



**Town of Davidson
Planning Board Regular Meeting
Town Hall and Community Center
Community Room 120
251 South Street
Monday, June 30, 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 April 28, 2025, Minutes**

Summary: The Planning Board will review and consider approval of the April 28, 2025, Minutes.
- V. OLD BUSINESS**
 - a. Oak Hill Ph. 2 Master Plan - Review & Comment**

Summary: Principal Planner Trey Akers will review the project history and changes made since the April Planning Board meeting. The developer will be on hand to answer questions from the Planning Board, who will provide a formal review of and comments on the project.
- VI. NEW BUSINESS**
- VII. OTHER ITEMS**
- VIII. PLANNING STAFF REPORT**
- IX. ADJOURNMENT**

MEETING MINUTES

Planning Board

Town of Davidson, NC

April 28, 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), Sara Cummings, Tom Watson, Heather McCLOW, Rick Pacious, Jason Ridenhour, David Lusk, Mendy McNeel, Richard Bargoil, Michael Fabrizius
- **Absent Board Members:** Janice Lewis, Waller Blackwell (Vice Chair)
- **Town Representatives:** Trey Akers

III. CHANGES TO THE AGENDA: N/A

IV. REVIEW/APPROVAL OF THE MINUTES

a. Review/Approval of the March 31, 2025, Minutes:

Motion to recommend approval of the minutes:

- Motion: Mendy McNeel
- Second: Jason Ridenhour
- Vote: 10-0 (Motion Passed, Absent: Lewis, Blackwell)

V. OLD BUSINESS:

- a. **Oak Hill Ph. 2 Master Plan – FYI:** Principal Planner Trey Akers reviewed minor updates to the plan since the Planning Board received an overview in March. Joe Schwenker of Community Housing Partners (CHP), the project developer, was present to discuss the project and answer questions. The discussion mainly focused on the provision of workforce housing rental units: How the Low-Income Housing Tax Credit program works, income levels served, tenant recruitment/screening, and public safety. Schwenker noted that CHP owns and manages all of their properties and does not anticipate any issues concerning safety or finding tenants for this project.

The possibility of a parking reduction was also discussed. The amount of parking required by the NC Housing Finance Agency (HFA) far exceeds the minimum required by the Davidson Planning Ordinance and the usage rates at the existing Oak Hill Apartments. Planning Board members discussed various strategies to achieve a reduction, with staff noting that further exploration and discussion with the developer and HFA is warranted.

VI. NEW BUSINESS

VII. OTHER ITEMS

VIII. PLANNING STAFF REPORT: N/A

IX. ADJOURNMENT: 6:49 p.m.

- Motion: Sara Cummings
- Second: Heather McClow

APPROVAL OF MEETING MINUTES

Signature/Date

Shawn Copeland, Planning Board Chair



Oak Hill Ph. 2 Master Plan – Review & Comment

Trey Akers
Planning Dept.
Planning Board Meeting
06.30.2025

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)
 - » Planning Board FYI Review (04.28.2025)
 - » Utility Services & Annexation Criteria Scoring, Administrative or Legislative Pathway (May)
 - » Master Plan Schematic Design (June)
 - » Planning Board Review + Comment (June)

RENDERING (BLACKWELDER DR.)



RENDERING (BLACKWELDER DR.)



PLANS, POLICIES, & REGULATIONS

- **Plans:**

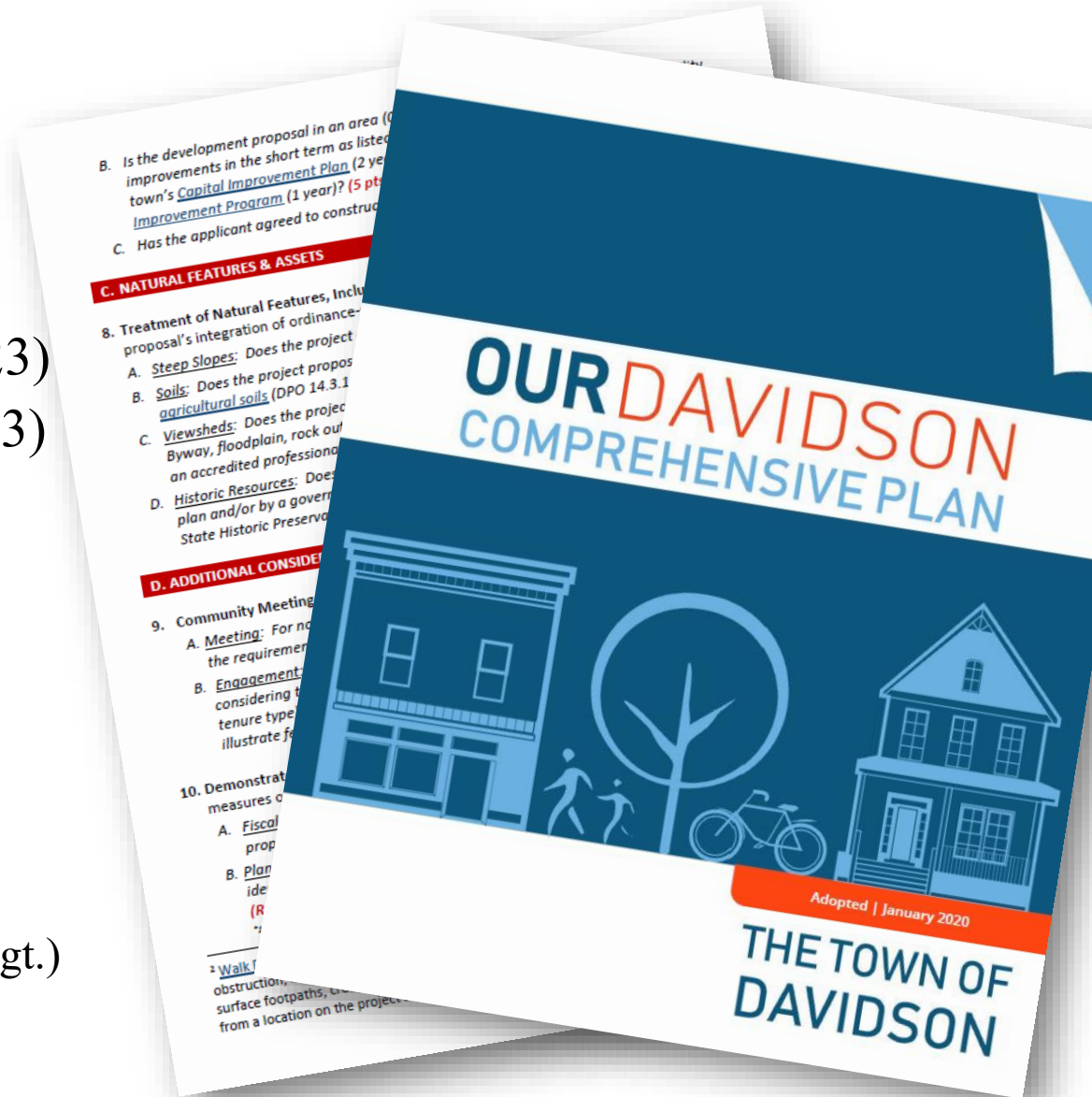
- » Mobility Plan (2019)
- » Comprehensive Plan (2020)

- **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 (21.6% 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 34%

- Min. Preservation Required 10%, Projected 17.6 % (Specimen Trees: 25%)

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

ADDITIONAL FACTORS

- **Location:** Lake Norman Critical Watershed
 - » Maximum Built-Upon Area Permitted 50%
 - » Proposed Built-Upon Area 45.2% (Reduced BUA: Sidewalks, Driveways, Parking)
 - » Engineered Stormwater Mgt. Controls – Underground Detention, Permeable Pavers
- **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: 69% (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
 - » Parking Reduction (1.5 Spaces/Unit)



Kimley»Horn




Table 1 - Vehicular Trip Generation
Traditional (Market-Rate) Apartments

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 - Affordable

Land Use	Intensity	Units
223 - Affordable Housing	46	DU

Memorandum

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

From: Brady Finkle, PE, RSP
Kimley-Horn

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

Date: February 5, 2025

Brady Finkle 2/5/2025

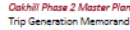
The purpose of this trip generation memorandum is to document the results of a trip generation analysis performed for the proposed Oakhill Phase 2 residential development located at [818 Blackwelder Drive](#) in Davidson, North Carolina, and to summarize discussions that occurred at a Transportation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



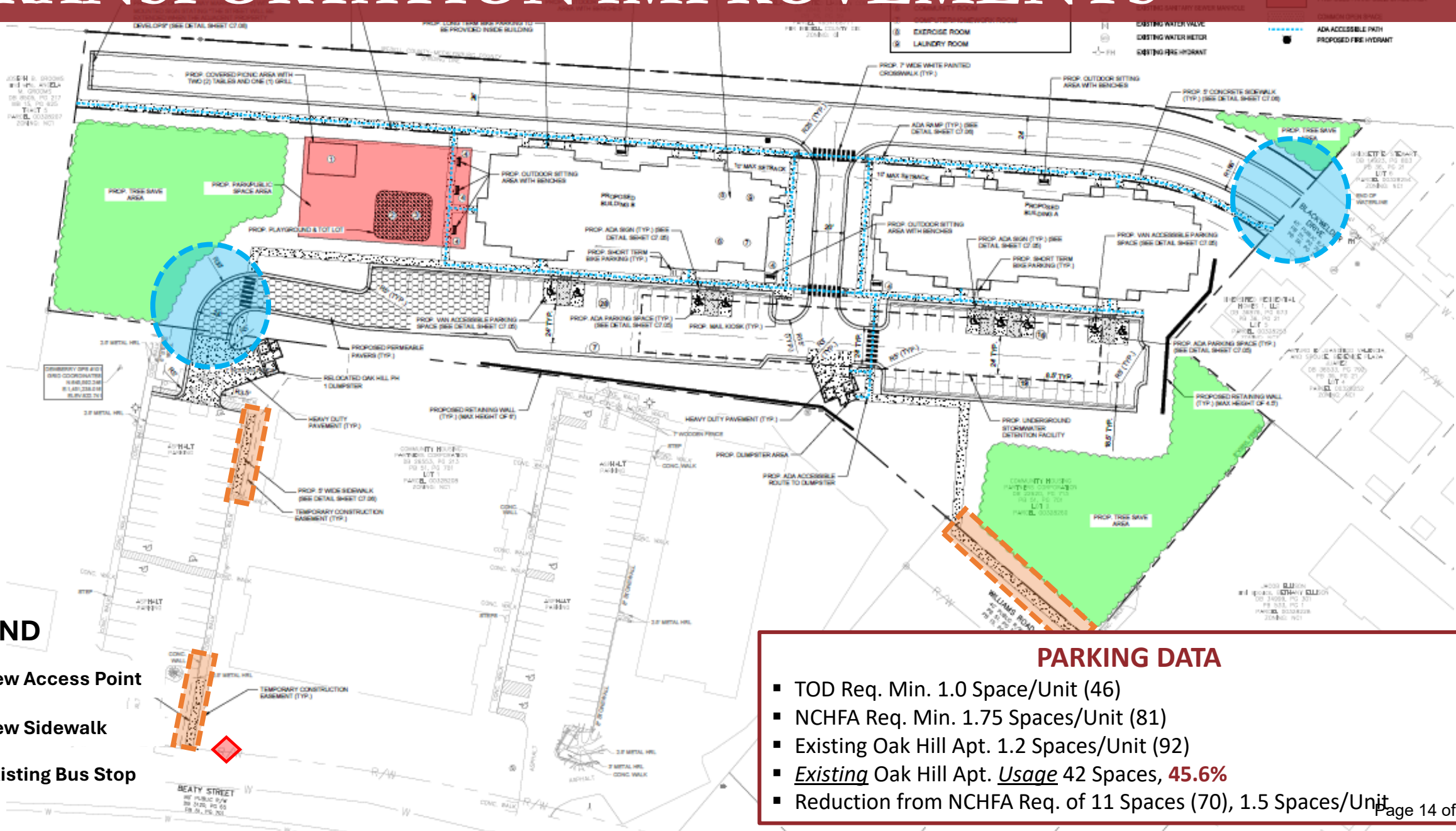
Oakhill Phase 2 Master Plan
Trip Generation Memorandum

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

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%**
- Reduction from NCHFA Req. of 11 Spaces (70), 1.5 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)
 - » Planning Board FYI Review (April)
 - » Utility Services & Annexation Criteria Scoring, *Administrative* or Legislative Pathway (May)
 - » Master Plan Schematic Design (June)
 - » Planning Board Review + Comment (June)
- **Post-Approval:**
 - » Construction Document Review: TOD, Meck. County, CLT Water (Aug. 2025 – Oct. 2025)
 - » Design Review Board Review (May 2025 – Aug. 2025)
 - » Site Construction (Oct. 2025 – Dec.2026)

QUESTIONS?

www.townofdavidson.org/oakhillmasterplan





STAFF ANALYSIS

Date: June 30, 2025
To: Planning Board
From: Trey Akers, Principal Planner
Re: Oak Hill Ph. 2 Master Plan – Review & Comment

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 types (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 qualified people based on 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

Since the board's previous review, parking design has been revisited and adjusted to be more in line with projected demand. To meet requirements set by the North Carolina Housing Finance Agency, which oversees administration of LIHTC projects, the project originally proposed 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)
▪ <i>Existing</i> Oak Hill Apt. <i>Usage</i>	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, the project now proposes a reduction to 1.5 spaces per unit (70 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 21.6% open space (17.5% 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 35% canopy coverage and 17.6% preserved, the calculations provided indicate that the project will meet the required 15% canopy coverage (Table 9-1) and exceed the required 10% preservation (Table 9-2). Factoring in minor revisions to the canopy coverage calculation based on DPO methodology the project achieves 34% canopy coverage, which demonstrates compliance. Concerning specimen trees, specifically, the project proposes to retain at least 25% of these trees (one 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 about 5% below the limit (45.2%). In addition to a number of reductions accomplished by modifying site/infrastructure features, the parking reduction helped ensure compliance with this standard by providing 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 two facilities: 1. An underground detention facility ("BMP") to capture and treat rainwater beneath the southeastern parking area; 2. Permeable pavers on the western vehicular access that will filter and treat water draining to the west along this driveway. The DPO strongly encourages – and in some cases requires – a distributed approach to rainwater management and/or utilizing low-impact development techniques, which these measures approximate.

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. A formal review of the project's USAC score occurred in May 2025. Currently, the design team anticipates achieving 69% of the points available, which exceeds the required 65% threshold to remain on an administrative approval pathway.

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

- **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 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 believe all major outstanding issues have been addressed. Below is a summary of items from the Planning Board’s April meeting, including resolutions to each item.

- Parking: Continued exploration and commitment to a parking reduction consistent with the Trip Generation Memo and site observations.
Resolution: The parking ratio has been adjusted to 1.5 spaces per unit, which constitutes an 11-space reduction.
- Tree Canopy: Clarification of the tree canopy and preservation calculations.
Resolution: The canopy coverage (34%) and preservation (17.6%) demonstrate compliance. The project proposes saving 25% of specimen trees (one out of four).
- Utility Service & Annexation Criteria: Demonstration of and/or formal commitment to requirements being met.
Resolution: The project anticipates achieving 69% of the points available, which exceeds the required 65% threshold to remain on an administrative approval pathway. Sheet C0.02 Development Details illustrates the scorecard.

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 **[Complete]**
- USAC Checklist Evaluation: May 2025 **[Complete]**
- Master Plan Schematic Design Submittal: June 2025 **[Complete]**
- Planning Board Review & Comment: June 2025
- Final Master Plan Submittal for Review/Approval: July/August 2025

6. RESOURCES & ATTACHMENTS

ATTACHMENTS

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

RESOURCES

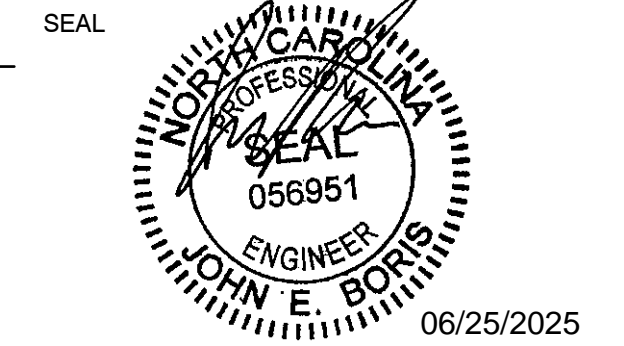
- **Davidson Planning Ordinance:** [Planning Ordinance Website](#)
- **Project Documents:** Project Website (Environmental Inventory Report, TGM, Site Plans)
 - www.townofdavidson.org/oakhillmasterplan



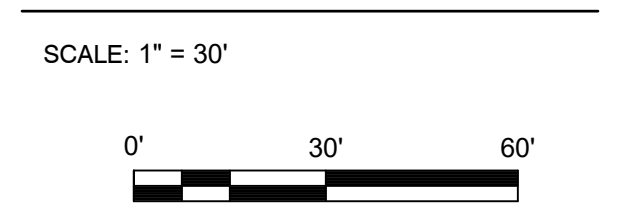
Dewberry Engineers Inc.
 9500 Harris Corners Pkwy - Suite 220
 Charlotte, NC 28269
 Phone: 704.509.9918
 Fax: 704.509.9937
 www.dewberry.com
 NCBELS #F-0829
 NCBCLA #C-478

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



KEY PLAN:



REVISIONS

NO.	DATE	BY	DESCRIPTION
1	06/25/2025	JEB	AGENCY COMMENTS

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

TITLE

SITE PLAN

DEI PROJECT NO: 50184016

SHEET NO.

C2.01

POINT AMENITY TABLE:

OUTDOOR AMENITIES

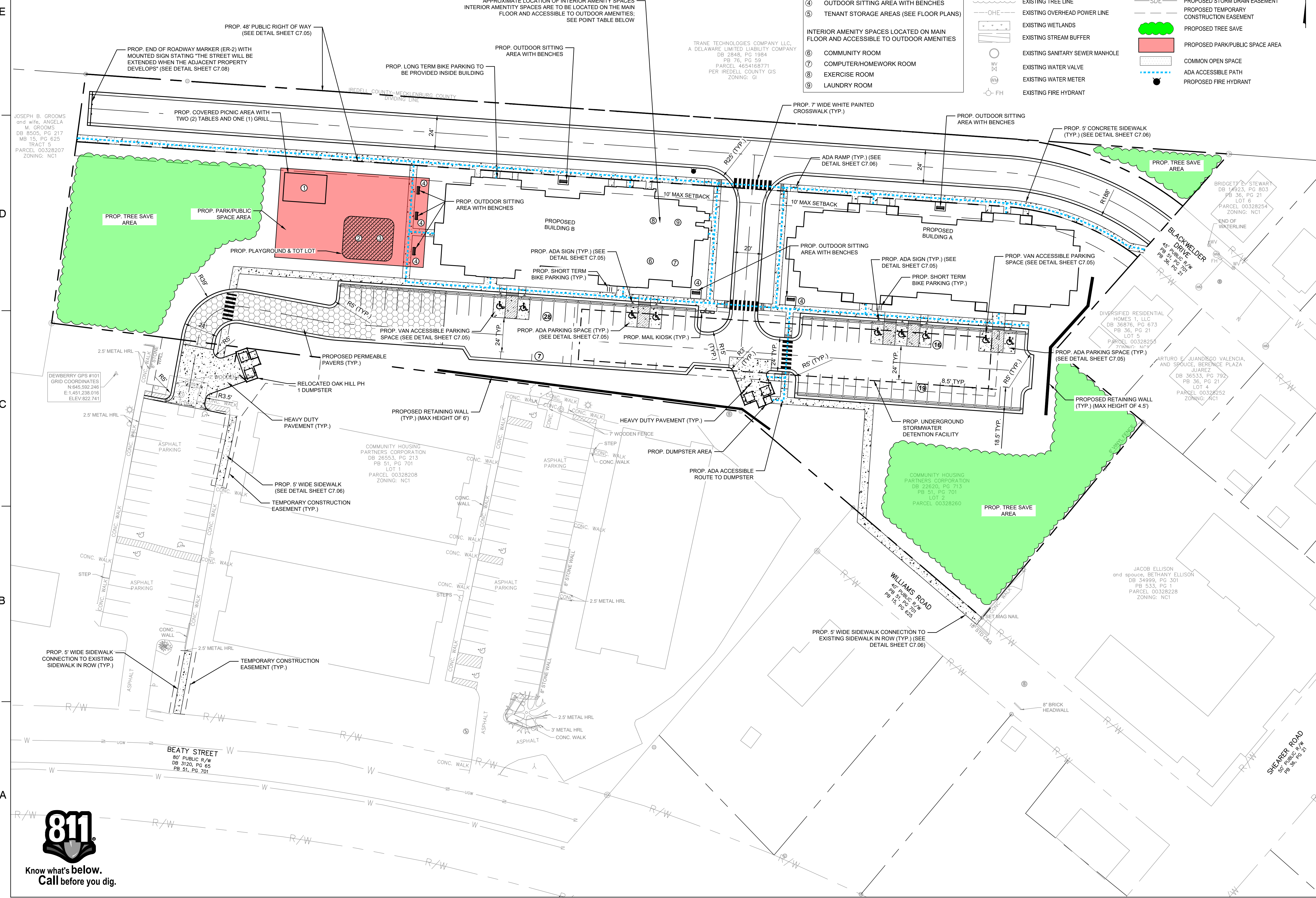
- ① COVERED PICNIC AREA
- ② PLAYGROUND
- ③ TOT LOT
- ④ OUTDOOR SITTING AREA WITH BENCHES
- ⑤ TENANT STORAGE AREAS (SEE FLOOR PLANS)

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

- ⑥ COMMUNITY ROOM
- ⑦ COMPUTER/HOMEWORK ROOM
- ⑧ EXERCISE ROOM
- ⑨ 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 SIGN
	EXISTING LIGHT POLE		PROPOSED WATER EASEMENT
	EXISTING TREE LINE		PROPOSED STORM DRAIN EASEMENT
	EXISTING OVERHEAD POWER LINE		PROPOSED TEMPORARY CONSTRUCTION EASEMENT
	EXISTING WETLANDS		PROPOSED TREE SAVE
	EXISTING STREAM BUFFER		PROPOSED PARK/PUBLIC SPACE AREA
	EXISTING SANITARY SEWER MANHOLE		COMMON OPEN SPACE
	EXISTING WATER VALVE		ADA ACCESSIBLE PATH
	EXISTING WATER METER		PROPOSED FIRE HYDRANT
	EXISTING FIRE HYDRANT		



GENERAL NOTES

- 1. BASE DATA FROM MECKLENBURG COUNTY GIS, IREDELL COUNTY GIS AND SURVEY PREPARED BY DEWBERRY ENGINEERS INC. ON JANUARY 10, 2025.
2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR FIELD VERIFYING ALL ILLUSTRATED KNOWN UNDERGROUND ELEMENTS. ADDITIONALLY, THE CONTRACTOR SHALL BE RESPONSIBLE FOR EXERCISING REASONABLE EFFORTS TO PROTECT ANY UNKNOWN UNDERGROUND ELEMENTS.
3. PROTECT ALL ADJACENT PROPERTIES, THE GENERAL PUBLIC, AND ALL OF THE OWNER'S FACILITIES. SHOULD DAMAGES OCCUR, CONTRACTOR SHALL REPAIR IMMEDIATELY AS DIRECTED BY THE OWNER OR DESIGNER OF RECORD. REPAIRS SHALL BE MADE AT NO COST TO THE DEVELOPER/OWNER.
4. CONTRACTOR SHALL HOLD HARMLESS THE OWNER AND THE DESIGNER OF RECORD FOR DAMAGES, INJURIES OR OTHER ACCIDENTS WHICH OCCUR DURING THESE CONSTRUCTION ACTIVITIES.
5. TREES AND EXISTING LANDSCAPING NOT DESIGNATED FOR REMOVAL SHALL BE PROTECTED DURING CONSTRUCTION.
6. CONTRACTOR IS RESPONSIBLE FOR ALL DAMAGES DURING CONSTRUCTION INCLUDING DAMAGES TO OTHER CONTRACTORS & CONSULTANTS WORK AND SHALL MAKE REPAIRS OR HAVE REPAIRS MADE BY OTHERS AT THEIR EXPENSE.
7. CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATION ADJUSTMENTS OF ALL EXISTING VAULTS (REGARDLESS OF FUNCTION), METER BOXES, FIRE HYDRANTS, CLEAN OUTS, MANHOLES ETC. TO MATCH FINISHED GRADES AND SITE PLAN. ALL SUCH WORK SHALL BE COORDINATED WITH THE DESIGNER OF RECORD AND OWNER.
8. UTILIZE SIGNS, BARRICADES, ETC. TO ENSURE THE SAFETY OF THE GENERAL PUBLIC.
9. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING LAYOUT OF ALL WORK AS ILLUSTRATED ON PLANS. IF EXISTING CONDITIONS DIFFER FROM THOSE ILLUSTRATED ON PLANS, NOTIFY DESIGNER OF RECORD AND DEVELOPER/OWNER PRIOR TO CONSTRUCTION.
10. VERIFY ALL DIMENSIONS AND GRADES AT THE JOB SITE. IF DIFFERENCES ARE FOUND, NOTIFY DESIGNER OF RECORD SO THAT MODIFICATIONS TO THESE DRAWINGS CAN BE MADE.
11. ALL SIGNAGE AND PAVEMENT MARKINGS SHALL CONFORM TO THE LATEST EDITION OF THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES".
12. ANY LAND DISTURBANCE ACTIVITY >1 ACRE REQUIRES COMPLIANCE WITH ALL CONDITIONS OF THE GENERAL PERMIT TO DISCHARGE STORMWATER UNDER THE NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (PERMIT NO NCG10000), ANY PERMIT NONCOMPLIANCE IS A VIOLATION OF THE CLEAN WATER ACT AND MAY REQUIRE ENFORCEMENT ACTION BY THE NORTH CAROLINA DEPARTMENT OF ENVIRONMENTAL QUALITY. (FOR QUESTIONS CONTACT MOORESVILLE REGIONAL OFFICE WATER QUALITY STAFF AT 704-663-1699.
13. ALL SUBSURFACE DRAINAGE PIPE SHALL BE REINFORCED CONCRETE (RCP) PIPE, AS APPROVED BY THE TOWN OF CORNELIUS/MECKLENBURG COUNTY. PIPES IN R/W MUST BE RCP.
14. CONTRACTOR TO COORDINATE PLANTING LOCATIONS WITH THE TOWN OF DAVIDSON PRIOR TO PLACEMENT.
15. IF THE SAME PERSON CONDUCTS THE LAND-DISTURBING ACTIVITY & ANY RELATED BORROW OR WASTE ACTIVITY, THE RELATED BORROW OR WASTE ACTIVITY SHALL CONSTITUTE PART OF THE LAND-DISTURBING ACTIVITY UNLESS THE BORROW OR WASTE ACTIVITY IS REGULATED UNDER THE MINING ACT OF 1971, OR IS A LANDFILL REGULATED BY THE DIVISION OF WASTE MANAGEMENT. IF THE LAND-DISTURBING ACTIVITY AND ANY RELATED BORROW OR WASTE ACTIVITY ARE NOT CONDUCTED BY THE SAME PERSON, THEY SHALL BE CONSIDERED SEPARATE LAND-DISTURBING ACTIVITIES AND MUST BE PERMITTED EITHER THROUGH THE SEDIMENTATION POLLUTION CONTROL ACT AS A ONE-USE BORROW SITE OR THROUGH THE MINING ACT.

SITE NOTES

- 1. DIMENSIONS AND COORDINATE POINTS ARE TO FACE OF CURB, EDGE OF PAVEMENT, OR CORNER OF BUILDING UNLESS OTHERWISE NOTED.
2. ALL IMPROVEMENTS AND CONSTRUCTION SHALL BE IN ACCORDANCE WITH STATE AND LOCAL STANDARDS.
3. ANY DISCREPANCIES FOUND IN THE FIELD SHALL BE CALLED TO THE ATTENTION OF THE OWNER OR ENGINEER OF RECORD PRIOR TO PROCEEDING WITH WORK.
4. PRIOR TO BEGINNING CONSTRUCTION, THE GENERAL CONTRACTOR SHALL OBTAIN ALL REQUIRED PERMITS AND APPROVALS FROM ALL REGULATORY AUTHORITIES.
5. THE GENERAL CONTRACTOR SHALL CONTACT ALL OWNERS OF EASEMENTS, UTILITIES, AND RIGHT-OF-WAYS, PUBLIC AND PRIVATE, PRIOR TO WORKING IN THESE AREAS.
6. GENERAL CONTRACTOR SHALL MAINTAIN THE SITE IN A MANNER SO THAT WORKMEN AND THE PUBLIC SHALL BE PROTECTED FROM INJURY.
7. DO NOT SCALE DRAWINGS FROM ACTUAL DIMENSIONS, AS IT IS A REPRODUCTION AND SUBJECT TO DISTORTION.
8. THE (TOWN OF DAVIDSON/MECKLENBURG COUNTY) ENGINEERING DEPARTMENT HAS NOT REVIEWED THE STRUCTURAL STABILITY OF ANY RETAINING WALLS ON THE SITE AND DOES NOT ASSUME RESPONSIBILITY FOR THEM.
9. THE ENGINEER WILL PROVIDE THE CONTRACTOR WITH AN ELECTRONIC FILE OF THESE DRAWINGS UPON REQUEST.
10. ALL RETAINING WALLS SHALL HAVE A 48" HEIGHT BLACK ALUMINUM FENCE WITH PICKETS NOT PERMITTING THE PASSAGE OF A 4" DIAMETER SPHERE LOCATED ON THE TOP OF WALL. SEE WALL DESIGN BY OTHERS FOR DETAILED INFORMATION.
11. IF REQUIRED BY MECKLENBURG COUNTY, CONTRACTOR IS RESPONSIBLE FOR OBTAINING P.E. SEALED SHOP DRAWINGS FOR RETAINING WALLS AND MUST SUBMIT TO TOWN ENGINEER PRIOR TO CONSTRUCTION.
12. ALL PAVED AREAS SHALL COMPLY WITH THE LATEST ADA ACCESSIBILITY (2010) AND ANSI A117.1 GUIDELINES.
13. ALL CONCRETE SHALL HAVE A MINIMUM COMPRESSIVE STRENGTH OF 3,600-PSI AT 28 DAYS, AND SHALL HAVE A MEDIUM BROOM FINISH PERPENDICULAR TO THE PATH OF TRAVEL.
14. ALL PROPOSED PAVEMENT ADJACENT TO EXISTING PAVEMENT SHALL TIE FLUSH TO ADJACENT SURFACES.

USAC SCORING table with columns for Criteria, Points Possible, Points Earned, % Points Earned, and Notes. Includes sections for Policy Alignment, Consistency with Interjurisdictional Agreements, Service of Landowners, Natural Features & Assets, Additional Considerations, Housing, Sustainability Components, and Project Summary.

TOWN OF DAVIDSON STANDARD NOTES:

- 1. AFFORDABLE HOUSING: 100% OF PROPOSED UNITS WILL BE AFFORDABLE HOUSING PER DPO 5.5, WITH THE UNIT BREAKDOWN AS SHOWN BELOW.
2. RETAINING WALLS: RETAINING WALL HEIGHTS AND SPACING WILL MEET THE REQUIREMENTS SPECIFIED IN DPO 4.3.1.D.1.
3. UTILITIES/SCREENING: ALL LOADING/SERVICE AREAS, MECHANICAL EQUIPMENT, AND UTILITIES WILL MEET THE REQUIREMENTS SPECIFIED IN DPO 4.3.1.E, 6.7.2.K.
4. STREETS:
4.1. RIGHT-OF-WAY DEDICATION: THE RIGHT-OF-WAY DEDICATIONS WILL BE EXTENDED TO THE PROPERTY LINES AND DEDICATED TO THE TOWN OF DAVIDSON AT THE FINAL PLAT.
4.2. ADDRESSES: ADDRESSES SHALL BE POSTED ON EACH SIDE OF THE BUILDING (I.E., STREET AND PARKING LOT SIDES).
5. PARKS & OPEN SPACE: ALL PARK AND OPEN SPACES SHALL BE PUBLICLY-ACCESSIBLE.
6. TREE CANOPY, PRESERVATION, & LANDSCAPING: ALL CONSTRUCTION AND INSTALLATION REQUIREMENTS SHALL BE MET PER DPO 9.2.2.C, 9.3.2.E, 9.4, 9.5, AND 9.7.
7. LIGHTING: ALL APPLICABLE LIGHTING REQUIREMENTS WILL BE MET PER DPO 10.
8. SIGNAGE: ALL APPLICABLE SIGNAGE REQUIREMENTS WILL BE MET PER DPO 11.
9. PAYMENTS:
9.1. ALL FEES IN-LIEU OR OTHER PAYMENTS SHALL BE DUE PRIOR TO FINAL PLAT APPROVAL.
9.2. THE DEVELOPER SHALL PAY \$7,650.00 AS A CONTRIBUTION TO THE IMPLEMENTATION OF MULTI-MODAL PLANS (DPO 6.10.1.C.2.). THIS REPRESENTS A REDUCTION OF \$12,150 FROM THE \$19,800 REQUIRED BASED ON 243 LF OF OFF-SITE SIDEWALK IMPROVEMENTS INSTALLED AT \$50.00 PER LF AND AGREED TO PER 6.3.1.

USAC SCORING FRAMEWORK:

- 1. BASED ON DOCUMENTATION PROVIDED AND COMMITMENTS LISTED IN THE FOLLOWING NOTES AND USAC SCORECARD ON THIS SHEET, THE PROJECT ANTICIPATES EARNING 69% OF AVAILABLE POINTS AND REMAINS ON THE ADMINISTRATIVE APPROVAL PATHWAY FOR WATER/SEWER UTILITY EXTENSION. MASTER PLAN APPROVAL REMAINS CONTINGENT ON FULFILLMENT OF ALL IDENTIFIED COMMITMENTS.
2. PROJECTS EXTERIOR LIGHTS WILL BE DESIGNED TO EXCEED THE FOOTCANDLE AND TRESPASS REQUIREMENTS PER TOWN OF DAVIDSON PLANNING ORDINANCE 10.4.2-3.
3. 100% OF THE UNITS PROPOSED WITH THIS PROJECT WILL BE INCOME-RESTRICTED IN ACCORDANCE WITH DPO 5.3.
4. MORE THAN 25% OF THE PROPOSED UNITS WILL MEET UNIVERSAL DESIGN STANDARDS.

RESTRICTIONS:

- 1. THERE ARE NO ADDITIONAL RESTRICTIONS (INTENDED CONSERVATION EASEMENTS, DEED RESTRICTIONS, ETC.) OUTSIDE OF THE AFFORDABLE HOUSING REQUIREMENTS LISTED ABOVE ANTICIPATED AT THIS TIME FOR THE SUBJECT PARCEL.

ZONING CODE SUMMARY

PROJECT NAME: THE FAMILY RESIDENCES AT OAK HILL
OWNER: COMMUNITY HOUSING PARTNERS CORPORATION
OWNER ADDRESS: 448 DEPOT STREET, NE, CHRISTIANSBURG, VA 24073
APPLICANT: COMMUNITY HOUSING PARTNERS CORPORATION
JURISDICTION: TOWN OF DAVIDSON
COUNTY: MECKLENBURG
STATE: NORTH CAROLINA
ZONING: NC1 - NEIGHBORHOOD CENTER 1
PARCEL ID: 00328260
EXISTING USE: VACANT/UNDEVELOPED
PROPOSED USE: MULTI-FAMILY RESIDENTIAL
PROPOSED UNITS: 46
PROPOSED DENSITY: 12.04 DU/AC (46 DU/3.82 AC)

ESTIMATED CONSTRUCTION COMPLETION DATE: 16 MONTHS FOLLOWING CONSTRUCTION DOCUMENTS APPROVAL

TOTAL SITE AREA: 3.82 AC +/- 166,341 SF

WATERSHED SUMMARY

REGULATED WATERSHED: LAKE NORMAN
BUILT UPON AREA (BUA) RESTRICTION: 50% MAX 83,171 SF (1.91 AC)
PROPOSED BUA: 45.2% 75,150 SF (1.73 AC)

Table with columns: Category, Value. Includes BUILDINGS (22,825 SF), PARKING LOT SIDEWALKS (20,053 SF), ROADS (9,431 SF), DUMPSTER AREA (2,709 SF), PARK (778 SF), MISC. (BENCHES, MAIL KIOSK, ETC) (600 SF), TOTAL (75,150 SF (1.73 AC)).

UNDISTURBED OPEN SPACE REQUIRED: 17.5% MIN 29,110 SF (0.67 AC)
UNDISTURBED OPEN SPACE PROVIDED: 17.6% 29,282 SF (0.67 AC)

Site Tabulations table with columns: Category, Value. Includes Residential Buildings (46 Total Units), Height (Min = 2 stories / Max = 3 stories), Property Use (Residential), Setbacks (Front, Side, Rear), Parcel Area (Total Parcel Area: 166,341 sf (3.82 ac)), Park Space (Required: 3.75%, Provided: 6,202 sf (0.14 ac)), PCO Undisturbed Open Space (Required: 17.5%, Provided: 29,282 sf (0.67 ac)), Total Open Space (Required: 10%, Provided: 35,918 sf (0.82 ac)), Tree Preservation (Required: 10%, Provided: 16,634 sf (0.38 ac)), Canopy Coverage (Required: 15%, Provided: 57,482 sf (1.32 ac)).

Transportation Tabulations table with columns: Category, Value. Includes Off-site Sidewalk Improvements (Williams Road: 112 LF, 672 SF; Western Parking/Beaty St: 131 LF, 655 SF), TIA Alternative Contribution (Units: 20, Cost: \$10,000; Units: 20, Cost: \$8,000; Units: 6, Cost: \$1,800; Total: 46, \$19,800), Contribution Summary (Offsite Improvements: \$50 credit per LF, TIA Alternative Contribution: \$19,800, Total Payment Required: \$7,650).

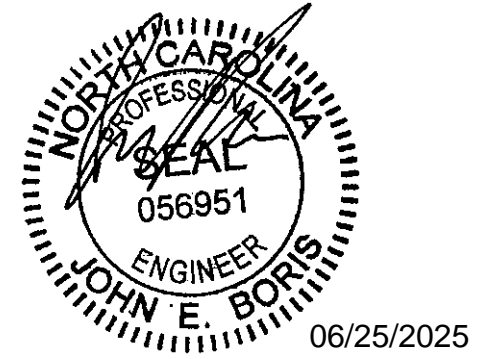
Parking Calculation table with columns: Category, Value. Includes Auto Required (1 space per unit), Auto Provided (70 spaces (~1.5 space/unit)), Short Term Bicycle Required (0.2 spaces per unit), Short Term Bicycle Provided (12 spaces), Long Term Bicycle Parking Required (0.1 spaces per unit), Long Term Bicycle Parking Provided (5 spaces (provided inside buildings)).



Dewberry Engineers Inc.
9500 Harris Corners Pkwy - Suite 220
Charlotte, NC 28209
Phone: 704.509.9918
Fax: 704.509.9937
www.dewberry.com
NCBELS #F-0829
NCBOLA #C-478

THE FAMILY RESIDENCES AT OAK HILL
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MR. ANDY DAVENPORT
COMMUNITY HOUSING PARTNERS
448 DEPOT STREET NE
CHRISTIANSBURG, VA 24073
PHONE: 540-523-1946



KEY PLAN:

SCALE:

REVISIONS

Table with columns: NO., DATE, BY, DESCRIPTION. Includes revision 1 on 06/25/2025 by JEB for AGENCY COMMENTS.

DRAWN BY: DLB

APPROVED BY: JEB

CHECKED BY: BML

DATE: MARCH 27, 2025

TITLE

DEVELOPMENT DETAILS

DEI PROJECT NO: 50184016

SHEET NO.

C0.02