



**Town of Davidson
Planning Board Regular Meeting
Town Hall and Community Center
Community Room 120
251 South Street
Monday, March 30, 2026 at 6:00 PM**

I. CALL TO ORDER

II. SILENT ROLL CALL AND DETERMINATION OF QUORUM

III. CHANGES TO THE AGENDA

IV. REVIEW/APPROVAL OF MINUTES

a. Review/Approval of the February 23, 2026, Minutes

Summary: The Planning Board will review and consider approval of the February 23, 2026, Minutes.

V. OLD BUSINESS

a. Carwash Master Plan - Review & Comment

Summary: Senior Planner Lindsay Laird will review the project history and changes made since the November 2025 Planning Board meeting. The developer will be on hand to answer questions from the Planning Board, who will provide a formal review of and comments on the project.

VI. NEW BUSINESS

VII. OTHER ITEMS

a. Mobilty & Vision Zero Recommendations

Summary: Transportation Planner Andrew Golden will provide an overview of recommended projects and actions put forward by staff and advisory board members for consideration by the Board of Commissioners in the annual Capital Improvements Plan update.

VIII. PLANNING STAFF REPORT

IX. ADJOURNMENT

MEETING MINUTES

Planning Board

Town of Davidson, NC

February 23, 2026

A meeting of the Davidson Planning Board was held at 6:00 p.m. in the Community Room of the Davidson Town Hall & Community Center at 251 South Street.

I. CALL TO ORDER: 6:00 p.m.

II. SILENT ROLL CALL AND DETERMINATION OF QUORUM

- **Present Board Members:** Waller Blackwell (Chair); Mendy McNeel (Vice Chair); Sara Cummings; Janice Lewis; Richard Bargoil; Tom Watson; Heather McClow; Rick Pacious; Jason Ridenhour; David Lusk; Katie Zager (Arrived 6:10 p.m.)
- **Absent Board Members:** Michael Fabrizius
- **Town Representatives:** Trey Akers, Andrew Golden

III. CHANGES TO THE AGENDA: N/A

IV. REVIEW/APPROVAL OF THE MINUTES

a. Review/Approval of the January 28, 2026, Minutes:

Motion to recommend approval of the minutes:

- Motion: Janice Lewis
- Second: Sara Cummings
- Vote: 10-0 (Motion Passed, Absent: Fabrizius, Zager)

V. OLD BUSINESS:

- a. **Vice Chair Election:** Waller Blackwell opened the floor to nominations for members to serve as the Vice Chair. Mendy McNeel put herself forward for the nomination, which was then followed by a vote.

Motion to nominate Mendy McNeel as the Planning Board Vice Chair:

- Motion: Mendy McNeel
- Second: Heather McClow
- Vote: 10-0 (Motion Passed, Absent: Fabrizius, Zager)

Motion to elect Mendy McNeel as the Planning Board Vice Chair:

- Motion: David Lusk
- Second: Janice Lewis
- Vote: 10-0 (Motion Passed, Absent: Fabrizius, Zager)

VI. NEW BUSINESS:

- a. **Comprehensive Plan Implementation Update:** Principal Planner Trey Akers provided an update on the Davidson Comprehensive Plan and implementation progress in 2025. He highlighted continued increases in public safety/public works' community engagement and events labor; small business job creation; and the ridership impacts from the shift away

from conventional, fixed route bus transit to the CATS Microtransit initiative. He also previewed the new online dashboard set up to track progress on the Comprehensive Plan's Actions Items and Key Metrics.

VII. OTHER ITEMS: N/A

VIII. PLANNING STAFF REPORT: Principal Planner Trey Akers provided brief updates on various development projects.

IX. ADJOURNMENT: 6:26 p.m.

- Motion: David Lusk
- Second: Janice Lewis

APPROVAL OF MEETING MINUTES

Signature/Date

Waller Blackwell, Planning Board Chair



STAFF ANALYSIS

Date: March 30, 2026
To: Planning Board
From: Lindsay Laird, Senior Planner
Re: Davidson Carwash Master Plan – Planning Board Review & Comment

INTRODUCTION

APPLICANT INFO

- **Owner/Developer:** TSG Residential
- **Site Designer:** LaBella
- **Location:** 405 S Main Street (Parcel IDs: 00701806 & 00701818)
- **Planning Area(s):** Village Center & Village Infill
- **Area:** +/-2 Acres

PLANNING STAFF REVIEW - PRELIMINARY

This review considers compliance with the Davidson Planning Ordinance. Project documents are located on the project website, www.townofdavidson.org/DavidsonCarwash

OVERVIEW

TSG Residential proposes development of the +/-2-acre site at 405 S Main Street (Parcel IDs 00701806 & 00701818) to include a mix of commercial and residential uses. The site is surrounded by commercial and office uses to the west (across S Main Street (NC 115)) and south, and residential uses to the east. The current proposal will include two mixed-use buildings with ground floor commercial (+/-6,000 SF) and multi-family above (+/-14 units), as well as six duplex buildings (12 units) towards the rear of the site, along with parking, green space, and various amenity features. The project is following the Master Plan process outlined in Davidson Planning Ordinance (DPO) Section 14.7. A community meeting was held in April 2025 to introduce the project to the public. A master plan application was submitted in June 2025. A public input session was held in November 2025. The process requires formal planning board review and comment prior to master plan approval.

PLANNING AND DEVELOPMENT STANDARDS

The parcel fronting S Main Street (Parcel ID 00701818) is located in the Village Center Planning Area, while the rear parcel with frontage on Spring Street (Parcel ID 00701806) is located in the Village Infill Planning Area. The Davidson Planning Ordinance's description for each planning area is as follows:

- *The **Village Center Planning Area** is established to protect and cultivate the unique environment of Davidson's historic downtown. It is the community's commercial, civic, cultural, and transportation hub. The Village Center should include places for public gatherings, civic and cultural events, and public art. Infill development must complement the traditional built environment and encourage small, independent retailers. New development in the Village Center Planning Area should be multi-story, multi-use, and transit supportive. (DPO 2.2.1)*
- *The **Village Infill Planning Area** comprises Davidson's traditional, residential neighborhoods and provides for infill development surrounding the historic town center. Streets, sidewalks and greenways in the Village Infill Planning Area must be interconnected. A range of housing types is encouraged: For Master Plan projects on lots over three acres a mix of at least two different building types is encouraged. (DPO 2.2.4)*

BUILDING TYPES & HOUSING

The proposed development is in keeping with the Davidson Planning Ordinance (DPO) for both the Village Center and Village Infill Planning Areas. The Village Center portion of the site will include two multi-use commercial storefront buildings and a public plaza. These features will complement the existing traditional built environment and support the Town's goal to connect our historic downtown core with the S Main Street commercial district with active commercial uses. Townhome/duplex units towards the rear of the project site are compliant with the DPO and compatible with the surrounding residential pattern along Spring Street. These units will front on public open space containing a greenway connection from Main Street to Spring Street and will be accessed via alleys to the rear.

The project proposal includes affordable housing. DPO 5.2.A.2 requires development projects of more than eight units to provide a minimum of 12.5% of the residential units as affordable. This may be achieved through a variety of pathways, including both on-site construction and payment-in-lieu. Preliminary Sketch Plan Sheet SP-1.0 Site Development Summary indicates that the applicant intends to satisfy the affordable housing requirements by constructing four units on-site.

TRANSPORTATION: CONNECTIVITY & IMPACT ANALYSIS

Streets & Connectivity

A previous version of the plan included two vehicular connections to the site from S Main Street (NC 115). Based on discussions with NCDOT, proposed access has been modified to reduce the number of access connections to S Main Street from two to one, replacing the northern driveway with a greenway trail connection, and relocating on-street parking to internal to the site (improving driveway sight distance). As shown in the updated site plan, vehicular access is currently proposed via three connections:

- S Main Street (NC 115) Access – full-movement connection to S Main Street (NC 115) located at the existing southern curb cut for the former carwash site
- Spring Street Access (southern) – full-movement connection to Spring Street approx. 115' north of Goodrum Street
- Spring Street Access (northern) – full-movement connection to Spring Street approx. 240' north of Goodrum Street, located at the existing northern curb cut aligned with the private alley

The updated plan also shows a planned greenway trail connection through the site connecting S Main Street (NC 115) and Catawba Avenue to Spring Street, aligning with recommendations from the *Davidson Mobility Plan*. This connection provides residents east of the site direct access to the existing Charlotte Area Transit System (CATS) bus stops located along S Main Street (NC 115) at the southern end of the site.

Transportation Impact Analysis

Based on DPO 6.10 Transportation Impact Analysis (TIA), a TIA is required if a development application meets or exceeds at least one of the thresholds shown in Section 6.10.1, most notably if the development proposes more than 10,000 SF of commercial space and/or 49 residential units, or if the development is expected to generate 500 or more daily vehicular trips and/or 100 peak-hour vehicular trips during either the AM or PM peak hour. Based on analysis conducted by a third-party engineer consultant retained by the Town of Davidson, the project will not meet these thresholds and will not require a full TIA. The Trip Generation Memo is included on the project website.

Additional Features/Multi-Modal Connectivity

The project also proposes a unique street feature known as a *woonerf*. A *woonerf* is a low-speed street that creates a shared space for vehicles, pedestrians, and bicycles in the same space. They often serve as community gathering spaces. The project proposes this space behind commercial mixed-use buildings as part of the greenway connection from S Main Street (NC 115) through the site to Spring Street. This feature enables the project to fulfill street and pedestrian connectivity requirements while also integrating a mix of paving materials/natural features into the built environment.



Figure 1. A woonerf in the Netherlands. The term “woonerf” means “living street” in Dutch

Parking

The site plan appears to comply with minimum parking requirements for commercial and residential buildings. The DPO requires a minimum of two (2) parking spaces per 1,000 square feet of commercial/retail use and a minimum of one (1) space per residential unit. Parking will be handled primarily on-site (i.e. via parking spaces behind mixed-use commercial buildings and garages on individual residential lots), along with four spaces utilized as shared parking from the adjacent lot at Artisan custom Homes. All told, the project includes 51 parking spaces.

NATURAL ASSETS: OPEN SPACE, TREES, & PATHS

The Village Center Planning area does not include open space requirements. The Village Infill Planning Area requires a minimum of 10% open space. The project aims to provide over 30% open space across the entire project area. This will be achieved through a variety of spaces including a public plaza, woonerf, and greenway/open space running through the middle of the site.

The plan also contains information based on an Environmental Inventory (EI) conducted. The site has minimal existing tree coverage. The project team intends to comply with DPO requirements for minimum tree coverage through required plantings (Village Center minimum 15%; Village Infill minimum 20%).

ADDITIONAL CONSIDERATIONS

UTILITIES: WATER/SEWER EXTENSION

As of March 14, 2023, Master Plan projects located inside or outside of town limits and requiring water/sewer extension are subject to the town’s Utility Service & Annexation Criteria Policy (“USAC”).

This policy evaluates requests across a number of metrics ranging from location and consistency with adopted plans to site design and sustainability features. Currently, the project exceeds the required 65% threshold to remain on an administrative approval pathway with a score of 67%.

FISCAL IMPACTS

In order to assess potential fiscal impacts, Economic Development staff conducted an analysis using the town's fiscal impact analysis. The analysis anticipates annual revenue for the development to be \$34,163.84, with costs to serve the development of \$25,972.74 – creating a \$8,191.09 annual net gain. Therefore, this analysis anticipates the development covering its own costs and being able to generate positive revenue for the town to use in other areas – infrastructure, parks, services, etc. This metric, while valuable as a snapshot of fiscal impacts, should not be understood as a complete economic impact analysis (i.e., job and service creation, visitor attraction, etc.).

PUBLIC PLANS & POLICIES

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

- ***Davidson's General Planning Principles (2020)*** include tenets to guide decisions and development in Davidson. Principles relevant to this proposed development are listed below. They can be summarized as: Davidson should focus on walkable, interconnected places that reflect stewardship of our land resources.
 - **Character & Community**: We must preserve Davidson's character and sense of community.
 - Village-scale design
 - A walkable and historic downtown and adjacent neighborhoods.
 - A street, sidewalk, and greenway network that knits the community together
 - Engaging public spaces and celebrating historic resources throughout town.
 - Local businesses that invest in our community
 - **Downtown**: We must preserve and enhance Davidson's unique downtown.
 - Increase accessibility to downtown from surrounding neighborhoods and within downtown by making it easier to walk, bike, and park.
 - Build upon its status as Davidson's social and civic center and create additional compelling public spaces to foster interaction among residents
 - Encourage a mix of uses in each building to create a vibrant and active downtown.
 - Broaden the downtown area through design and redevelopment to better integrate North Main and South Main Streets and the edge areas along Jackson and Depot Streets in a manner that also protects historic character along the corridors.
 - **Mobility**: We must provide a safe and efficient transportation network for all users by supporting active transportation, transit, and new mobility options.
 - Walkable, mixed-use, and connected neighborhoods
 - Commercial centers that support walking, bicycling, riding public transit, and using other alternative modes as viable and safe options to these destinations.
 - New greenway, bike, and sidewalk connections to existing and new developments.
 - **Natural Assets**: We must wisely manage the finite land and natural resources in the town's planning area.
 - Growth that occurs in appropriate locations that are most suitable for development and away from important open spaces
 - Opportunities for public access to active and passive recreational amenities in our preserved open space

- Village-scale development that builds up and not out in strategic locations
 - Tree canopy that is preserved, enhanced, and established as new development and redevelopment occurs
 - **Diversity & Inclusivity:** We must create an environment that maintains and enhances community diversity and inclusivity. We will encourage diversity of all economic levels, all races and ethnic groups, all ages, and all physical and mental abilities through:
 - A mixture of housing types and prices in neighborhoods that are designed to complement the existing architectural character
 - Affordable housing options and strategies to support new and existing residents
 - **Growth Management:** We must manage growth and support appropriate economic development so the town can provide public facilities and services apace with development.
 - Establishment and maintenance of an adequate commercial tax base.
 - A healthy diversity of uses in walkable neighborhoods
 - Alternative transportation options between destinations.
 - **Placemaking:** We must maintain the town's unique sense of place through quality architecture & design.
 - The design of our public spaces, parks, and plazas will encourage social interaction, cultural experiences, and recreational opportunities
 - Public art will animate our civic spaces
 - **Fiscal Health:** We must consider the town's fiscal health when making decisions.
 - Fiscal information will be used to inform decisions made about new developments and public investments.
 - A balanced fiscal approach will take into account that not all community priorities will have net positive fiscal impacts.
 - Decision-making will encourage a fiscally-sustainable balance between the residential and commercial components of the town's tax base.
- The **Davidson Comprehensive Plan (2020)** establishes a wide-ranging set of goals for the community to pursue, many of which are listed below. The goals emphasize prioritizing development in designated growth areas; creating safe, interesting pedestrian areas and public spaces; and ensuring contextually appropriate infill.
- **Goal 2.1: Intentional Growth Management**
 - Policy 2.1.1, Manage Growth to Balance Protection of Community Character and Natural Areas While Directing Desired Growth to Identified Centers: Lands within the town's current corporate limits are priorities for infill and redevelopment.
 - **Goal 2.2: A Network of Natural Areas & Open Space**
 - Policy 2.2.2: Integrate Green Space Throughout the Built Environment: Being cognizant of the importance of green space to human health, continue to thread green space throughout the built environment by growing, enhancing, and protecting the urban tree canopy, and providing natural green public spaces, neighborhood gardens, and greenways. To the extent possible, encourage native landscaping.
 - Policy 2.2.6, Expand Use of Low Impact Development Techniques: Use low impact development systems and practices that use or mimic natural processes to protect water quality and associated aquatic habitat and reduce the impact of built areas. Examples may include, but are not limited to, rain gardens and bioswales that result in the infiltration, evapotranspiration or use of stormwater.
 - **Goal 2.4: A Preserved Historic Fabric**

- Aspiration: Davidson will celebrate its unique architectural and cultural history through preservation initiatives and designing new buildings, spaces, and landscapes that complement the existing historic fabric and leave an inspiring building legacy.
- **Goal 2.5: Contextually-Sensitive Infill & Redevelopment**
 - Policy 2.5.2, Balance Incremental Change with Existing Character: As Davidson grows through infill development, redevelopment of existing sites, and new growth in appropriate places on the town's edge, it should complement the town's existing character.
- **Goal 3.3 Increase Travel Options**
 - Policy 3.3.1, Promote a Continuous Pedestrian Network: Support the extension of sidewalks, greenways, and sidepaths that contribute to a fully connected pedestrian network.
 - Policy 3.3.4, Improve Street Connectivity: Promote street connectivity and short blocks that enhance walkability, slow traffic, provide two-way traffic, and ensure multiple access routes for emergency vehicles and other travelers.
- **Goal 5.2 Diverse & Inclusive Housing Options**
 - Policy 5.2.1, Foster a Diversity of Housing Options: Foster a diversity of well-integrated housing options within neighborhoods and along block faces, including but not limited to tenure (rental, ownership, cooperative), type (detached houses, townhouses, attached houses, appropriately- designed and scaled multi-family housing, and live-work units), and income.
 - Policy 5.2.6, Support Private Development of Affordable Housing: Continue to promote the construction of affordable housing in private development through incentives, regulations, and encouragement.
- **Goal 5.3 Long-Term Fiscal Health**
 - Policy 5.3.3, Promote Smart Growth: Encourage compact development that can be more efficiently served.
 - Policy 5.3.4, Consider Community Priorities and Long-Term Impacts: Consider community priorities and long-term impacts in decision-making, with the understanding that some community priorities may not have positive fiscal impacts and some decisions may not materialize in short-term benefits.
- The ***Downtown Small Area Plan (2023)*** is a targeted, solution-oriented plan that draws inspiration from the town's Vision, Mission, and Values and further refines the actionable ideas and policy initiatives from the 2020 Comprehensive Plan for the defined study area.
 - **Issue: How might we make it easier to walk from N/S or S/N Main Street?**
 - Ideas:
 - Improve sidewalks
 - Create interest and focal points along the way

PLANNING BOARD UPDATE – NOVEMBER 2025

The Planning Board discussed the following topics at their November 24, 2025, meeting:

- Connections: Vehicular and non-vehicular connections, including the multi-use path through the site, fire access, and the importance of pedestrian connectivity across S. Main St., recommending exploration/construction of a mid-block crossing.
- Parking: Various parking considerations and configurations.
- Residential Components: The types of units proposed and whether the units included affordable housing.

- Environmental Features: The design of the BMPs (i.e., rainwater management facilities), whether the site contained any contamination related to the former use as carwash, and the importance of sustainable features such as green roofs.

PROCESS/NEXT STEPS

- Community Meeting: April 2025 **[Complete]**
- Application/Preliminary Sketch Plan Submittal: June 2025 **[Complete]**
- Planning Board FYI Presentation: September 2025 **[Complete]**
- Public Input Session: November 20, 2025 **[Complete]**
- Planning Board Update: November 24, 2025 **[Complete]**
- USAC Checklist Evaluation: March 2026 **[Complete]**
- Master Plan Schematic Design Submittal: February 2026 **[Complete]**
- Planning Board Review & Comment: March 30, 2026
- Final Master Plan Submittal for Review/Approval: TBD
- Construction Documents: TBD
- Individual Building/Design Review Board Process (Storefront Bldgs.): TBD

RESOURCES & ATTACHMENTS

RESOURCES

- **Davidson Planning Ordinance:** [Planning Ordinance Website](#)
- **Davidson Carwash Project Website:** www.townofdavidson.org/DavidsonCarwash



Davidson Carwash Master Plan

Planning Board – Review & Comment

Lindsay Laird
Senior Planner
3.30.2026

www.townofdavidson.org

PROCESS / TIMELINE

- **Process:** Davidson Planning Ordinance Section 14.7, Master Plan
- **Pre-Application:**
 - » Informal Reviews of Pre-Concept Plans (January 2024 - February 2025)
 - » Community Meeting + Report (04.02.2025) *
- **Post-Application:**
 - » Application Submittal – Preliminary Sketch Plan (June 2025)
 - » Transportation Review Meeting & Trip Generation Memorandum (September 2025)
 - » Public Input Session (11.20.2025) *
 - » Planning Board FYI Review (11.24.2025)
 - » Utility Services & Annexation Criteria Scoring (March 2026)
 - » Master Plan Schematic Design (February/March 2026)
 - » Planning Board Review + Comment (3.30.2026)

CONTEXT



VILLAGE CENTER PLANNING AREA

“...established to protect and cultivate the unique environment of Davidson’s historic downtown. It is the community’s commercial, civic, cultural, and transportation hub. The Village Center should include places for public gatherings, civic and cultural events, and public art. Infill development must complement the traditional built environment and encourage small, independent retailers. New development in the Village Center Planning Area should be multi-story, multi-use, and transit supportive.” (DPO 2.2.1)



VILLAGE INFILL PLANNING AREA



“...comprises Davidson’s traditional, residential neighborhoods and provides for infill development surrounding the historic town center. Streets, sidewalks and greenways in the Village Infill Planning Area must be interconnected. A range of housing types is encouraged...” (DPO 2.2.4)

PLAN



RENDERINGS (MIXED-USE BLDGS.)



RENDERINGS (TOWNHOMES/GREENWAY)



OVERVIEW

- **Project Information:**

- » Developer: TSG Residential

- **Site Data & Features:**

- » Size: +/- 2 Acres

- » Zoning: Village Center Planning Area & Village Infill Planning Area

- » Housing: +/- 26 Residential Units – 14 Apartment/Condo Units, 12 Duplex Units

- Affordable Housing: 12.5% Required (4 On-site Units)

- » Transportation: Trip Generation Memo Available on Project Website - TIA Not Required

- » Parking: Min. 2 per 1,000 SF Commercial Use + 1 per Residential Unit

- » 51 Spaces Provided via. Parking Behind Commercial Bldgs., Residential Garages, & Shared Parking Agreement

- » Open Space: 0% OS Required in VC Planning Area; 10% OS Required in VI Planning Area

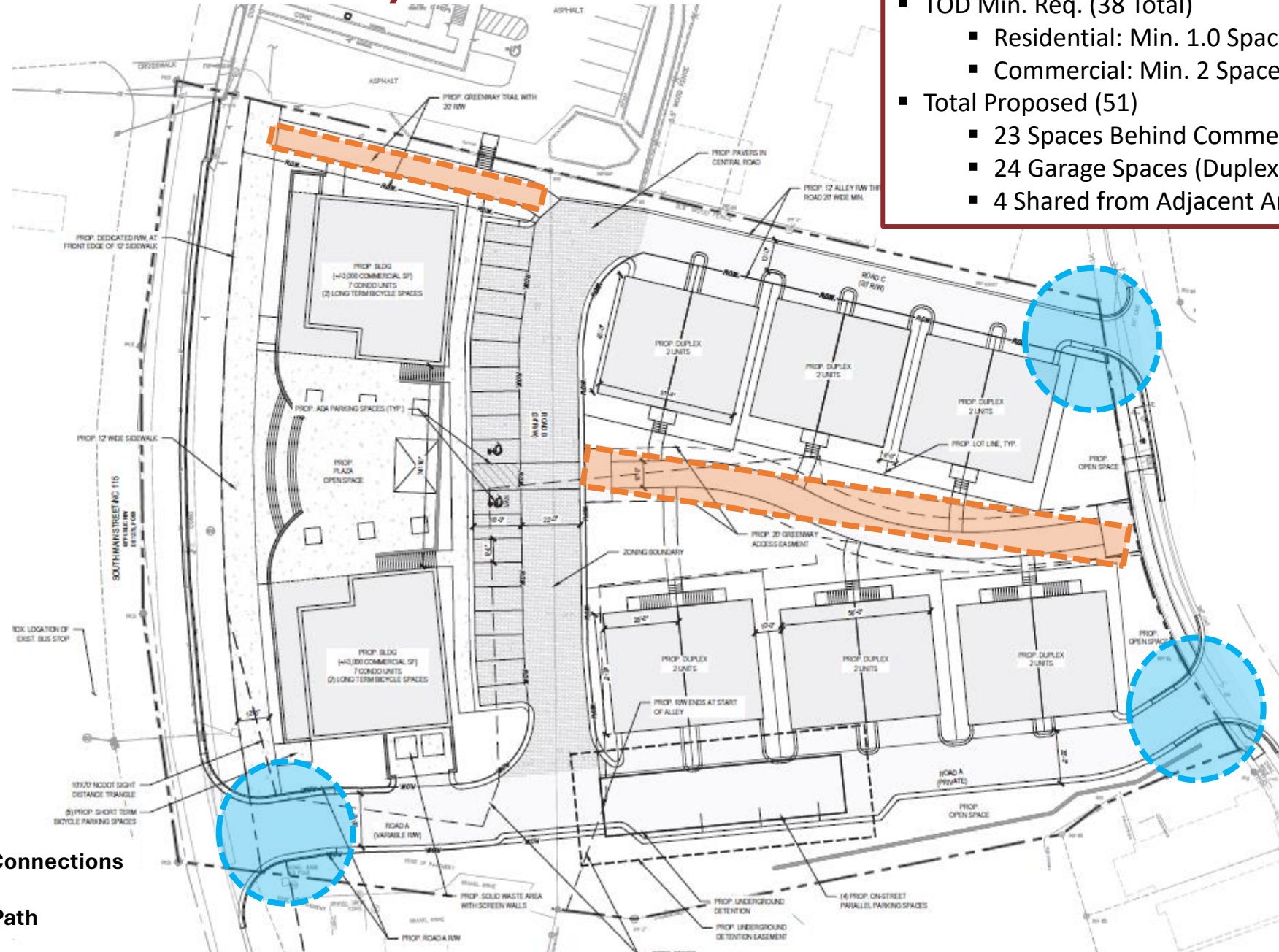
- Over 30% Provided - Greenway/Woonerf/Public Plaza: Unifying Elements + Focal Point(s)

- » Fiscal Impacts: + \$8,191.09 Net Gain Annually

CONNECTIONS/PARKING

PARKING DATA

- TOD Min. Req. (38 Total)
 - Residential: Min. 1.0 Space/Unit (26)
 - Commercial: Min. 2 Spaces /1,000 SF Commercial (12)
- Total Proposed (51)
 - 23 Spaces Behind Commercial Bldgs./Alley
 - 24 Garage Spaces (Duplex/Townhomes)
 - 4 Shared from Adjacent Artisan Office Building



LEGEND



Vehicular Connections



Multi-Use Path

PROCESS / TIMELINE NEXT STEPS

- » Master Plan Approval: TOD, Meck. County, NCDOT
- » Construction Document Review: TOD, Meck. County, NCDOT
- » Design Review Board Review
- » Site Construction

Review & Comment

www.townofdavidson.org/DavidsonCarwash





116 South Main St, The TSG Building, Davidson,
NC 28036

PROJECT NUMBER:	2242911
DRAWN BY:	
REVIEWED BY:	
ISSUED FOR:	REVIEW
DATE:	02/18/2026
DRAWING NAME:	

DRAWING NUMBER: _____

Page 23 of 5

SUSTAINABILITY COMPONENTS:

- BUILDINGS SHALL BE DESIGNED TO MEET MINIMUM SOLAR REFLECTANCE INDEX VALUE OF 82 (LOW SLOPED ROOFS) OR 39 (STEEP SLOPED ROOFS)
2. LANDSCAPING
 - POLLINATOR GARDEN SHALL BE PROVIDED WITHIN OPEN SPACE ON SITE, 30 SF MINIMUM.
3. LIGHTING
 - EXTERIOR LIGHTS SHALL BE DESIGNED TO MEET OR EXCEED STANDARDS FOR LIGHT POLLUTION REDUCTION AS SET BY LEED BD+C: NEW CONSTRUCTION V4.1 OR THE INTERNATIONAL DARK SKY ASSOCIATION'S MODEL LIGHTING ORDINANCE.
4. EV CHARGING QUANTITY & EBIKE CAPABILITY
 - MINIMUM OF 2 EV CHARGING SPACES TO BE PROVIDED FOR CARS.
5. GLAZING
 - BUILDINGS GLAZING AREA WILL BE 50% GREATER THAN THE SUM OF THE GLAZING AREAS ON THE EAST- AND WEST- FACING WALLS ONCE BUILDINGS ARE DESIGNED. (THIS APPLIES TO BOTH THE COMMERCIAL BUILDINGS AND DUPLEXES)
6. HOUSING - UNIVERSAL DESIGN (D.12.B)
 - A MINIMUM OF 25% OF THE UNITS WILL BE DESIGNED TO SUPPORT AGING IN PLACE.

PARCELS:	00701818 & 00701806
TOTAL SITE AREA:	2.18 AC
R/W DEDICATION:	0.69 AC
REMAINING SITE AREA:	1.49 AC

ZONING: VC & VI

OVERLAY DISTRICTS: RETAIL FRONTAGE
VILLAGE INFILL GREEN

SETBACKS:

VILLAGE INFILL:

FROM

SIDE:

VILLAGE CENTER:

FRON

SIDE:

REAR

PROPOSED DUPLEXES: 12 UNITS

PROPOSED CONDOS: 14 UNITS

PROPOSED COMMERCIAL: 6,000 SF

AFFORDABLE HOUSING:

REQUIRED:	4 (12.5% OF UNITS)
PROPOSED:	4 UNITS

VEHICULAR PARKING:

REQUIRED:

COMM

CONC

TOTAL PROPOSED: 51 SPACES

BICYCLE PARKING:

SHORT TERM REQUIRED:

COMM

CONC

SHORT TERM PROPOSED

LONG TERM REQUIRED:

COMM

CONC

LONG TERM PROPOSED:

CONSTRUCTION TIMELINE:

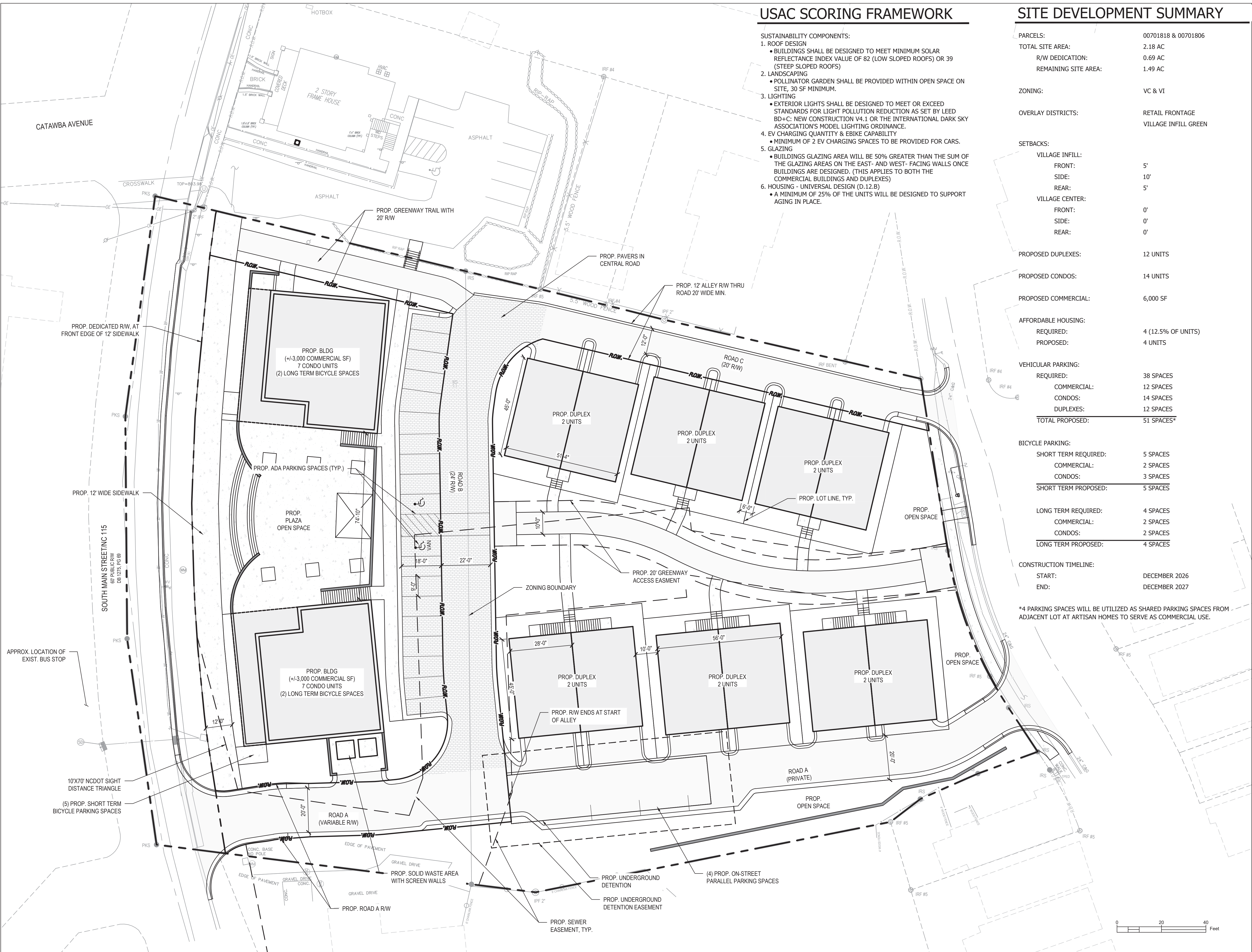
START:

DECEMBER 2026

END:

DECEMBER 2027

*4 PARKING SPACES WILL BE UTILIZED AS SHARED PARKING SPACES FROM ADJACENT LOT AT ARTISAN HOMES TO SERVE AS COMMERCIAL USE.



PUBLIC PLAZA



Key Features:

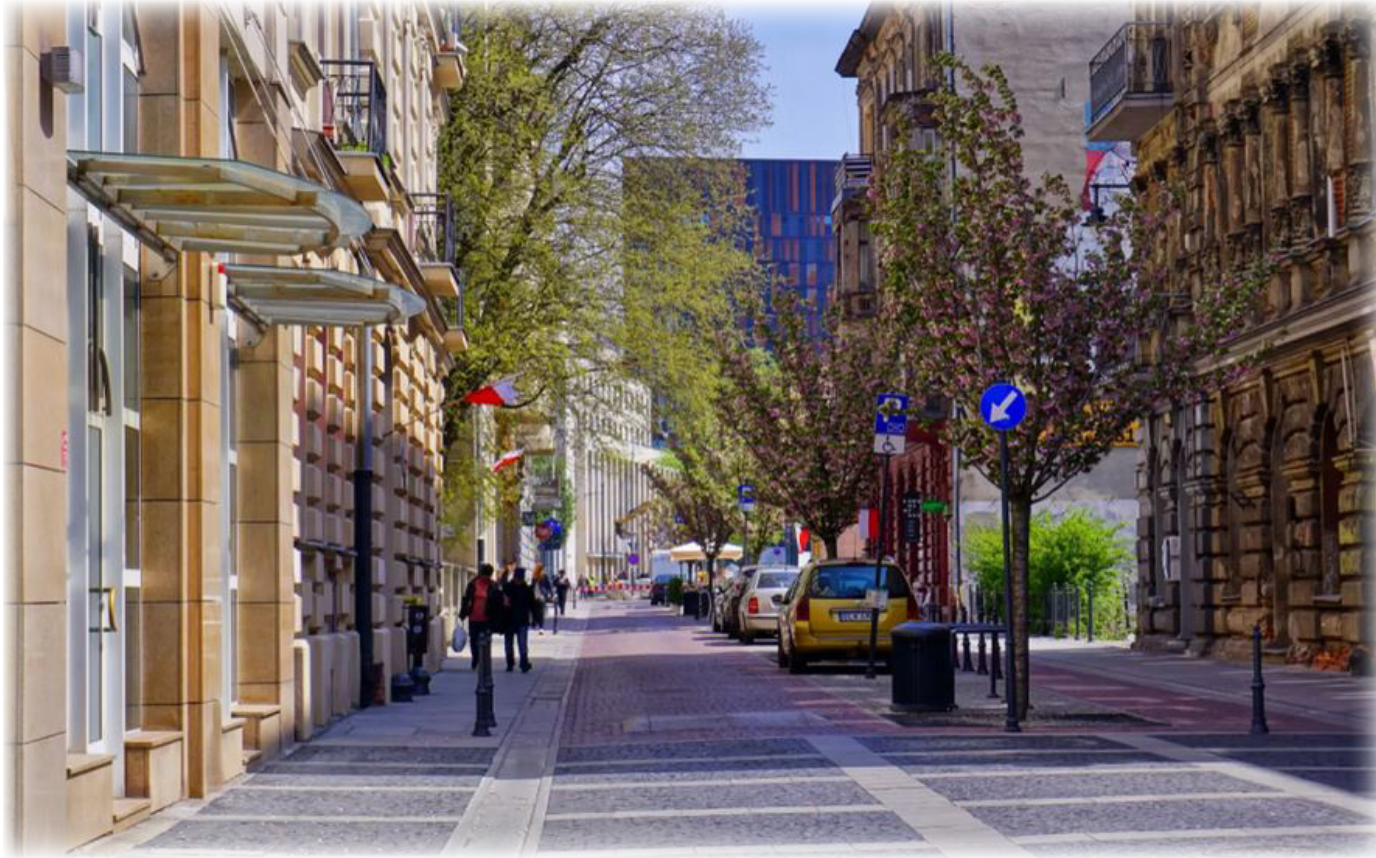
- Open to the Street via Grand Stair
- Mix of Hardscape and Trees / Plantings
- Cafe Tables / Chairs, Benches
- Small Pavilion / Stage



Key Features:

- Shared Space for Vehicles, Peds, Bikes
- Curbless / Flush Curbs
- Mix of Paving Materials (Primarily Pavers)
- Benches / Street Furniture
- Planters / Plantings

WOONERF



DAVIDSON CARWASH
PRECEDENT IMAGERY



DAVIDSON CARWASH

SITE PLAN

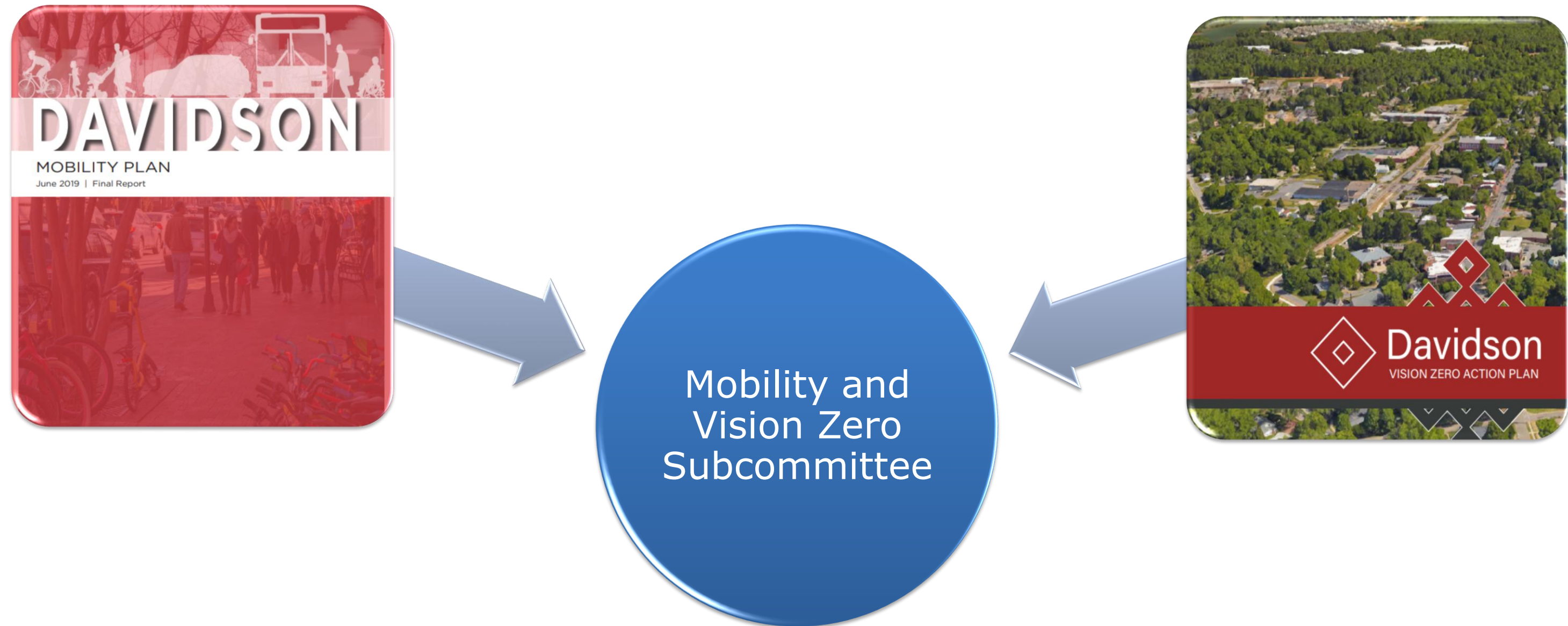
MOBILITY & VISION ZERO SUBCOMMITTEE RECOMMENDATIONS



Andrew Golden
Transportation Planner
Plan Implementation Review
March 30, 2026

TOWNOFDAVIDSON.ORG

MOBILITY & VISION ZERO SUBCOMMITTEE



ROBERT WALKER & DAVIDSON CONCORD ROUNDAABOUT

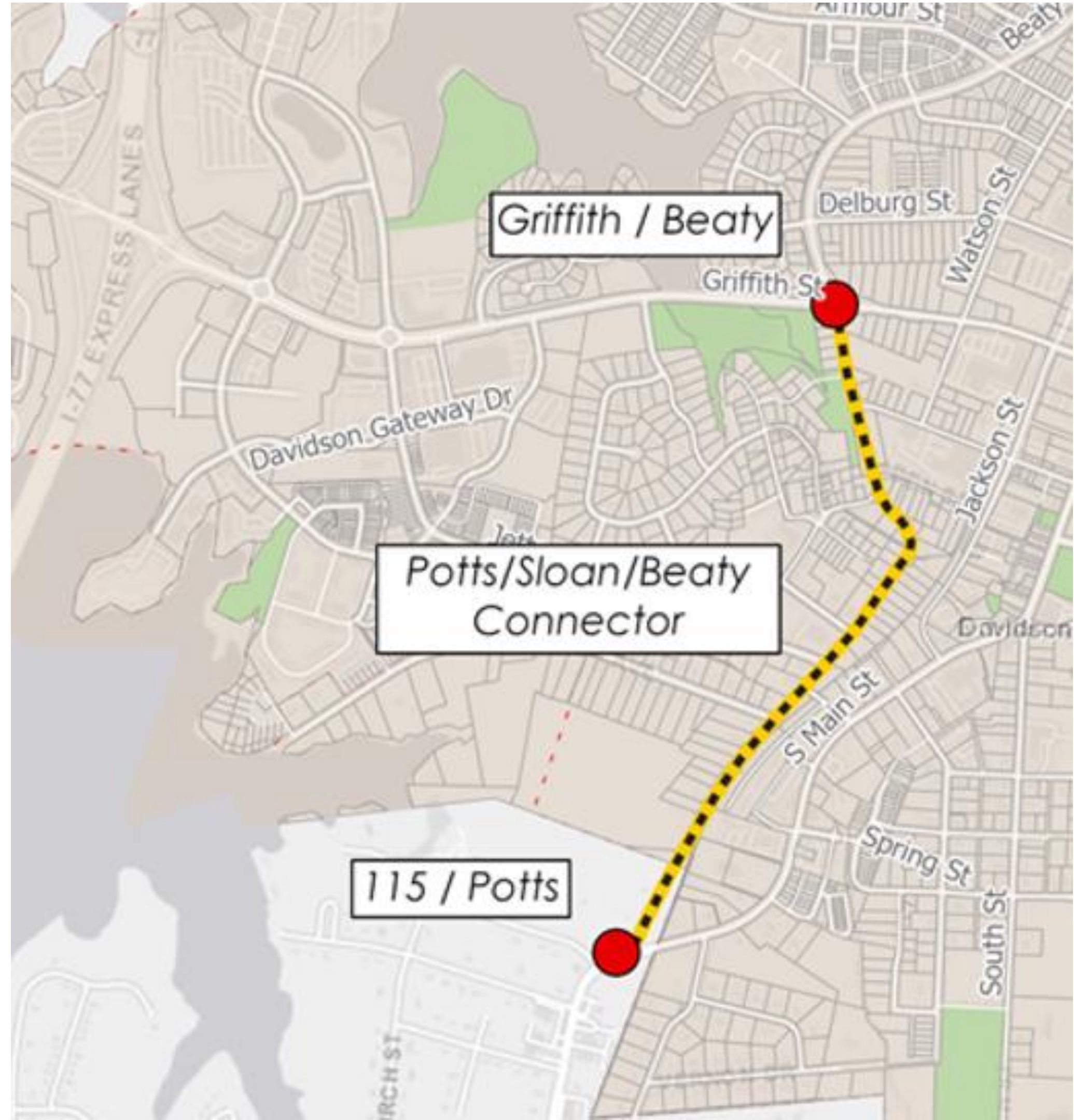


2024-2025 Strategic Plan
Connecting People and Places
Expand, improve, and diversify the Town's transportation network to provide residents and visitors with safe, convenient, accessible, reliable, and efficient multi-modal travel choices to connect people across the community.



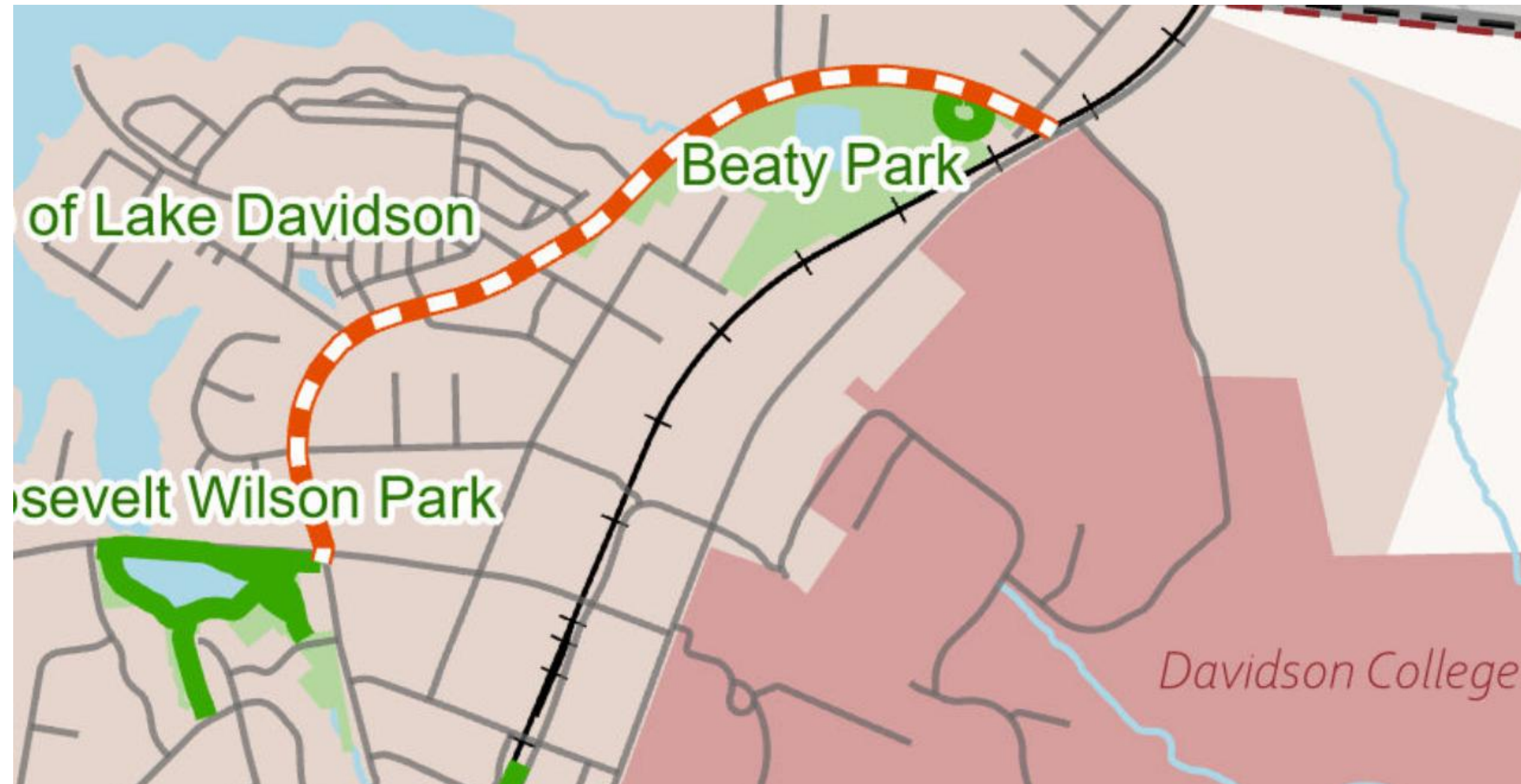
PSB CONNECTOR

- Construction has commenced
- Current phase = Asbestos removal and remediation + air monitors
- Cornelius roundabout expected complete Fall 2026



BEATY ST SIDEPATH

- 10 ft wide on east side of Beaty St
- Part of the Seam Trail
- Funded through CRTPO discretionary grant
- Design phase expected to begin in 2026



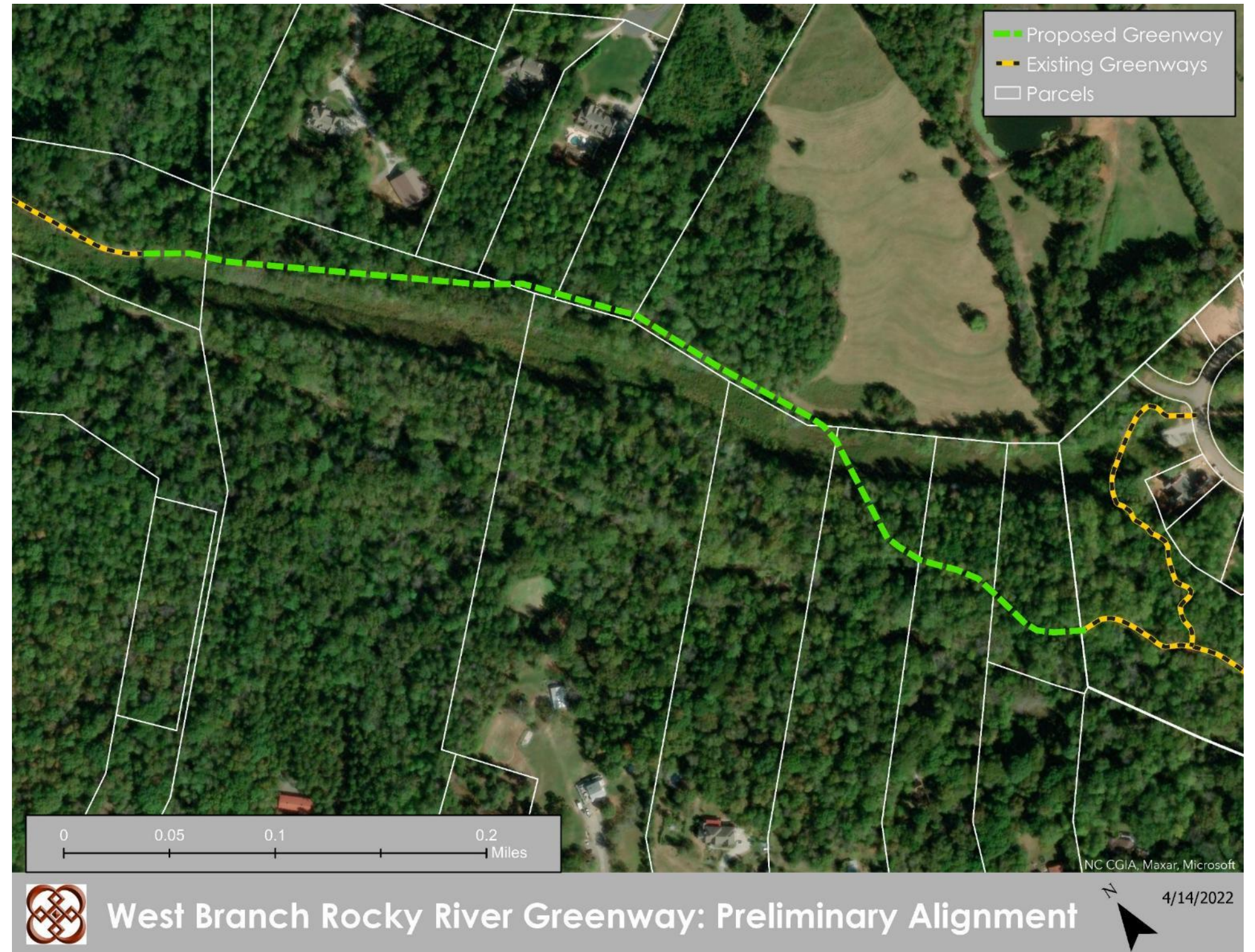
DAVIDSON CONCORD RD SIDEPATH

- 10 ft wide on east side of road
- Includes safety crossing infrastructure
- Funded through CRTPO discretionary grant.
- Design phase expected to begin in 2026



WEST BRANCH ROCKY RIVER GREENWAY

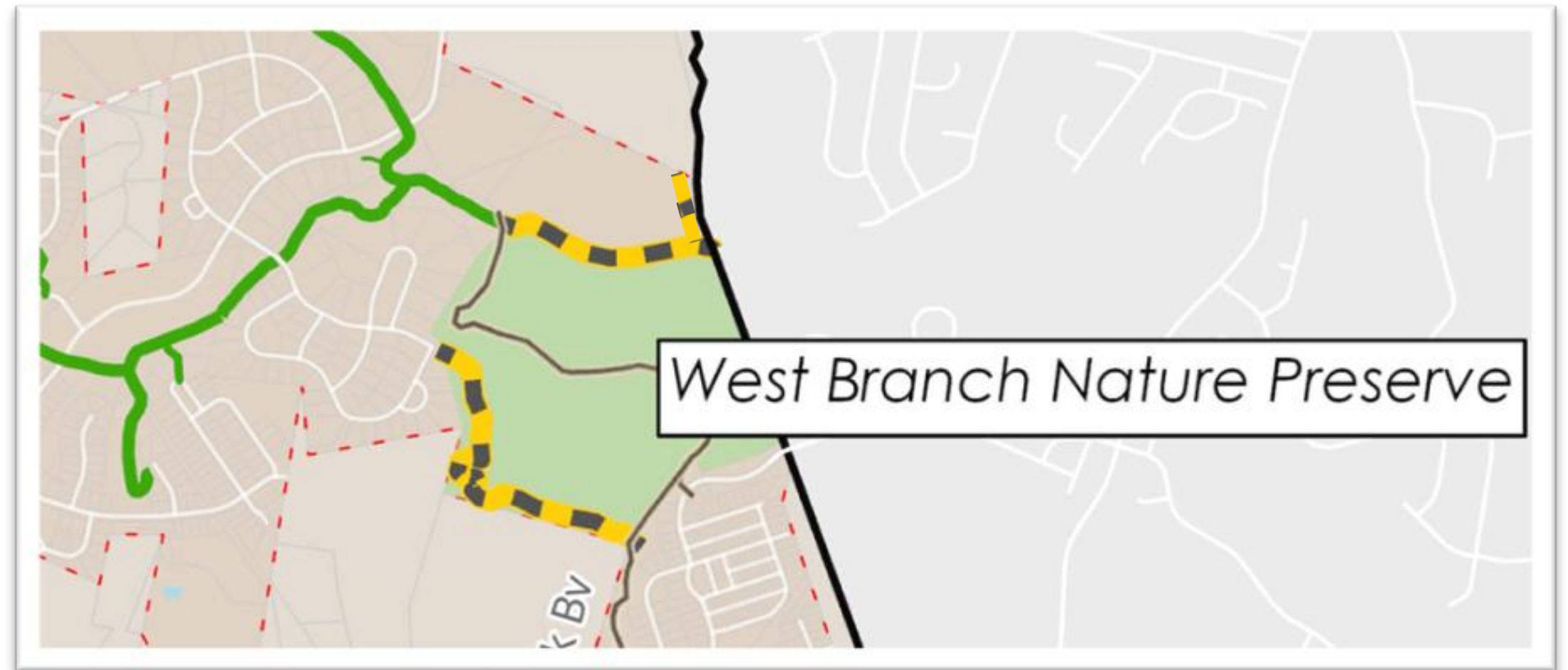
- Connection from Fisher Farm to Narrow Passage
- ROW and Property Acquisition complete
- Design Phase started
- Construction expected to begin in 2026



WEST BRANCH NATURE PRESERVE GREENWAYS

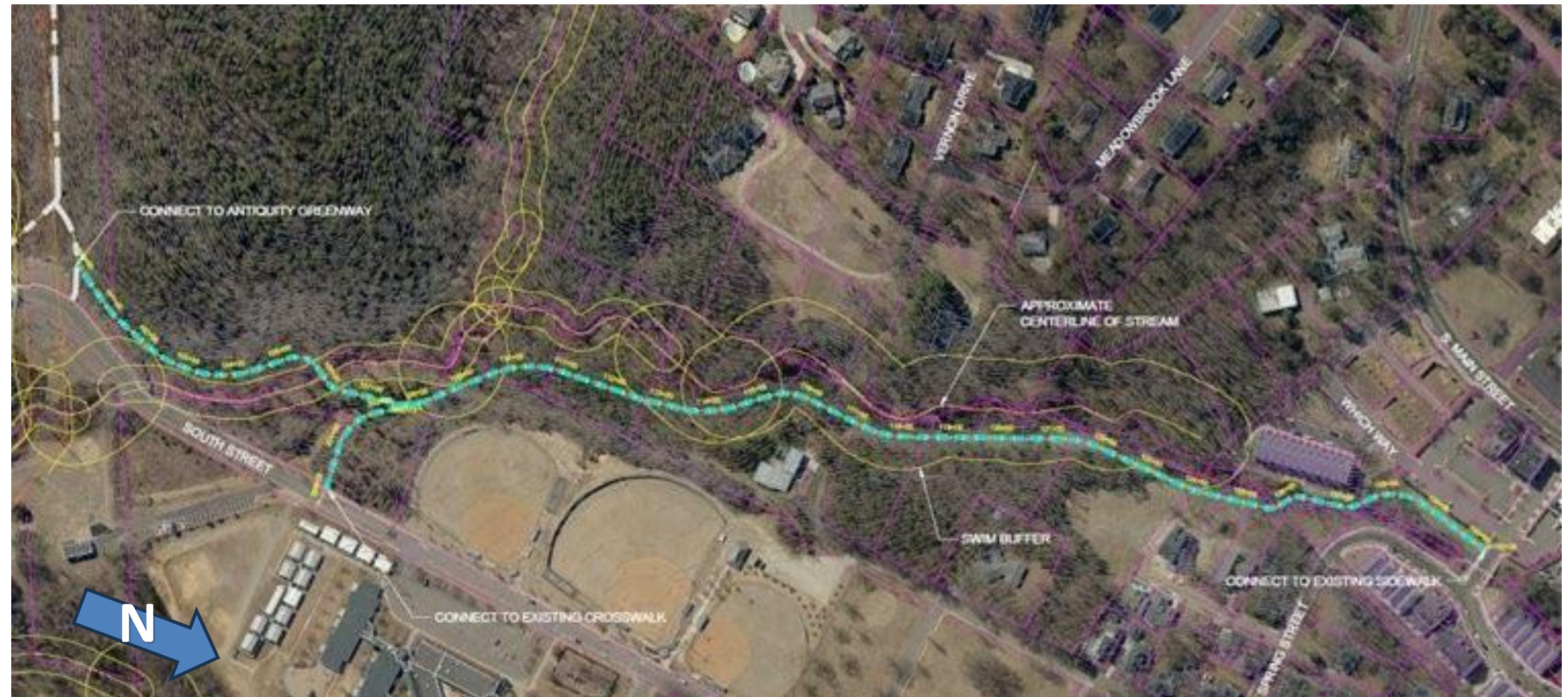
2 Segments

- Northern-
 - Carolina Thread Trail.
 - Funded through CRTPO discretionary grant.
 - Design phase expected to begin in 2026.
- Southern-
 - Engineering is underway.



KINCAID GREENWAY

- Connection from South Main to South Street
- Engineering and ROW complete
- In construction bid phase



Connecting People
and Places

Priority Strategy 7



PROPOSED IMPROVEMENTS



CONCORD/PINE/GREY INTERSECTION

- Normalize intersection to 90 degrees
- Engineering Complete
- ROW is expected to begin in 2026
- Construction 2027-2028



PROPOSED IMPROVEMENTS



MAIN/BEATY INTERSECTION

- Normalize intersection to 90 degrees
- Signalize
- Funded through CRTPO discretionary grant.
- ROW phase expected in 2027
- Construction phase expected in 2029





MAIN/GRIFFITH INTERSECTION

- Reconfigure intersection
- Partnering with Davidson College
- Currently in Design Phase

**conceptual rendering*



NC-73 WIDENING

- Widen to four lanes.
- Bike / pedestrian side paths & improvements.
- Realigning June Washam Rd.
- Reduced conflict intersection design with U-turns.

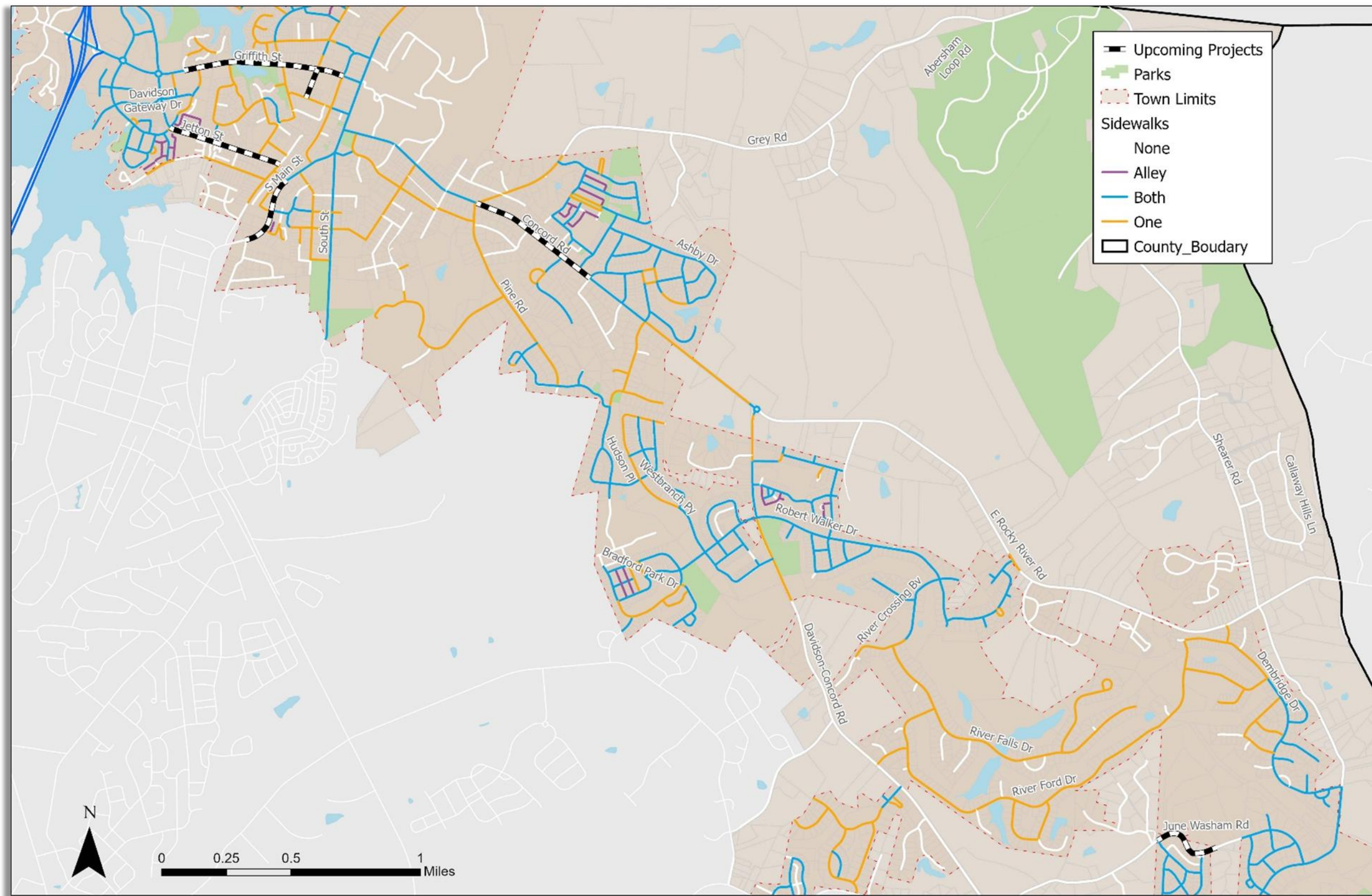
1. US 21 to Davidson-Concord Rd

- ROW is underway
- Construction expected in 2028

2. Davidson-Concord Rd to Poplar Tent Rd

- ROW expected in 2028
- Construction expected in 2030





SIDEWALKS

- Jetton St infill segment complete
- Concord Rd modernization nearing completion

Upcoming:

- Lorimer infill
- June Washam infill
- Watson St infill
- South Main modernization



RED LINE

- Robust commuter rail
- Davidson preferred station location chosen at future Fire Station 1.
- Currently working on 30% Engineering Designs



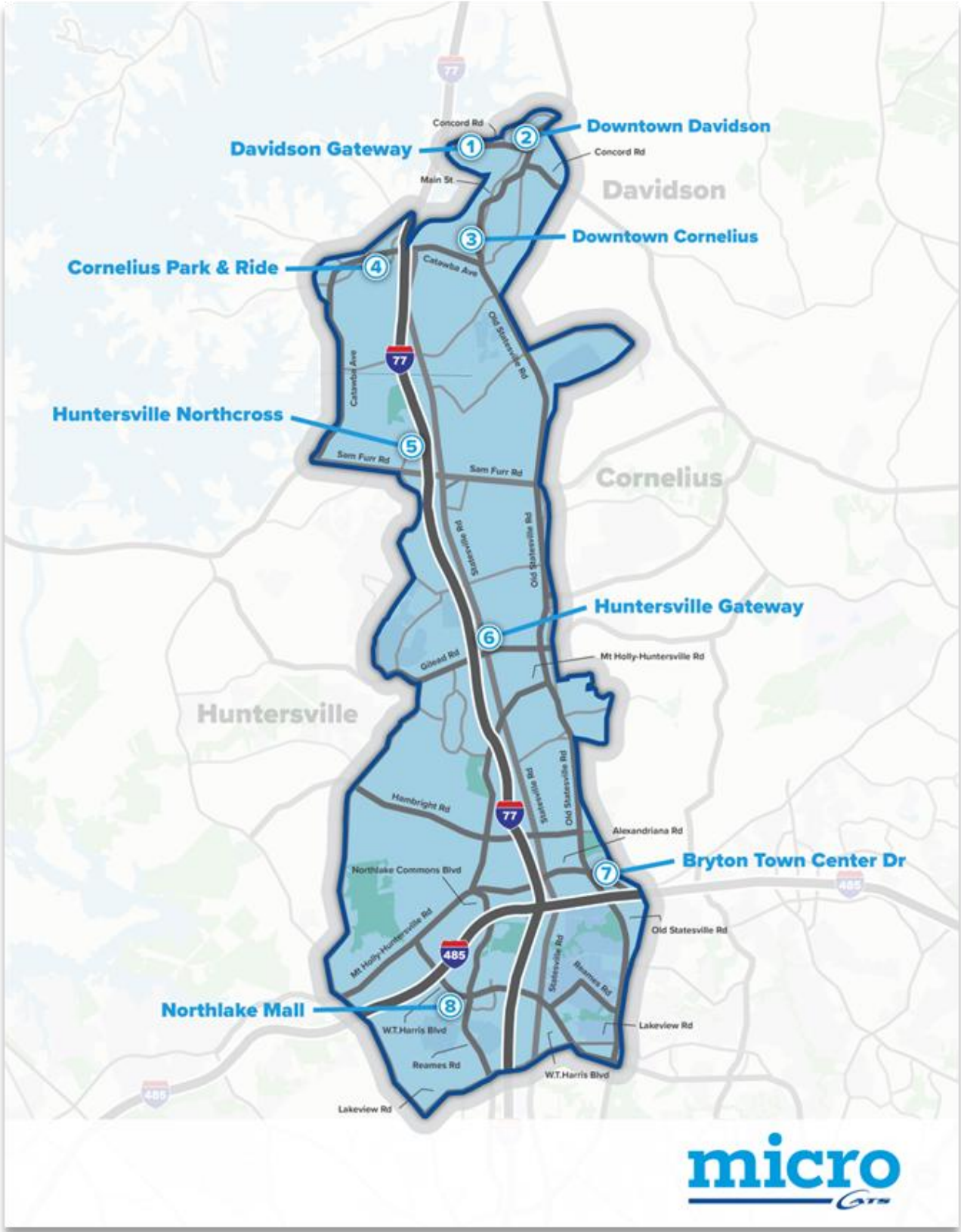
CATS Better Bus Plan



2024-2025 Strategic Plan
Connecting People and Places:

Priority Strategy 3

Work with CATS to improve local and regional transit services and accelerate construction of transit stop amenities.



VISION ZERO PLAN



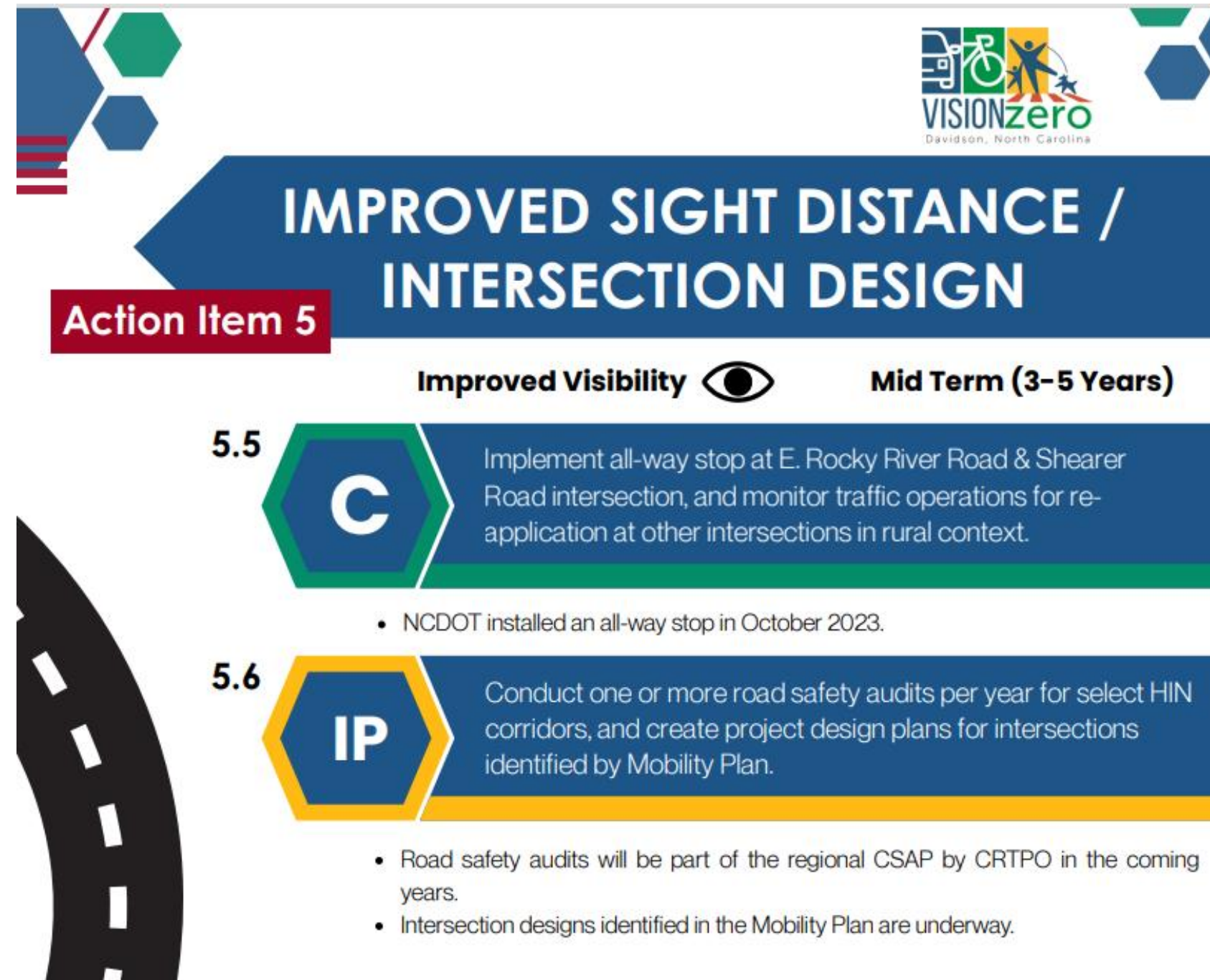
2024-2025 Strategic Plan
Connecting People and Places:

Priority Strategy 2

Continue to implement priorities from the Vision Zero Action Plan



VISION ZERO IMPLEMENTATION GUIDE



TRAFFIC GARDEN



PLACEMAKING



VISION ZERO IMPLEMENTATION

- 2 more RRFB locations planned for FY26 (10 more over 4 years)
- Main St safety initiatives
 - Enforcement, Downtown Streetscape Plan
- Communication (social media, Waze, videos)
- Pilot Projects
- Quarterly internal staff meetings



CRTPO SAFETY ACTION PLAN

Regional Comprehensive Safety Action Plan (CSAP)

- Update Davidson's Vision Zero Plan and provide technical support
- Consultant may provide:
 - Data Sharing
 - Updates to High Injury Network
 - Conduct Road Safety Audits



PROGRESS:

Mobility Plan Actions	2024	2025	% of Total
Awaiting Action	17	16	28%
In Progress	31	31	53%
Complete	10	11	19%

Total number of Action Items = 58

Vision Zero Actions	2024	2025	% of Total
Awaiting Action	26	17	39%
In Progress	13	20	45%
Complete	5	7	16%

Total number of Action Items = 44



2026 RECOMMENDATIONS

Positive feedback:

- Praise for “no right on red”
- Continue safety initiatives and multi-modal infrastructure
- Continue public education, including to out of town visitors
- Elevate Potts/Sloan/Beaty Connector ped and bike safety
- Continue planning for Red Line Station
- Focus on being proactive rather than reactive
- Need for more separated bicycle infrastructure
- Enforce no parking in bike lanes in neighborhoods



QUESTIONS?



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