME/TITLE: Gaines Hunter | Sr. Manager Land Planning & Entitlements

This Affordable Housing Plan is hereby accepted and approved by the Town of Davidson as being in compliance with the Town of Davidson Planning Ordinance.

BY: _____ **DATE:** _____

PRINT NAME: _____

TITLE: _____

Davidson Grove Affordable Housing Plan

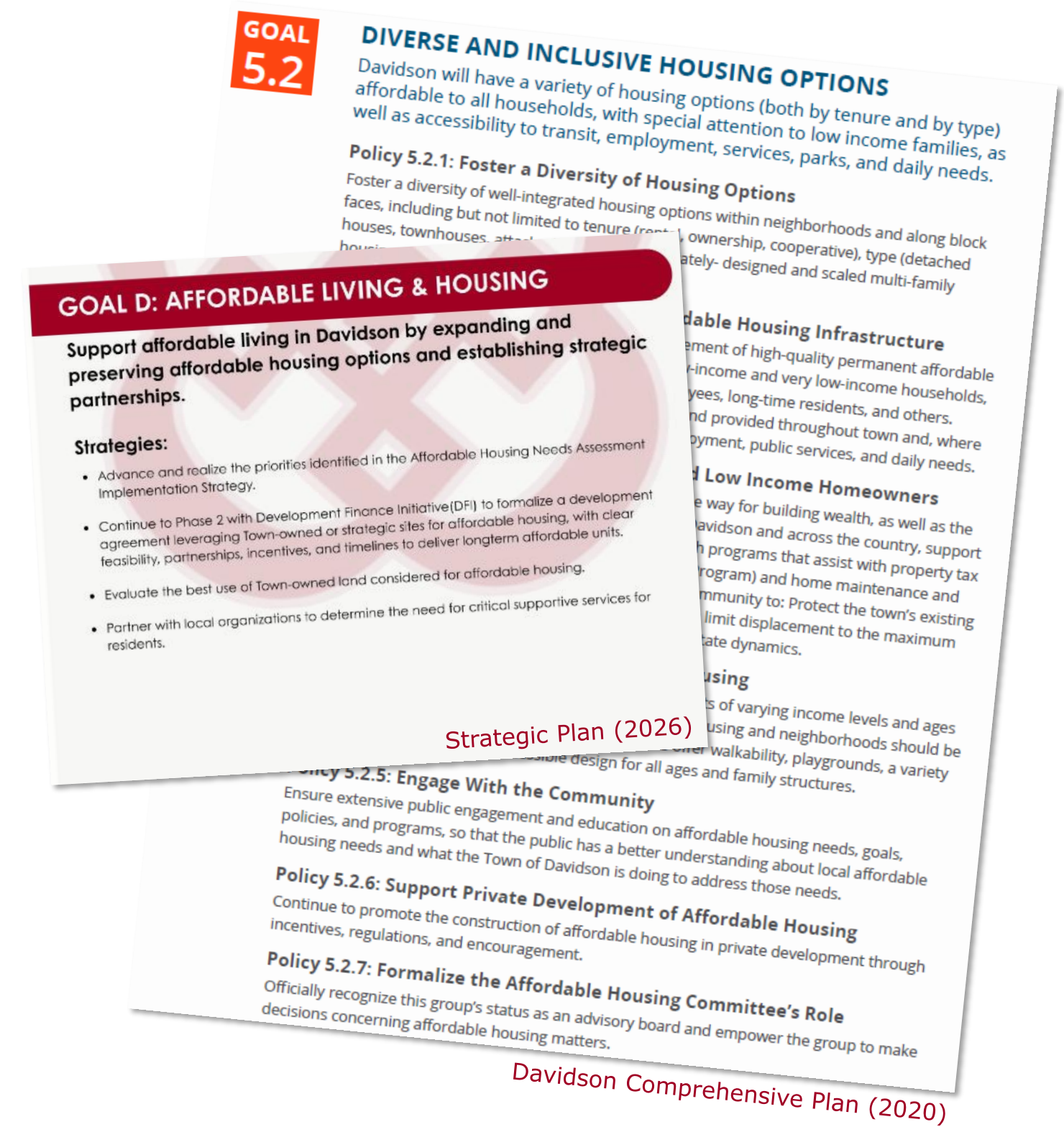


Trey Akers
Principal Planner
Board of Commissioners Meeting
June 9, 2026

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PLAN ALIGNMENT

- **Core Values:**
 - Mix of Incomes = Fundamental
- **Strategic Plan:**
 - Goal D, Affordable Living & Housing
- **Comprehensive Plan:**
 - Goal 5.2, Support Diverse & Inclusive Housing Options
- **Affordable Housing Needs Assessment Strategy:**
 - Development Incentives



DAVIDSON GROVE DEVELOPMENT

- **Project Background:**

- Location: 20050 Ralph Knox Rd. (PIDs 00727115, 00727117)
- Project Type: Master Plan (Administratively Approved)
- Scope: 99 residential units
 - 89 Single-Family Detached Units
 - 10 Single-Family Duplex Units

- **Timeline:**

- Spring 2024: Community Meeting (Pre-Application)
- Summer 2024: Application Submitted
- Fall 2024: Public Input Session
- Summer 2025: Master Plan Approved
- Fall 2025: Site Construction Documents Submitted



SITE CONTEXT



Davidson Grove Approved Master Plan



AH =

Affordable Housing Unit
Duplex

Wooden Tee Dr.

Robert Walker Dr.



AFFORDABLE UNIT SUMMARY

- **DPO Requirement (5.1.C.1):**
 - Total Units Proposed: 99 Residential Units
 - Affordable Housing Required: 12 AH Units (12.5% of Units)
- **Project Proposes:**
 - Affordable Housing Proposed: 6 Units/3 Duplexes
 - Waiver Option: DPO 5.3.C.2, Incentivizes On-Site Construction
 - Construct **6** Units On-Site + **6** Units Payment-in-Lieu Waived = **12** Required Units
- **Unit Details:**
 - Specifications: 1,755 Square Feet, 3 Bedrooms/Unit
 - Tenure Type: For Sale Units
 - Area Median Income (AMI): Sales Restricted to 90% AMI
 - Fulfillment: Developer Markets Unit, Town Verifies "Qualified Occupant"



NEXT STEPS

- **Plan Drafted:** April/May 2026 [Complete]
- **Plan Reviewed by Staff:** May 2026 [Complete]
- **Plan Reviewed by Commissioners:** June 9, 2026 [In Progress]
- **Plan Approved by Commissioners:** June 30, 2026 [Consent Agenda]



QUESTIONS?



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