



**Town of Davidson
Planning Board Regular Meeting
Town Hall and Community Center
Community Room 120
251 South Street
Monday, March 31, 2025 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 24, 2025, Minutes

Summary: The Planning Board will review and consider approval of the February 24, 2025, Minutes.

V. OLD BUSINESS

a. Haley Master Plan - Review & Comment

Summary: Principal Planner Trey Akers will review the project history, site plan, and changes made since the February Planning Board meeting.

Actions: The Planning Board will review the proposed development project and offer formal comments.

VI. NEW BUSINESS

a. Oak Hill Ph. 2 Master Plan - FYI

Summary: Principal Planner Trey Akers will provide an overview of the upcoming project. No action is required.

VII. OTHER ITEMS

a. Red Line Public Engagement Summary - FYI

Summary: Planner Andrew Golden will provide a summary of the Red Line Public Engagement Report and efforts undertaken by the Town of Davidson and CATS. No action is required.

VIII. PLANNING STAFF REPORT

IX. ADJOURNMENT

MEETING MINUTES

Planning Board

Town of Davidson, NC

February 24, 2025

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:** 6:01 p.m.

II. SILENT ROLL CALL AND DETERMINATION OF QUORUM

- **Present Board Members:** Shawn Copeland (Chair); Waller Blackwell (Vice Chair); Sara Cummings; Janice Lewis; Michael Fabrizius; Tom Watson; Heather McClow; Rick Pacious; Jason Ridenhour, David Lusk, Mendy McNeel, Richard Bargoil
- **Absent Board Members:** N/A
- **Town Representatives:** Trey Akers, Lindsay Laird, Yvonne Janssen

III. **CHANGES TO THE AGENDA:** N/A

IV. REVIEW/APPROVAL OF THE MINUTES

a. **Review/Approval of the January 27, 2024, Minutes:**

Motion to recommend approval of the minutes:

- Motion: Rick Pacious
- Second: Jason Ridenhour
- Vote: 12-0 (Motion Passed, Absent: N/A)

V. OLD BUSINESS:

a. **Review & Recommendation: Ordinance 2025-03, Design Review Board Text**

Amendments: Senior Planner Lindsay Laird reviewed the proposed text amendments with the board. Members asked questions about what level of work triggers a review by the Design Review Board (DRB), whether staff must follow the DRB's recommendations, and asked for clarifications on proposed text amendments that applied based on state statute.

Motion to recommend adoption of the proposed revisions:

- Motion: Sara Cummings
- Second: Waller Blackwell
- Vote: 12-0 (Motion Passed, Absent: N/A)

- b. **Haley Master Plan – FYI:** Principal Planner Trey Akers provided updates on the project and changes made since the board last reviewed the project in December 2024. Members discussed various aspects of the plan, including transportation outcomes and proposed solutions to deal with construction traffic. Members also recommended that fencing along the woonerf and linear park spaces should be examined carefully to ensure that compliance with the Davidson Planning Ordinance standards does not negatively impact these public spaces.

VI. NEW BUSINESS:

- a. **Annual Permit Report:** Planning Technician Yvonne Janssen provided an overview of permit activity in 2024. Members asked various questions clarifying the data presented, distinguishing between townhome building types and projects approved but not yet constructed. They also asked for clarification on the number of temporary use permits issued in 2024 compared to 2023.
- b. **Comprehensive Plan – Implementation Update:** Principal Planner Trey Akers provided an update on the Davidson Comprehensive Plan and implementation progress in 2024. Members asked clarifying questions and encouraged the communication of this information via various strategies and public platforms.

VII. OTHER ITEMS: N/A

VIII. PLANNING STAFF REPORT: Principal Planner Trey Akers provided brief updates on various development projects and transportation initiatives underway, including public engagement opportunities related to the CATS Red Line proposal.

IX. ADJOURNMENT: 8:12 p.m.

- Motion: Jason Ridenhour
- Second: Rick Pacious

APPROVAL OF MEETING MINUTES

Signature/Date
Shawn Copeland, Planning Board Chair



STAFF ANALYSIS

Date: March 31, 2025
To: Town of Davidson Planning Board
From: Trey Akers, Principal Planner
Re: Haley Master Plan

1. INTRODUCTION

APPLICANT INFO

- **Owner:** Sanford Eugene Haley, Jr.
- **Developer:** Pulte Group (William Hunter)
- **Project Team:** Bolton & Menck, Inc. (Mary Beth Wortham)
- **Location:** 20050 Ralph Knox Rd. (Parcel IDs: 00727115, 00727117)
- **Planning Area(s):** Neighborhood Edge
- **Area:** 47.45 Acres

SUMMARY

The applicant proposes to develop a 99-unit residential development on 47.45 acres. The master plan includes open space, park, and path/trail features along with street infrastructure. The applicant intends to meet all applicable requirements as part of the Master Plan process identified in Davidson Planning Ordinance (DPO) Section 14.7, Master Plan.

2. PLANNING STAFF REVIEW - PRELIMINARY

*This review considers compliance with the Davidson Planning Ordinance effective October 10, 2023. A copy of the site plan is included as **Attachment A**; full site plan documents are located on the project website, www.townofdavidson.org/haleymasterplan.*

BACKGROUND

The total master plan area consists of two parcels (PID 00727115, 00727117), with the larger parcel and majority of the open land lying at the end of Ralph Knox Road, bounded to the west and south by the Bradford and River Run subdivisions, respectively. Mature forest spans the middle of the parcels and within this area, from about halfway to the eastern third of the site, a U.S. Army Corp. of Engineers

designated stream flows from north to south out of a now-defunct farm pond and associated wetland. Additionally, electrical and gas easements cross the project site's northwest and northeast corners.

Beginning in 2023 Pulte Group began meeting with Planning Department staff to discuss Master Plan documentation and process requirements. Following initial meetings and a site visit with staff in February 2024, the developer continued to perform various due diligence exercises and produced an initial Environmental Inventory documenting the site's existing features. On March 19, 2024, the developer hosted a Community Meeting at Hopewell Baptist Church; a Community Meeting Report summarizing the feedback received is available on the project website. Work continued on the plan through the spring and summer, when a Transportation Impact Analysis report was undertaken by a third-party consultant retained by the Town of Davidson.

On July 9 the applicant formally submitted a Master Plan application in accordance with DPO 14.7.4 for review by Town of Davidson and Mecklenburg County staff. The resulting plan proposes 99 units on approximately 47 acres and includes integrated park and open spaces, greenway/trail connections, and required street infrastructure and connectivity. The following sections offer greater detail concerning specific plan features and Davidson Planning Ordinance requirements.

PLANNING AND DEVELOPMENT STANDARDS

CONTEXT

The project's southern and western borders adjoin the existing residential developments of Bradford and River Run. The broader area to the north and east remains largely rural, with a scattered patchwork of uses including enduring agricultural farms and homesteads as well as newer uses such as a future Mecklenburg County park immediately to the north. The town's plan to construct a roundabout at the intersection of Davidson-Concord Rd. and Robert Walker Dr. beginning in 2025 is anticipated to provide a safer intersection for all users – vehicles, pedestrians, and cyclists – along the most important north-south connector road in central Davidson.

The Davidson Planning Ordinance's description for the Neighborhood Edge Planning Area, which is the applicable zoning for this project, states that developments shall help *"transition between Davidson's urban areas and its rural periphery. Development in this planning area is low-density residential consisting primarily of single-family homes. Transportation systems, with an emphasis on greenways and bicycle or multi-use paths, should be evaluated to improve connectivity without jeopardizing sensitive natural features or viewsheds"* (DPO 2.2.11).

BUILDING TYPES + HOUSING

With its mix of lot sizes and building types, the proposed development is in keeping with the Davidson Planning Ordinance and broader residential pattern of surrounding subdivisions. The project meets the DPO requirements for lot type and building diversity by including at least three different lot types integrated throughout the project, with each lot representing at least 20 percent of the total (DPO 2.2.11.E.A). No more than 90 percent of the building units may be Single-Family Detached House, so the project proposes including 10 percent of the units as Duplex building types (DPO 2.2.11). And, lastly, the development exceeds the requirement that a minimum of 35 percent of lots must be alley-served by providing alley access to 71 percent of lots (DPO 2.2.11.E.A).

Moreover, the project's 89 Detached House single-family homes and 10 duplexes are not only consistent with the building types but also lot frontages (i.e., widths) in Bradford and River Run. Its proposed lot frontage range of 38'-70' closely resembles the attached residential units and single family lots found in Bradford (25'-50' frontages along Metaphor Mews to 70' along Wooden Tee Dr.) and numerous lots in

River Run (55'-65' along Hagen Knoll and Wooden Tee Drives, increasing to 70'-80's and 100'+ along Robert Walker Dr. and Bally Bunnion Way). Importantly, the project team revised the plan several times to more fully integrate different residential unit types on the same block throughout the project (DPO 4.5.2.C, Comp. Plan Policy 5.2.1).

The similarities amongst these three projects are also manifest when considering development intensity. Below are development intensity values reflecting each project's land area and unit count. These values include the entirety of Bradford and the portion of River Run Phase 4 immediately adjacent to the project site (Swaney Ln. to Robert Walker Dr. at Pin Point Road, inclusive of publicly-accessible open spaces but not the golf course).

SUMMARY OF DEVELOPMENT INTENSITIES		
Project/Subdivision	Status	Dwelling Units Per Acre
Haley Master Plan	Proposed	2.08
Bradford	Existing	2.57
River Run (Ph. 4)	Existing	2.29

The results show that the proposed land use intensity of the Haley Master Plan is the least of the three developments analyzed.

Lastly, the Haley 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. Sheet MP-205 Development Summary indicates that the applicant intends to satisfy the affordable housing requirements by constructing six of the required 12 units on-site, thereby satisfying the full requirement by using the Waiver Option. This pathway reduces the overall unit requirement by one unit for each unit constructed on site (six constructed + six credited = 12 units).

TRANSPORTATION: STREETS/CONNECTIVITY & IMPACT ANALYSIS

Streets

The proposed street network contains three street types and the town's standard alley section. The Ralph Knox Rd. and Pin Point Rd. extensions will provide the main north-south axes for vehicular traffic through the site, with Verlaine Dr., Public Street A, and Ralph Knox Rd. extension facilitating east-west movements. The plan proposes using Neighborhood General and Parkway street cross-sections for the larger north-south thoroughfares, with the Neighborhood Yield street section connecting to the existing Bradford stub of Verlaine Drive. All streets feature sidewalks, 8' landscaping areas, and standard 10' vehicular travel lanes. The main distinction between street types lies with the designation of formal or informal parking on certain streets. Generally, streets and/or travel lanes serving as inter-subdivision connectors do not feature parking or offer it only on one side. As a whole, the project's proposed street network reflects DPO requirements and community aims: It includes a variety of facilities for motorists, pedestrians, and bicyclists; safe and varied route options achieved through a diverse network of streets and blocks; and interconnection to existing and future uses.

Transportation Impact Analysis

The project exceeds 50 units and therefore automatically triggered the Planning Ordinance's requirement to conduct a Transportation Impact Analysis (TIA). Conducted by a third-party engineering consultant retained by the Town of Davidson, this consists of vehicular traffic counts and intersection analyses of the surrounding roads, along with evaluation of planned transportation projects and policy

documents. It also considers impacts and improvements to multi-modal facilities for pedestrian and bicyclists.

The analysis is included on the project website. Overall, the results of the analysis indicate that the existing road network can sufficiently absorb the project's motor vehicle impacts without decreasing levels of service or safety. This means that although increased vehicular traffic will occur as a result of the proposed development (as with any development), the area transportation network can accommodate this growth. This is due to a number of factors, several of which relate to Davidson's emphasis on long-range planning and growth management – the project site already features three stubs connecting existing developments to the project site.

Importantly, the analysis considered several different scenarios for vehicular traffic patterns and connectivity. These included accounting for area schools' vehicular traffic due to proximity to Hough High and Bailey Middle schools; the inclusion and exclusion of Ralph Knox Rd. depending on available right-of-way; the proposed Mecklenburg County park to the north; and future population growth. It also considered completion of the proposed roundabout at the intersection of Davidson-Concord Rd. and Robert Walker Dr., which is anticipated to improve access and safety for all users. Along with this project, existing network features such as three street stubs from adjacent subdivisions as well as existing sidewalks and bicycle lanes illustrate Davidson's legacy of forward-thinking planning and connectivity. By laying the foundation with these features over previous decades, the community can accommodate development in a way that is consistent with existing transportation patterns and scales. In other words, the town doesn't need to dramatically widen roads or reserve space for bicycle lanes on all streets – saving land as well as tax dollars on maintenance – because of the existing network's interconnectivity. This affords greater choice of routes for motorists, lower speed streets for pedestrian and cyclists, and increased options for public safety/first responders.

That said, the analysis finds that certain improvements are warranted and recommends the following:

- Convert Robert Walker Dr. at Wooden Tee Dr. to a four-way stop intersection, install "Stop Ahead" signs on Robert Walker Dr. to alert motorists to this configuration, and install crosswalks at all intersections and a mid-block crossing accessing Poulette Park;
- Install a stop sign on Pin Point Rd. at its intersection with Robert Walker Drive;
- Upgrade the existing Ralph Knox Rd. to East Rocky River Rd. within the established right-of-way in order to ensure at-grade, safe, and direct street access for all users – including pedestrians and cyclists – to the future Mecklenburg County park. Should access via Ralph Knox Rd. not be available, a payment-in-lieu option is offered.

As indicated above, the recommendations focus on improving the area's overall mobility options – mainly enhancing existing and providing new, safe connections. This focus is due to the minimal vehicular impacts anticipated in the broader network (in terms of volume) and acknowledging existing facilities, the proposed roundabout, and future park.

Ralph Knox Road

Planning Dept. staff also worked directly with the Davidson Fire Dept., Mecklenburg County Fire Marshall's Office, Davidson Police Dept., NCDOT, and Mecklenburg County Parks & Recreation to assess the adequacy of Ralph Knox Rd.'s public safety and park access. Although preferred as a short- and long-term multi-modal connection to East Rocky River Rd. by most stakeholders, landowners along Ralph Knox Rd. do not desire either construction or park traffic of any kind so long as they live along the road. After months of research, review of facts, and deliberative legal counsel, the road is – for all intents and purposes – believed to be a private facility and not available for public access at this time. Consequently,

staff worked with the developer to develop a set of strategies to mitigate construction traffic impacts on adjacent streets. These include:

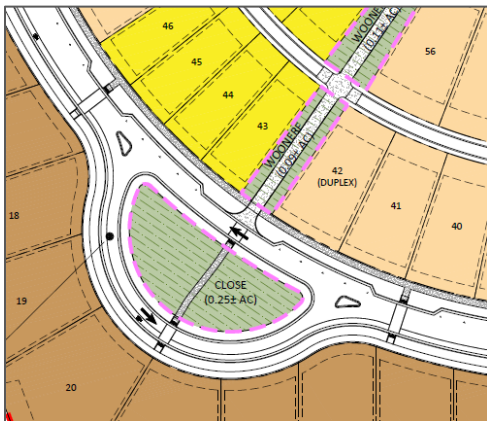
- **Entrance:** Establishment of an official construction entrance at Robert Walker Dr. and Pin Point Rd. Extension.
- **Signage:** Provisions for signage directing construction workers to the main construction entrance. Signage shall be located as needed at the following locations: Ralph Knox Rd., Appolinaire Dr., Pierre Reverdy Dr., Poetry Dr., Verlaine Dr., Wooden Tee Dr., Robert Walker Dr., and Pin Point Rd. Extension.
- **Barriers:** Locations for and establishment of temporary vehicular traffic barriers at the project entrances along Pierre Reverdy and Verlaine Drives to prevent contractor vehicles from entering at these locations.
- **Communication:** Provisions for communication of project construction entrance location to contractors (i.e., through contract stipulations and via on-site project construction managers employed by the developer).

For further information on Ralph Knox Rd., please see the *Transportation FAQs* located in the Documents section of the project website.

Additional Features/Multi-Modal Connectivity

While the TIA calls for pedestrian and cyclist improvements along Ralph Knox Rd. to the north, the project proposes a number of improvements that will benefit these users within the development and throughout the area. Chiefly, the plans illustrate a north-south multi-use path connecting from Robert Walker Dr. northward to the future county park. This path has been sited to provide users access to the site's natural areas while minimizing impact to specimen trees. The project also includes a trail system connecting to a playground feature in the project's northwest quadrant and throughout the site's natural areas. Moreover, the project proposes creating a bicycle network within and adjacent to the development to provide on-street facilities, wayfinding, and destination information for area attractions. This project affords the opportunity to pilot a network approach to multi-modal design and positively impact the broader area.

The project also proposes two unique street features: A *close* and a *woonerf*. The *close* is an alternative to a cul-de-sac and includes park space within the typical asphalt area. Examples of closes exist along

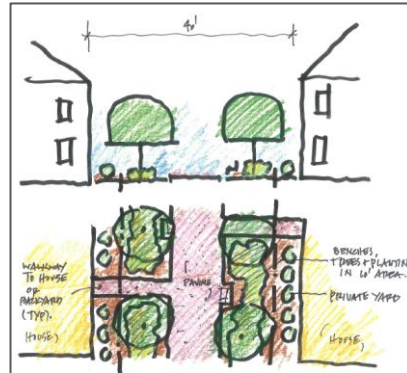


A "close" as proposed in the Haley Master Plan (left) and as built at Antiquity, Cornelius (right).

South St. just over the covered bridge in Antiquity, Cornelius. The Haley Master Plan proposes a close located along the Ralph Knox Rd. extension in the project's southwest corner. After originally proposing to deviate from conventional close design by designing all vehicular movement around this feature to be

handled via one-way streets, the project returned to a two-way main street and one-way circulation street to comply with public safety access requests.

A *woonerf* is a low-speed street that creates a shared space for both vehicles and pedestrians in the same space. They often serve as community gathering spaces. The project proposes this space as part of an interconnected linear park stretching from the close in the project's southwest corner to the central neighborhood park lying at its center. This feature enables the project to fulfill street and pedestrian connectivity requirements while also integrating natural/open space features into the built environment.



A *woonerf* in the Netherlands (left) and as proposed in the Haley Master Plan (right). The term “woonerf” means “living street” in Dutch.

Parking

Finally, parking will be handled both on-site (i.e. via garages or driveways on lots) and, for visitors, via on-street parking along various streets. The proposal also includes a gravel lot in its northeast corner to provide access to the county park. All told, the project includes 164 parking spaces. This is in addition to parking located on individual lots.

NATURAL ASSETS: OPEN SPACE, TREES, & PATHS

In terms of open space criteria, the proposal exceeds both the open space and park requirements set forth in the DPO. The project aims to provide 46.1% open space (45% is required) and 6.4% of dedicated park spaces (5% is required). This will be achieved through a variety of spaces both formal and informal. Chief among the formal spaces, the development includes a *woonerf* running from southwest to northeast and serving as a linear park bookended by the close and a formal, centralized neighborhood park. Together these features provide more than isolated open space carve outs: They're designed in a manner that fulfills DPO 7.4.1.A.2, which focuses on the integration of parks/open spaces throughout development as celebrated features rather than residual areas behind houses, placed in a corner, or tacked onto the end of a block.

Furthermore, the plan provides a number of more informal experiences throughout the site's variety of open spaces. The site includes both a paved multi-use path through the woods as well as earthen trails running throughout both woods and meadow spaces. A playground and pollinator gardens are also included in the meadow, where linkage to the future park to the north is readily available here and via a pedestrian access easement and gravel parking lot in the site's northeast corner.

The plan also contains information based on an Environmental Inventory (EI) conducted. The EI included a survey of the trees impacted by development, many stands of which were found to comprise mature trees (MP-700). With 50% canopy coverage and 44.4% preserved, the calculations provided indicate that the project will meet the required 50% canopy coverage (Table 9-1) and exceed the required 40% preservation (Table 9-2). Concerning specimen trees, specifically, the project proposes to retain at least

50% of these trees. With a significant portion of the land impacted by significant topography, much of the preserved areas lie within the central riparian corridor (MP-705).

WATER QUALITY

The plan proposes site features within some buffer and floodplain areas, including a stream over which the Army Corp. of Engineers has jurisdiction (and, thus, additional development requirements). The site does not lie within a critical watershed area but is subject to the Post-Construction Stormwater Ordinance, which regulates the treatment of rainwater on a site after construction is complete. For this project, it must provide adequate engineered stormwater measures in accordance with DPO 20.3.4.B because it exceeds 10 percent impervious coverage (i.e., built-upon-area or “BUA”). In meeting these requirements, the project proposes multiple facilities (“BMPs”) to capture and treat rainwater. The DPO strongly encourages – and in some cases requires – a distributed approach to rainwater management and/or utilizing low-impact development techniques. Some of these facilities will be designed to meet low-impact development criteria as part of the project’s USAC scoring (see below).

ADDITIONAL CONSIDERATIONS

Two additional topics relevant to this site’s development have been identified and are introduced below.

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. Based on submitted documentation, the design team anticipates achieving 66% of the points available, which exceeds the required 65% threshold to remain on an administrative approval pathway. Staff verified this value via formal review of the project’s USAC supporting documents and commitments expressed via notes on the master plan in February 2025.

FISCAL IMPACTS

In order to assess potential fiscal impacts, Economic Development staff conducted an analysis using the town’s fiscal impact analysis. The analysis identified the proposed development as aligning with the “Medium Density, farther from town” residential prototype in the town’s 2020 Cost of Land Use Fiscal Impact Analysis. The analysis anticipates annual revenue for the development to be \$515,544.25, with costs to serve the development of \$482,234.35 – creating a \$33,309.90 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.).

3. PUBLIC PLANS & POLICIES

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

- **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.
 - Walkable neighborhoods and centers with community open space and parks that are integral parts of town
 - A street, sidewalk, and greenway network that knits the community together
 - Neighborhoods welcoming to all citizens
 - Balancing rural character protection with new opportunities to create special places and neighborhoods
- Mobility: We must provide a safe and efficient transportation network for all users by supporting active transportation, transit, and new mobility options. Development and redevelopment in walkable, mixed-use, connected neighborhoods.
 - New greenway, bike, and sidewalk connections to existing and new developments
 - Streets that are safe and accessible for all people — pedestrians, cyclists, and drivers
- Natural Assets: We must wisely manage the finite land and natural resources in the town’s planning area.
 - Stewardship of our land and natural resources and preserving significant hardwood forests, farmland and farming, wildlife habitats, rock outcroppings, parkland, watersheds, and rural views
 - 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
 - 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. It is our intent that all parts of a vibrant, successful community grow together through:
 - Decision-making based on the long-term goals of the comprehensive plan rather than a short-term benefit
 - A healthy diversity of uses in walkable neighborhoods
 - Alternative transportation options between destinations
- Placemaking: We must maintain Davidson’s unique sense of place through quality architecture and design. Livable environments include well-designed buildings, a dynamic public realm, and seamless connections between the two. This means that:
 - Davidson’s cultural heritage and historic resources will be actively preserved and maintained
 - The design of our public spaces, parks, and plazas will encourage social interaction, cultural experiences, and recreational opportunities
- Fiscal Health: We must consider the town’s fiscal health when making decisions. This means that:

- 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; integrating sustainable features into development projects; 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 2.2.1: Protect Ecologically Valuable Areas and Corridors: Through regulations and development decisions, protect, restore, and connect ecologically valuable areas such as critical watersheds, stream buffers, wetlands, wildlife habitat, and hardwood forests. Additionally, prioritize conservation of similar lands adjacent to these areas.
 - 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 2.2.3: Protect Active Farmland: Protect and support active farmland, recognizing the economic, environmental, and social importance of farmland protection and local foods production.
 - Policy 2.2.5: Protect Valued Rural Viewsheds: Recognizing Davidson's rural history, as well as the present-day importance of rural viewsheds, protect those viewsheds deemed most important by the Davidson community.
 - 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 2.3: A Sustainable Built Environment**
 - Policy 2.3.3, Ensure Best Design Practices in New Growth: New growth should include short blocks and connected rights-of-way, prominent civic spaces, protected natural areas, front-facing buildings, a diversity of housing types...rear parking and alleys, front porches, and safe multimodal travel options.
 - **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.
- **Conservation & Growth Framework Map**
 - Districts, Residential Neighborhood Edge & Open Space:
 - » Residential Neighborhood Edge and Open Space areas are expected to accommodate new neighborhoods, while protecting large open space areas and corridors ranging from hardwood forests to rural landscapes. These neighborhoods should use traditional neighborhood design to enhance the natural and built environment of the town.
 - » Key Features:
 - Continued promotion of traditional neighborhood development patterns, walkability, and a variety of housing types and uses
 - Protection of priority conservation areas
 - Interconnectivity with existing town neighborhoods and extension of existing built fabric
 - » Opportunities:
 - Open space preservation and green space
 - Enhance cross-town street and trail connectivity
 - Low impact development and green building design
 - Integration of affordable housing
- **Goal 3.1 Safe Streets for All**
 - Policy 3.1.1, Promote Complete Streets Best Practices: Continue to encourage Complete Streets best practices in future projects.
 - Policy 3.1.3, Support Safe Bikeway Facilities: Support the construction of bikeway facilities that are physically protected and separated from automobile traffic as identified in the Mobility Plan.
 - Policy 3.1.4, Promote Traffic Calming Measures: Promote traffic calming measures on streets that experience unsafe vehicle speeds. Consider traffic calming tools in the Street Design Toolbox (page 67).
 - Policy 3.1.5, Promote Quality Pedestrian Crossings: Promote quality pedestrian and bicycle crossing treatments that are highly visible, predictable, and intuitive [Marked Pedestrian Crossings]
- **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 3.3.2, Expand Connected Bikeway Infrastructure: Support the expansion and integration of bikeway facilities within existing rights-of-way, in future roadway construction, and in separate paths. Promote protected bike lanes, boulevards, and side paths on arterial and collector roads over striped lanes and shared lane markings which do not provide adequate barriers between bicyclists and vehicular traffic.
 - 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 5.1 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.

4. STAFF REVIEW

The purpose of the Planning Board Staff Analysis is to assess the Master Plan Schematic Design against existing standards, provide the public and stakeholders with the known facts, and offer direction on which topics should be further explored prior to project approval. After reviewing the application and documentation, staff believes that all topics originally warranting further study have been addressed as summarized below.

- Mobility:
 - The updated design resolves the close’s vehicular movements;
 - Additional notes and strategies are included to mitigate construction impacts and provide designated worker access;
 - The pedestrian experience along the proposed woonerf and linear park corridors, suggested for closer review by the Planning Board at their February 2025 meeting, has been reviewed and notes concerning fence heights along such spaces have been included.
- Buffers: The inclusion of a buffer and voluntary planting on the rear of Lots 13-25 by the developer addresses concerns raised by stakeholders.
- Eastern Land Area: The inclusion of notes governing the use of land areas east of the riparian corridor should the adjacent parcel elect to conserve its land addresses how this area may remain in a natural state.
- Utility Service & Annexation Criteria: The supporting documents and commitments expressed via notes on the master plan address enabled a formal decision on the project’s USAC score.

Based on feedback received at the Planning Board meeting, additional topics may be explored.

5. HISTORY/NEXT STEPS

- Community Meeting: March 2024 **[Complete]**
- Application/Preliminary Sketch Plan Submittal: July 2024 **[Complete]**
- Planning Board FYI Presentation: August 2024 **[Complete]**

- Public Input Session: October 2024 **[Complete]**
- USAC Checklist Evaluation, Planning Board FYI: December 2024 **[Complete]**
- USAC Decision, Master Plan Schematic Design Submittal: February 2025 **[Complete]**
- Planning Board FYI: February 2025 **[Complete]**
- Planning Board Review & Comment: March 2025 **[Complete]**
- Final Master Plan Submittal for Review/Approval: April 2025
- Construction Documents: TBD

6. RESOURCES & ATTACHMENTS

ATTACHMENTS

- **Attachment A:** Master Plan Schematic Design (i.e., Site Plan)

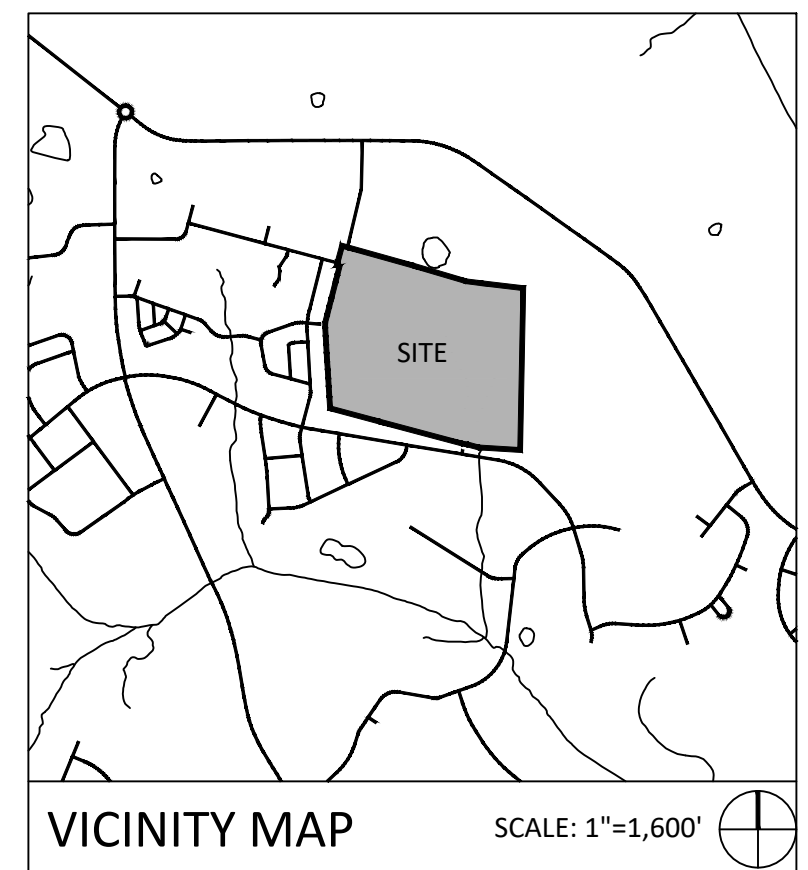
RESOURCES

- **Davidson Planning Ordinance:** [Planning Ordinance Website](#)
- **Project Documents:** Project Website (Environmental Inventory Report, TIA, Site Plans)
 - www.townofdavidson.org/haley-masterplan



BOLTON & MENK

1801 N. GRAHAM ST SUITE 320
CHARLOTTE, NORTH CAROLINA 28206
Phone: (704) 376-1555
Email: charlotte@bolton-menk.com
www.bolton-menk.com



VICINITY MAP SCALE: 1"=1,600'

SURVEY DISCLAIMER
BOUNDARY AND TOPOGRAPHIC SURVEY ISSUE DATE
JANUARY 5, 2024. PROVIDED BY BOLTON & MENK, INC.,
307 E. MAIN ST., YOUNGVILLE, NC 27596, (919) 554-0902

PULTE GROUP

11121 CARMEL COMMONS BOULEVARD
SUITE 450
CHARLOTTE, NC 28226

HALEY RESIDENTIAL

20050 RALPH KNOX ROAD
DAVIDSON, NC 28036

**MASTER PLAN
SCHEMATIC DESIGN
(OVERALL)**

PROJECT NO:
4961

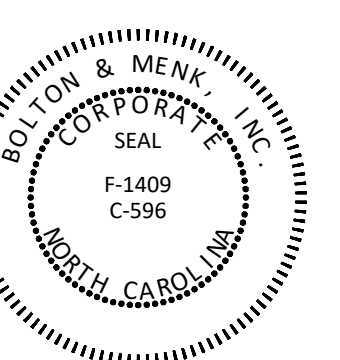
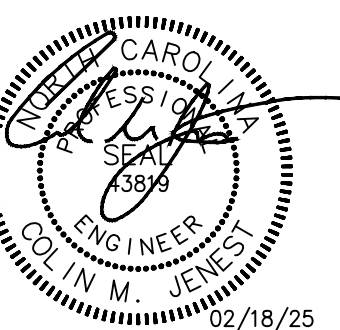
REVISIONS:

SYMBOL	DETAIL
	MASTER PLAN BOUNDARY -/-
	38' WIDE LOTS -/-
	53' WIDE LOTS -/-
	70' WIDE LOTS -/-
	FLOODPLAIN LIMITS 8.69± AC
	LIMITS OF WETLAND 7.03± AC
	PROPOSED OPEN SPACE -/-
	PROPOSED STORMWATER FACILITY -/-
	PROPOSED PARK/PUBLIC SPACE -/-
	PROPOSED FIRE ACCESS TURF (DESIGNED TO SUPPORT TRUCK LOAD) -/-
	CONCRETE SIDEWALK -/-
	HEAVY DUTY CONCRETE SHARED STREET -/-
	TRAIL NETWORK -/-

SEE SHEET MP-205 FOR DEVELOPMENT SUMMARY NOTES

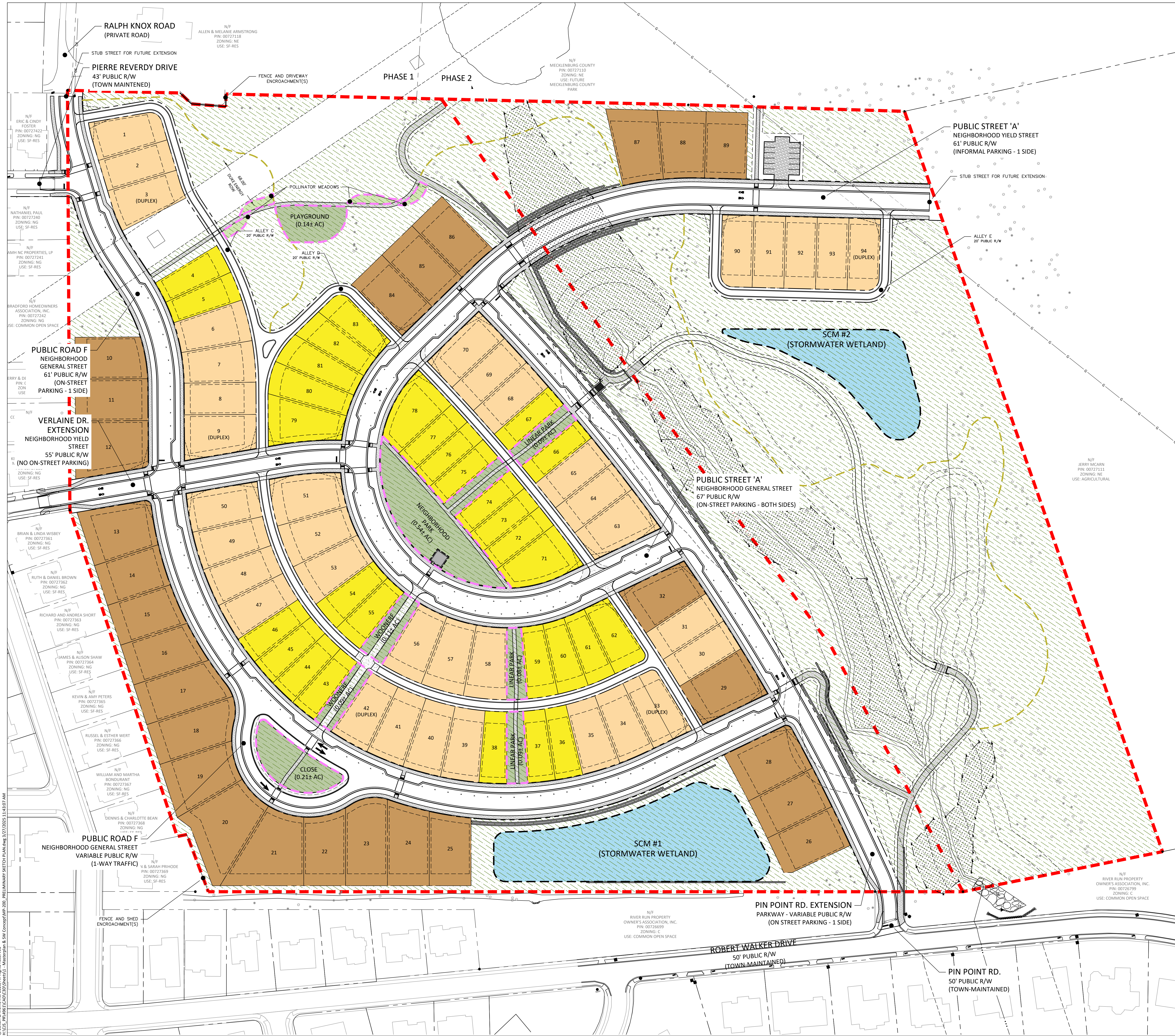
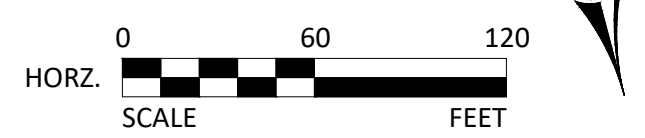
SEE SHEET MP-600-601 FOR PEDESTRIAN AND VEHICULAR MOBILITY INFORMATION AND TYPICAL ACCESS SECTIONS

SEE SHEET MP-602 FOR FIRE ACCESS PLAN



DATE: 02/18/2025
DESIGNED BY: BMI
DRAWN BY: BMI
CHECKED BY: CMJ

MP-200



© Bolton & Menk, Inc. 2025. All Rights Reserved.
 ALL RIGHTS RESERVED. 10/23/2025 11:43:07 AM
 PRELIMINARY SHEET PLAN (MP-200)



Haley Property Master Plan – Review & Comment

Trey Akers
Principal Planner
03.31.2025

www.townofdavidson.org

PROCESS / TIMELINE

- **Process:** Davidson Planning Ordinance Section 14.7, Master Plan (Application Filed 07.09.2024)
- **Pre-Application:**
 - » Informal Reviews + Meetings, Process Overview (Sept. 2023 – February 2024)
 - » Draft Concept Plans + Environmental Inventory (Sept. 2023 – February 2024)
 - » Site Visit (02.28.2024)
 - » Community Meeting (03.19.2024)*
- **Post-Application:**
 - » Completeness Review of Application – Preliminary Sketch Plan (07.09.2024)
 - » Transportation Impact Analysis (Draft Completed September 2024)*
 - » Public Input Session (10.23.2024)*
 - » Utility Services & Annexation Criteria Scoring (February 2024)
 - » Master Plan Schematic Design (February 2024)
 - » Planning Board Review + Comment (March 2024)

CONTEXT



OVERVIEW

- **Project Information:**

- » Developer: Pulte Group

- **Site Data & Features:**

- » Size: +/- 47.45 Acres

- » Zoning: Neighborhood Edge Planning Area

- » Housing: 99 Residential Units – 89 Single-family Detached Units, 10 Duplex Units

- Lot Variety + Building Type Requirements, Integration Throughout

- Affordable Housing: 12.5% Required (6 On-site Units)

- » Open Space, Parks: 45% OS Required (46.1% Provided); 5% Park Required (6.4% Provided)

- Linear Park/Woonerf/Close: Unifying Elements + Focal Point(s)

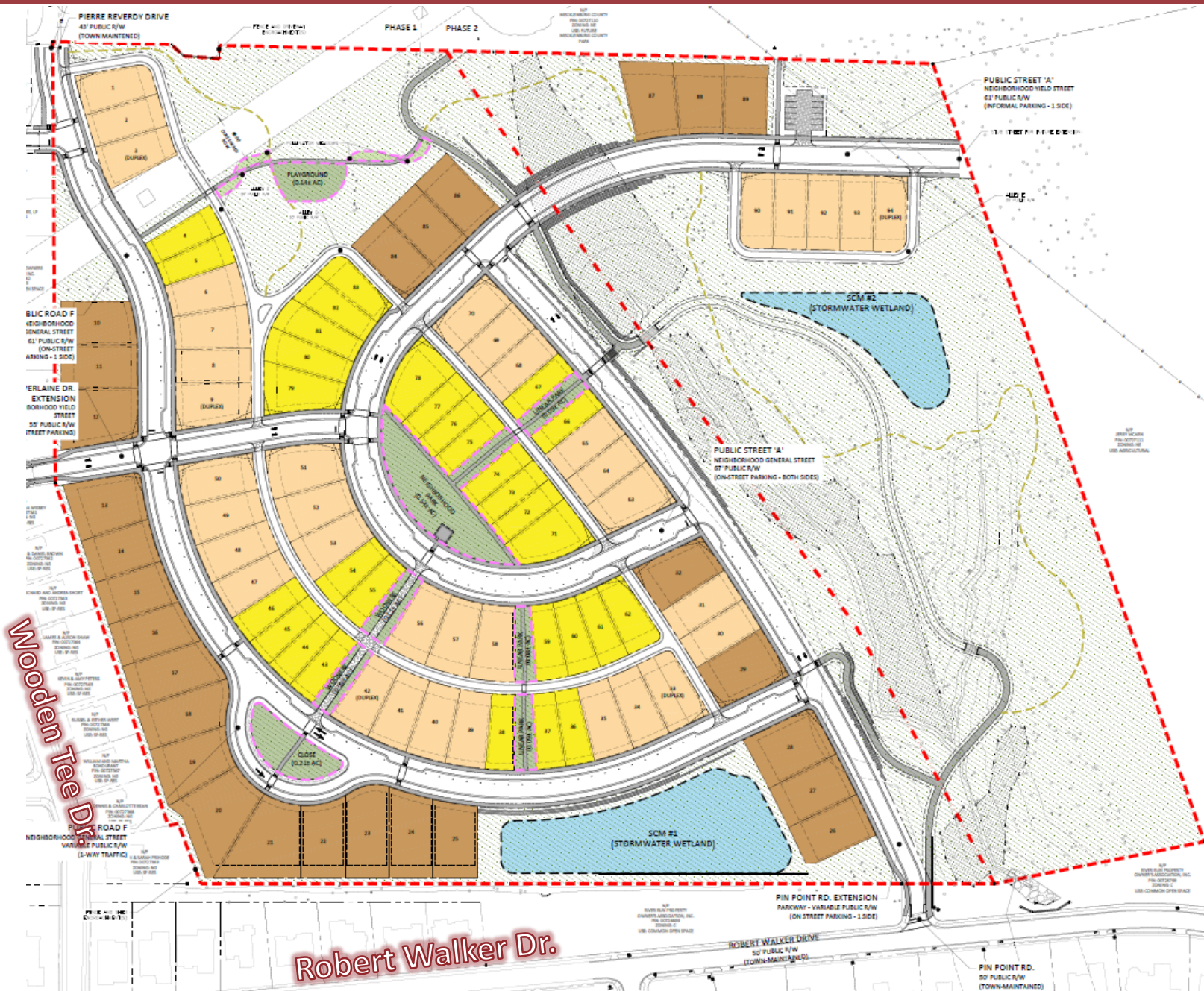
- » Tree Canopy/Preservation:

- Min. Canopy Required 50%, Projected 50%

- Min. Preservation Required 40%, Projected 44.4% (Specimen Trees: 50% Preserved)

- » Fiscal Impacts: + \$33.309.90 Net Gain Annually

PLAN

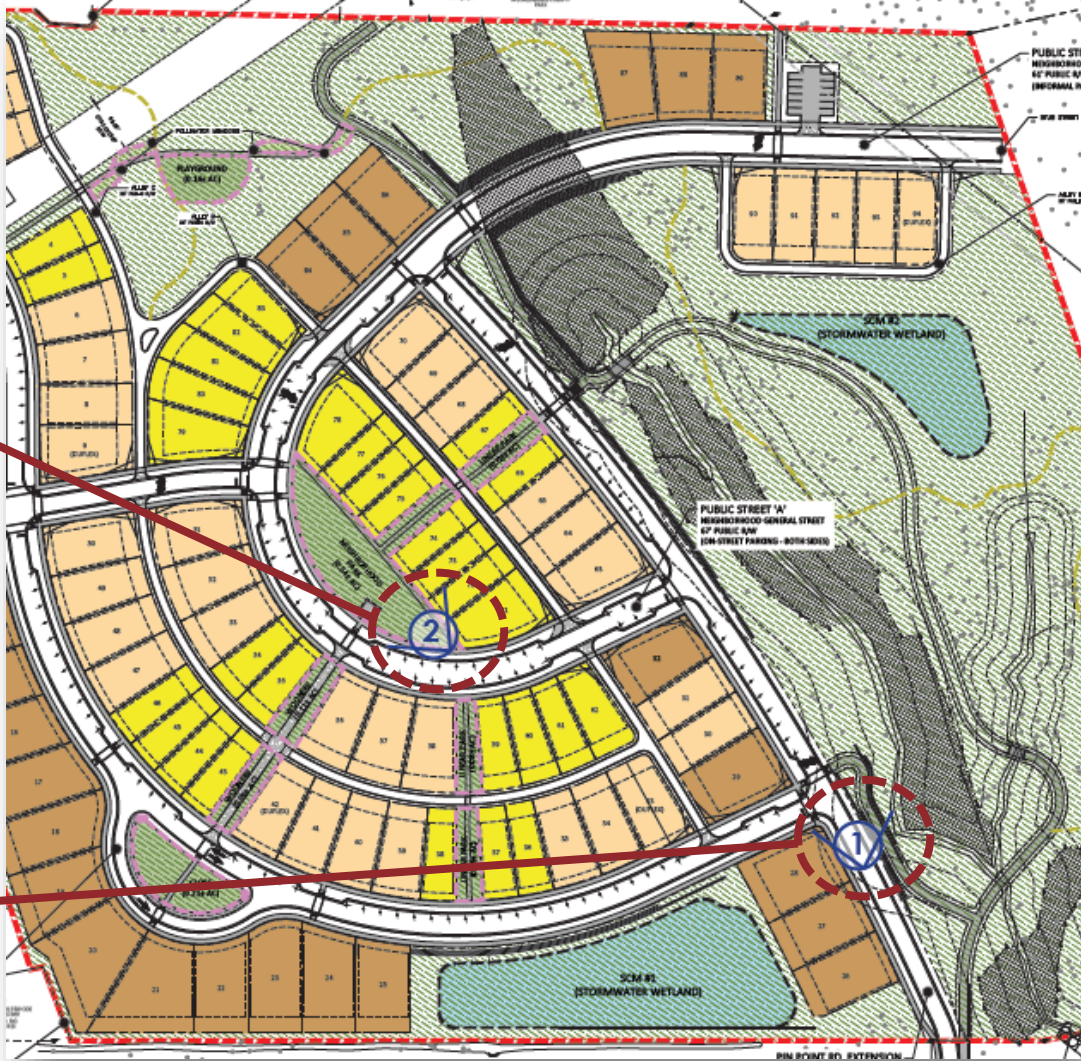


Wooden Tee Dr.

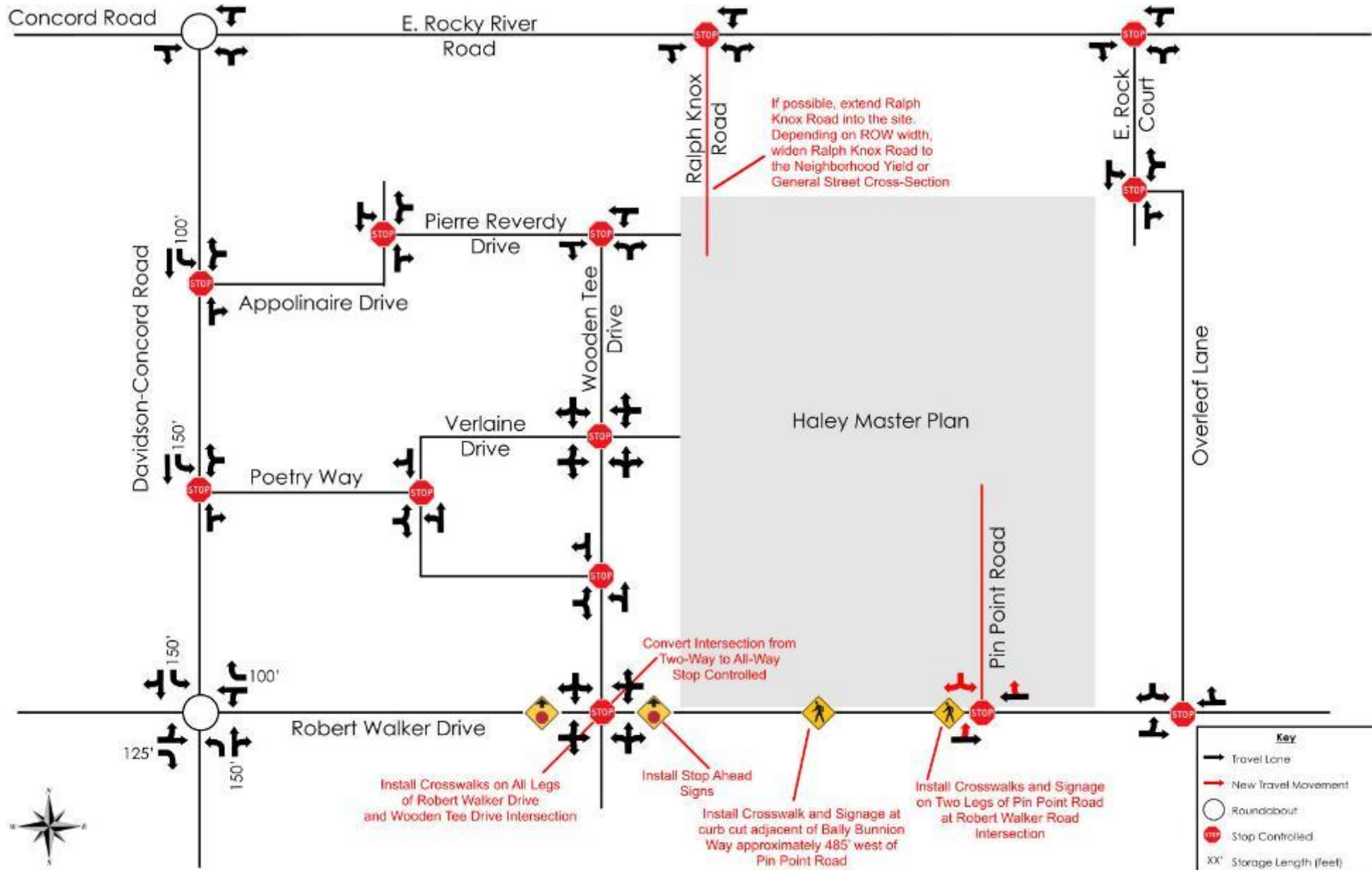
Robert Walker Dr.



ILLUSTRATIVE RENDERINGS



TRANSPORTATION IMPACT ANALYSIS



TOPICS EXPLORED/REVISIONS MADE

- **Mobility:**

- » Ralph Knox Road:

- Private Road/Landowners No Public Access, Payment-in-Lieu Option
- Construction Traffic Mitigation: Entrance, Signage, Contractual Strategies

- » Woonerf/Linear Parks: Notes Included to Address Fencing on Adjacent Lots

- » Robert Walker Drive: Additional Crosswalks Illustrated (Pin-Point Drive, Poulette Park)

- **Buffers:**

- » Voluntary Plantings Included Along Southern/Western Boundaries

- **Eastern Land Area:**

- » Establish Phasing Program:

- Phase 1 (Main/Western), Phase 2 (Eastern)
- If Eastern Property Conserved, Phase 2 Revised via RTAP

- **Utility Service & Annexation Criteria:**

- » Compliance Demonstrated (Score 65%) – Project Remains on Administrative Approval Path

QUESTIONS & COMMENTS

<https://www.townofdavidson.org/haleymasterplan>

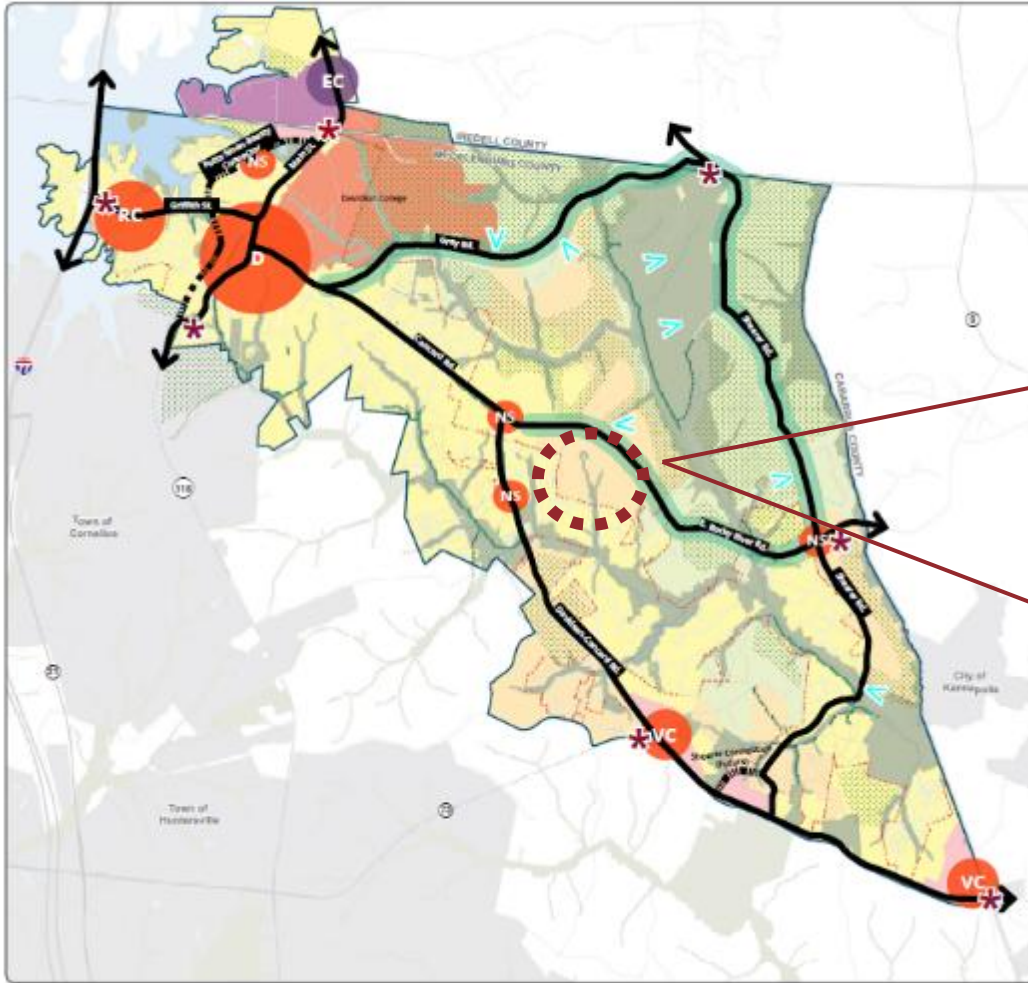


ADDITIONAL SLIDES



PLANS – COMPREHENSIVE PLAN

The Conservation and Growth Framework Map



Residential Neighborhood Edge and Open Space

Residential Neighborhood Edge and Open Space areas are expected to accommodate new neighborhoods, while protecting large open space areas and corridors ranging from hardwood forests to rural landscapes. These neighborhoods should use traditional neighborhood design to enhance the natural and built environment of the town.

Key Features

- ▶ New complete neighborhoods with ample open space conservation and integrated green space
- ▶ Protection of priority conservation areas
- ▶ Interconnectivity with existing town neighborhoods and extension of existing built fabric

Opportunities

- ▶ Open space preservation and green space
- ▶ Enhance cross-town street and trail connectivity
- ▶ Low impact development and green building design

Planning Areas

- ▶ Neighborhood Edge

Preferred Character



Greenway (Planned or recently completed)

- ▶ Multi-use paths accommodate users of all abilities
- ▶ Intended for both recreation and utilitarian transportation
- ▶ Connect to larger green spaces



Streams

- ▶ Ecologically important corridors for habitat conservation
- ▶ Stream protection also serves to foster a resilient built environment and avoid hazards from slopes and flooding



PLANS – COMPREHENSIVE PLAN

GOAL 2.1

INTENTIONAL GROWTH MANAGEMENT

Davidson will grow thoughtfully and intentionally within its borders and at its edges. New growth will enhance the town's livability and occur using a tiered and incremental approach to meet the needs of a growing community.

Policy 2.1.1: Manage Growth to Balance Protection of Community Character and Natural Areas While Directing Desired Growth to Identified Centers

The town will manage growth in a manner that balances the protection of community character and natural lands with the need to accommodate future anticipated growth. Change in the community will be managed to protect critical natural lands, provide a variety of housing options for a diversity of households, support economic development, support a healthy fiscal bottom line, ensure adequate public safety services, and utilize growth patterns that will support regional and local transit services. Lands within the town's current corporate limits are priorities for infill and redevelopment. New development areas contiguous with the town and in identified centers should be secondary priorities for development and ahead of areas outside centers.

Policy 2.1.2: Guide Utility Service Extensions and Annexations Using the Utility Service and Annexation Criteria

The town will evaluate the appropriateness of annexation of lands into the town and extension of public utilities to new areas using the Utility Service and Annexation Criteria (see page 38). These criteria serve as the primary guide for making annexation and utility extension decisions. The criteria provide a framework for ensuring decisions are made consistently and in accordance with the Comprehensive Plan. They are complemented by the Growth Management Tiers Map.

Policy 2.1.3: Guide Growth Using the Growth Management Tiers Map

The Growth Management Tiers Map serves as a guide for development and investment decisions. It is designed to support conservation of high priority lands and support growth in appropriate locations. The Growth Management Tiers Map's purpose is to ensure Davidson accommodates growth consistent with the General Planning Principles, intentionally directs growth to desired areas, manages the pace of development, and ensures fiscal balance. This map is intended to be used when considering development approvals, utility service extension annexations, incentives, and capital investments. This map should be used in coordination with the Utility Service and Annexation Criteria. The Growth Management Tiers Map will be updated from time to time to reflect changing planning conditions.

Policy 2.1.4: Explore the Use of Targeted Conditional Zoning Thresholds to Regulate the Approval of Development Projects.

The town should evaluate the potential benefits and drawbacks of using criteria to automatically trigger the conditional zoning process. The criteria may include a proposed development's location, size, building type(s), or transportation impact, among others.

GOAL 2.2

A NETWORK OF NATURAL AREAS AND OPEN SPACE

Recognizing the importance of the natural environment, Davidson will create and protect an integrated network of green corridors, parks, and open spaces, along with meaningful rural and agricultural uses.

Policy 2.2.1: Protect Ecologically Valuable Areas and Corridors

Through regulations and development decisions, protect, restore, and connect ecologically valuable areas such as critical watersheds, stream buffers, wetlands, wildlife habitat, and hardwood forests. Additionally, prioritize conservation of similar lands adjacent to these areas.

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 2.2.3: Protect Active Farmland

Protect and support active farmland, recognizing the economic, environmental, and social importance of farmland protection and local foods production.

Policy 2.2.4: Promote Environmental Education

Promote environmental stewardship through educational outreach programs that enhance knowledge and understanding of environmental systems. Outreach may take the form of classes, signage, or public art, among other methods.

Policy 2.2.5: Protect Valued Rural Viewsheds

Recognizing Davidson's rural history, as well as the present-day importance of rural viewsheds, protect those viewsheds deemed most important by the Davidson community.

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 2.3

A SUSTAINABLE BUILT ENVIRONMENT

Davidson's integrated natural and built environments will embody the tenets of social, environmental, and fiscal sustainability. The town will be a leader of green building design and climate responsibility.

Policy 2.3.1: Use the Conservation and Growth Framework Map

Use the Conservation and Growth Framework Map to guide conservation, growth, and development decisions.

Policy 2.3.2: Promote Innovative Green Building Tools and Approaches

Promote and/or incentivize innovative building tools and approaches, such as LEED, LEED-ND, STAR Communities, WELL Building Standard, the Sustainable Development Code, green building standards and incentives in the Planning Ordinance, and others. New approaches may include green roofs, renewable energy generation, alternative lighting strategies, use of local and/or recycled materials, consideration of embodied energy, optimization of solar access, and other innovative practices.

Policy 2.3.3: Ensure Best Design Practices in New Growth

All new growth should use principles of complete neighborhood design, which is key to supporting sustainability because it achieves simultaneous goals of reducing emissions from vehicle trips, improving human health by supporting active modes of transportation, and guides growth away from open green spaces. New growth should include short blocks and connected rights-of-way, prominent civic spaces, protected natural areas, front-facing buildings, a diversity of housing types, neighborhood-serving and context-sensitive non-residential uses, rear parking and alleys, front porches, and safe multimodal travel options.

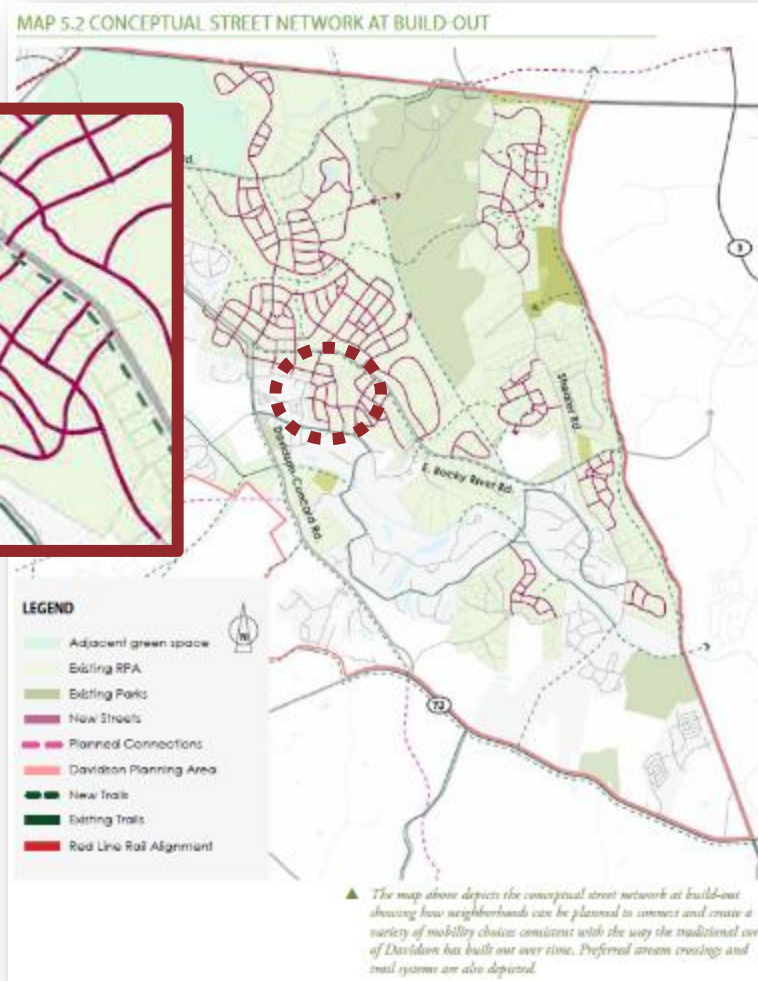
Policy 2.3.4: Adapt to Climate Variations and Transition to Becoming a Carbon Neutral Town

Support the transition to becoming a carbon neutral town, recognizing the urgent need to respond to the threat of a changing climate by reducing greenhouse gas emissions. Consider membership in the Carbon Neutral Cities Alliance or other coalition or initiative with similar missions. Explore partnerships with local nonprofits and businesses addressing sustainability, including educational programs and incentives for sustainable initiatives.

Policy 2.3.5: Incorporate Low Impact Development and Green Building Practices In Public Projects

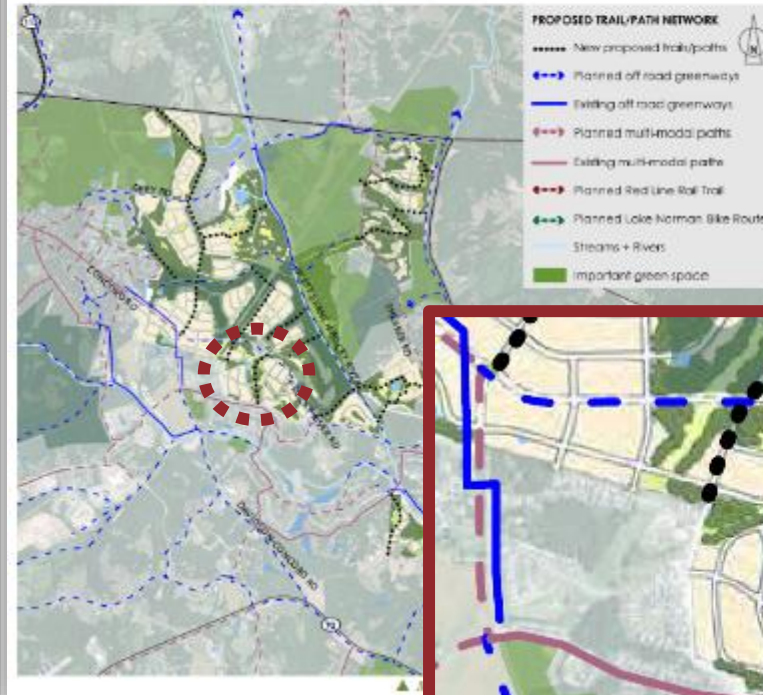
Incorporate low impact development and green design approaches in public projects including but not limited to: bioretention filters and swales, porous pavement, and various building features. Encourage designs that take advantage of multiple simultaneous benefits, such as the coupling of detention ponds with public parks or the use of landscaping and green roofs to control rain water and provide habitat.

PLANS – RURAL AREA PLAN



Action Item 5.4: Continue to Implement the Davidson Walks and Rolls Alternative Transportation Plan for bicycle and pedestrian facilities.

At present, there is trail connectivity in certain areas of the southern portion of the RPA and through a portion of Fisher Farm/Abersham park. The Davidson Walks & Rolls Alternative Transportation Plan recommended several new trails and paths in and around the RPA which are further echoed in this plan. Additional recommendations have been made to provide a neighborhood-level trail system reflective of the planned development patterns. Of all the recommendations, the West Branch Greenway, the East Rocky River Road multi-use path, the Grey Road multi-use path and the greenway connecting McConnell/St. Alban's to Fisher Farm are considered to be the most important and, where not built by private development, should be prioritized for town capital funding. The plan recommends a greenway contribution mechanism required for all properties redeveloping within the Grey/Shearer Scenic Overlay District. To encourage greenway easement acquisition, the plan recommends developing incentives that offer credits for projects that secure additional greenway easement area above and beyond what's required in their proposal.



NEIGHBORHOOD EDGE PLANNING AREA

“...established to transition between Davidson’s urban areas and its rural periphery. Development in this planning area is low-density residential consisting primarily of single-family homes. Transportation systems, with an emphasis on greenways and bicycle or multi-use paths, should be evaluated to improve connectivity without jeopardizing sensitive natural features or viewsheds.”

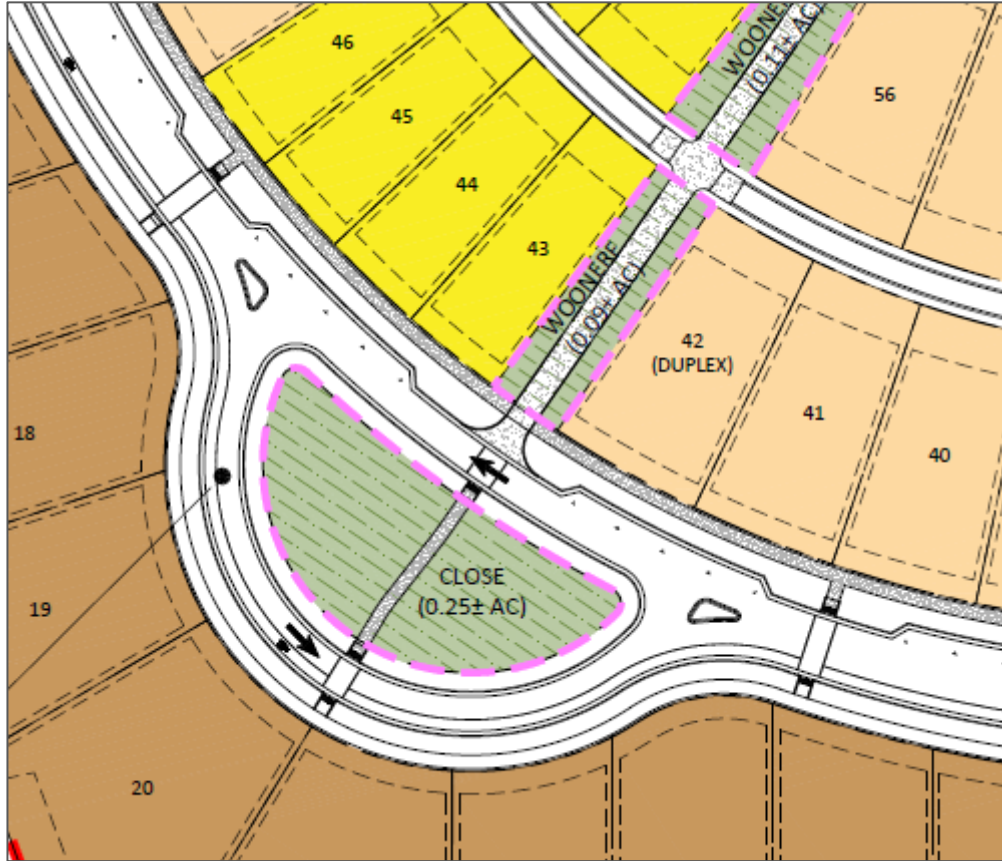


◀ River Run Ph. 6,
Approved 2023



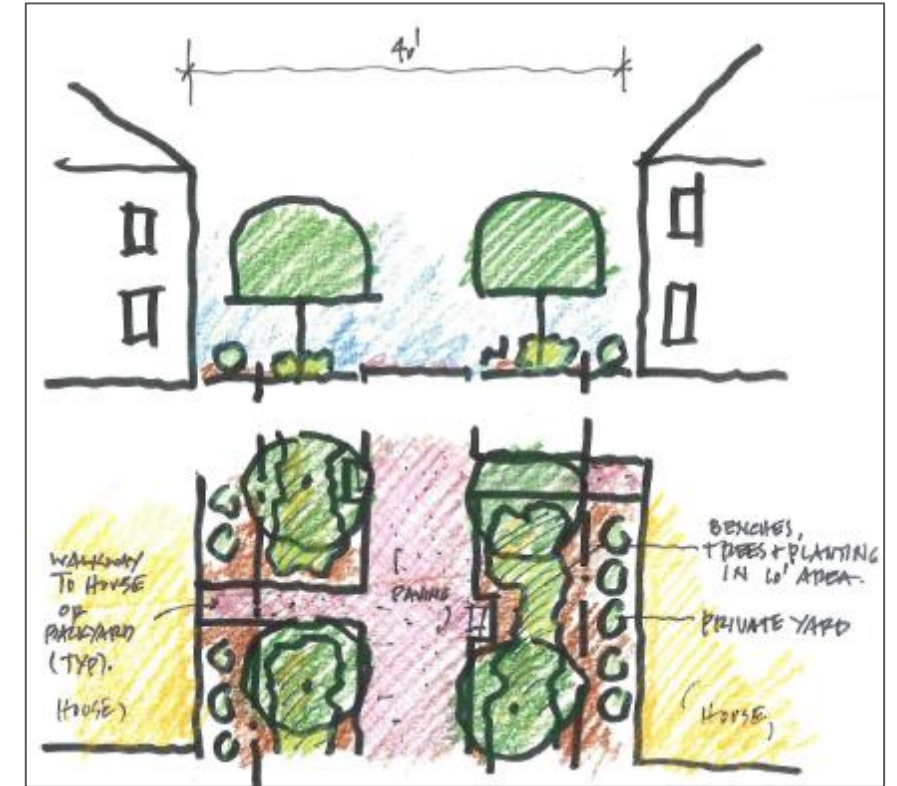
Mayes Hall, Built 2021 ▶

“CLOSE”



The *close* is an alternative to a cul-de-sac and includes park space within the typical asphalt area. Examples of closes exist along South Street in Antiquity, Cornelius.

WOONERF – “LIVING STREET”



A *woonerf* is a low-speed street that creates a shared space for both vehicles and pedestrians in the same space. They often serve as community gathering spaces.

TRANSPORTATION IMPACT ANALYSIS

- **Purpose:**

- » Evaluate Effects of Vehicular Traffic on Surrounding Infrastructure (DPO 6.10)
- » Considers Existing/Future Conditions for: Motor Vehicles, Bicyclists, Pedestrians

- **Components:**

- » Standard: Trip Generation Values, Uses (Housing Type), Growth Rate
- » Additional: Ralph Knox Rd. (Inclusion, Width, Park Access), Schools (PM Peak Studied, Expanded)

Responsive to Community Meeting Feedback Received

- **Recommendations:**

- » Four-way Stop + “Stop Ahead” Signs, Stop Lines, Crosswalks: Robert Walker Dr. x 3 Locations
- » Stop Sign: Pin Point Rd. South at Intersection with Robert Walker Dr.
- » Ralph Knox Road: Provide At-grade, Safe, Direct Access to Future Mecklenburg County Park or Payment-in-lieu

- **Additional Considerations:**

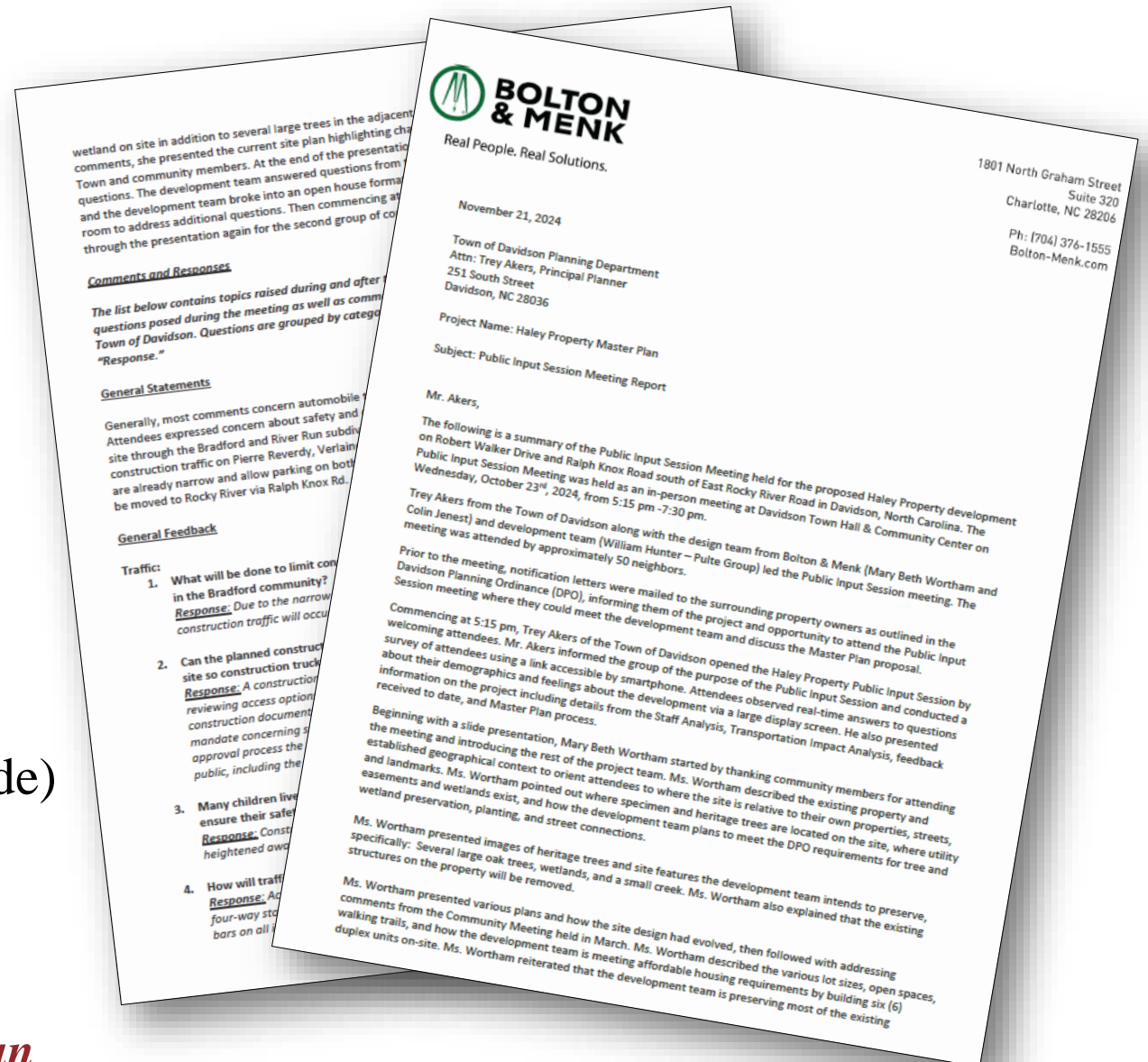
- » Ralph Knox Road: Determined to be Private Road (No Public Right-of-Way or Access)
- » Construction Access: Extensive Program Developed (Entrance, Signage, Barriers, Map Edits, Contracts)
- » On-Street Parking: Raised by Bradford Residents at PIS, Info. Provided, Referred to Projects Manager

STAKEHOLDER FEEDBACK

- **Community Meeting:**
 - » Traffic/Transportation
 - » Parking
 - » Housing
 - » Landscape
- **Staff:**
 - » Technical Reviews: Connectivity + Mobility (Internal/External), Public Safety Access
 - » Prelim. Staff Analysis Available (Hard Copies, Digital www.townofdavidson.org/haleymasterplan)
- **Planning Board:**
 - » Affordable Housing
 - » Mobility: Street Connections, Bicycle Facilities, Multi-use Path
 - » Landscape: Open Space, Rainwater Management, Tree Preservation, Lighting

PUBLIC INPUT SESSION COMMENTS

- **Notification:**
 - » Letters Mailed, HOAs Contacted
- **Transportation:**
 - » Ralph Knox Road
 - Long-term: Full Access
 - Short-term: Construction Access
 - » Bicycle + Pedestrian Safety
 - Poulette Park Access
 - » Parking
- **Landscape:**
 - » Buffers: Western, Southern Boundaries
 - » Rural Character, Conservation (Eastern Side)





Oak Hill Ph. 2 Master Plan – FYI / Introduction

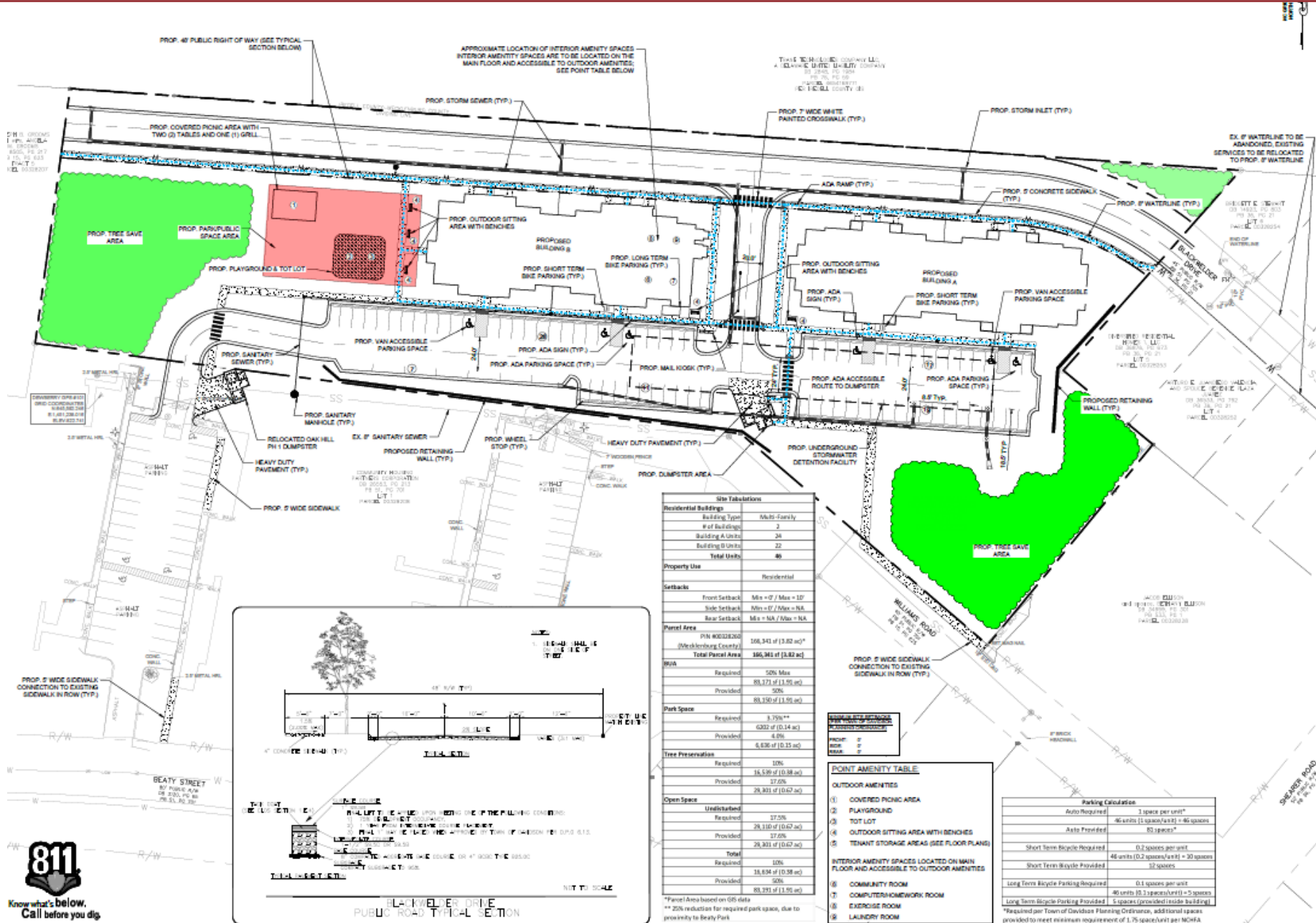
Trey Akers + Andrew Golden
Planning Dept.
Planning Board Meeting
03.31.2025

www.townofdavidson.org

CONTEXT



PLAN



PROCESS / TIMELINE

- **Process:** Davidson Planning Ordinance Section 14.7, Master Plan (Process A)
- **Pre-Application:**
 - » Periodic, Informal Reviews of Pre-Concept Plans (March. 2023 – Fall 2024)
 - » Draft Concept Plans + Environmental Inventory (Fall 2024 – Winter 2025)
 - » Pre-Concept Meeting, Transportation Review Meeting (01.17.2025)
 - » Community Meeting + Report (03.06.2025)*
- **Post-Application:**
 - » Completeness Review of Application – Preliminary Sketch Plan (Late March)
 - » Utility Services & Annexation Criteria Scoring, Administrative or Legislative Pathway (May)
 - » Master Plan Schematic Design (May – June)
 - » Planning Board Review + Comment (June)

PLANS, POLICIES, & REGULATIONS

- **Plans:**

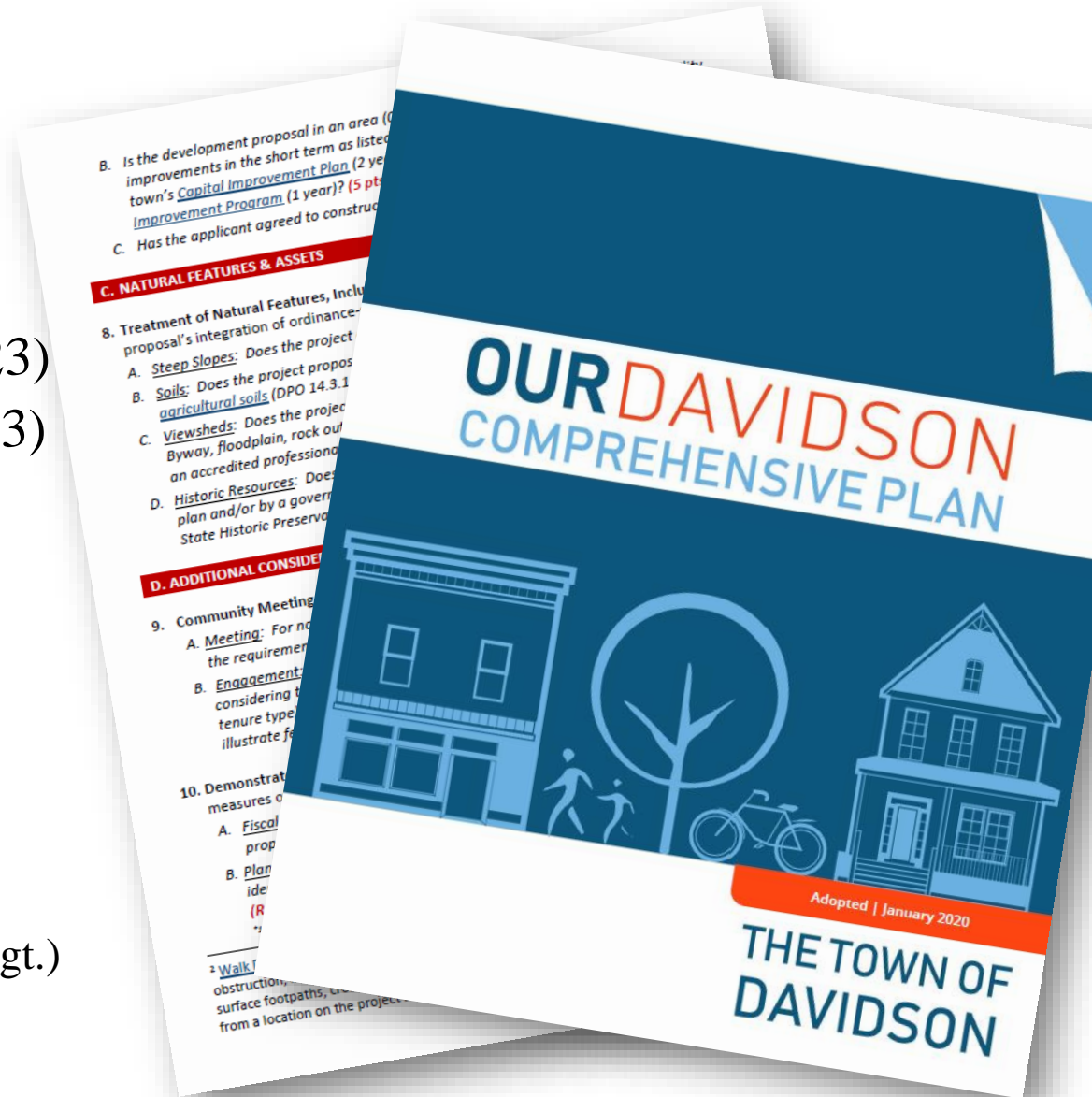
- » Mobility Plan (2019)
- » Comprehensive Plan (2020)

- **Policies:**

- » Utility Services & Annexation Criteria Policy (2023)
- » Affordable Housing Implementation Strategy (2023)

- **Regulations:**

- » Davidson Planning Ordinance (2015)
 - Streets
 - Building Types, Housing
 - Parks + Open Spaces
 - Environmental Conditions
 - Trees + Landscaping
 - Watershed + Post-Construction Ordinance (Rainwater Mgt.)
- » Local/State Laws



OVERVIEW

- **Project Information:**

- » Developer: Community Housing Partners

- **Site Data & Features:**

- » Size: +/- 3.82 Acres

- » Zoning: Neighborhood Center 1 Planning Area

- » Housing: 46 Residential Units – Multifamily Building Type (3 Stories)

- Affordable Housing: 12.5% Required – Providing 100% Income-Restricted Units

- Unit Types: 1 BR (x8), 2 BR (x26), 3 BR (x12); Mobility Impaired/Accessible Units (x6)

- » Open Space, Parks: 10% OS Required (17.6% Provided); 3.75% Park Required* (4.0% Provided)

- Required Minimum Amenities via NCHFA, 25% Reduction – Proximity to Beaty Park*

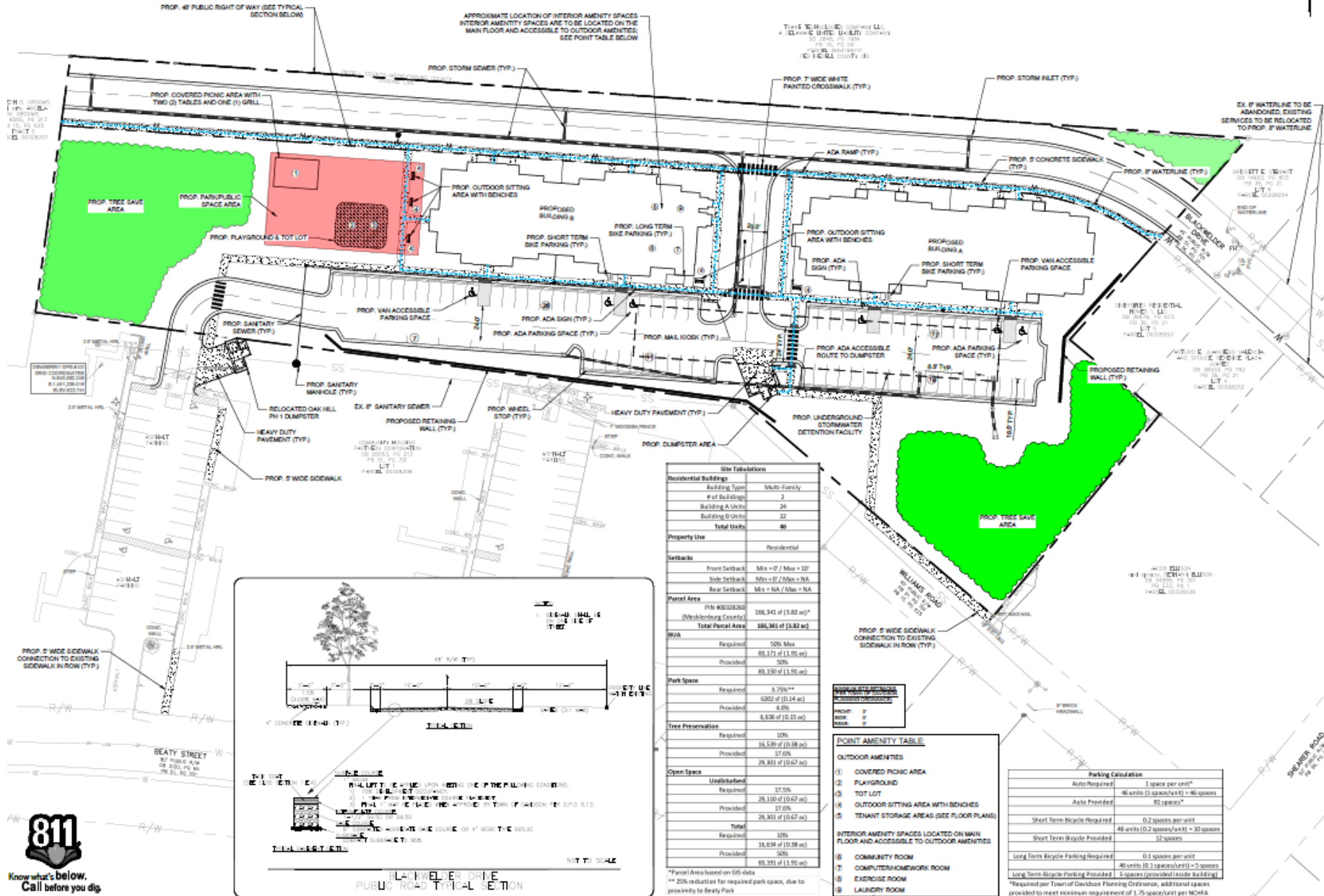
- » Tree Canopy/Preservation:

- Min. Canopy Required 15%, Projected TBD

- Min. Preservation Required 10%, Projected 17.6 % (Specimen Trees: TBD)

- » Fiscal Impacts: TBD

PLAN

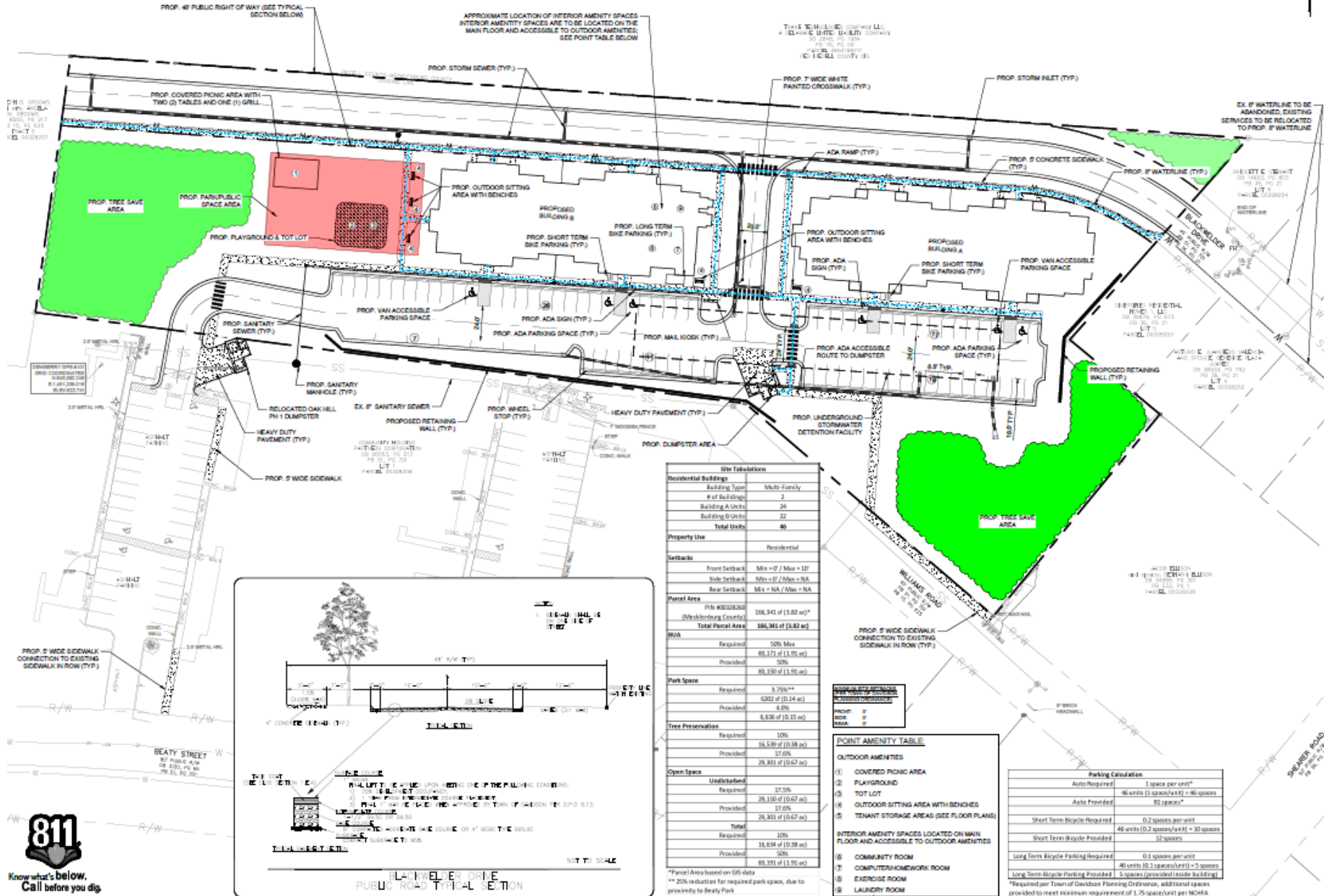


Know what's below.
Call before you dig.

ADDITIONAL FACTORS

- **Location:** Lake Norman Critical Watershed
 - » Maximum Built-Upon Area 50% (Reduced BUA: Sidewalks, Driveways, Parking)
 - » Engineered Stormwater Mgt. Controls – Underground Detention
- **Utilities:** Water Extension Required, Sewer Connection Exists
 - » Water: Blackwelder Dr. Replace Existing Line + Extend New Line to Site
 - » Sewer: Site Topography + Improvements Impacting Design
- **Utility Service Annexation Criteria:** Required Based on Project Type (Master Plan)
 - » Projected Score: 76% (Min. 65% Required for Administrative Approval)
 - » Defining Components: Location, Rainwater Mgt., Affordable Housing, Energy Efficiency

PLAN



Know what's below. Call before you dig.

TRANSPORTATION


- **Transportation Review Meeting Req. (6.10.1.A)**

- » Trip Generation Memo Created


- 3rd Party Consultant Retained by Town
 - Studied Area's Existing Conditions + Mobility Options, Future Projects, Trips Based on Specific Project Characteristics
 - Determined Transportation Impact Analysis Not Required (# Units/Peak Trips)

- **Targeted Mobility Improvements Proposed:**

- » Two Mobility Access Points (6.5.1.A)
 - » On- and Off-Site Pedestrian Improvements + Connections to Existing Transit Stop
 - » Exploring Parking Reduction



Kimley»Horn



Kimley»Horn

Land Use	Intensity	Units	Daily	AM Peak Hour			PM Peak Hour		
				Total	In	Out	Total	In	Out
220 - Multifamily Housing (Low-Rise)	46	DU	370	37	9	28	40	25	15

Table 2 summarizes the projected vehicle trips for affordable housing units, as currently planned for the proposed development. Affordable housing units are defined as "all multifamily housing units that include at least one employed member. Eligible household income and resident age." The tenants.

During a typical weekday, the proposed development will generate 28 and 30 of those trips during the AM and PM peak hours, respectively. Comparing Table 2 to Table 1 results, the ITE units typically generate fewer vehicular trips.


Land Use	Intensity	Units	Daily	AM Peak Hour	PM Peak Hour
223 - Affordable Housing	46	DU	370	28	30

Transportation Impact Analysis (TIA) Application
Based on the [Davidson Planning Ordinance](#), if a development application meets or exceeds most notably if the development proposed generate 500 or more daily vehicular trips PM peak hour. Both Tables 1 and 2 show the thresholds that would require a TIA.


Additionally, note that the trip generation for the proposed development falls well below the Transportation's (NCDOT's) TIA threshold trips per day. Tables 1 and 2 show that the fall well below this threshold. NCDOT's policy is to require a TIA for developments that generate 500 or more daily vehicular trips PM peak hour.

Transportation Review Meeting
A Transportation Review Meeting was held on February 5, 2025, to obtain background information on the proposed site. The initial site plan provided Drive. All parties agreed through discussion that the proposed site should be pursued to in the attached site plan reflects the added connectivity between existing Oakhill Phase Street and allows for better distribution of route and second access for fire and emergency services. The site plan also showed only a single access via an extension site traffic through Shearer Street to access the site.

*Oakhill Phase 2 Master Plan
Trip Generation Memorandum*



Kimley»Horn



Memorandum

To: Trey Aikens, AICP, LEED AP BD+C
Principal Planner, Town of Davidson

From: Brady Finkley, PE, RSP
Kimley-Horn

Re: *Oakhill Phase 2 Master Plan*
Trip Generation Memorandum

Date: February 5, 2025

Brady Finkley 2/5/2025

The purpose of this trip generation memorandum is to document the results of a trip generation analysis performed for the proposed Oakhill Phase 2 residential development located at [818 Blackwelder Drive](#) in Davidson, North Carolina, and to summarize discussions that occurred at a Transportation Review Meeting held on January 17, 2025.

Project Overview
Based on the site plan provided by the applicant (attached), 46 affordable-unit apartments are proposed to be constructed on the vacant parcel (approximately 3.8 acres) immediately north of the existing Oakhill apartment complex located along Beatty Street and west of Blackwelder Drive and Williams Road. Based on discussions with Town of Davidson staff and the applicant at the Transportation Review Meeting, proposed access has been improved to include a cross-connection to the existing Oakhill apartments, providing direct access for all travel modes to Beatty Street, along with a second driveway connection to an extension of Blackwelder Drive. As shown in the updated site plan (attached), access is currently proposed via the following two (2) connections:

- **Beatty Street Access** – full-movement connection to Beatty St. via a cross-connection to the existing Oakhill Phase 1 western driveway located approximately 825' west of N Main St. (NC 115)
- **Blackwelder Drive Access** – full-movement connection to the proposed extension of Blackwelder Dr. approximately 600' west of Shearer St.
 - Existing Blackwelder Dr. is planned to be extended as part of this development approximately 775' west of its current terminus (to the western boundary of the proposed site)

Trip Generation
The traffic generation potential of the proposed development was determined using trip generation equations published in *Trip Generation* (Institute of Transportation Engineers (ITE), Eleventh Edition, 2021). The applicant indicated that these residential units are planned to be marketed and rented as affordable units, which typically shows lower resulting vehicular trips as residents tend to have less access to vehicles in these types of units. Therefore, as discussed at the Transportation Review Meeting, trip generation calculations were performed and provided in this memorandum to document the projected vehicular trip generation potential for both traditional (market-rate) apartments and affordable housing apartments.

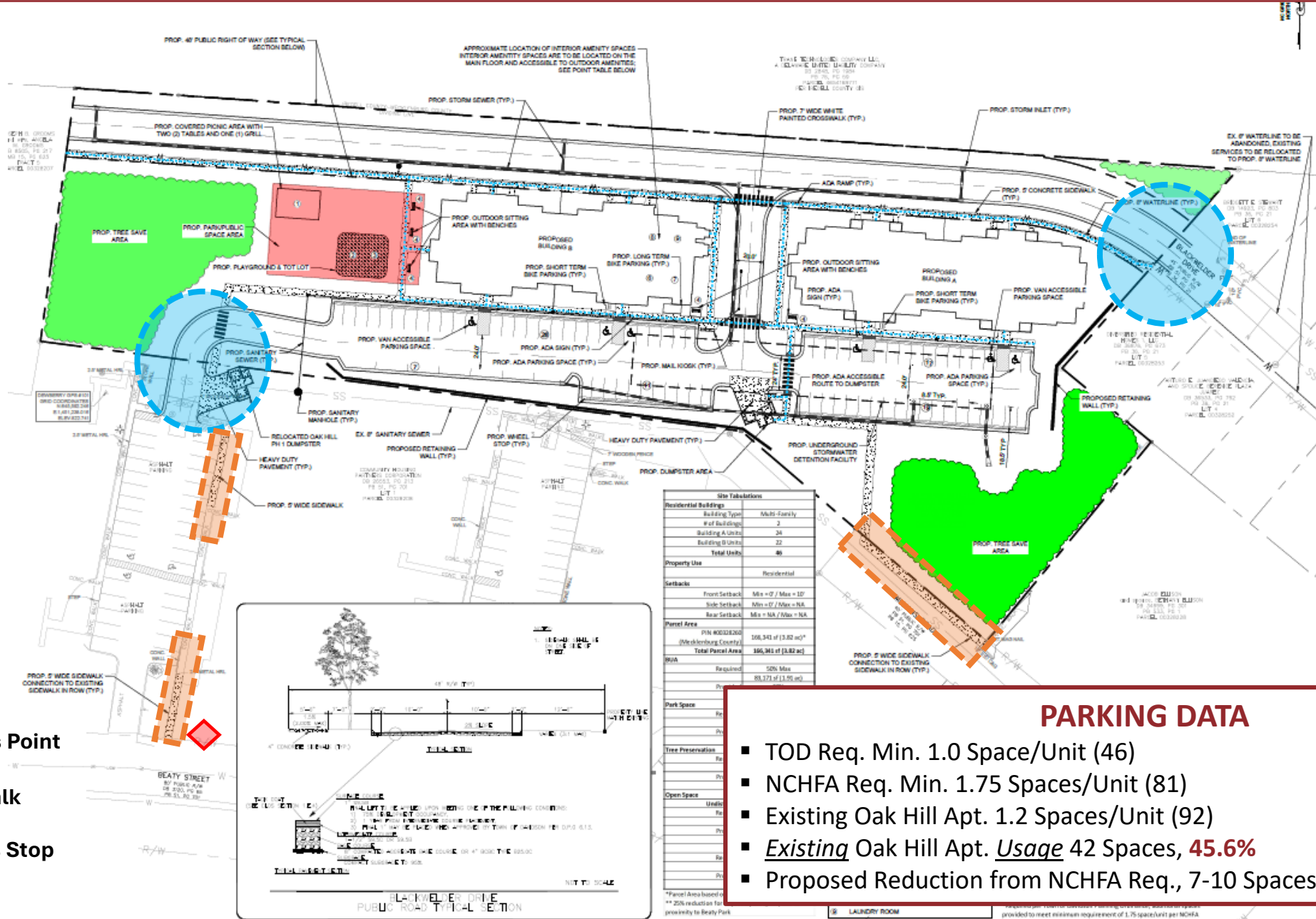
Table 1 summarizes the projected vehicular traffic generation for the proposed development based on traditional (market-rate) apartments. During a typical weekday under these unit types, the proposed development has the potential to generate 370 new external daily vehicular trips, with 37 and 40 of those trips occurring during the AM and PM peak hours, respectively.

kimley-horn.com

200 South Tryon Street, Suite 200, Charlotte, NC 28202

(704) 333-5131

TRANSPORTATION IMPROVEMENTS



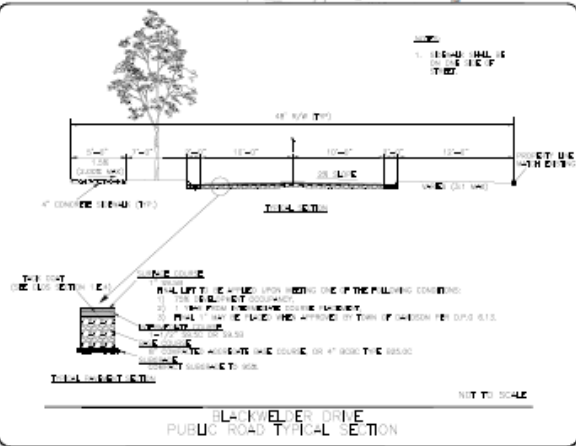
LEGEND

-  New Access Point
-  New Sidewalk
-  Existing Bus Stop

Site Tabulations	
Residential Buildings	Multi-Family
Building Type	2
Building A Units	34
Building B Units	22
Total Units	46
Property Use	Residential
Setbacks	
Front Setback	Min = 0' / Max = 10'
Side Setback	Min = 0' / Max = NA
Rear Setback	Min = NA / Max = NA
Parcel Area	
Pin Wooded	106,341 sf (3.02 ac)*
Total Parcel Area	186,963 sf (3.82 ac)
SWA	
Required	50% Max
	89,171 sf (3.56 ac)

PARKING DATA

- TOD Req. Min. 1.0 Space/Unit (46)
- NCHFA Req. Min. 1.75 Spaces/Unit (81)
- Existing Oak Hill Apt. 1.2 Spaces/Unit (92)
- Existing Oak Hill Apt. Usage 42 Spaces, **45.6%**
- Proposed Reduction from NCHFA Req., 7-10 Spaces (71), 1.6 Spaces/Unit

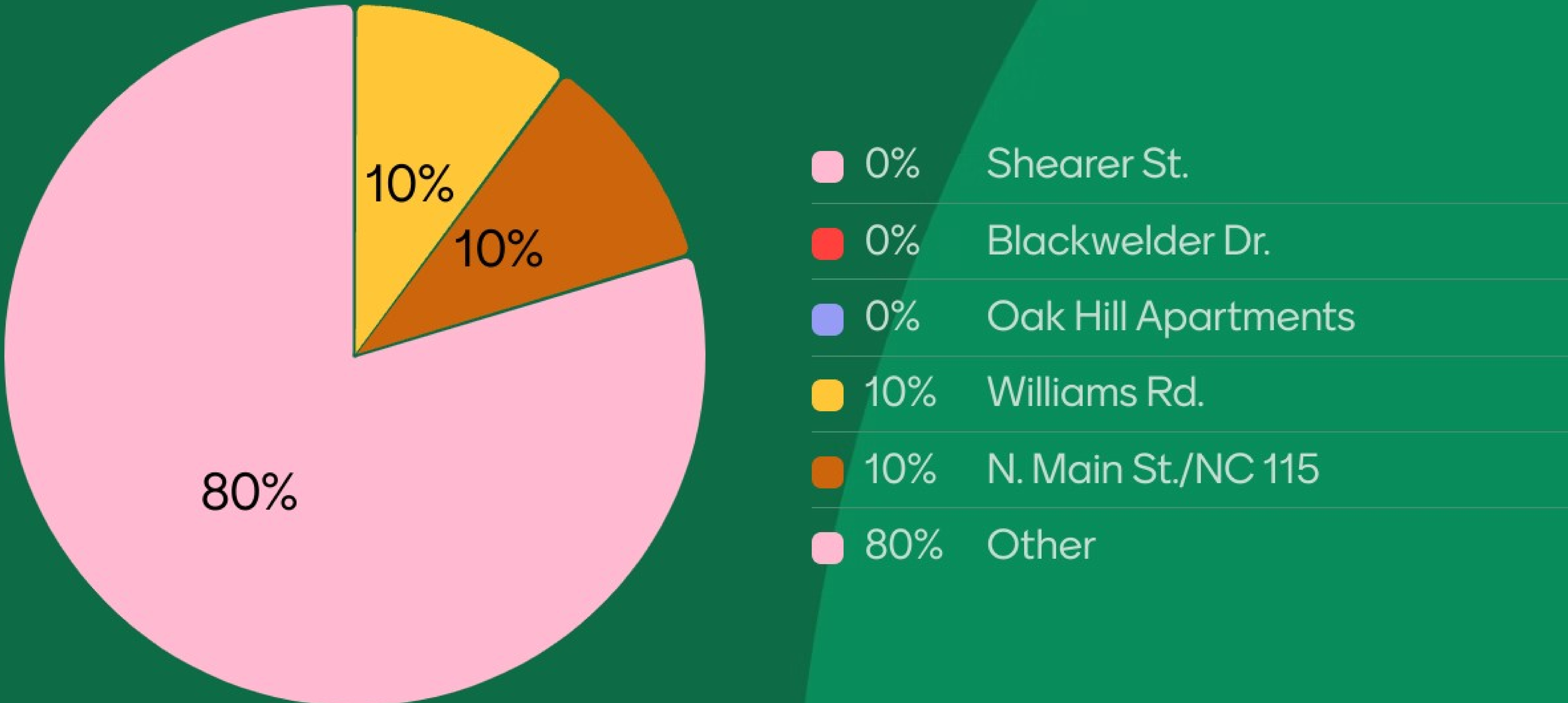


COMMUNITY MEETING

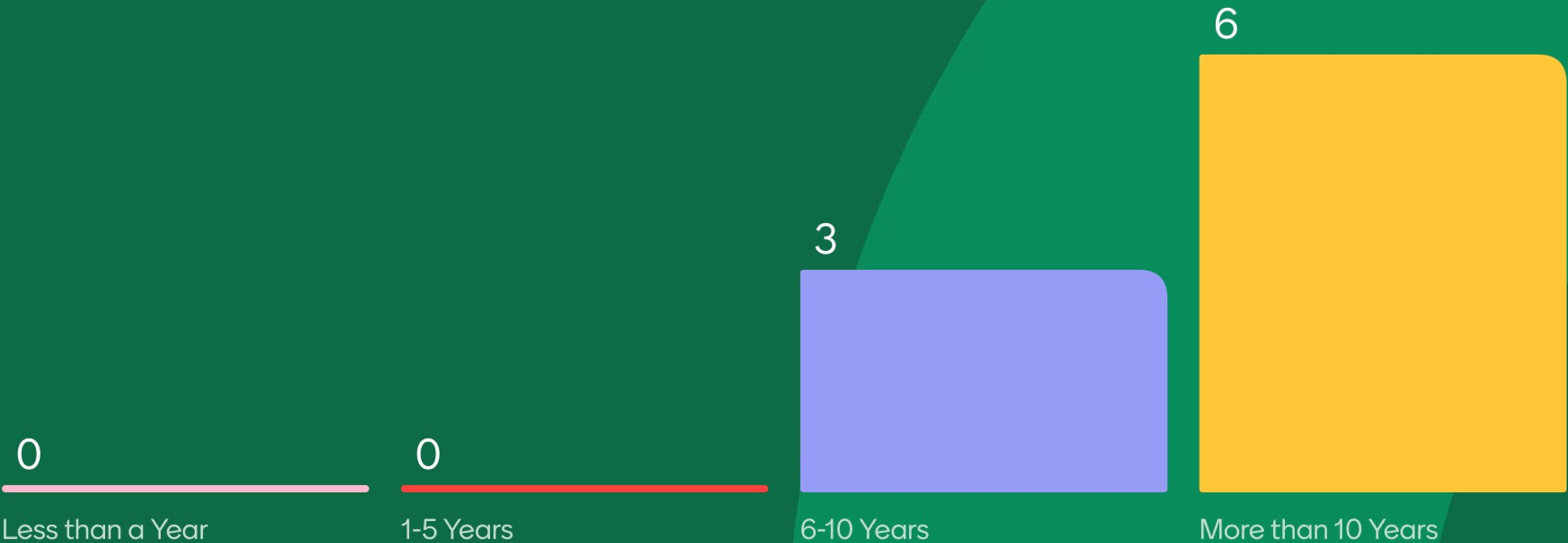
- **Requirements/Roles:**
 - » Mandatory for Master Plans
 - » Occurs *Prior to* Application Submittal
 - » Roles: Developer-Led Event, Town of Davidson Staff Present
- **Purpose:**
 - » Introduce Project to Community: Development Goals + Evolution of Conceptual Design
 - » Share Project Information via Dialogue (Ask Questions/Learn!)
 - » Collect Feedback (Basis for Meeting Report, Project Adjustments)
- **Feedback:**
 - » Site Design/Other Features
 - » *Complete Comment Cards, Leave with Staff*

Who's at the community meeting

Where to do you live?



How long have you lived in Davidson?



Select all that apply

How did you hear about project?

1
Letter in the Mail

6
Town of Davidson Press Release

2
Word of Mouth

2
Social Media/Web

2
An Omen

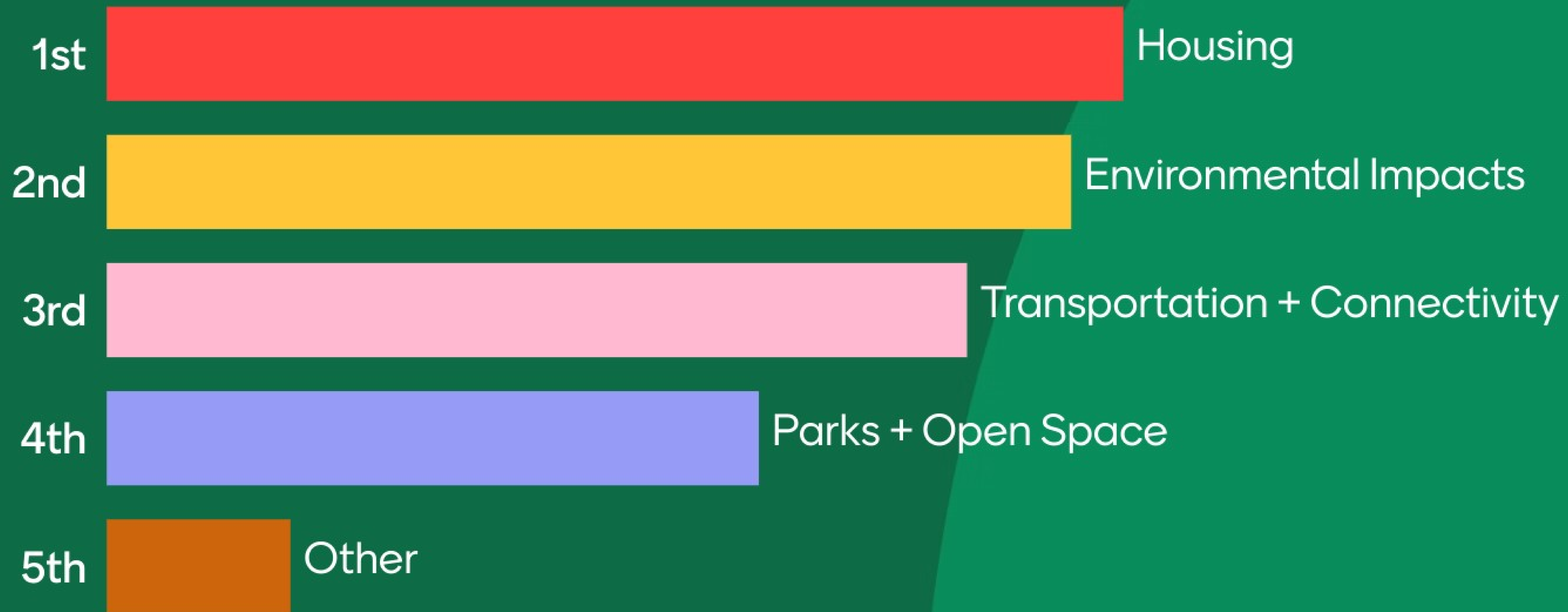
Please rate each response

How do you feel about the project?

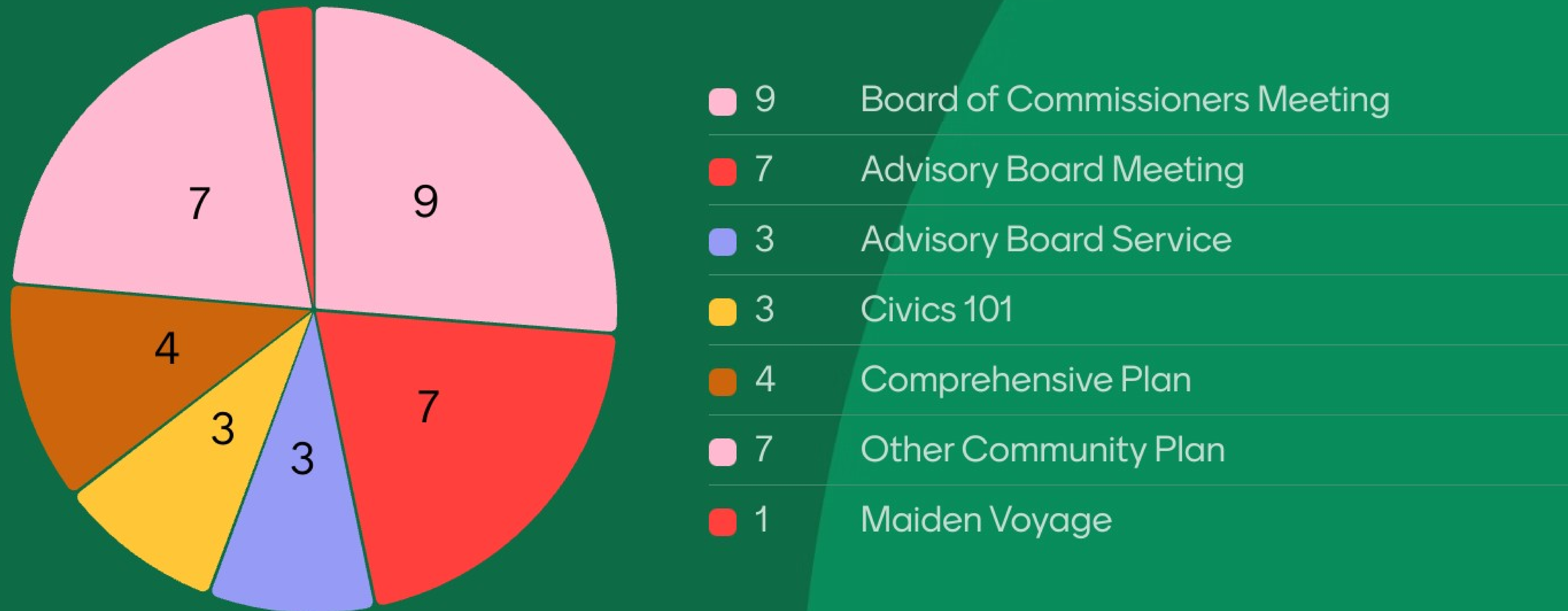


Rank Each Item

What topic are you most interested in learning about?



Have you participated in any previous civic meeting or planning process?



PROCESS / TIMELINE

- **Process:** Davidson Planning Ordinance Section 14.7, Master Plan (Process A)
- **Post-Application:**
 - » Completeness Review of Application – Preliminary Sketch Plan (Late March)
 - » Utility Services & Annexation Criteria Scoring, Administrative or Legislative Pathway (May)
 - » Master Plan Schematic Design (May – June)
 - » Planning Board Review + Comment (June)
- **Post-Approval:**
 - » Construction Document Review: TOD, Meck. County, CLT Water (Aug. 2025-Oct. 2025)
 - » Design Review Board Review (Aug. 2025-Oct. 2025)
 - » Site Construction (Oct. 2025-Dec.2026)

QUESTIONS?

www.townofdavidson.org/oakhillmasterplan





AGENDA MEMO

To: Davidson Board of Commissioners
From: Jason Burdette, Planning Director
Date: March 25, 2025
Re: Red Line Public Engagement Report

ITEM SUMMARY/OVERVIEW

The Red Line Commuter Rail Project is a proposed 25-mile commuter rail project using the existing Norfolk Southern O-line connecting Lake Norman communities with Charlotte. First identified as a transit investment priority in 1998 and later stalled when Norfolk Southern changed its passenger rail policy in 2013, the commuter rail project was revived with the launch of the Red Line Design Update study currently underway and Charlotte's acquisition of the O-Line in September 2024. The study aims to update the Red Line's previous design from 2008, assess the viability of previously identified station locations, reevaluate vehicle technologies and frequency of service, and provide an updated cost estimate to better position the project for potential federal funding.

In Spring and Fall 2024, CATS hosted a number of public engagement opportunities as part of the Red Line Design Update. The goal of the Red Line Design Update is to identify the preferred station location in each community and move the entire project towards 15% design. Several internal design workshops were held with CATS and their consultant team to ascertain Red Line station options in Davidson. The Board of Commissioners directed staff to share information with the public specific to the Red Line project and station options in Davidson. Staff facilitated four public information sessions in January and February 2025. The Red Line Public Engagement Report summarizes the Red Line Commuter Rail project history, purpose/scope of the Red Line Design Update, CATS public engagement efforts, Davidson station option locations and evaluation criteria, the four public information sessions (including meeting structure), feedback from each of the sessions, and next steps.

ACTION/PROPOSED MOTION

This item is for discussion only.

RELATED TOWN GOALS

Strategic Plan Alignment

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.

Priority strategies:

Prioritize and implement mobility plan recommendations for policies, programs, and projects. Work with Charlotte Area Transit System (CATS) to improve local and regional transit services and accelerate construction of transit stop amenities.

Core Values

Open communication is essential to an engaged citizenry, so town government will seek and provide accurate, timely information and promote public discussion of important issues.

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 of Commissioners will be asked to confirm Davidson's preferred station location in April.

PUBLIC ENGAGEMENT REPORT



Red Line Commuter Rail Project March 2025

Staff Contacts:

Jason Burdette, Planning Director
Kim Fleming, Economic Development Director
Andrew Golden, Transportation Planner

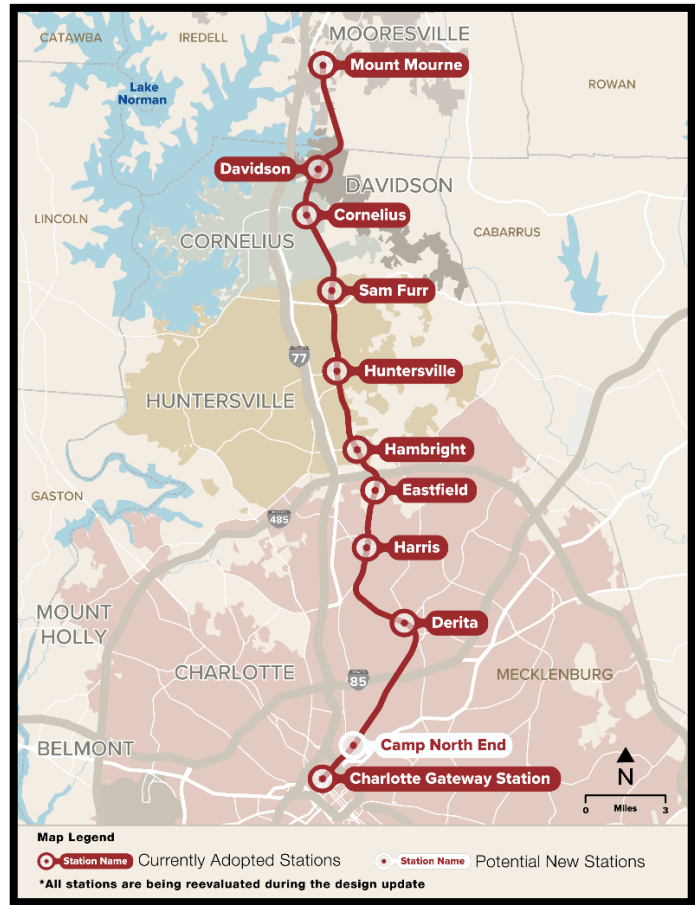
Contents:

A. Executive Summary.....1
B. Responses to Resident Questions.....9
C. Survey Responses.....14
D. Live Polling Data.....23
E. Additional Resources.....34

A. Executive Summary

The Town of Davidson has supported the development of regional multi-modal transit options for decades as documented in numerous community planning efforts over the years. More recently, this support for improved mass transit was reiterated in the adoption of more recent community plans: the Mobility Plan (2019) and the Comprehensive Plan (2020). Town leaders have echoed this support through multiple Strategic Plans adopted in recent years encouraging staff to work with the Charlotte Area Transit System (CATS) to improve and promote regional mobility, including rail transit.

The Red Line Commuter Rail Project is a proposed 25-mile commuter rail project using the existing Norfolk Southern O-line connecting Lake Norman communities with Charlotte. First identified as a transit investment priority in 1998 and later stalled when Norfolk Southern changed its passenger rail policy in 2013, the commuter rail project was revived with the launch of the Red Line Design Update study currently underway and Charlotte’s acquisition of the O-Line in September



The Red Line Commuter Rail corridor. Source: CATS



2024. The study aims to update the Red Line’s previous design from 2008, assess the viability of previously identified station locations, reevaluate vehicle technologies and frequency of service, and provide an updated cost estimate to better position the project for potential federal funding.

As part of the Red Line Design Update, CATS held virtual and in-person meetings in April 2024 to provide an opportunity for the public to learn about the project, speak with members of the project team, and provide feedback. These meetings included:

Virtual Public Meeting: (Wed., April 10, 6:00 – 8:00 pm) [YouTube Link](#)

In-Person Meetings:

- Charlotte-Mecklenburg Library, Davidson Branch (Tues., April 16, 6:00 – 8:00 pm)
- North County Regional Library, Huntersville (Thurs., April 18, 6:00 – 8:00 pm)
- Sugar Creek Library, Charlotte (Sat., April 20, 10:00 am – noon)

Pictures from Davidson’s in-person meeting below:



Source: News of Davidson

In Fall 2024, CATS held another series of public meetings where they presented updates on the 5% design process and incorporated community feedback. There was continued discussion on station placements, feedback from property owners along the line, and an emphasis on creating mobility hubs at each station. These meetings included:

Virtual Public Meeting: (Tues., Oct. 8, 5:30 – 7:30 pm) [YouTube Link](#)

In-Person Meetings:

- Junior Achievement of Central Carolinas, Charlotte (Mon. Sept. 30, 5:30 – 7:30 pm)
- Cornelius Town Hall (Thurs., Oct. 3, 5:30 – 7:30 pm)
- Waymer Recreation & Senior Center, Huntersville (Thurs., Oct. 10, 5:30 – 7:30 pm)

Additionally, CATS solicited feedback from local businesses at the monthly Davidson Connections meeting held September 5 at 9:00 am. CATS also facilitated a “listening session” with Davidson College on Sept. 26 at 11:00 am. CATS provided a summary of top community priorities for station amenities as well as general Red Line feedback received at the engagement events. This included:

Davidson Residents:	Davidson College:	Davidson Businesses:
<ul style="list-style-type: none"> ○ Sidewalk access & trail connections ○ Bus/transit connections ○ Crosswalk improvements ○ Rideshare and microtransit pick-up/drop-off ○ Parking structures ○ EV charging 	<ul style="list-style-type: none"> ○ Very excited ○ When does it start? 	<ul style="list-style-type: none"> ○ Very excited ○ Retail businesses could support 1-cent sales tax ○ Major employers support Red Line

Concurrently, as part of the Red Line Design Update begun in early 2024, staff worked collaboratively with CATS and their consultant team to share information about adopted community plans, current planning activities, community priorities, and local multimodal transportation planning/design.

CATS identified eight evaluative factors used to assess station location options in Davidson. This included:

1. Adjacent Land Use Character
2. Adjacent Land Available to Development
3. Adjacent Land Use Compatibility (Transit-Oriented Development Readiness via Market/Policy)
4. Adjacent Transportation Fabric
5. Multimodal Accessibility
6. Adjacent Development’s Orientation to Transportation Choices
7. Ability to Accommodate Station Facilities
8. Restoring and Protecting Community Assets and Housing in West Davidson

The goal of the Red Line Design Update is to identify the preferred station location in each community and move the entire project towards 15% design. Several internal design workshops were held with CATS and their consultant team to ascertain Red Line station options in Davidson. Options included:

- **Site A:** (PID #00323111); Vacant; Owned by the Town of Davidson and earmarked for future Fire Station #1
- **Site B:** (PID #00325506); Sadler Square (currently under renovation; Owned by Piedmont Capital
- **Site C:** (PID #00325301, 00325823, 00325817, 00325817, 00325834, 00325822); Linden Mill and public parking sites; Owned by Linden Mills, LLC and Town of Davidson



All three sites meet CATS’ functional criteria for a station location. For full transparency, staff believes (and CATS agrees) that all three sites are viable options and should be shown to the public but have identified Site A as the “preferred option” to advance the project design work. The Town reserves the right to change the preferred option based upon a variety of factors including the Board of Commissioners’ feedback and public engagement.

Of note, the Town purchased Site A in 2024 as the location for future Fire Station #1. Before Site A was identified as a preferred location, CATS and their consultant team met with town staff and the Davidson Fire Chief to better understand programmatic needs for the department. Based upon these discussions, it was concluded that future Fire Station #1 and the future Red Line Commuter Rail station could be co-located on the parcel without compromising the needs of the department. Given the added layer of potential public property involvement and a future Fire Station #1, town staff believed it would be beneficial to share all information via proposed Davidson-specific public information meetings.

Staff shared this information with the Board of Commissioners as part of a Red Line Update at their mid-term retreat on January 8, 2025, and proposed two public information meetings. Staff also prepared an additional localized evaluation matrix to complement CATS’ analysis. Criteria included:

1. Location (multimodal accessibility, existing transportation infrastructure)
2. Financial Impacts (benefit to town and/or taxpayer through sale/lease of land)
3. Land Use (parking benefits to downtown, college needs, neighborhood/environmental/historic impacts)
4. Station Success (accommodation of needs, ridership potential)
5. Intangibles (timing, inclusion of affordable housing)

At the retreat, the Board of Commissioners directed staff to add an additional public information meeting on the eastern side of town. Meetings included:

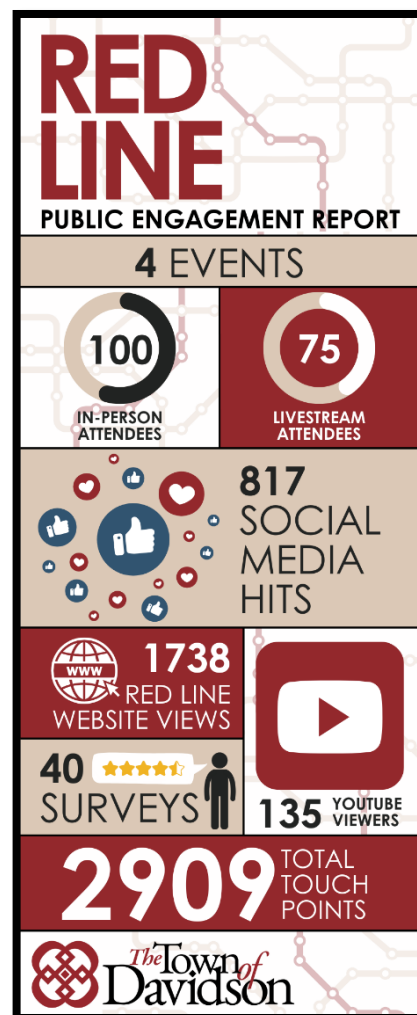
- Hurt Hub @Davidson (Thurs., Jan. 30, 6:00 – 8:00 pm)
- Hopewell Baptist Church (Thurs., Feb. 6, 6:00 – 8:00 pm)
- Ada Jenkins Center (Wed., Feb 12, 11:00 am – 1:00 pm)

Additionally, the January 30 event at the Hurt Hub was livestreamed and recorded accessible via: [YouTube Link](#).

Also, the Deliberative Citizenship Initiative (a student-led group at Davidson College) requested an on-campus Red Line presentation. This session was held Wednesday, February 26, from 7:00 – 8:30 pm and provided an opportunity to solicit feedback from a younger segment of the Town’s population.

Information about the public information sessions was pushed out to Davidson residents via a press release, Planning Department e-crier notification, announcements at the Board of Commissioners meetings in January and February, multiple social media posts (Facebook, Instagram, and X), and announcements at the Planning Board in January and February. Given the efforts to reach all residents, staff would ascertain that the turnout was positive.

As depicted in the graphic on the right, the wide variety of engagement methods culminated in over 2900 total touch points.





Planning Director Jason Burdette presents to a crowded room at the Hurt Hub in January 2025.

Structure and Content of the Public Information Sessions

Staff was intentional in the decision not to host the public information sessions at the Davidson Town Hall & Community Center. To increase accessibility to Red Line information, staff chose locations closest to the rail corridor (Hurt Hub and Ada Jenkins Center) while also providing a virtual viewing option. The Hopewell Baptist Church location provided an opportunity to engage with residents who live outside the town core, and the Davidson College event allowed for engagement with a younger population segment.

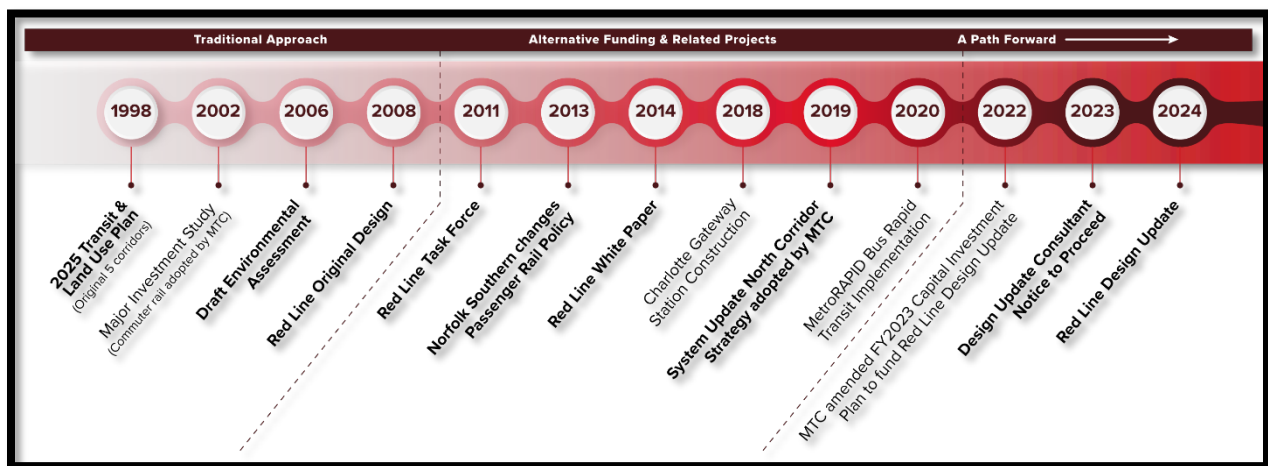
Planning Director Jason Burdette provided a 30-minute presentation. The purpose of the presentation was to share information about the Red Line Commuter Rail project history and Design Update scope, the three Davidson station location options, and station evaluation criteria. The primary aim was to solicit feedback on station location options and evaluation criteria (i.e., What's important to you?) and collect the information to share with the Board of Commissioners who will ultimately make the station location decision. It was intentional in the decision not to facilitate a debate pitting Site A vs. Site B vs. Site C. Additionally, level-setting the community's baseline understanding of the project (i.e., history, timeline, variables) was also very important.

The planning director's presentation included interactive "Live Polling" breaks using the Mentimeter online platform. This allowed for real-time data capture for attendees using their mobile phones (see Live Polling Data section, p. 23). If attendees had questions during the presentation, they were instructed to write the question down on a comment card. Economic Development Director Kim Fleming facilitated a question-and-answer session at the conclusion of the presentation. Town staff, including Town Manager Jamie Justice and Assistant Town Manager Austin Nantz were available to field questions. CATS staff (Brian Nadolny and Patrick Cerri) and their consultant team from HDR (Kevin Walsh and Davidson resident Rick Schmedes) were also available to answer technical questions.



Economic Development Kim Fleming and Town Manager Jamie Justice facilitate Q&A at the Ada Jenkins Center in February 2025.

The presentation also included a [CATS video](#) detailing the differences between light rail and commuter rail, a discussion of what service and stations would look like (i.e. “robust commuter rail” with 42 trains/day), and a QR code that linked to a five-question survey on the Town’s Red Line project website. The presentation concluded with a summary of near-term next steps, including potential legislation authorizing a referendum for a one-cent sales tax increase in Mecklenburg County introduced at the NC General Assembly, the Board of Commissioners taking action to confirm Davidson’s preferred station location, and (if authorized) a November 2025 referendum. Information about how revenue from a potential one-cent additional tax was also shared (40% rail with Red Line progressing first, 40% roadway projects, and 20% bus) and how that would project to approximately \$3.2 million for Davidson roadway projects in the first year.



A graphic detailing the Red Line project history. Source: CATS

Takeaways from the Public Information Sessions

Conclusively, there is excitement and enthusiasm in Davidson regarding Red Line Commuter Rail given the positive turnout to the four public information sessions. Many long-time residents were here when previous efforts stalled in 2012 and are buoyed by the project's current momentum (i.e. "How can the project be accelerated?" or "This is exciting!"). For instance, at all sessions, most respondents fell into the "Choo Choo, All Aboard!" or "On the Right Track but Need More Information" categories when asked to describe their feelings on transit via Mentimeter polling.

Predictably, there were more questions from attendees on other topics than specific station locations. These included concerns/interest about tax implications/funding questions, potential direct connections to Charlotte destinations (i.e., airport), end-of-the line status and Mt. Mourne, parking, street crossings, and impacts to our small, historic college town.

Additionally, many residents wanted to ensure that the station location was accessible by a variety of transportation options (i.e, pedestrian, bicycle, bus, rideshare) and included the amenities to make it comfortable for users (i.e., protection from the elements, security, bathrooms, local shops, bike racks, EV charging, accessible parking). Further, complementary station design was mentioned as important to town residents –specifically, architecture that's historically appropriate as well as integration of the historic depot building (now owned by the City of Charlotte) into the station's design.

As with all public information sessions, there were some attendees who did not support the project or were skeptical of its success. Staff captured these comments and they are included in *Section C. Survey Response*.

As CATS and their consultant team nears completion of the Red Line Design Update (expected late Spring, early Summer 2025), it is important to confirm Davidson's preferred station location so that design work may advance to 15% completion. Virtually all of the other communities along the corridor have completed this task. With full transparency as a goal, Davidson leaders directed staff to solicit feedback from our engaged citizenry to ensure that the Town is on the right track. Based upon feedback received, each of the three station options had merits. And there was no singular factor that eliminated a station option from discussion. In short, all station options could succeed in achieving what Davidson residents would like to see in a local station.

This Public Engagement Report will be shared on the Town's Red Line project website, as well as with CATS and their consultant team.

B. Responses to Resident Questions

As part of each public information session, attendees were given the opportunity to write down questions on comments cards. These questions were used during the moderated question-and-answer session period after the presentation. Staff grouped these questions into categories and verified responses with CATS. As part of the Town's equitable engagement framework, staff emailed these responses to all session attendees to confirm that their questions were heard, documented, and answered.

Questions from Red Line Information Sessions – Grouped by subject

All questions were transcribed directly from participants who attended the Red Line Station Location Information Sessions. Questions have not been modified for grammar or clarity.

Tax implications/Funding questions

1. **Why can't funds from the original .5% sales tax be used?** The funds from the existing .5% sales tax cannot be used because they are being used for current major capital projects as well as funding the operating budget for CATS. There is a small amount of funding left after the above-mentioned allocations but not enough to fund a major capital corridor project.
2. **How much money has been collected by the .5%/30-year tax?** The sales tax varies from year to year and has generally grown each year as the county grows. In Fiscal Year 2024 the sales tax generated \$155.8 million in revenue.
3. **When will the 1-cent tax increase go into effect?** If the proposed referendum is authorized by the NC General Assembly and approved by Mecklenburg County voters in November 2025, the additional 1-cent sales tax levy would begin July 1, 2026.
4. **What is your guess of the probability the state will authorize funding the Red Line?** This is difficult to ascertain.
5. **If the General Assembly doesn't approve the 1-cent sales tax referendum, does all of this grind to a halt?** No, the planning phase would continue in anticipation of continued efforts for NC General Assembly approval.
6. **The 1-cent sales tax would be applied to non-residents, too, right?** That's correct. In fact, an economic analysis forecasted that 30 percent of the projected tax revenue would come from visitors making purchases within Mecklenburg County.
7. **Is a "one cent" tax actually "one percent"?** The proposed sales tax, if approved, would increase from 7.25% to 8.25%.
8. **What can be done to accelerate the progress of the Red Line since it has taken more than 20 years already?** The largest challenge over the last 10 years was that Norfolk Southern changed their passenger rail policy and would not share their tracks with passenger rail. That has since changed, and the City of Charlotte purchased the O Line from Norfolk Southern in September 2023.
9. **Would more money help to accelerate the timing of the Red Line?** The Red Line needs to go through engineering, design and environmental review. CATS also intends to follow

the Federal Capital Investment Grant (CIG) program. The schedule reflects the anticipated timing of these phases.

10. **What, if anything, could help accelerate the undertaking of this much-needed project?** Continued support of funding for the Red Line is helpful in achieving critical project timelines.

Red Line Stop Location questions

1. **Will there be a connection service to the airport?** Once operational, users would be able to take the Red Line to Charlotte's Gateway station and transfer to the proposed Silver Line light rail which would provide access to Charlotte Douglass International Airport.
2. **Does CLT Gateway Station exist already? Where is it?** Charlotte Gateway Station is the currently planned intermodal transit station located in Uptown adjacent to West Trade and Graham Streets. Currently operating as a streetcar stop for the Gold Line with an adjoining bus station for Greyhound intercity services, the station represents the centerpiece of the long-planned, 19-acre, Station District serving CATS bus lines, the Silver Line, Red Line Commuter Rail, Amtrak, taxi, and rideshare. Phase 1 of Charlotte Gateway Station, which is the infrastructure needed to bring Amtrak service into uptown Charlotte is complete. The City of Charlotte is currently working with a master developer to construct the rest of the station.
3. **What is the likelihood of a station in Camp North End?** The Metropolitan Transit Commission (MTC) will vote on a new Locally Preferred Alternative for the Red Line, which will include the location of the stations. CATS has heard strong support to add a station at Camp Northend.
4. **Can I get to the airport using the commuter train?** Once operational, users would be able to take the Red Line to Charlotte's Gateway station and transfer to the proposed Silver Line light rail which would provide access to Charlotte Douglass International Airport.
5. **Is the Mt. Mourne end of the line a rail station or something else?** CATS and their consulting team are operating under the assumption that Mt. Mourne will be the terminus station as has long been planned. Additionally, a recently approved development in Mooresville has allocated land for a future transit stop in this location.
6. **What is the likelihood Mooresville/Iredell will actually agree to Mr. Mourne location? What if they don't?** Conversations continue with Mooresville and Iredell County officials, an agreement has not been reached at this time.
7. **Can we make station plans for Davidson when we are not sure of plans for Mt. Mourne?** CATS and the Town are confident that Mt. Mourne will be the terminus station and are designing the Davidson station accordingly.
8. **If the train ends in Mt. Mourne in Iredell County, doesn't Iredell County need to purchase the O line?** Depending on the exact location, the Town of Mooresville and Iredell County would have to approve the purchase of the O line. No agreement has been reached at this time on who pays for what.

Parking/ Crossing questions

1. **Would parking be free or paid?** Currently parking is free at all CATS park and ride facilities.
2. **How many current rail crossings will remain? What crossings will be closed?** CATS is analyzing which crossings will be closed or stay open. No public streets in Davidson are proposed to be closed at this time.
3. **Will there be designated pickup/drop off zones?** Yes. Drop off zones for passengers and microtransit will be identified in the next phase through the station area planning process.
4. **Will there be adequate parking with overflow areas?** CATS is modeling ridership to size the parking facility adequately.
5. **How much parking will there be?** This will be determined through the ridership and planning process.
6. **Will parking have a variable rate?** That is not the intention.
7. **How would roadway crossings be managed? (gates, bells, etc.)** CATS will follow federal safety requirements which will include gates and bells.
8. **How will traffic on Griffith be managed during a rail crossing?** The gates will come down to allow the train to cross and open up once the train has cleared the crossing.
9. **How will railway crossings generally and specifically in Davidson impact traffic?** The gates will come down to allow the train to cross and open up once the train has cleared the crossing.

Red Line effect on Davidson questions

1. **How does this project affect the residents along the train tracks in Davidson?** Project impacts to adjacent property owners will be addressed during the environment assessment (NEPA) phase.
2. **What are the plans for security around the station?** The Town acknowledges this is a concern and the Town takes public safety seriously. Town staff researched this topic and found peer-reviewed research and articles published between 2003 and 2023. Two of these studies included the Blue Line in Charlotte. The findings consistently show little to no evidence of increased criminal activity associated with rail transit. In fact, most research found no statistically significant effect of new station openings on crime levels or reported a modest reduction in overall crime rates. Staff found the fear and perception of a significant surge in crime are not supported by evidence. Additionally, federal regulations, grant requirements, and CATS protocols require station security measures to ensure rider safety. Lastly, the Davidson Police Department is in tune with this issue and will work to make sure safety measures are in place.
3. **What consideration has been given to noise pollution?** Noise will be addressed during the environment assessment (NEPA) phase.
4. **What is the decibel level of a commuter train vs. a light rail car?** CATS is looking at several different types of commuter train technologies. Decibel levels will be addressed during the environment assessment (NEPA) phase.

5. **What impact will the Red Line have on the property of homeowners who live on the line?** Project impacts to adjacent property owners will be addressed during the environment assessment (NEPA) phase.
6. **How will the noise of the Red Line be managed?** CATS will review noise mitigation in future phases of design.
7. **What is the anticipated usage from the Davidson area? Is there a cost per rider estimate?** Upcoming ridership projections will show the projected ridership in the Davidson area. CATS does not have a cost per rider estimate at this time.

Davidson Station questions

1. **Is it an option to build a parking deck where the Linden Mill is now?** Given the Brownfields agreement in effect for the Linden Mill property, asbestos on site is currently capped. A parking deck is permitted under North Carolina's Brownfields agreement.
2. **Is there a way to incorporate the existing Depot Station in the new Davidson Station?** The Town thinks this is an excellent idea and has relayed this information to CATS and their consultant team.
3. **Have the impacts on Davidson's tax base been analyzed for sites B & C (loss of private development that generates tax revenue)?** The pros and cons of the different options will be analyzed further during the station area planning phase.
4. **How advanced are conversations with locations not owned by the Town of Davidson?** Conversations with the owners of Sadler Square and the Linden Mill have not advanced beyond each owner stating that they would be "open to a conversation."
5. **With option C, can the parking structure be placed on the Linden Mill property?** Given the Brownfields agreement in effect for the Linden Mill property, asbestos on site is currently capped. A parking deck is permitted under North Carolina's Brownfields agreement.
6. **Can the Linden Mill truly be remediated to be useful?** The property owner has plans to redevelop the property using the existing buildings. See [project page](#).
7. **Has the Town sought input from the historically Black churches affected by options B & C?** The Town has sought input from all residents through a variety of public engagement sessions, times, and locations –including the Ada Jenkins Center.
8. **Has the Town sought input from students (CMS, Davidson College)?** The Town has met with Davidson College leaders who remain supportive of the project as well as Davidson College students who would like the Red Line to be completed as soon as possible. The Town has not met with CMS to directly discuss the Red Line.
9. **Will Davidson have input on station design? And not just a consistent CATS station.** Absolutely. The Town has conveyed to CATS and their consultant team that the Davidson station needs to be designed in a way that represents Davidson uniquely.
10. **Will Griffith Street be widened?** There are no plans to widen Griffith Street.
11. **Will there be one or two sets of tracks in Davidson?** The line will be designed as a single-track with variable double tracking to allow for passing trains or freight traffic.

General questions

1. **Are there any studies from other places who have done this?** There are approximately 30 commuter rail operations in the country.
2. **Is freight service still possible on this line?** Yes, Norfolk Southern has reserved the right to utilize the tracks for freight service.
3. **Will a Greenway path along the rail line be included in the planning?** The Town has shared with CATS that we believe multi-use path connections to the station to be integral components of the plan. The SEAM trail is currently in the planning phase.
4. **Will bikes be allowed on the train?** Yes, there will be designated spaces on the train for bike storage.
5. **Can CATS coordinate conversations with Police, Fire, and CMS to proactively start discussing and planning for increased service needs?** CATS is working with all its partners to discuss changes in service needs.
6. **Are bus, rapid transit, and rail not mutually exclusive, correct?** That's correct. They can all operate independently but work best when they operate within an integrated mobility network.

C. Survey Responses

At the conclusion of each presentation, a QR code was provided that linked to a five-questions survey on the town’s Red Line project page. The survey was also pushed out to the public via social media and remained accessible until February 28. The purpose of the survey was to glean additional information from residents –specifically, what is important in identifying a station location and why; what amenities would attract ridership; what is important to see in a Davidson station; and what would make a transit station “uniquely Davidson.” Survey respondents were also given an open-ended question to share any additional comments. All responses to each individual survey question are captured below.



QR code used for survey.

1. What is important to you in identifying a station location and why?

- Traffic. I feel strongly that this entire train system is going to be way bigger than anyone can imagine. The traffic and lack of parking around these stations is going to completely overwhelm the town of Davidson.
- Traffic patterns
- TOD potential and shared parking
- Traffic impact
- Based on previous missteps with West Davidson, impacts on housing and historic sites is needed to be fully considered. Sadler Square will rehash old traumas.
- Easy to access and safe
- Open at night in safe location
- Adequate parking; nix idea of fire station on Griffith and use that space for needed amenities near rail line
- Whatever location that will get this project up-and-running as soon as possible should take precedent.
- Minimizing traffic and road closures through town. I think using the existing tracks is a terrible idea. It is too close to town. Every time a train goes by, the road will be closed and traffic will have to wait and back up. I think a station should be far from the center of town, so there is room for parking. And room for additional parking when it will outgrow the initial parking that will be built at the beginning.
- Accessibility for walkers and bike riders
- Parking, proximity to downtown, safety.
- Ensuring people can walk to it. It would be a dream to go from here to Charlotte without ever touching a steering wheel.
- Accessibility, does not impede traffic.
- I mean there's really 3 different things at play here: first development, I think that this creates a great opportunity to create a true business district. Places to live, work, and play, with perhaps only needing one car rather than two or even going completely car-

free in extreme cases. But there's also accessibility to existing uses, you want people coming up from Charlotte to eat at Kindred and walk around downtown Davidson, while making it easy for students to go around to other towns and down to Charlotte. The third thing is really local vs. drive in ridership. To be honest, I don't know what this is gonna look like, but it really determines a ton here. If you need a huge parking lot, then fine, make sure it doesn't interfere with the town, and maybe you can also double-use that parking for new developments around. But if people are mainly walking and biking, having it as close to downtown as possible is optimal. Just things I'm thinking about.

- Minimizing impact on travel within the town of Davidson. Specifically, avoiding reduction of east-west pedestrian, bicycle, and vehicle paths (Beaty, Delburg, Griffith, Depot).
- Parking, Access to Old Downtown and Convenience
- Ease of access to site
- Impact on local businesses
- Safeness of parking
- Save time
- Access to a major road and plenty of parking, so it will be well used
- Congestion
- There should be free and adequate parking areas near the station for those driving to the station.
- Close to downtown, ability to walk, drive or bike there. Safe and secure location. Covered waiting areas near platform. Family friendly. Minimal impact to existing roads and traffic
- Walking distance to main street, a historical space would be great if possible and ideally not requiring any trees to be cut down or too large parking area
- Multi-modal accessibility and integrations with the town's ambiance
- Walkability
- There is no good place for a station and parking lot in the town of Davidson in my opinion.
- Access for all members of the community. No more gentrification, use spaces that do not displace residents
- Convenient but not an additional impediment to traffic through the center of town
- Making sure the station is easily reached by Davidson College students. Options A and B are more likely to be used by Davidson students than option C.
- Central location. Easily accessibility via foot, bike or auto with ample auto / bike parking. It also makes sense to use land already owned if available (ie: fire station location)
- Not disrupting current businesses, residences, flow
- Walkability

- That it would be walkable/bikeable and help support infill growth in/around downtown Davidson.
- Parking
- Ease of access & adequate parking. If it's too difficult to get to the station at certain times, I would avoid using it. Also, there are no means to get to downtown Davidson from Davidson Pointe except Uber/Lyft, so I would have to drive to the station and park
- Close to parking and shopping options
- Ample adjacent parking, remote location so as not to impact critical thoroughfares.

2. Are there any amenities that would attract you to becoming a user of commuter rail?

- The train should run between the lanes of I 77. Parking lots/ structures should be built away from small town centers.
- Bathroom
- Shared mobility including car share
- Convenience
- Working with Davidson College to offer monthly passes for faculty, staff and students to ensure more use and fulfill college needs.
- Comfortable space; attractive
- Just a simple station near stores and restaurants
- safety; ability to get to destinations in downtown/uptown Charlotte
- Ideally, we could pay with an app from our phones. Also, having ample parking nearby is important.
- Lots of free parking. Easy in and out. Maybe some type of safety system that only allows users of the train to park there. Electronic fare collection, so you can quickly and easily board the train. Connect the train to the airport.
- Comfort and speed
- App showing real-time location of train (with updates on any delays), ability to bring bike on board, secure and covered place to lock up bike if not bringing onboard train, students ride free/discounted.
- Frequent service and a monthly subscription pass that's under \$40/month. I'd love to take the morning train to Charlotte and come back to Davidson at 10pm on a Saturday. Not just during work hours or weekdays!
- None
- As a student, being frequent and reliable and having the stations well located and developed around in neighboring towns, not just in Charlotte, is really important to me.
- Commuter rail does not meet any routine travel needs for me.
- EV chargers, restrooms, plenty of parking
- Coffee service. Local historical info

- Adequate parking nearby
- Travel
- Food stations
- Safety, cleanliness and beverage sales at station or on train
- Safe, secure, indoor waiting areas near platform, bathrooms, refreshments,
- I will definitely use the rail as long as it's a direct line to downtown without too many stops!
- Ample and affordable parking for town residents
- Parking, Shuttle to station, Walkability, Proximity to downtown
- No. Also, As a resident for 8 years no one I know goes into Charlotte frequently. I lived on Kimberly Rd and now downtown Davidson and no one commutes to Charlotte.
- Longer hours to travel before/after work; Discounts/ passes for students and staff of the college
- Comfortable, clean station with seating, coffee shop in the AM
- I plan on becoming a frequent user no matter what!
- Seats, reasonable fess, favorable uptown destinations, restroom availability at station
- Climate controls
- Walking distance of campus
- Frequent headways
- Quickness to Uptown
- Wi-Fi on the trains/at the station (cell signal is often bad downtown) & adequate parking
- Nice restaurants and shops within walking distance of station
- Comfortable rail cars, on-time service

3. What do you want to see in a Davidson Red Line station?

- The tracks cannot go through town. We cannot have red lights every time a train goes through town. Traffic will be a nightmare. It will ruin our small town.
- Bathrooms, easily walkable
- Shared mobility including cars and bikes
- Free to low-cost parking, Wi-Fi, and clean/safe station
- Pedestrian friendly
- Convenient but not overwhelming town
- restrooms; nice waiting/seating areas
- Ample parking, and ideally an indoor waiting area, perhaps with some retail stores (e.g. - coffee shop).
- The station should be away from town, so it doesn't create traffic in town. Parking - lots of it. Elevated tracks so it doesn't block streets in town.
- Interior waiting room with washrooms

- Covered bike parking, a clean restroom, a play structure for kids (to pass the time while you wait), EV charging, dedicated parking for the Red Line, as parking in general in Davidson is tough to come by.
- Non-hostile benches, easily accessible, trash/recycling, maybe an indoor waiting room.
- Newsstand, snacks, coffee/drinks
- It should fit with the town, be accessible, ideally close to the college and the downtown, and be well-developed around. If it feels like it's only a park-and-ride, that would really be a missed opportunity in my opinion.
- Smallest possible footprint. Commuter parking in Mount Mourne or elsewhere.
- Historical info, town info
- Uncertain
- Easy access and safety
- Bakery
- Bike racks, parking, restrooms
- Easy access and parking
- Match local downtown architecture. Unique space, connect to other modes of transportation. Nearby local shops and restaurants.
- Clean bright space with seating area, ticket machine and transparent train schedule
- Safety, shelter from the elements, architecturally compelling,
- Shelter, safety, convenience
- None
- Sustainability, food/coffee availability, accessible bathrooms, easy purchasing (kiosks), entertainment of some kind
- See answer to question #2
- Lots of public art and an aesthetically pleasing, classic look.
- I envision something small scale structure similar to Kannapolis amtrack station. Small enclosed station or at least covered areas with bench seating and access to ample parking and restrooms.
- Not building a huge parking lot or garage that will take away from the charm of town
- Benefits for taxes
- 1. station that is visually welcoming and enhances the area around it. 2. Covered areas to protect from rain or sun while waiting. 3. Ample bicycle parking that is easily accessible.
- Bathroom
- Not sure beyond what I've answered above
- Comfort and safety
- Unobtrusive location

4. What in your opinion would make a transit station uniquely Davidson?

- A small little train sharing one track is not going to work for commuters. It will balloon quickly to require 2 tracks (one each way) and we won't have space. Don't even start this project here and waste time and money.
- Walkable
- Walkable
- Considering it's history
- Public art; trees
- Looks like the rest of town center
- small library branch or bookstore
- Something quaint that matches the downtown stretch of Davidson in architecture and design.
- I think you are way ahead of yourself in this one. You have so many more issues to address before you start talking about the aesthetics of a station
- Architectural look
- Matching the brick look in/around town/campus, integrating perhaps some elements of being a college town/home of the Wildcats into the station art.
- Graphics showing Davidson community leaders and maybe graphics from the college. Nothing too minimalist -- make it a space that people want to be in! That said, money spent on function and service is more important to me truthfully.
- Only let Davidson residents embark and disembark
- It should reflect the architecture of the college and the town, ideally red brick or utilizing the historic depot, fitting directly into the fabric of the community and being well-connected via bike and pedestrian-accessible trails and paths.
- No more than 3 stories. Minimal retail space since existing town retail has not been fully rented in my 17 years living here.
- Proximity to old Downtown / Main Street
- Looks like current architecture, town and college memories
- A station that fits into the unique appearance of downtown?
- Blend with the architecture of the town
- Connect people to our lovely town
- Historic photos and murals; wildcat footprint
- Architecture. Use of color. Walkable.
- Maybe some historical information, especially if it's in the old depot!
- Reflecting the town's ambiance, history and Davidson College
- Davidson branding is unimportant.
- My opinion is that what makes Davidson unique, the reason people want to be here, is opposite of what the light rail would bring
- Branding (red/black; like Norman, Steph Curry like the exit 30); local advertisement for stores/sales

- Charm, personality
- Again, lots of public art and an aesthetically pleasing, classic look.
- Historical architecture w/ red brick with nods to both college and Davidson history.
Simple but beautiful landscape
- Charm
- Keeping Davidson historic and accessible
- Excellent architecture and a building(s) that create a distinct space.
- Small coffee shop
- Maintaining the small-town look and feel of Davidson; also, possibly having pictures/signage/descriptions of the history of the location and/or of the Town in general.
- Something that keeps to the history of town
- The look/feel of the station itself

5. Please share any additional comments for Town Staff in the space below.

- If this is already going forward. You will need elevated tracks or underground tracks and large parking structures. Save our small-town vibe. Please. Please. Please.
- Make it a fully service mobility hub
- West Davidson and historic traumas must be considered.
- My main concern is that we lose our small-town feel.
- Please get rid of fire station idea; we just spent money to refurbish a fire station that is right down the street. What do studies show about increased crime along commuter rails?
- The missing element in the conversation at the moment is urgency. It is not OK to blame the Federal government or any other reason for delaying this project which has already been discussed for 27 years. Let's update the design, pass the funding bill, and just get it done asap.
- I think you are confusing a commuter train with a train for occasional trips to charlotte. A commuter train/Davidson station is not just serving the residents of Davidson. As Mooresville, Statesville, Kannapolis continue to grow, those residents will want to use the train too. They will drive to Davidson, or Mount Mourne, and park there to take the train to Charlotte. They will quickly fill up the Davidson parking spots, so there are no spots left for Davidson residents. You will need way more trains and tracks. This little train project will be overwhelmed in 5 years. Maybe 10. You need to plan for 10/20 years out when the population growth will have doubled.
- How will costs be shared among towns if any given station(s) is disproportionately expensive?
- We're excited to see commuter rail come to town and hope that the referendum to fund it passes. As the LKN area continues to grow (and traffic continues to get

worse), focusing on how the rail is good for the wallet, the planet and travel times will be crucial in getting the public on board.

- The more frequent the service, the easier it is to use, the more likely we will use it. It will pay off in dividends for everyone, even if you don't use the train. Fewer cars means the traffic can really improve, and people who can't/don't want to drive aren't restricted by poor sidewalk infrastructure.
- Red Line commuter rail is another opportunity for Davidson town folks to make a good, better, or best choice to and from Charlotte.
- The old Davidson Depot is currently being used by the college and run by the student radio station as a unique space for student band practice. If the space was to be bought back from the college, I think it could be replaced, but it's something to consider. Something I haven't heard a lot about, but also might end up being deeply important to the station, especially if the fire station site is chosen, is the college greenway. It has a history of displacement, and I believe that its current state doesn't honor that history at all. I think that development of the station should be combined with thoughtful use of that "greenway" space.
- I am skeptical about the transportation benefit of the Red Line and the ability of CATS to operate it. The CATS track record on the Gold Line and bus ridership is poor. My perspective is that the Red Line is primarily a real estate initiative. In Davidson, I think it will worsen traffic since it will adversely affect east-west travel (Griffith to Concord Rd, for instance) and will generate more traffic on Main Street than it will eliminate.
- Davidson
- Safety for seniors
- Great idea! Congratulations!
- How can the project be accelerated? I feel like it is a stretch to see this project completed since it has been 20 years already
- A commuter line would be greatly beneficial to Davidson residents who do not wish to drive to Charlotte or are unable to do so.
- Please consider residents of East Davidson and how they would access this station. Need greenway from eastern neighborhoods to downtown Davidson and/or Cornelius
- Consider the station not just a means for residents to go somewhere, but as a hub for people wanting to visit Davidson
- None
- Mooresville is opposing the line. So, if we are the end point, everyone is going to come here that would want to use it from the north. Why would Davidson want all of this congestion, noise etc.? The light rail should go to where the lake starts. In Huntersville, where there's more unaffected residence like near the car dealerships are off exit 23.

- Get this done. It will be amazing for everyone!!!!
- This is very exciting!
- Cleanliness
- Parking will be critical
- My only concern would be the possibility of additional crime; police augmentation would likely be required.

D. Live Polling Data

Planning staff has used the interactive live polling Mentimeter platform for several public information sessions and/or engagement opportunities in the past. It provides a snapshot of what types of residents are in attendance and what is their respective familiarity with the topic. We incorporated Mentimeter into each of the Red Line public information sessions asking six questions:

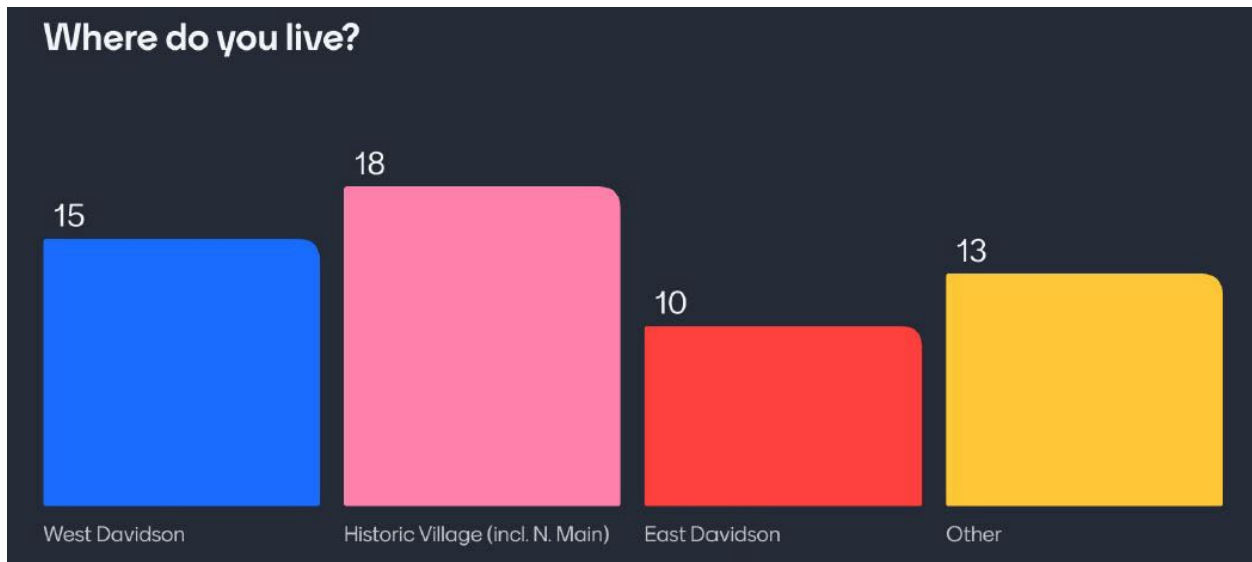
1. Where do you live?
2. What's your experience riding mass transit (i.e., trains)?
3. How do you feel about transit?
4. (Rank) What's important to you when considering using transit?
5. (Rank) What's important to you in identifying a Davidson station location?
6. (Word Cloud) What would make a transit station "uniquely Davidson?"



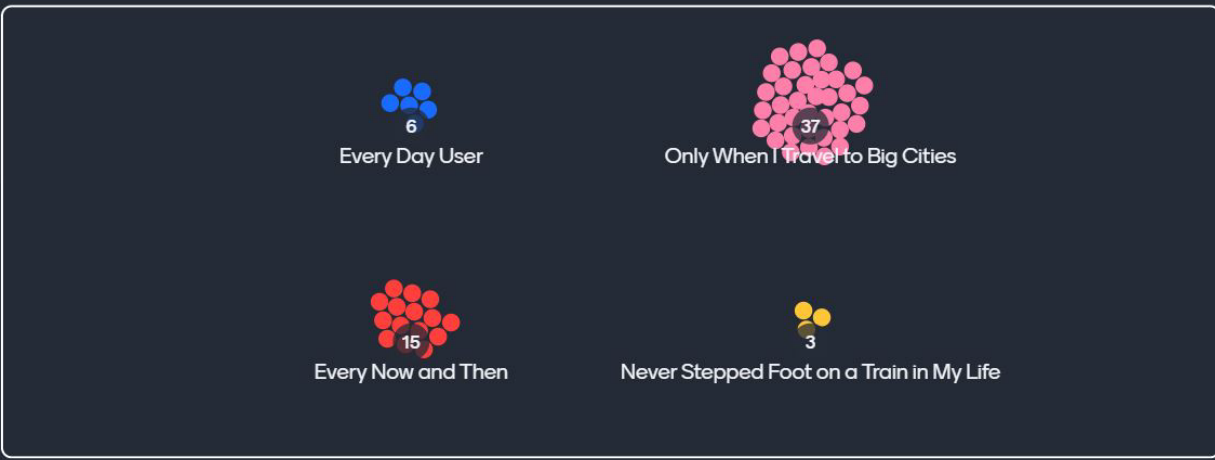
Planning Director Jason Burdette presents live polling data at The Hurt Hub

Despite some technological difficulties with Mentimeter during the presentation at Hopewell Baptist, interactive live polling data for all public information sessions is captured below.

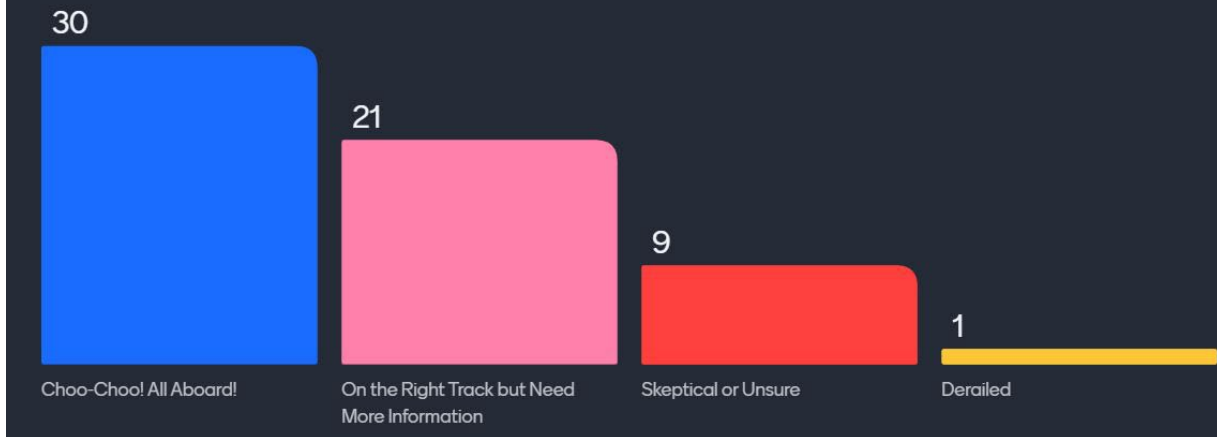
The Hurt Hub @Davidson



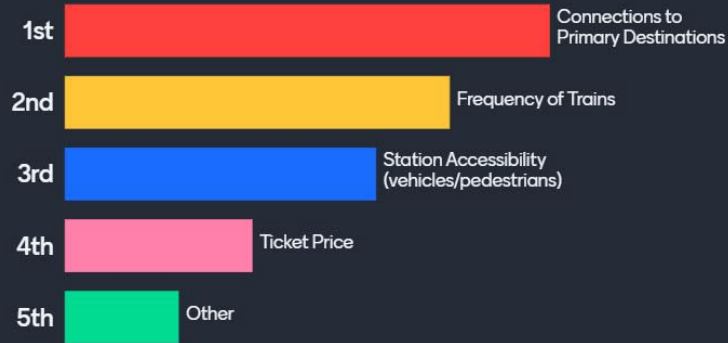
What's your experience riding mass transit (i.e., trains)?



Which response best describes how you feel about transit?



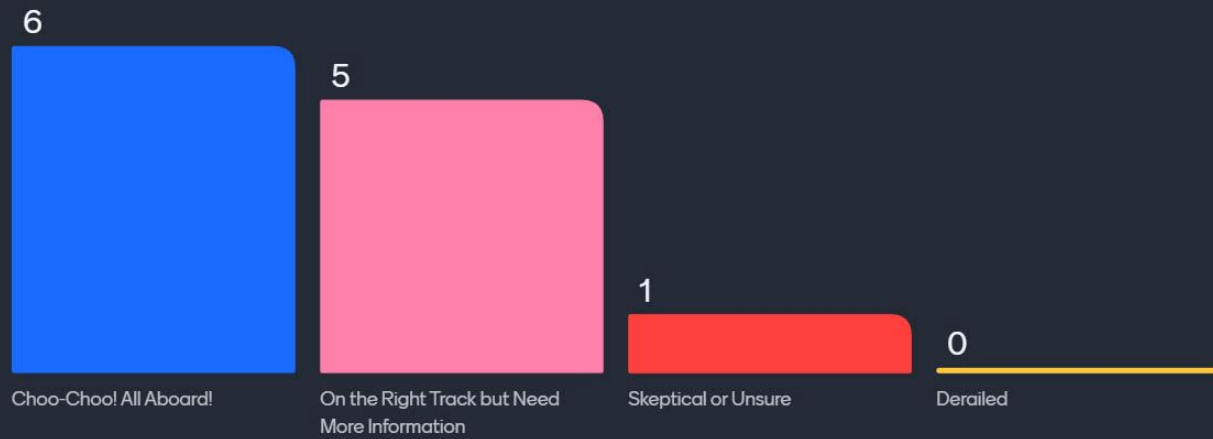
Rank what's most important to you when considering using transit?



Rank what's most important to you in identifying a Davidson station location?



Which response best describes how you feel about transit?

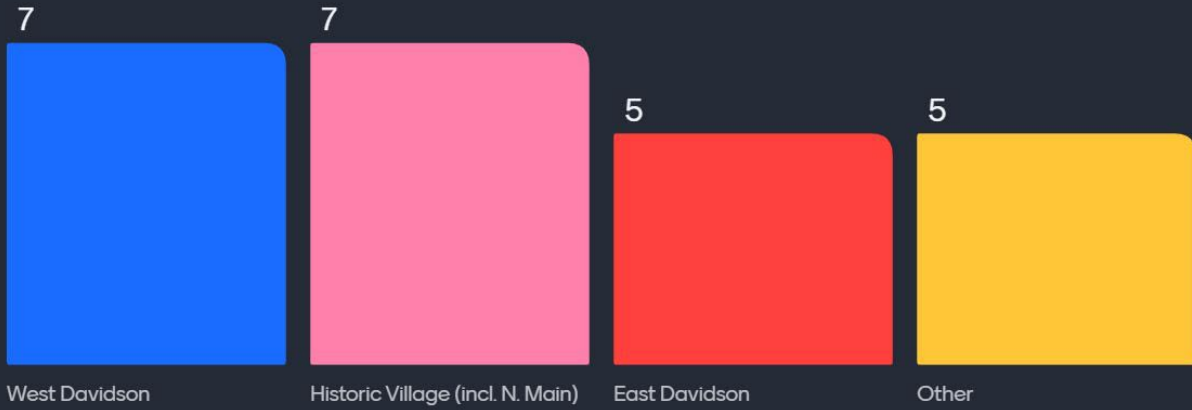


What would make a transit station "uniquely Davidson?"

23 responses



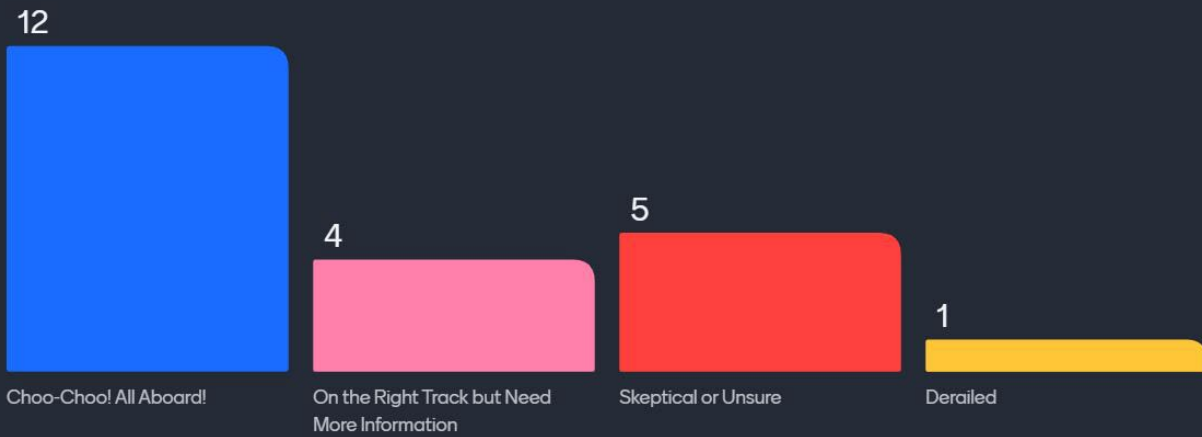
Where do you live?



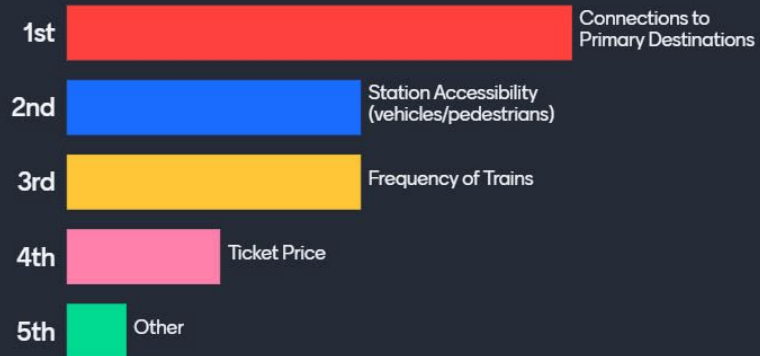
What's your experience riding mass transit (i.e., trains)?



Which response best describes how you feel about transit?



Rank what's most important to you when considering using transit?



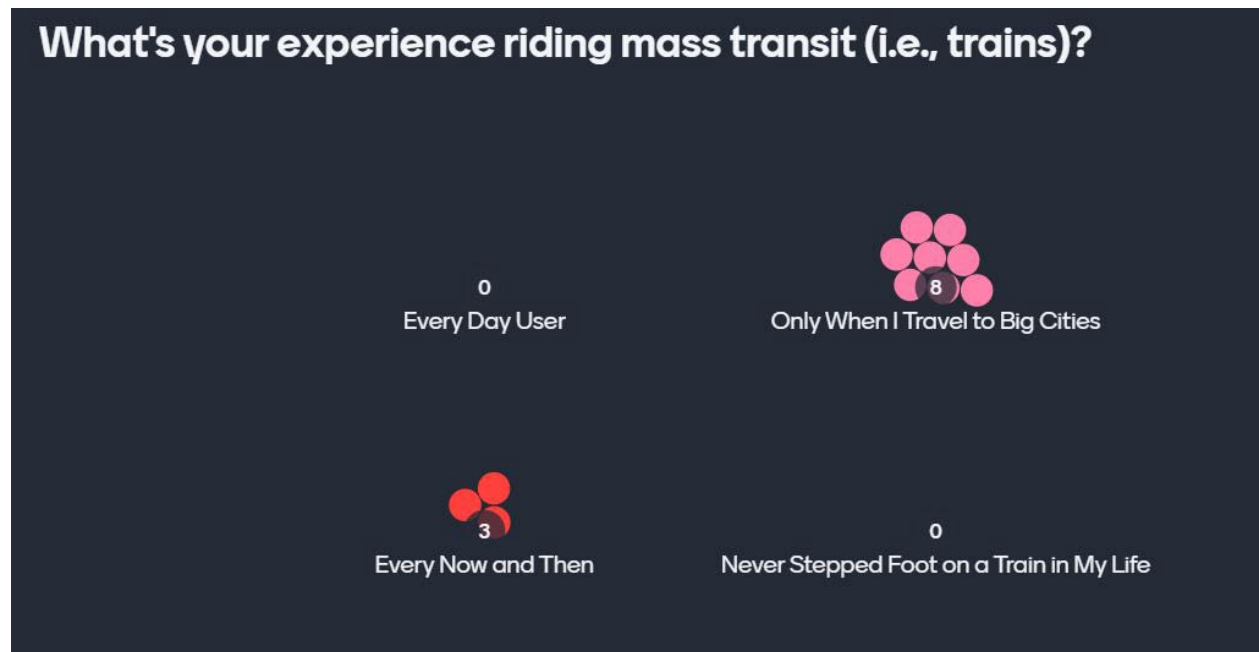
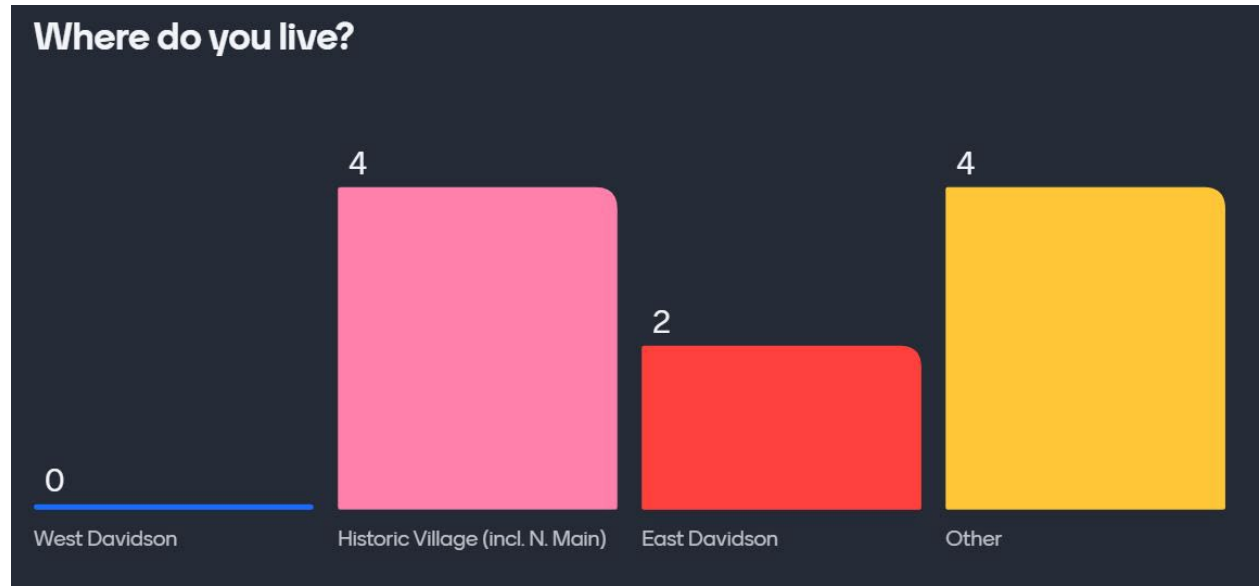
Rank what's most important to you in identifying a Davidson station location?



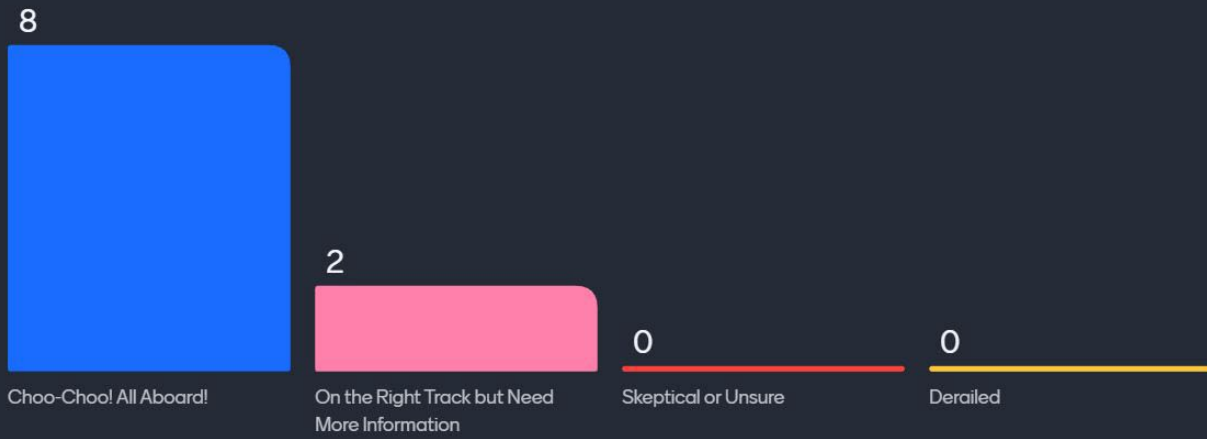
What would make a transit station "uniquely Davidson?"

18 responses

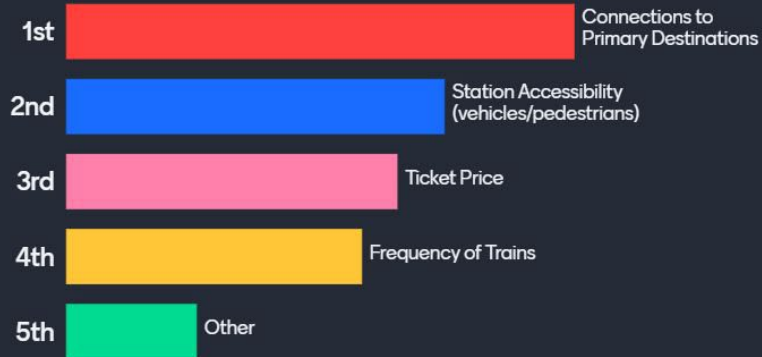




Which response best describes how you feel about transit?



Rank what's most important to you when considering using transit?



Rank what's most important to you in identifying a Davidson station location?



What would make a transit station "uniquely Davidson?"

6 responses

walkability
access
steph curry
steph curry pictures
accessibility
charlotte access

E. Additional Resources

There are plentiful online resources to find additional information about the Red Line Commuter Rail project and next steps. Some additional project resources include:

- **CATS Red Line Commuter Rail website:** <https://www.charlottenc.gov/CATS/Transit-Planning/Red-Line>
- **CATS Public Engagement:** <https://publicinput.com/redline#tab-48702>
- **Metropolitan Transit Commission (MTC):** <https://www.charlottenc.gov/CATS/Get-to-Know-CATS/Board-and-Committee/Metropolitan-Transit-Commission-MTC>
- **Red Line Commuter Rail StoryMap:** <https://storymaps.arcgis.com/stories/78fd4ac44d63422c9d6c00bfae0bc996>
- **Town of Davidson Red Line project page:** www.TownofDavidson.org/RedLine



Red Line Commuter Rail: Public Engagement Report

Jason Burdette, AICP
Planning Director
March 25, 2025

Presentation Outline

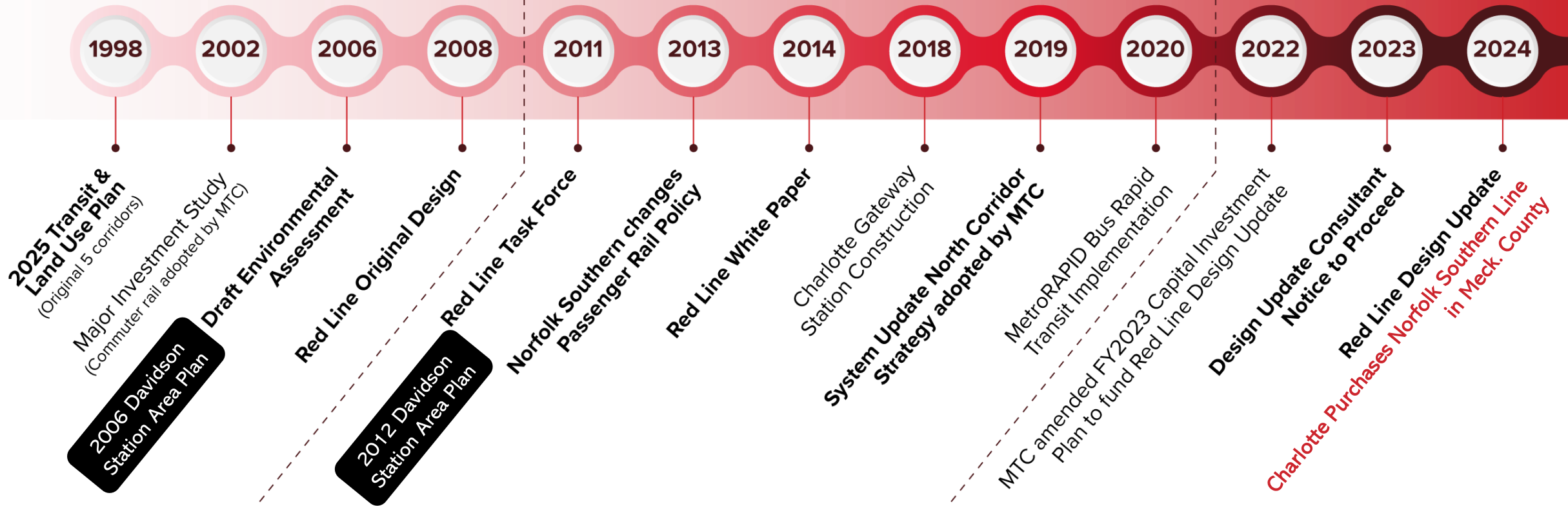
- Brief Red Line Commuter Rail Project History
- Purpose/Scope Red Line Design Update
- CATS Public Engagement Efforts
- Davidson Site Options
- Four Davidson-Specific Public Information Sessions + Meeting Structure
- What Did We Hear From the Public?
- Next Steps

Red Line Project History

Traditional Approach

Alternative Funding & Related Projects

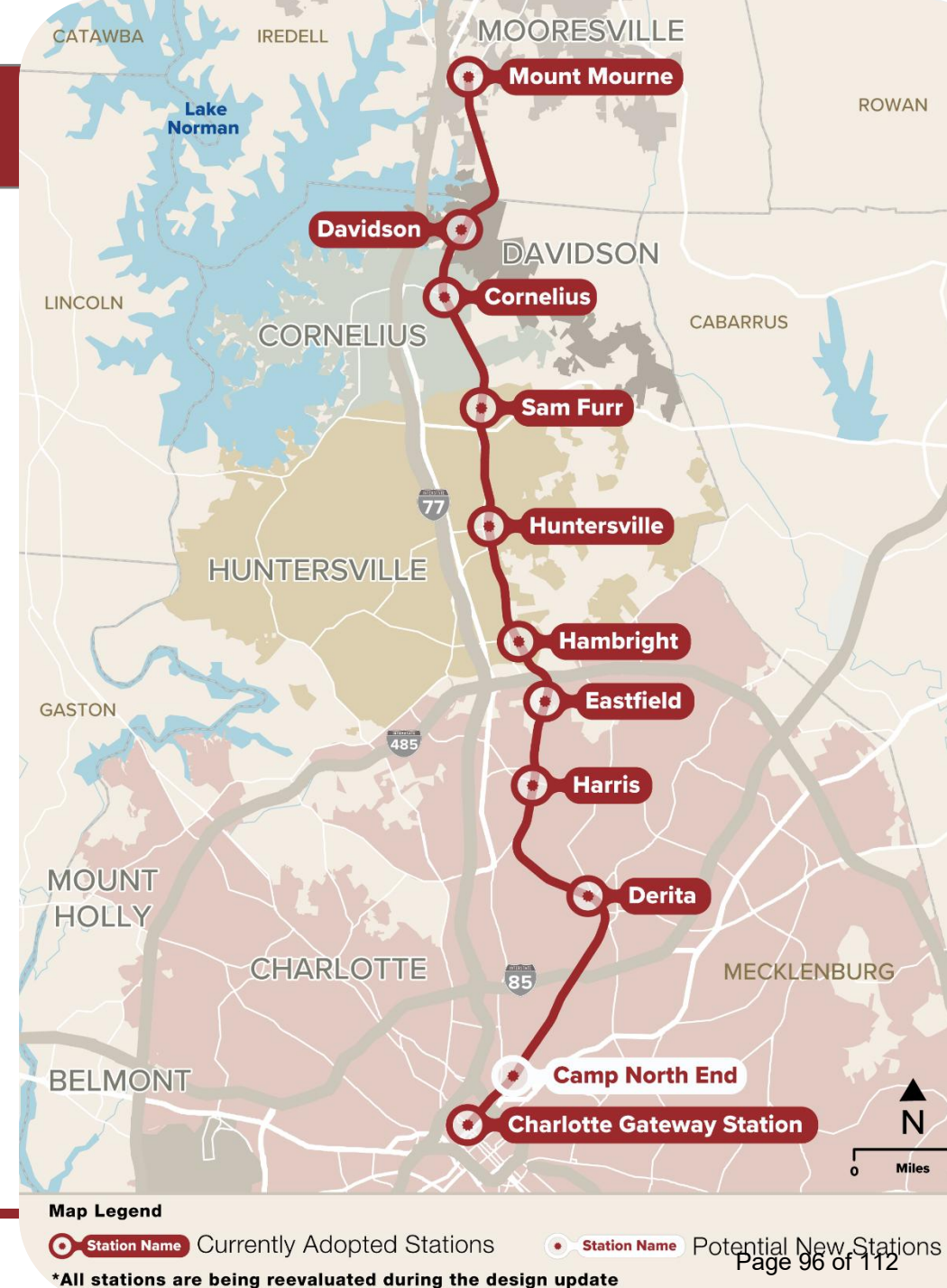
A Path Forward



Red Line Design Update Scope

The first phase of the Red Line Design Update will be completed by early 2025. It will focus on:

- Public involvement and stakeholder coordination
- Updating the previous design from 2008
- Assess the previously identified station locations
- Reevaluating vehicle technologies and frequency of service
- Providing an updated cost estimate
- Get to 15% design



CATS Public Engagement Efforts

SPRING 2024

- Virtual Public Meeting: (Wed., Apr. 10, 6:00 pm)
- In-Person Meetings:
 - Davidson Library (Tues., Apr. 16, 6:00 pm)
 - Huntersville Library (Thurs., Apr. 18, 6:00 pm)
 - Sugar Creek Library, Charlotte (Sat., Apr. 20, 10:00 am)

FALL 2024

- Virtual Public Meeting: (Tues., Oct. 8, 5:30 pm)
- In-Person Meetings:
 - Charlotte (Mon. Sept. 30, 5:30 pm)
 - Cornelius Town Hall (Thurs., Oct. 3, 5:30 pm)
 - Waymer Center, Huntersville (Thurs., Oct. 10, 5:30 pm)



CATS Public Engagement Efforts

FALL 2024 (cont.)

- Davidson Connections (Thurs., Sept. 5)
- Davidson College “Listening Session” (Thurs., Sept. 26)

Davidson Residents	Davidson College	Davidson Businesses
<ul style="list-style-type: none">▪ Sidewalk Access & Trail Connections▪ Bus/Transit Connections▪ Crosswalk Improvements▪ Rideshare and MicroTransit Pick-Up/Drop Off▪ Parking Structures▪ EV Charging	<ul style="list-style-type: none">▪ Very Excited▪ When Does It Start?	<ul style="list-style-type: none">▪ Very Excited▪ Retail Businesses Could Support Additional 1-cent Sales Tax▪ Major Employers Support the Red Line

Station Options

Current Station Options

Site A: Fire Station

- North of Griffith Street
- Owned by Town
- Proposed future Fire Station #1

Site B: Sadler Square

- South of Griffith Street
- Owned by Piedmont Capital
- Currently under renovation

Site C: Linden Mill/Jackson Street

- Jackson Street alignment
- Owned by Linden Mills LLC
- Future Redevelopment
- Brownfield site

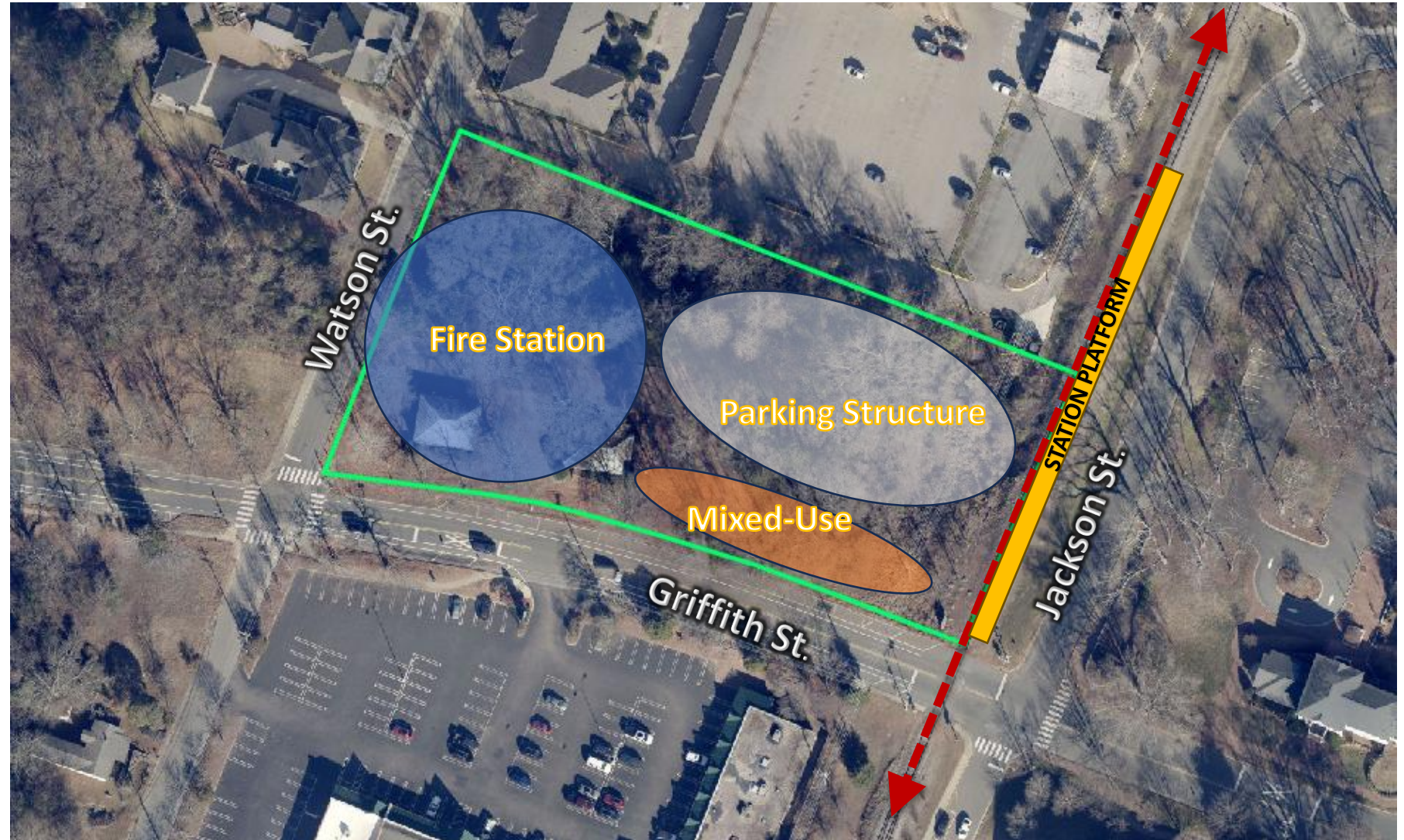


Station Option A: Fire Station Site

SITE SPECIFICS

- Town-owned site
- Co-located with future Fire Station
- Parking Structure (Lined)
- Mixed-Use Building
- Primary frontage streets
- Potential direct financial benefit to Town/taxpayer

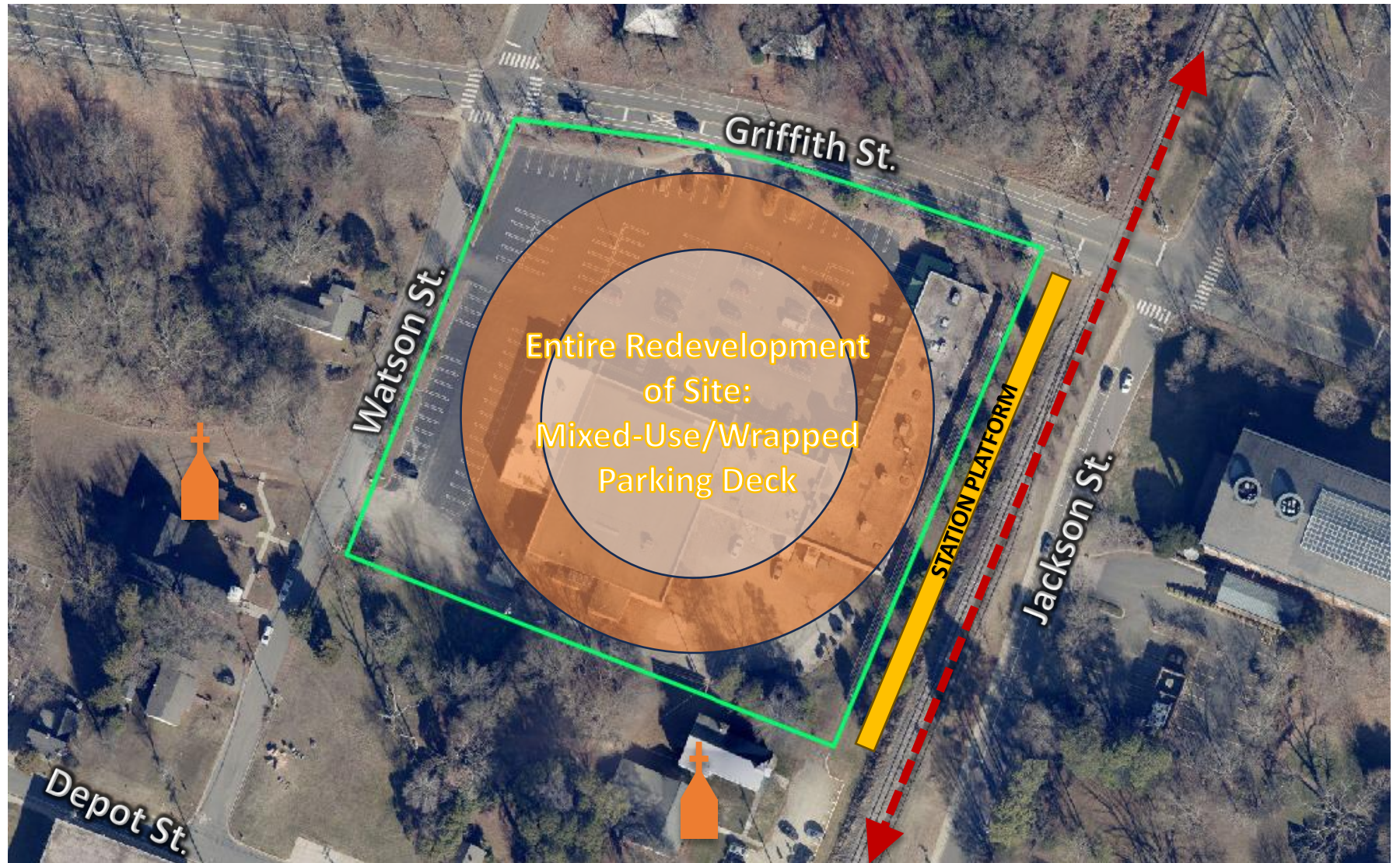
* *Current preferred option*



Station Option B: Sadler Square

SITE SPECIFICS

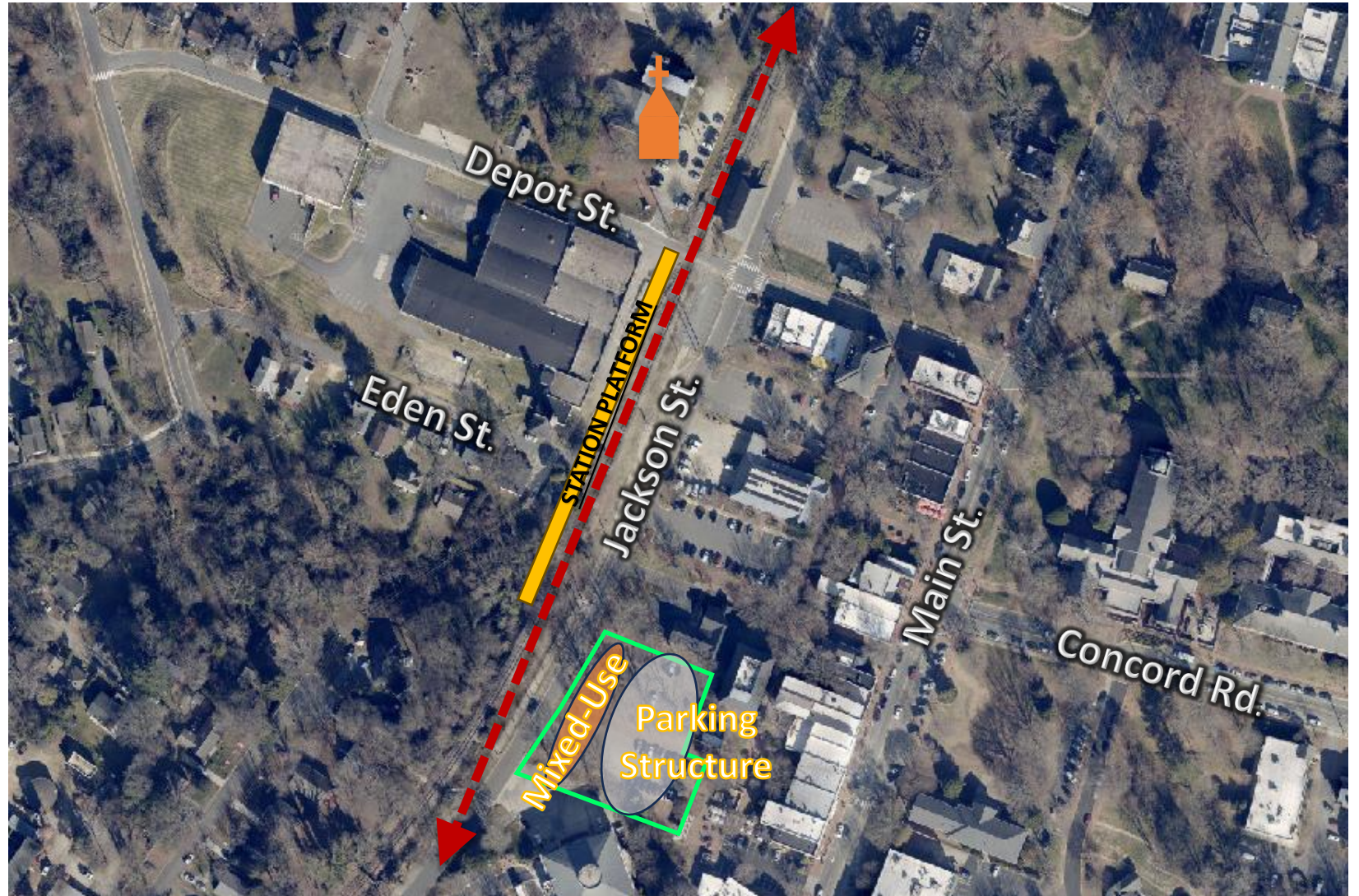
- Owned by private entity; currently getting a “facelift”
- Wholly dependent upon collaborative partner
- Requires complete redevelopment of site
- Parking Structure (wrapped)
- Multiple mixed-use buildings (higher densities)
- Primary frontage streets
- Potential econ. development benefit to Town/taxpayer with redevelopment
- Asbestos presumed to be on site (never tested)



Station Option C: Linden Mill/Jackson St.

SITE SPECIFICS

- 2008 station location based upon increased densities
- Station: Linden is a brownfield
- Town-owned land
- Parking Structure (wrapped)
- Mixed-Use building
- Jackson/Depot: secondary streets
- Distance between station platform and parking
- Potential direct financial benefit to Town/taxpayer
- Traffic/parking would compete with existing downtown demand
- Local Historic District



Davidson Public Engagement Efforts

WINTER 2025

○ In-Person Meetings:

- Hurt Hub @Davidson (Thurs., Jan. 30, 6:00 pm)
-Live Streamed on YouTube
- Hopewell Baptist Church (Thurs., Feb. 6, 6:00 pm)
- Ada Jenkins Center (Wed., Feb 12, 11:00 am)
- Davidson College DCI (Wed., Feb. 26, 7:00 pm)



Purpose/Structure of Public Information Sessions

Purpose

- Share information about:
 - Red Line project history and Design Update scope
 - Three Davidson station location options
 - Station evaluation criteria
- Solicit feedback on station locations & criteria
- Collect info to share with Board
- This is not a vote on Options A, B or C

Structure

- Presentation with interactive Live Polling breaks
- Capture questions on comment cards
- Staff will collect and facilitate Q&A at the end
- QR code for online survey
- 1:1 questions after presentation



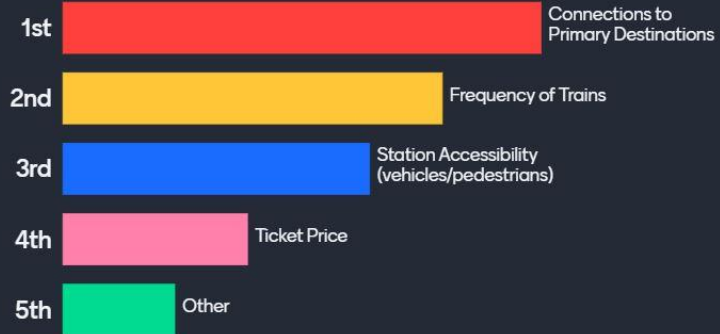
Davidson Public Information Session

LIVE POLLING QUESTIONS

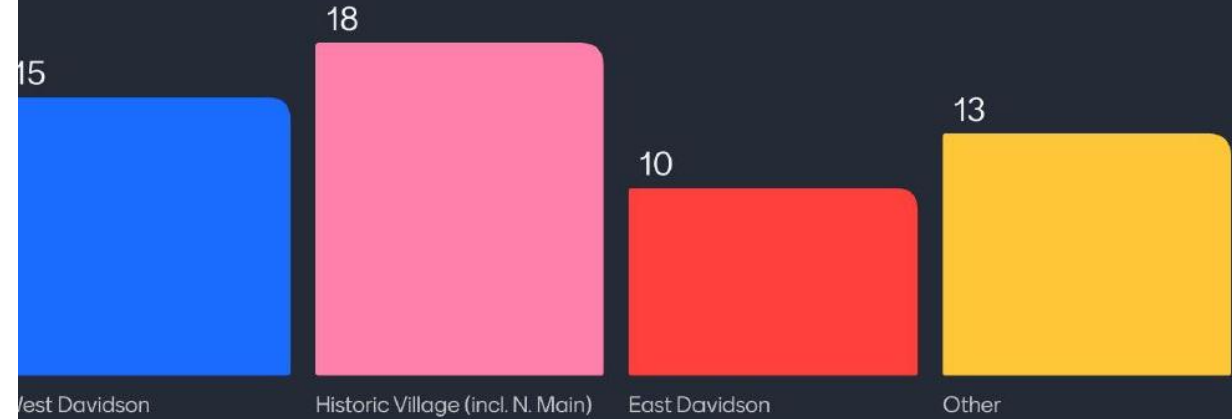
1. Where do you live?
2. What's your experience riding mass transit (i.e., trains)?
3. How do you feel about transit?
4. (Rank) What's important to you when considering using transit?
5. (Rank) What's important to you in identifying a Davidson station location?
6. (Word Cloud) What would make a transit station "uniquely Davidson?"



Rank what's most important to you when considering using transit?



Where do you live?



What's your experience riding mass transit (i.e., trains)?



Which response best describes how you feel about transit?



Davidson Public Information Sessions Survey

SURVEY QUESTIONS

1. What is important to you in identifying a station location and why?
2. Are there any amenities that would attract you to becoming a user of commuter rail?
3. What do you want to see in a Davidson Red Line station?
4. What would make a transit station “uniquely Davidson?”
5. Please share any additional comments you might have.



NOTE: Survey active Jan. 30 – Feb. 28

Davidson Public Information Sessions

ENGAGEMENT DATA

- Four Events
- In-Person Attendance
- Livestream Attendance
- Social Media
(Views/Reactions/Comments)
- Website Views
- Survey Responses
- YouTube Viewers



RED LINE

PUBLIC ENGAGEMENT REPORT

4 EVENTS

100

IN-PERSON
ATTENDEES

75

LIVESTREAM
ATTENDEES



817
SOCIAL
MEDIA
HITS



1738

RED LINE
WEBSITE VIEWS

40
SURVEYS



135
YOUTUBE
VIEWERS

2909
TOTAL
TOUCH
POINTS

Engagement Feedback

EXCITEMENT

- How can this project be accelerated?
- Most respondents fell into the “Choo Choo, All Aboard” or “On the Right Track, Need More Info” categories
- Comfort Amenities (Bike Racks, Rest Rooms, Local Businesses)
- Historic Depot Integration + Complementary Design

QUESTIONS

- Tax Implications/Funding Sources
- Direct connections to Airport/Charlotte Destinations & Operations
- Parking & Traffic
- Noise & Street Crossings

Next Steps (Near Term)

- ❑ **March 2025:** Distribute FAQ responses to all attendees and post Public Engagement Report on the Town website. Legislation introduced at NC General Assembly to authorize voters of Mecklenburg County to determine by referendum the proposed one-cent sales tax for further investment in roadway and public transportation systems
- ❑ **April 2025:** Board of Commissioners takes action to confirm Davidson's preferred station location; Allow CATS to advance to 15% design
- ❑ **November 2025:** If authorized, Mecklenburg County puts referendum on the ballot. *Opportunities for public input and discourse prior to referendum.*
- ❑ **July 2026:** If referendum passes, new sales tax levy would start (40% rail, 40% roadways, 20% bus) → \$3.2m/year for Davidson roadway projects

Questions

