



**Town of Davidson
Planning Board Regular Meeting
Town Hall and Community Center
Community Room 120
251 South Street
Monday, April 28, 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 March 31, 2025, Minutes

Summary: The Planning Board will review and consider approval of the March 31, 2025, Minutes.

V. OLD BUSINESS

a. Oak Hill Ph. 2 Master Plan - FYI

Summary: Principal Planner Trey Akers will provide an overview of the project. The developer and project team will be on hand to answer questions from the Planning Board. No action is required.

VI. NEW BUSINESS

VII. OTHER ITEMS

VIII. PLANNING STAFF REPORT

IX. ADJOURNMENT

MEETING MINUTES

Planning Board

Town of Davidson, NC

March 31, 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: 6:00 p.m.

II. SILENT ROLL CALL AND DETERMINATION OF QUORUM

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

III. CHANGES TO THE AGENDA: N/A

IV. REVIEW/APPROVAL OF THE MINUTES

a. Review/Approval of the February 24, 2025, Minutes:

Motion to recommend approval of the minutes:

- Motion: Rick Pacious
- Second: Mendy McNeel
- Vote: 11-0 (Motion Passed, Absent: Fabrizius)

V. OLD BUSINESS:

- a. **Haley Master Plan – Review & Comment:** Principal Planner Trey Akers recapped the history of the project and highlighted changes since the Planning Board reviewed the project in February 2025. Board members discussed the project with staff and members of the project team, Gaines Hunter (Pulte) and Mary Beth Wortham (Bolton-Menk). Members asked questions about how the proposed woonerf would feel and function. They also recommended that the phasing note ensure that the greenway east of the stream be included in the project. Staff stated that the greenway is a project requirement and the note's language would be verified. Planning Board Chair Shawn Copeland thanked the project team for their cooperative efforts.

VI. NEW BUSINESS:

- a. **Oak Hill Ph. 2 Master Plan – FYI:** Principal Planner Trey Akers and Planner Andrew Golden provided an overview of the upcoming project. The developer, Community Housing Partners, hosted a Community Meeting at the Davidson Town Hall & Community Center on March 6. Staff reviewed results of the live polling conducted at the meeting and discussed the project's envisioned scope, including mobility improvements informed by the Trip Generation Memo. Staff anticipates an application being submitted in early April.

VII. OTHER ITEMS:

- a. **Red Line Public Engagement Summary – FYI:** Planner Andrew Golden provided a summary of the Red Line Public Engagement Report and efforts undertaken by the Town of Davidson and CATS. The report includes the project’s background, station sites and design factors being considered in Davidson, and responses to questions/comments raised by participants through various public feedback exercises. The Planning Board discussed with staff various aspects of the potential project, including pros/cons of each site, station design, and next steps.

VIII. PLANNING STAFF REPORT: N/A

IX. ADJOURNMENT: 7:38 p.m.

- Motion: Sara Cummings
- Second: David Lusk

APPROVAL OF MEETING MINUTES

Signature/Date

Shawn Copeland, Planning Board Chair



STAFF ANALYSIS

Date: April 28, 2025
To: Planning Board
From: Trey Akers, Principal Planner
Re: Oak Hill Ph. 2 Master Plan

1. INTRODUCTION

APPLICANT INFO

- **Owner:** Community Housing Partners
- **Developer:** Community Housing Partners (Joseph Schwenker)
- **Project Team:** Dewberry (John Boris)
- **Location:** 818 Blackwelder Dr. (Parcel ID: 00328260)
- **Planning Area:** Neighborhood Center 1
- **Area:** 3.82 Acres

SUMMARY

The applicant proposes to develop a 46-unit residential development consisting of income-restricted units housed in two multi-family buildings on 3.82 acres. The master plan includes open space areas, a park amenity for residents, and associated parking and 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 February 25, 2025. A copy of the site plan is included as **Attachment A**; full site plan documents are located on the project website, www.townofdavidson.org/oakhillmasterplan.*

BACKGROUND

The total master plan area consists of a single parcel (PID 00328260) bounded to the east and south by existing residential development consisting of single-family detached and multi-family buildings; to the west by underdeveloped commercial land; and to the north by the Iredell County line and undeveloped land that is part of the Trane Technologies corporate campus. Maturing

forest spans the entire parcel, which features a relatively consistent grade as it slopes from north the south.

Beginning in 2023, Community Housing Partners reached out to staff to solicit informal feedback on various site designs. This engagement occurred sporadically until the fall of 2024, when the developer secured Low-income Housing Tax Credit (LIHTC) financing for the project and began working in earnest on Master Plan application documents. In the winter of 2025 staff hosted a Pre-Submittal Meeting and a Transportation Review Meeting with the developer. On March 6, 2025, the developer hosted a Community Meeting at the Davidson Town Hall & Community Center; a Community Meeting Report summarizing the feedback received is available on the [project website](#).

On April 9, the developer 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 46 income-restricted units on approximately 3.82 acres and includes resident amenities, open spaces, and required street infrastructure and connectivity. The following sections offer greater detail concerning specific plan features and Davidson Planning Ordinance (DPO) requirements.

PLANNING AND DEVELOPMENT STANDARDS

CONTEXT

The project occupies a unique location – tucked behind existing development on three fronts and bordering the county line on its fourth. The development pattern to the south and east is set with single-family detached and multi-family buildings interspersed throughout various road stubs and frontages along Blackwelder Dr., Williams Rd. and Beaty Street. Town of Davidson and NCDOT plans to improve the intersection alignment at North Main and Beaty Streets, scheduled for 2029, along with the developer’s ownership of the existing Oak Hill Apartments, enabled targeted transportation improvements to enhance area connectivity for all users – vehicles, pedestrians, and cyclists – alongside an important north-south road connector in western/northern Davidson.

The Davidson Planning Ordinance’s description for the Neighborhood Center 1 Planning Area, which is the applicable zoning for this project, focuses on the creation of commercial nodes providing employment and service opportunities (DPO 2.2.7). Although the description doesn’t mention residential uses, the broad array of building types permitted in Table 2-25 underscores the importance of high-intensity residential dwellings to complement commercial uses in Davidson’s designated Activity Nodes (Comprehensive Plan Pgs. 46-47). Moreover, the Neighborhood Center description on Pg. 53 emphasizes the importance of “transit-support housing with direct pedestrian access to activity centers” that this project represents.

BUILDING TYPES + HOUSING

With its proposed building types (multi-family) and units (1, 2, and 3 bedroom), the proposed development is in keeping with the residential pattern of surrounding properties. The project meets the DPO requirements for height and setbacks with three stories proposed and building orientations along Blackwelder Dr., the primary fronting street, featuring front setbacks of less than 10’. The minimum/maximum side and rear setbacks do not have prescribed values for the multi-family building type.

Although the proposed height of three stories exceeds other adjacent residential buildings, which feature two stories each, the overall development intensity for the Oak Hill Ph. 2 Master Plan is 8-13 units per acre less than the existing Oak Hill Apartments and Davidson Court (see below).

SUMMARY OF DEVELOPMENT INTENSITIES		
Project	Status	Dwelling Units Per Acre
Oak Hill Ph. 2	Proposed	12.04
Oak Hill Apartments	Existing	20.45
Davidson Court	Existing	23.25

The lesser land use intensity is likely due to several factors including the project’s location in the Lake Norman Critical Watershed, which limits impervious coverage, and Post-Construction Ordinance requirements, which mandate a certain amount of undeveloped open space be retained on site to mitigate the rainwater runoff impacts.

Lastly, the project’s use of LIHTC financing means the project will be entirely income-restricted. In other words, the residential units will be designated as affordable housing and available for persons qualified based on their annual income compared to the Area-Median Income (AMI). DPO Table 5-1 outlines the distribution ranges expected and will serve as the basis for developing an affordable housing plan with the developer. Currently, the developer proposes income restrictions ranging from 30%-80% AMI.

TRANSPORTATION: STREETS/CONNECTIVITY & TRIP GENERATION ANALYSIS

Streets & Driveways

The project contains two street/driveway improvements: 1. The extension of the existing Blackwelder Dr. into the site and connecting to the project’s western boundary; and 2. The creation of a driveway connection in the proposed project’s southwest corner to an existing parking lot/driveway at Oak Hill Apartments. Each is important and reflects DPO requirements or the results of the Trip Generation Memo (see discussion below). The Blackwelder Dr. extension contains two 10’ travel lanes and is based on the DPO’s Neighborhood Yield Street. The southwest driveway will likewise feature 10’ travel lanes, which is in accordance with DPO 8.4.7.B/8.7.3, as will the drive aisle connecting Blackwelder Dr. to the project’s proposed parking lots. Critically, it also provides direct access to Beaty St. and an alternative to Shearer Street – important for public safety access and operations as well as general mobility.

As a whole, the project’s proposed 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 network of streets and blocks; and interconnection to existing and future uses.

Trip Generation Memo

The project does not exceed 50 units and therefore did not automatically trigger the Planning Ordinance’s requirement to conduct a Transportation Impact Analysis (TIA). However, all projects over 20 units must participate in a Transportation Review Meeting. In preparation for that meeting the applicant and staff prepared an exhibit of the site and area reflecting various transportation considerations including existing/proposed street widths, access points, non-vehicular connectivity, and future transportation projects. The meeting involved review of the exhibit with a third-party engineering consultant retained by the Town of Davidson. As a result, it was determined that a Trip Generation Memo (TGM) analyzing the project uses, expected trips per day, and proposed improvements would be required. The TGM analysis is included on the [project website](#).

Overall, the analysis indicates that the proposed project will not trigger any of the TIA thresholds listed in DPO 6.10.1. Importantly, the memo considered the project’s income-restricted nature, which tends to result in lower parking demand and trip generation values because fewer residents

have access to automobiles compared to market-rate projects. The memo supported the inclusion of the southwest parking lot connection to improve public safety, operations, circulation, and access for all users. It likewise noted the importance of this facility to reduce the burden of vehicular traffic on Shearer St., which after the completion of the North Main/Beaty Street intersection improvements will experience longer left-hand turn times/queues due to intersection realignment and signalization. Siting the driveway to connect via the existing Oak Hill Apartments' far western parking lot gives vehicular users an option to avoid the intersection entirely (heading west) or to enter Beaty St. at a safer point (heading east) due to the driveway's location further away from the intersection. This also improves choices for pedestrians and cyclists, too.

Additional Features/Multi-Modal Connectivity

The memo also noted the importance of the proposed off-site sidewalk connections. These features will connect pedestrians directly to Williams Rd. and along the existing Oak Hill Apartments' far western parking lot. The latter improvements fill in missing gaps that will enable direct pedestrian access to an existing transit stop along Beaty Street. These facilities create safe connections where none currently exist. This proves true for future bicycle access, too, where the southwest driveway will afford cyclists direct access to Beaty Street's existing and future sidepaths.

Parking

Finally, parking remains an area where further collaboration is needed. To meet requirements set by the North Carolina Housing Finance Agency, which oversees administration of LIHTC projects, the project proposes 81 parking spaces. As illustrated in the graphic below, this significantly exceeds the minimum required by the DPO.

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)
▪ <u>Existing</u> Oak Hill Apt. <u>Usage</u>	42 Spaces, 45.6%
▪ Proposed Reduction from NCHFA Req.,	7-10 Spaces (71), 1.6 Spaces/Unit

What's more, the proposed 81 spaces are very inconsistent with the current parking usage rates at the existing Oak Hill Apartments. Based on multiple counts by staff and property managers, it appears that residents at Oak Hill utilize less than half of the spaces available. This reduced automobile usage is consistent with the Trip Generation Memo's finding that income-restricted dwellings tend to produce fewer vehicular trips – a conclusion derived directly from the Institute of Transportation Engineers (ITE) Trip Generation manual. Therefore, as supported by the manual and on-site data collection, staff recommends a parking reduction to 1.6 spaces per unit, or 71 total. This still significantly exceeds the minimum required but makes accommodations for visitors as well as a select number of different unit types proposed in the Oak Hill Ph. 2 Master Plan (i.e., 3-bedroom units).

NATURAL ASSETS: OPEN SPACE, PARKS, & TREES

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 17.5% open space (10% is required) and 4.0% dedicated park space (4% is required). For each criteria supplementary requirements factored into the amount achieved. First, the Post-Construction Ordinance requires a minimum of 17.5% undisturbed open space for projects featuring a built-upon area between 25-50% (DPO 20.5.3.B).

Second, the project’s location within 0.25 mi. of Beaty Park makes it eligible for a 25% reduction in the amount of park space required (DPO 7.2.2.2). Typically, 5% park space is required but only 4% must be provided for this project. This will come in the form of a small resident-focused park space in the project’s western third. This park will be publicly-accessible and, in addition to DPO requirements, must meet NCHFA standards for minimum amenities.

The plan also contains information based on an Environmental Inventory (EI) conducted. The EI included a survey of the trees impacted by development, finding the entire site comprised of maturing stands of mixed deciduous and pine trees. With 41% canopy coverage and 17.6% preserved, the calculations provided indicate that the project will meet the required 10% canopy coverage (Table 9-1) and exceed the required 10% preservation (Table 9-2). Concerning specimen trees, specifically, the project proposes to retain at least 50% of these trees (two out of four on site). All calculations will be verified as part of staff’s technical review.

WATER QUALITY

The site lies within the Lake Norman Critical Watershed and is subject to the Post-Construction Stormwater Ordinance (PCSO), each of these regulating the amount of impervious coverage (i.e., built-upon-area or “BUA”) permitted on site. The watershed ordinance caps the amount of BUA at 50% of the site area and the project is right at that limit. In addition to a number of reductions already accomplished, the parking reduction proposed by staff is intended to ensure compliance with this standard by helping to provide a greater margin to accommodate inevitable site changes that will occur during Construction Document review.

The PCSO governs 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. In meeting these requirements, the project proposes an underground facility (“BMP”) to capture and treat rainwater beneath the southeastern parking area. The DPO strongly encourages – and in some cases requires – a distributed approach to rainwater management and/or utilizing low-impact development techniques. The underground detention 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. Currently, the design team anticipates achieving 73% of the points available, which exceeds the required 66% threshold to remain on an administrative approval pathway. A formal review of the project’s USAC score will occur in May 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 “Garden Apartments” residential prototype in the town’s 2020 Cost of Land Use

Fiscal Impact Analysis. The analysis anticipates annual revenue for the development to be \$53,667.18, with costs to serve the development of \$44,724.56 – creating a \$8,942.62 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
 - **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.
 - 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 2.2.2: Integrate Green Space Throughout the Built Environment:** Being cognizant of the importance of green space to human health, continue to thread green space throughout the built environment by growing, enhancing, and protecting the urban tree canopy, and providing natural green public spaces, neighborhood gardens, and greenways. To the extent possible, encourage native landscaping.
 - **Policy 2.2.6, Expand Use of Low Impact Development Techniques:** Use low impact development systems and practices that use or mimic natural processes to protect water quality and associated aquatic habitat and reduce the impact of built areas. Examples may include, but are not limited to, rain gardens and bioswales that result in the infiltration, evapotranspiration or use of stormwater.
 - **Goal 2.3: 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, Neighborhood Center:
 - » Neighborhood centers function in conjunction with activity nodes. These centers offer compact, connected, and transit-supportive housing with direct pedestrian access to activity centers. They also offer some goods and services for the daily needs and activities of nearby residents and institutional uses.
 - » Key Features:
 - Design-driven development that supports a compact and human-scale living environment
 - Enhancement of long-term transit viability
 - Supportive of mixed-use service and employment activity nodes
 - » Opportunities:
 - New development that supports compact, complete communities
 - Sustainably designed, walkable built environment
 - Incorporate trees, protected bike lanes, sidewalks into design
- **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.
- **Goal 3.3 Increase Travel Options**
 - Policy 3.3.1, Promote a Continuous Pedestrian Network: Support the extension of sidewalks, greenways, and sidepaths that contribute to a fully connected pedestrian network.
 - Policy 3.3.4, Improve Street Connectivity: Promote street connectivity and short blocks that enhance walkability, slow traffic, provide two-way traffic, and ensure multiple access routes for emergency vehicles and other travelers.
- **Goal 5.1 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. COMMUNITY MEETING

On March 6, 2025, the developer hosted a Community Meeting at the Davidson Town Hall & Community Center. This is a required component of the Master Plan process and occurs prior to application submittal.

The meeting included overview presentations by staff and the developer. Participants discussed the developer’s background in affordable housing construction, with most questions pertaining to the proposed affordable housing program and property management. Comments also addressed building design and rainwater management during construction. Based on participant comments during the meeting and submitted as part of the comment cards, those in attendance seemed supportive of the project – particularly its income-restricted focus.

A Community Meeting Report summarizing the feedback received and developer responses to questions/comments is available on the [project website](#).

5. STAFF RECOMMENDATIONS

The purpose of the initial Planning Board Staff Analysis is to assess the Preliminary Sketch Plan against existing standards, provide the public and stakeholders with the known facts, and offer direction on which topics should be further explored as the site design evolves. After reviewing the application and documentation, staff believes the following topics warrant further study:

- Parking: Continued exploration and commitment to a parking reduction consistent with the Trip Generation Memo and site observations;
- Tree Canopy: Clarification of the tree canopy and preservation calculations;
- Utility Service & Annexation Criteria: Demonstration of and/or formal commitment to requirements being met.

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

5. HISTORY/NEXT STEPS

- Community Meeting: March 2025 **[Complete]**
- Application/Preliminary Sketch Plan Submittal: April 2025 **[Complete]**
- Planning Board FYI Presentation: April 2025
- USAC Checklist Evaluation: May 2025
- Master Plan Schematic Design Submittal: May 2025
- Planning Board Review & Comment: June 2025
- Final Master Plan Submittal for Review/Approval: July/August 2025

6. RESOURCES & ATTACHMENTS

ATTACHMENTS

- **Attachment A:** Preliminary Sketch Plan (i.e., Site Plan)

RESOURCES

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

E
D
C
B
A

POINT AMENITY TABLE:

OUTDOOR AMENITIES

- COVERED PICNIC AREA
- PLAYGROUND
- TOT LOT
- OUTDOOR SITTING AREA WITH BENCHES
- TENANT STORAGE AREAS (SEE FLOOR PLANS)

INTERIOR AMENITY SPACES LOCATED ON MAIN FLOOR AND ACCESSIBLE TO OUTDOOR AMENITIES

- COMMUNITY ROOM
- COMPUTER/HOMEWORK ROOM
- EXERCISE ROOM
- LAUNDRY ROOM

LEGEND

	EXISTING PROPERTY LINE		PROPOSED 2'-0" CURB AND GUTTER
	EXISTING FENCE		PROPOSED RETAINING WALL
	EXISTING CURB AND GUTTER		PROPOSED CONCRETE
	EXISTING POWER POLE		PROPOSED WATER EASEMENT
	EXISTING LIGHT POLE		PROPOSED STORM DRAIN EASEMENT
	EXISTING TREE LINE		PROPOSED TEMPORARY CONSTRUCTION EASEMENT
	EXISTING OVERHEAD POWER LINE		PROPOSED TREE SAVE
	EXISTING WETLANDS		PROPOSED PARK/PUBLIC SPACE AREA
	EXISTING STREAM BUFFER		COMMON OPEN SPACE
	EXISTING SANITARY SEWER MANHOLE		ADA ACCESSIBLE PATH
	EXISTING WATER VALVE		PROPOSED FIRE HYDRANT
	EXISTING WATER METER		
	EXISTING FIRE HYDRANT		

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 www.dewberry.com
 NCBELS #F-0829
 NCBOLA #C-478

THE FAMILY RESIDENCES AT OAK HILL
MASTER PLAN
 TOWN OF DAVIDSON
 MECKLENBURG COUNTY, NORTH CAROLINA

MR. ANDY DAVENPORT
 COMMUNITY HOUSING PARTNERS
 448 DEPOT STREET NE
 CHRISTIANSBURG, VA 24073
 PHONE: 540-523-1946

SEAL

4/1/2025

KEY PLAN:
PRELIMINARY - DO NOT USE FOR CONSTRUCTION

SCALE: 1" = 30'

REVISIONS

NO.	DATE	BY	DESCRIPTION

DRAWN BY: DLB
 APPROVED BY: JEB
 CHECKED BY: BML
 DATE: MARCH 27, 2025

TITLE

SITE PLAN

DEI PROJECT NO: 50184016

SHEET NO.

C2.01

JOSEPH B. GROOMS and wife, ANGELA M. GROOMS
 DB 8505, PG 217
 MB 15, PG 625
 TRACT 5
 PARCEL 00328207

TRANE TECHNOLOGIES COMPANY LLC,
 A DELAWARE LIMITED LIABILITY COMPANY
 DB 2848, PG 1984
 PB 76, PG 59
 PARCEL 4654168771
 PER IREDELL COUNTY GIS

BRIDGETT E. STEWART
 DB 14923, PG 803
 PB 36, PG 21
 LOT 6
 PARCEL 00328254

BLACKWELDER DRIVE
 15' PUBLIC R/W
 PB 36, PG 21

DIVERSIFIED RESIDENTIAL HOMES 1, LLC
 DB 36876, PG 673
 PB 36, PG 21
 LOT 5
 PARCEL 00328253

ARTURO E. JUANDIEGO VALENCIA, AND SPOUSE, BERENICE PLAZA JUAREZ
 DB 36533, PG 792
 PB 36, PG 21
 LOT 4
 PARCEL 00328252

JACOB ELLISON and spouse, BETHANY ELLISON
 DB 34999, PG 301
 PB 533, PG 1
 PARCEL 00328228

WILLIAMS ROAD
 40' PUBLIC R/W
 PB 15, PG 625

BEATY STREET
 80' PUBLIC R/W
 DB 3120, PG 65
 PB 51, PG 701

SHEPHERD ROAD
 50' PUBLIC R/W
 PB 36, PG 21

811
 Know what's below.
 Call before you dig.



Oak Hill Ph. 2 Master Plan – FYI

Trey Akers
Planning Dept.
Planning Board Meeting
04.28.2025

www.townofdavidson.org

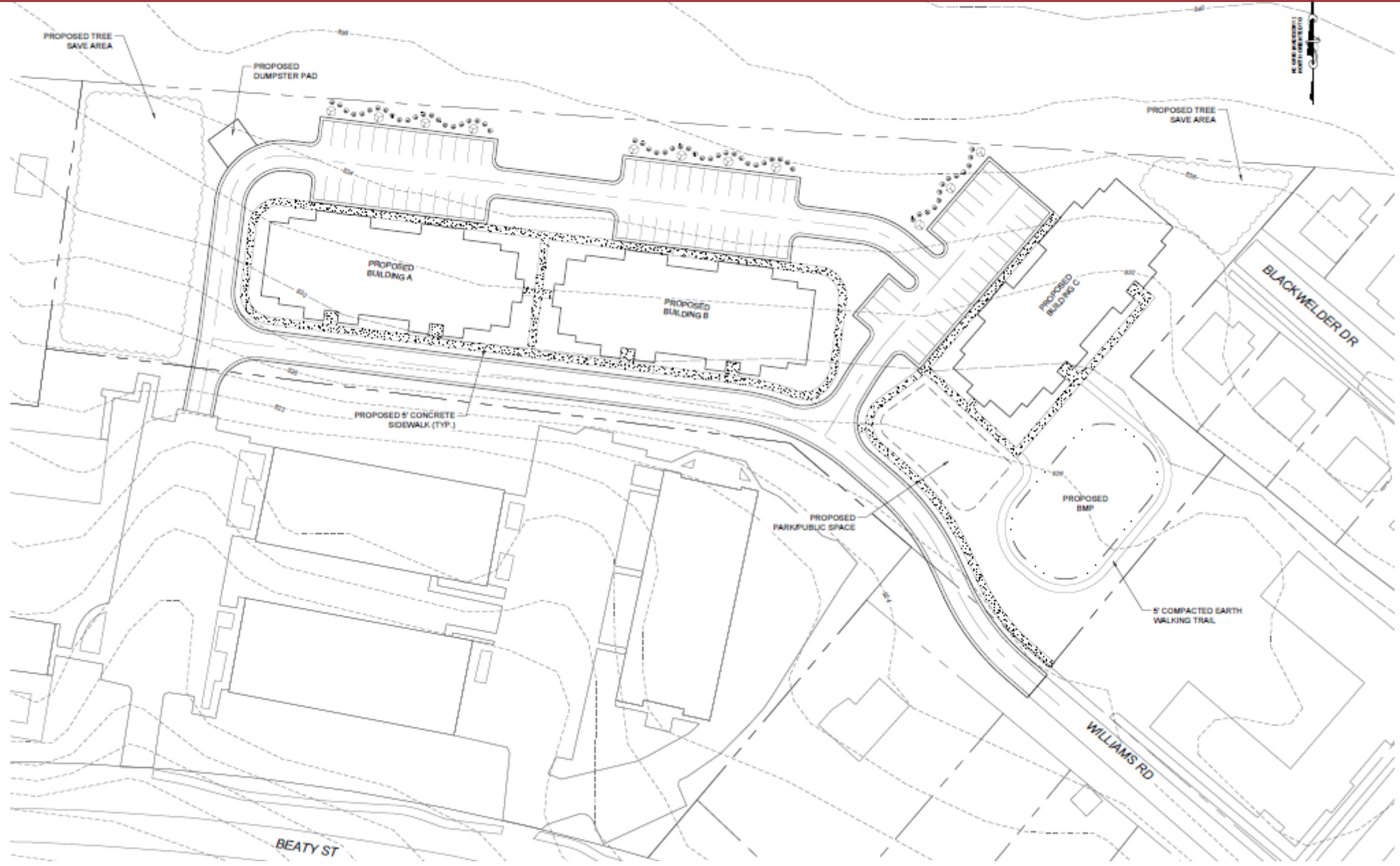
CONTEXT



PROCESS / TIMELINE

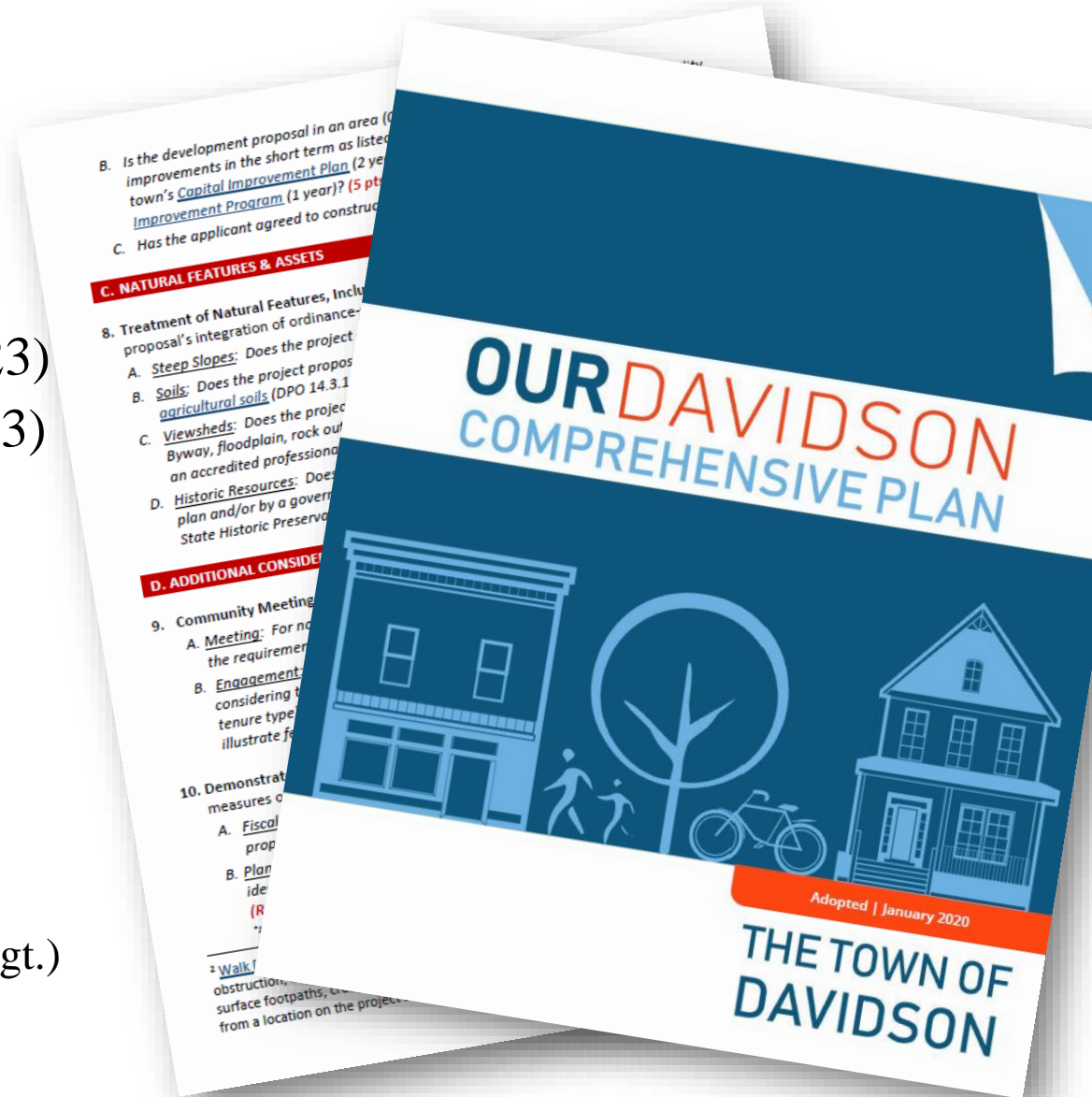
- **Process:** Davidson Planning Ordinance Section 14.7, Master Plan (Process A)
- **Pre-Application:**
 - » Periodic, Informal Reviews of Pre-Concept Plans (March 2023 – Fall 2024)
 - » Draft Concept Plans + Environmental Inventory (Fall 2024 – Winter 2025)
 - » Pre-Concept Meeting, Transportation Review Meeting (01.17.2025)
 - » Community Meeting + Report (03.06.2025)*
 - » Planning Board FYI / Introduction (03.31.2025)
- **Post-Application:**
 - » Completeness Review of Application – Preliminary Sketch Plan (Early April)
 - » Utility Services & Annexation Criteria Scoring, Administrative or Legislative Pathway (May)
 - » Master Plan Schematic Design (May – June)
 - » Planning Board Review + Comment (June)

PLAN #1 - 2023



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 – Trip Generation Memo (DPO 6.10.1)
 - 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); 4.0% Park Required* (4.0% Provided)

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

- » Tree Canopy/Preservation:

- Min. Canopy Required 15%, Projected 41%

- Min. Preservation Required 10%, Projected 17.6 % (Specimen Trees: 50%)

- » Fiscal Impacts: + \$8,942.62 Annual Net Gain

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

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 affordable housing as "all multifamily housing units 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. Comparing Table 2 to Table 1 results, the ITE units typically generate fewer vehicular trips.


Land Use	Intensity	Units	Daily
223 - Affordable Housing	46	DU	28

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 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 Oakhill Apartments should be pursued 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.

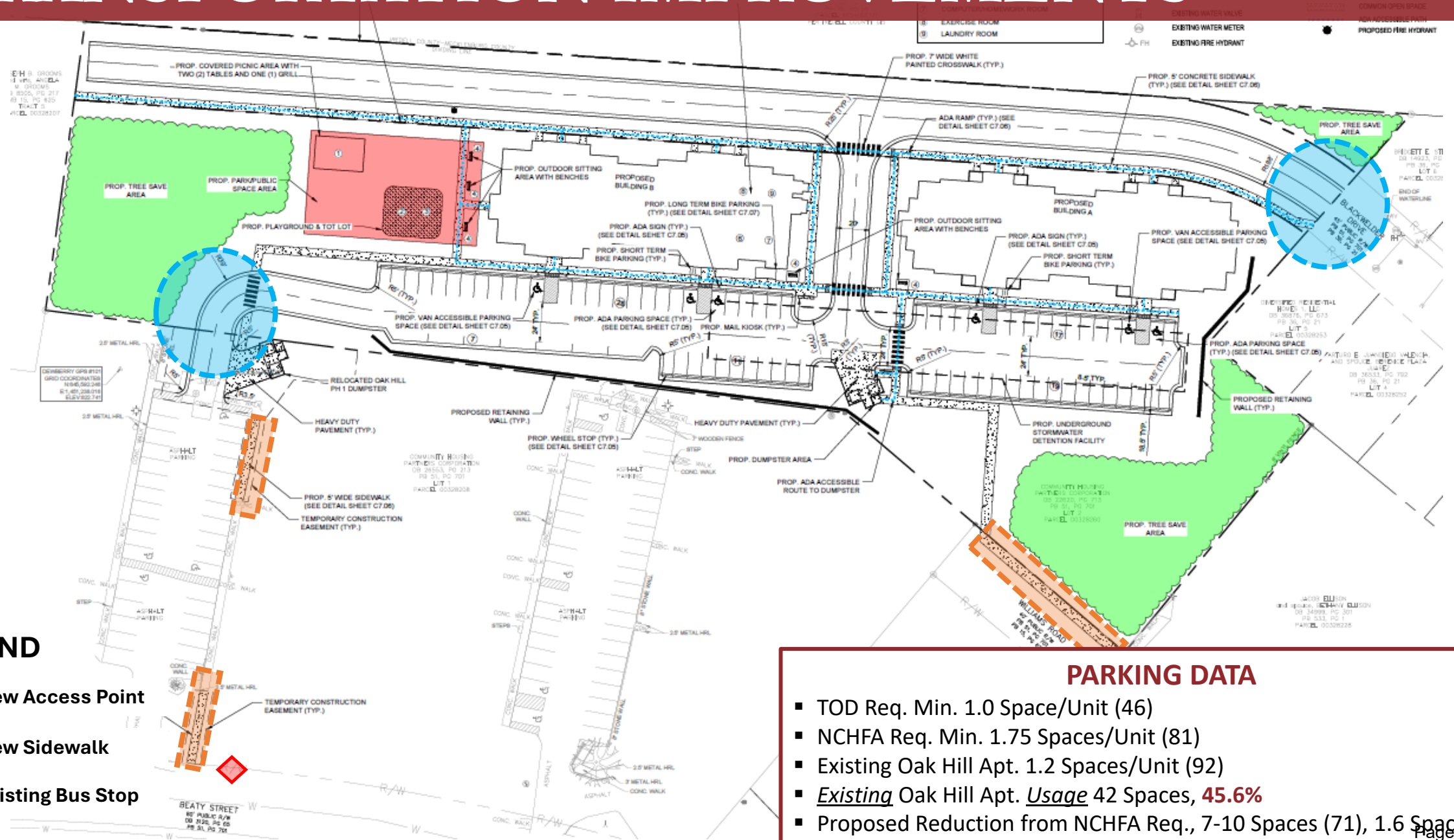
Table 1 summarizes the projected vehicular traffic generation for the proposed development based on traditional (market-rate) apartments. During a typical weekday under these unit types, the proposed development has the potential to generate 370 new external daily vehicular trips, with 37 and 40 of those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

kimley-horn.com

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(704) 333-5131

TRANSPORTATION IMPROVEMENTS



- LEGEND**
-  New Access Point
 -  New Sidewalk
 -  Existing Bus Stop

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

PROCESS / TIMELINE

- **Process:** Davidson Planning Ordinance Section 14.7, Master Plan (Process A)
- **Post-Application:**
 - » Completeness Review of Application – Preliminary Sketch Plan (Early April)
 - » 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

