



**Town of Davidson
Board of Commissioners Regular Meeting
Town Hall & Community Center Council Chamber – 251 South Street
Tuesday, March 25, 2025 at 6:00 PM**

I. CALL TO ORDER

II. ANNOUNCEMENTS / PROCLAMATIONS

- a. Child Abuse Prevention Month**
- b. National Donate Life Month**
- c. Esophageal Cancer Awareness Month**

III. CHANGES / ADOPTION OF THE AGENDA

IV. PUBLIC COMMENT - The Board shall provide at least one period for public comment per month at a regular meeting.

Prior to the start of the public comment period, persons wishing to address the Board of Commissioners will register on a sign-up sheet stationed by the meeting room door.

V. CONSENT

Consent items are typically non-controversial and routine items. Prior to the board's adoption of the meeting agenda, the request of any member to have an item moved from the consent agenda to old business must be honored by the board. All items on the consent agenda must be voted on and adopted by a single motion.

- a. Consider Approval of Draft February Meeting Minutes**
Summary: Draft Meeting Minutes from February 11 and February 25 regular meetings.
- b. Consider Approval of a Tax Levy Adjustment**
Summary: The Town received an ad valorem tax levy adjustment refund check request from the Mecklenburg County Assessor's Office for \$533.53 including interest, on a parcel. The refund will be issued directly by the Town. Details regarding these refund requests are available in the Finance Office.
- c. Consider Approval of a Tax Levy Adjustment**
Summary: The Town received an ad valorem tax levy adjustment refund check

request from the Mecklenburg County Assessor's Office for \$448.40 including interest, on a parcel. The refund was approved by the North Carolina Property Tax Commission. The refund will be issued directly by the Town. Details regarding these refund requests are available in the Finance Office.

- d. **Consider Approval of the FY2025 Audit Contract with RH Accounting**
Summary: The Town Board approved the original audit contract with RH Accounting on November 26, 2024. Subsequent to that approval, the Local Government Commission changed the wording of the audit contract and the due date of the audit to December 31, 2025. There is no change to the cost of the audit services.
- e. **Consider Approval of Budget Amendment 2025-19 - Wellness Grant Awarded by the NC League of Municipalities**
Summary: Budget Amendment (BA) 2025-19 recognizes the revenue, and provides budgetary authority, from a wellness grant awarded to the Town by the North Carolina League of Municipalities (NCLM) to purchase walking pads/treadmills.
- f. **Consider Approval of Resolution 2025-09 Direct the Clerk to Investigate a Voluntary Contiguous Annexation Petition for 621 Catawba Avenue.**
Summary: The property owner is requesting a voluntary contiguous annexation of 621 Catawba Avenue, Parcel #00320547. Resolution 2025-09 directs the Town Clerk to investigate the sufficiency of the above-described petition.
- g. **Consider Approval of Resolution 2025-10 Contiguous Annexation Petition for Summit Farms - Set the Public Hearing Date**
Summary: The property owner is requesting a voluntary contiguous annexation of Summit Farms, Parcel #00723103, 00723115, 00723116, and 00723121. Requesting the board to consider approval of Resolution 2025-10 to set the date of the public hearing of the proposed annexation for Tuesday, April 22, 2025, at 6:00 p.m.
- h. **Consider Approval of Noise Ordinance Variance Request – Davidson College Spring Concert April 25, 2025**
Summary: Davidson College has requested a noise ordinance variance for Friday, April 25, for Spring Concert on the Old Tennis Court Lawn from 8:00 p.m. to 12:00 a.m. Staff has reviewed and have no objections.
- i. **Consider Approval of Midterm Appointment to the Design Review Board and Historic Preservation Commission**
Summary: Advisory board member Brent Zande resigned from the Design Review Board and Historic Preservation Commission. The Design Review Board and Historic Preservation Commission recommends a midterm appointment of Erica Kennedy to serve until December of 2025.
- j. **Consider Approval of Amendments to the Design Review Board and Historic**

Preservation Commission Bylaws

Summary: Following the Board of Commissioners adoption of Ordinance 2025-03 Design Review Board Text Amendments and Consistency Statement, text amendments to the Davidson Planning Ordinance were updated based on best practices for Design Review Boards (DRB) and Historic Preservation Commissions (HPC) no longer being quasi-judicial. These changes differentiate the two jointly appointed boards and will allow the Design Review Board more flexibility in discussing projects and making suggestions for building design improvements. The Design Review Board and Historic Preservation Commission reviewed and recommended approval of updated bylaws for each board.

VI. BUSINESS ITEMS

a. Fire Station 1 Design Services

Presenter: Ryan Monteith, Fire Chief, Pieter Swart, Finance Director

Summary: Fire Chief Ryan Monteith and Finance Director Pieter Swart will present on beginning the design process for new Fire Station 1 to be located on Griffith Street. New Fire Station 1 is included on the Town's Capital Improvement Plan (CIP) for FY28. Chief Monteith and Finance Director Swart will provide a brief overview of the history of the project, conceptual project schedule, associated financial components, and next steps.

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

b. Red Line Public Engagement Report

Presenter: Jason Burdette, Planning Director

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

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

CATS public engagement efforts, Davidson station option locations and evaluation criteria, the four public information sessions (including meeting structure), feedback from each of the sessions, and next steps.

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

VII. SUMMARIZE MEETING ACTION ITEMS

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

VIII. CLOSED SESSION

a. NCGS §143-318.11. (a) (3) – Consult with Attorney

Summary: The Board of Commissioners will hold a closed session per NCGS §143-318.11 (a) (3) – Consult with Attorney.

IX. ADJOURN



**A PROCLAMATION
Child Abuse Prevention Month**

WHEREAS, positive childhood experiences like loving caregivers and safe, stable, and nurturing relationships can help mitigate trauma and the negative impact of adverse childhood experiences to promote the social, emotional, and developmental well-being of children; and

WHEREAS, childhood trauma can have long-term psychological, emotional, and physical effects throughout an individual's lifetime and impact future generations of their family; and

WHEREAS, childhood trauma, including abuse and neglect, is a serious problem affecting every community, and finding solutions requires input and action from everyone; and

WHEREAS, children who live in families with access to concrete economic and social supports are less likely to experience abuse and neglect; and

WHEREAS, nurture positive childhoods and preventing child maltreatment is possible because of the partnerships created between families, prevention advocates, child welfare professionals, education, health, community, and faith-based organizations, businesses, law enforcement agencies, and local, state, and national governments; and

WHEREAS, we recognize the need to prioritize kids and invest in more prevention initiatives like home visiting and family-strengthening policies, economic supports, and community-based child abuse prevention programs at the national, state, and local levels; and

NOW, THEREFORE, I, Rusty Knox, Mayor of the Town of Davidson, do hereby proclaim April as Child Abuse Prevention Month and urge all citizens to recognize this month by building a narrative of hope for children and families through collaboration and the creation of an ecosystem of primary prevention that does not currently exist in this country.

Proclaimed this 25th day of March 2025.

Rusty Knox
Mayor



**A PROCLAMATION
National Donate Life Month**

WHEREAS, National Donate Life Month is celebrated every April; and

WHEREAS, This April's Donate Life Month theme is *"Let Life Sing!"* Birds are known across many cultures as one of the most welcomed and visible signs of spring. They represent both new beginnings and visits from loved ones who have passed away. The yearly return of birds and their songs offer us a sense of peace and hope; and

WHEREAS, National Donate Life Month is a time to educate about organ, eye and tissue donation, and to honor and remember donors and the lives they have saved and healed; and

WHEREAS, Organ, eye, and tissue donations are life-giving acts of compassion to those in need; and

WHEREAS, The decision to be an organ, eye and tissue donor gives hope to the 100,000 people on the national organ transplant waiting list who are waiting for a second chance at life; and

WHEREAS, Tissue transplants save and heal lives each year, with approximately 2.5 million performed annually, benefiting individuals with various conditions, including severe burns, ligament tears, and those needing corneal or heart valve replacements; and

WHEREAS, North Carolinians can personally authorize their donation when applying for or renewing their licenses or ID cards at the Department of Motor Vehicles or online at www.donatelifenc.org; and

WHEREAS, Healthcare professionals, volunteers, educators, government agencies, faith-based and community groups, and private organizations can advocate to boost the number of organ, eye, and tissue donors throughout North Carolina.

NOW, THEREFORE, I, Mayor Rusty Knox of the Town of Davidson, do hereby proclaim April 2025 as Donate Life Month and support all people in leading healthy, productive, and successful lives, and encourage residents to consider giving the precious gift of life by becoming registered organ, eye, and tissue donors.

Proclaimed this 25th day of March 2025.

Rusty Knox
Mayor



A PROCLAMATION

Esophageal Cancer Awareness Month in the Town of Davidson

WHEREAS, Esophageal Cancer is the fastest-increasing cancer among American men; and

WHEREAS, Esophageal Cancer is one of the fastest growing cancer diagnoses among all Americans, increasing more than 700% in recent decades; and

WHEREAS, Esophageal Cancer kills one American every 36 minutes every day; and

WHEREAS, Esophageal Cancer is among the deadliest of cancers, with only about one in five patients surviving five years; and

WHEREAS, Esophageal Cancer has low survival rates because it is usually discovered at advanced stages when treatment outcomes are poor; and

WHEREAS, Esophageal Cancer in the U.S. is most often caused by persistent heartburn or gastroesophageal reflux disease (GERD), yet many who are at risk are unaware of the potential danger GERD can present when it occurs over several weeks or months; and

WHEREAS, Esophageal Cancer can be a silent killer with patients often unaware that the heartburn, cough, hoarse voice, sore throat, chest pain, or other symptoms they suffer can be signs of GERD and are reasons to discuss screening for Esophageal Cancer with their health care provider; and

WHEREAS, Esophageal Cancer can develop from GERD when fluids from the stomach splash into the esophagus, creating cellular change resulting in a precancerous condition known as Barrett's Esophagus, which can lead to a 30-fold increase in a patient's risk of developing Esophageal Cancer; and

WHEREAS, Esophageal Cancer can be prevented through early detection of its precursor, Barrett's Esophagus, which can be eliminated with curative outpatient techniques; and

WHEREAS, The Esophageal Cancer Action Network, ECAN, is working to improve public awareness throughout the nation of the link between Heartburn and Cancer and supports progress in early detection and treatment of Esophageal Cancer; and

WHEREAS, Esophageal Cancer awareness along with improvements in prevention, early detection and treatment strategies will enhance the health and well-being of citizens of the Town of Davidson.

NOW, THEREFORE, I, Rusty Knox, Mayor of the Town of Davidson, North Carolina, do hereby proclaim **April 2025 as** Esophageal Cancer Awareness Month in the Town of Davidson.

Proclaimed this 25th day of March, 2025.

Rusty Knox
Mayor



February 11, 2025

**SECOND TUESDAY MEETING
TOWN OF DAVIDSON BOARD OF COMMISSIONERS**

The Town of Davidson Board of Commissioners held its regularly scheduled meeting on Tuesday, February 11, 2025 in the Town Hall and Community Center Council Chamber. Present were Mayor Rusty Knox, Commissioners Ryan Fay, Tracy Mattison-Brandon, Autumn Riersen Michael, Steve Justus, and Ted Stauffer. Town Manager Jamie Justice, Assistant Town Manager Austin Nantz, Town Attorney Karen Wolter, and Town Clerk Betsy Shores were also present.

- **CALL TO ORDER**

Mayor Knox called the meeting to order at 6:00 p.m.

- **ANNOUNCEMENTS**

Communications Director Jessica Eggimann announced the following:

The Town of Davidson hosted three public information sessions about the proposed Red Line Commuter Rail Station location options. Additional information about the proposed Red Line project and a recording from the January 30 session is available on the Town's website.

The Town of Davidson Police Department invites the community to have coffee and conversations with officers on Monday, February 17 from 10:00 a.m. - 11:00 a.m. at Waterbean Coffee (428 S Main St A). Coffee with a Cop is a national program that aims to bring police officers and the community members they serve together—over coffee—to discuss issues and learn more about each other.

The next Davidson Board of Commissioners Chat will be held on Tuesday, February 18 from 7:00 p.m. - 8:00 p.m. at St. Alban's Church, 301 Caldwell Lane. Commissioner Chats are public meetings designed to be informal ways for residents to discuss current issues and projects in the Town. All are welcome to attend!

The Charlotte Area Transit System (CATS) will host an in-person town hall meeting on Tuesday, February 18 from 6:00 p.m. – 7:30 p.m. in the Lower Level of the Davidson Town Hall & Community Center to educate and engage with the public regarding its new microtransit service, CATS Micro. These meetings will include a live presentation by CATS staff followed by an open house format where attendees can learn more about this new CATS service. CATS staff will share information about how to use the service and guide attendees through the booking process. CATS Micro is set to launch Monday, Feb. 24, 2025. CATS Micro is an on-demand, shared-ride service that gets you where you need to go, for the same fare as a local bus or rail trip. CATS Micro

operates point-to-point within a designated zone and will initially serve the Northern Mecklenburg County Area. Microtransit is one of the key initiatives outlined in the Envision My Ride: Bus Priority Study, adopted by the Metropolitan Transit Commission in May 2022. It is part of the larger goal to build a further reliable, connected and accessible mobility network for the CATS service area.

The Parks & Recreation Department is excited to announce the 2025 Summer Camp Season! Over twelve weeks, the Davidson Town Hall & Community Center hosts a variety of programs for all ages, from sewing classes to tennis camp, mahjogg, and more. Resident registration opens on Monday, February 24 at 9:00 a.m., with non-resident registration beginning Monday, March 3 at 9:00 a.m.

On Saturday, March 1, Davidson Parks & Recreation, Town of Cornelius Parks & Recreation, and Huntersville Parks & Recreation will host Dadgum Play Outside Day from 10:00 a.m. to 1:00 p.m. on the Town Green. The Dadgum Play Outside Day is being held on the same day as National Play Outside Day, Global Day of Unplugging, and National Dadgum That's a Good Day. Join us on the Davidson Town Green for sports, games, art, and a whole lot of fun. There is no cost for members of the community to attend. It's going to be a dadgum good day to unplug and play outside!

Mayor Knox read a proclamation for **Black History Month**.

- **CHANGES/ADOPTION OF THE AGENDA**

There were no changes to the agenda.

Commissioner Rierson Michael made a motion to adopt the agenda. The motion passed unanimously (5-0).

- **QUARTERLY COMMISSIONER REPORTS**

Each board member provided an update of the outside Board to which they have been appointed.

Centralina Regional Council - Commissioner Autumn Rierson Michael
Charlotte Regional Transportation Planning Organization – Mayor Knox
Lake Norman Transportation Commission – Mayor Knox
Lake Norman Chamber of Commerce - Commissioner Tracy Mattison Brandon
Lake Norman Economic Development Corporation – Commissioner Ryan Fay
Community Capital and Bond Committee - Commissioner Autumn Rierson Michael
Metropolitan Transit Commission - Mayor Rusty Knox
Visit Lake Norman - Commissioner Steve Justus

Commissioner Rierson Michael noted the passing of Salisbury, NC Mayor Karen Alexander.

- **PRESENTATION**

(a) **Leading on Opportunity**, an entity of the Foundation For The Carolinas, supports Charlotte on its generations-long journey to improve economic mobility for all. Using strategy, policy and data, they help partners across Charlotte-Mecklenburg solve complex social challenges that no single

person or organization can tackle on their own. Tonya Jameson, Director of Civic Engagement, and AJ Calhoun, Director Research and Impact, presented an overview of the latest economic mobility data and discussed with the Board of Commissioners how current Town priorities and programs support this initiative.

- **BUSINESS ITEMS**

(a) Assistant Town Manager Austin Nantz presented an update on the **Historic Storytelling Committee**. Several long-standing members of the West Davidson Community generously agreed to serve. This group pulled from their own lived experience and gathered input from others in the community to decide on the Lakeside Park Historic Neighborhood sign locations and the message that is inscribed. Three signs are completed and will be placed in the next few weeks. An unveiling is scheduled for Saturday, March 1 at 2:00 p.m. at Griffith Street and Lakeside Drive.

(b) The General Assembly of North Carolina enacted a **charter for the Town of Davidson** in 1891 and approved amendments since that date. The Town Charter is outdated and Resolution 2024-19, the 2024-2025 County, State, and Federal Advocacy Agenda, prioritizes legislative support for necessary Town charter updates. The Board of Commissioners have received and reviewed the suggested language to amend and restate the Town Charter to modernize the same consistent with the North Carolina General Statutes.

Commissioner Mattison Brandon made a motion to approve Resolution 2025-04 Requesting North Carolina General Assembly Approve Recommended Charter Revisions for the Town of Davidson. The motion passed unanimously (5-0).

- **SUMMARIZE MEETING ACTION ITEMS**

Town Manager Justice summarized the meeting action items.

- **ADJOURN**

Commissioner Rierson Michael made a motion to adjourn the meeting. The motion passed unanimously (5-0).

The meeting adjourned at 8:34 p.m.

Attest:

Elizabeth K. Shores
Town Clerk

Rusty Knox
Mayor



February 25, 2025

**FOURTH TUESDAY MEETING
TOWN OF DAVIDSON BOARD OF COMMISSIONERS**

The Town of Davidson Board of Commissioners held its regularly scheduled meeting on Tuesday, February 25, 2025 in the Town Hall and Community Center Council Chamber. Present were Mayor Knox, Commissioners Autumn Rierson Michael, Steve Justus, and Ted Stauffer. Commissioners Ryan Fay and Tracy Mattison-Brandon were absent. Town Manager Jamie Justice, Assistant Town Manager Austin Nantz, Town Attorney Karen Wolter, and Town Clerk Betsy Shores were also present.

- **CALL TO ORDER**

Mayor Knox called the meeting to order at 6:00 p.m. and noted that Commissioner Fay and Commissioner Mattison Brandon were absent.

- **ANNOUNCEMENTS**

Town Clerk Betsy Shores announced the following:

The Parks & Recreation Department is excited to announce the 2025 Summer Camp Season! Over twelve weeks, the Davidson Town Hall & Community Center hosts a variety of programs for all ages, from sewing classes to tennis camp, mahjongg, and more. Resident registration has opened this week and non-resident registration begins on Monday, March 3 at 9:00 a.m.

Reminder to come out to the Davidson Town Green on Saturday, March 1 from 10:00 a.m. to 1:00 p.m. for Dadgum Play Outside Day hosted by the Davidson Parks & Recreation, Town of Cornelius Parks & Recreation, and Huntersville Parks & Recreation. Join us for sports, games, art, and a whole lot of fun. There is no cost for members of the community to attend. It's going to be a dadgum good day to unplug and play outside.

Also on Saturday, March 1 at 2:00 p.m., we invite the community to celebrate the dedication of signs commemorating Davidson's Historic Lakeside Park Neighborhood with an unveiling ceremony at the intersection of Griffith Street and Lakeside Drive, near Roosevelt Wilson Park. Thanks to the dedicated efforts of the Historic Storytelling committee, the history and origins of the Lakeside Park Neighborhood will be preserved and honored for generations to come.

Community Housing Partners will host a community meeting on Thursday, March 6 at 6:00 p.m. in the Lower Level of the Davidson Town Hall and Community Center on the proposed plans for Oak Hill Phase 2. Community Housing Partners proposes a 46-unit multi-family development project on 3.8 acres. The proposal includes two multi-family building types with affordable housing units, parking, and various amenity features. The meeting will be facilitated by the developer and their

project team. Town of Davidson staff will be on hand to answer questions.

The next Davidson Board of Commissioners Chat will be held on Tuesday, March 18 from 7:00 p.m. - 8:00 p.m. at the Community School of Davidson High School, 404 Armour Street. Commissioner Chats are public meetings designed to be informal ways for residents to discuss current issues and projects in the Town. All are welcome to attend!

Mayor Knox recognized Lake Norman Teen Council members Anu Marathi and Sreshta Karamsetty for receiving the President's Volunteer Service award. Anu received the Bronze Level Award (50 hours) and Sreshta received the Gold Level Award (100 hours). Parks and Recreation Operations Manager Gina Carmon presented an overview of the Lake Norman Teen Council. The Teen Council is open to local youth entering the 6th through 12th grades in the Lake Norman area attending public, private, or home schools. The meetings are held on the second and fourth Tuesday of each month, 6:30-8 p.m., at Cornelius Town Hall, 21445 Catawba Avenue, unless otherwise noted. The Teen Council provides service projects, workshops, campus cruises, and the opportunity to attend State Youth Council Conferences.

- **CHANGES/ADOPTION OF THE AGENDA**

Town Manager Justice requested removing Business Item (c) **Consider Approval of Resolution 2025-08 Reaffirming Support for Town of Davidson Resolution 2016-24 and Charlotte Water's Long-Term Planning as Outlined in its Capital Improvement Plan (CIP).**

Commissioner Rierson Michael made a motion to adopt the agenda as amended. The motion passed unanimously (3-0).

- **PUBLIC COMMENT**

The public comment period opened at 6:16 p.m. and closed at 6:25 p.m. Three people spoke during the public comment period.

Bill Fountain spoke about Charlotte-Mecklenburg Schools and administration pay.

Steve Sonnenberg spoke about diversity, equity, and inclusion (DEI) programs and Federal guidance, Town grants, and a legal analysis of Town programs and policies, and Affordable Housing on Town-owned land.

Craig Lewis requested the board to delay action on the Design Review Board changes under the consent agenda.

- **CONSENT AGENDA**

*Commissioner Justus requested moving consent item (b) **Consider Adoption of Ordinance 2025-03 Design Review Board Text Amendments and Consistency Statement***

to business item (c). The motion passed unanimously (3-0).

Approval of January Meeting Minutes

Approval of Resolution 2025-05 Direct the Clerk to Investigate a Voluntary Contiguous Annexation Petition for Summit Farms

Approval of Resolution 2025-06 Streets Acceptance for Davidson East

Approval of Resolution 2025-07 Declaring Surplus Property and Donation

Approval of Tax Levy Adjustments

Commissioner Justus made a motion to approve the consent agenda. The motion passed unanimously (3-0).

- **BUSINESS ITEMS**

(a) Transportation Planner Andrew Golden presented the **Mobility and Vision Zero Sub-Committee Annual Recommendations** to the Board of Commissioners. This committee met in January 2025, recommending an increased focus on sidewalk infill and connections to neighborhoods, enforcement of Rapid Rectangular Flashing Beacons (RRFB) compliance, and regional coordination of traffic impacts. At least annually, and prior to development of the town's capital improvement plan (CIP), Town staff will review project prioritization and actions and provide staff recommendations for the following fiscal year.

(b) Adopted in January 2020 following an 18-month public engagement and plan drafting process, the **Davidson Comprehensive Plan** serves as the town's long-range vision and guiding framework for the next 30 years. The plan contains sets of goals and policies intended to achieve the community's vision and features 224 Action Items and Key Metrics to implement the plan. Principal Planner Trey Akers presented an overview of the progress made in 2024.

(c) After removing this item from the consent agenda for further discussion, the Board of Commissioners discussed with Planning Director Jason Burdette the proposed Davidson Planning Ordinance Text Amendments being undertaken based on best practices for Design Review Boards (DRB) and Historic Preservation Commissions (HPC). Based on research to date, the DRB should no longer be quasi-judicial. Making these changes will differentiate the two jointly appointed boards and will allow the DRB more flexibility in discussing projects and making suggestions for building design improvements.

Commissioner Rierson Michael made a motion to adopt Ordinance 2025-03 Design Review Board Text Amendments and Consistency Statement. The motion passed unanimously (3-0).

- **SUMMARIZE MEETING ACTION ITEMS**

Town Manager Justice summarized the meeting action items.

- **ADJOURN**

Commissioner Stauffer made a motion to adjourn the meeting. The motion passed

unanimously (3-0).

The meeting adjourned at 7:33 p.m.

Attest:

Elizabeth K. Shores
Town Clerk

Rusty Knox
Mayor

DRAFT

The	Governing Board
of	Primary Government Unit
and	Discretely Presented Component Unit (DPCU) (if applicable)

Primary Government Unit, together with DPCU (if applicable), hereinafter referred to as Governmental Unit(s)

and	Auditor Name
	Auditor Address

Hereinafter referred to as Auditor

for	Fiscal Year Ending	Date Audit Will Be Submitted to LGC
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Must be within six months of FYE

hereby agree as follows:

1. The Auditor shall audit all statements and disclosures required by U.S. generally accepted auditing standards (GAAS) and additional required legal statements and disclosures of all funds and/or divisions of the Governmental Unit(s). The non-major combining, and individual fund statements and schedules shall be subjected to the auditing procedures applied in the audit of the basic financial statements and an opinion shall be rendered in relation to (as applicable) the governmental activities, the business-type activities, the aggregate DPCUs, each major governmental and enterprise fund, and the aggregate remaining fund information (non-major government and enterprise funds, the internal service fund type, and the fiduciary fund types). The basic financial statements shall include budgetary comparison information in a budgetary comparison statement, rather than as RSI, for the General Fund and any annually budgeted Special Revenue funds.

2. At a minimum, the Auditor shall conduct the audit and render the report in accordance with GAAS. If the Governmental Unit expended \$100,000 or more in combined Federal and State financial assistance during the reporting period, the Auditor shall perform the audit in accordance with *Government Auditing Standards* (GAGAS). The Governmental Unit is subject to federal single audit requirements in accordance with Title 2 US Code of Federal Regulations Part 200 *Uniform Administration Requirements, Cost Principles, and Audit Requirements for Federal Awards*, Subpart F (*Uniform Guidance*) and the State Single Audit Implementation Act. Currently the threshold is \$750,000 for a federal single audit and \$500,000 for a State Single Audit. This audit and all associated audit documentation may be subject to review by Federal and State agencies in accordance with Federal and State laws, including the staffs of the Office of State Auditor (OSA) and the Local Government Commission (LGC). If the audit requires a federal single audit in accordance with the Uniform Guidance (§200.501) the Auditor and Governmental Unit(s) should discuss, in advance of the execution of this contract, the responsibility for submission of the audit and the accompanying data collection form to the Federal Audit Clearinghouse as required under the Uniform Guidance (§200.512) to ensure proper submission.

Effective for audits of fiscal years beginning on or after June 30, 2023, the LGC will allow auditors to consider whether a unit qualifies as a State low-risk auditee. Please refer to "Discussion of Single Audits in North Carolina" on the LGC's website for more information.

If the audit and Auditor communication are found in this review to be substandard, the results of the review may be forwarded to the North Carolina State Board of CPA Examiners (NC State Board).

3. If an entity is determined to be a component of another government as defined by the group audit standards, the entity's auditor shall make a good faith effort to comply in a timely manner with the requests of the group auditor in accordance with AU-6 §600.41 - §600.42.
4. This contract contemplates an unmodified opinion being rendered. If during the process of conducting the audit, the Auditor determines that it will not be possible to render an unmodified opinion on the financial statements of the unit, the Auditor shall contact the LGC Staff to discuss the circumstances leading to that conclusion as soon as is practical and before the final report is issued. The audit shall include such tests of the accounting records and such other auditing procedures as are considered by the Auditor to be necessary in the circumstances. Any limitations or restrictions in scope which would lead to a qualification should be fully explained in an attachment to this contract.
5. If this audit engagement is subject to the standards for audit as defined in *Government Auditing Standards*, 2018 revision, issued by the Comptroller General of the United States, then by accepting this engagement, the Auditor warrants that he/she has met the requirements for a peer review and continuing education as specified in *Government Auditing Standards*. The Auditor agrees to provide a copy of the most recent peer review report to the Governmental Unit(s) and the Secretary of the LGC prior to the execution of an audit contract. Subsequent submissions of the report are required only upon report expiration or upon auditor's receipt of an updated peer review report. If the audit firm received a peer review rating other than pass, the Auditor shall not contract with the Governmental Unit(s) without first contacting the Secretary of the LGC for a peer review analysis that may result in additional contractual requirements.

If the audit engagement is not subject to *Government Auditing Standards* or if financial statements are not prepared in accordance with U.S. generally accepted accounting principles (GAAP) and fail to include all disclosures required by GAAP, the Auditor shall provide an explanation as to why in an attachment to this contract or in an amendment.

6. It is agreed that time is of the essence in this contract. All audits are to be performed and the report of audit submitted to LGC Staff within six months of fiscal year end. If it becomes necessary to amend the audit fee or the date that the audit report will be submitted to the LGC, an amended contract along with a written explanation of the change shall be submitted to the Secretary of the LGC for approval.
7. It is agreed that GAAS include a review of the Governmental Unit's (Units') systems of internal control and accounting as same relate to accountability of funds and adherence to budget and law requirements applicable thereto; that the Auditor shall make a written report, which may or may not be a part of the written report of audit, to the Governing Board setting forth his/her findings, together with his recommendations for improvement. That written report shall include all matters defined as "significant deficiencies and material weaknesses" in AU-C 265 of the *AICPA Professional Standards (Clarified)*. The Auditor shall file a copy of that report with the Secretary of the LGC.

For GAAS or *Government Auditing Standards* audits, if an auditor issues an AU-C §260 report, commonly referred to as "Governance Letter," LGC staff does not require the report to be submitted unless the auditor cites significant findings or issues from the audit, as defined in AU-C §260.12 - .14. This would include issues such as difficulties encountered during the audit, significant or unusual transactions, uncorrected misstatements, matters that are difficult or contentious reviewed with those charged with governance, and other significant matters. If matters identified during the audit were required to be reported as described in AU-C §260.12-.14 and were communicated in a method other than an AU-C §260 letter, the written documentation must be submitted.

8. All local government and public authority contracts for audit or audit-related work require the approval of the Secretary of the LGC. This includes annual or special audits, agreed upon procedures related to internal controls, bookkeeping or other assistance necessary to prepare the Governmental Unit's records for audit, financial statement preparation, any finance-related investigations, or any other audit-related work in the State of North Carolina. Approval is also required for the Alternative Compliance Examination Engagement for auditing the Coronavirus State and Local Fiscal Recovery Funds expenditures as allowed by US Treasury. Approval is not required on audit contracts and invoices for system improvements and similar services of a non-auditing nature.
9. Invoices for services rendered under these contracts shall not be paid by the Governmental Unit(s) until the invoice has been approved by the Secretary of the LGC. This also includes any progress billings [G.S. 159-34 and 115C-447]. All invoices for audit work shall be submitted in PDF format to the Secretary of the LGC for approval. The invoice marked 'approved' with approval date shall be returned to the Auditor to present to the Governmental Unit(s) for payment. This paragraph is not applicable to contracts for audits of hospitals.
10. In consideration of the satisfactory performance of the provisions of this contract, the Governmental Unit(s) shall pay to the Auditor, upon approval by the Secretary of the LGC if required, the fee, which includes any costs the Auditor may incur from work paper or peer reviews or any other quality assurance program required by third parties (federal and state grantor and oversight agencies or other organizations) as required under the Federal and State Single Audit Acts. This does not include fees for any pre-issuance reviews that may be required by the NC Association of CPAs (NCACPA) Peer Review Committee or NC State Board of CPA Examiners (see Item 13).
11. If the Governmental Unit(s) has/have outstanding revenue bonds, the Auditor shall submit to LGC Staff, either in the notes to the audited financial statements or as a separate report, a calculation demonstrating compliance with the revenue bond rate covenant. Additionally, the Auditor shall submit to LGC Staff simultaneously with the Governmental Unit's (Units') audited financial statements any other bond compliance statements or additional reports required by the authorizing bond documents, unless otherwise specified in the bond documents.
12. After completing the audit, the Auditor shall submit to the Governing Board a written report of audit. This report shall include, but not be limited to, the following information: (a) Management's Discussion and Analysis, (b) the financial statements and notes of the Governmental Unit(s) and all of its component units prepared in accordance with GAAP, (c) supplementary information requested by the Governmental Unit(s) or required for full disclosure under the law, and (d) the Auditor's opinion on the material presented. The Auditor shall furnish the required number of copies of the report of audit to the Governing Board upon completion.
13. If the audit firm is required by the NC State Board, the NCACPA Peer Review Committee, or the Secretary of the LGC to have a pre-issuance review of its audit work, there shall be a statement in the engagement letter indicating the pre-issuance review requirement. There also shall be a statement that the Governmental Unit(s) shall not be billed for the pre-issuance review. The pre-issuance review shall be performed prior to the completed audit being submitted to LGC Staff. The pre-issuance review report shall accompany the audit report upon submission to LGC Staff.

14. The Auditor shall submit the report of audit in PDF format to LGC Staff. For audits of units other than hospitals, the audit report should be submitted when (or prior to) submitting the final invoice for services rendered. The report of audit, as filed with the Secretary of the LGC, becomes a matter of public record for inspection, review and copy in the offices of the LGC by any interested parties. Any subsequent revisions to these reports shall be sent to the Secretary of the LGC. These audited financial statements, excluding the Auditors' opinion, may be used in the preparation of official statements for debt offerings by municipal bond rating services to fulfill secondary market disclosure requirements of the Securities and Exchange Commission and for other lawful purposes of the Governmental Unit(s) without requiring consent of the Auditor. If the LGC Staff determines that corrections need to be made to the Governmental Unit's (Units') financial statements and/or the compliance section, those corrections shall be provided within three business days of notification unless another deadline is agreed to by LGC Staff.

15. Should circumstances disclosed by the audit call for a more detailed investigation by the Auditor than necessary under ordinary circumstances, the Auditor shall inform the Governing Board in writing of the need for such additional investigation and the additional compensation required therefore. Upon approval by the Secretary of the LGC, this contract may be modified or amended to include the increased time, compensation, or both as may be agreed upon by the Governing Board and the Auditor.

16. If an approved contract needs to be modified or amended for any reason, the change shall be made in writing and pre-audited if the change includes a change in audit fee (pre-audit requirement does not apply to hospitals). This amended contract shall be completed in full, including a written explanation of the change, signed and dated by all original parties to the contract. It shall then be submitted to the Secretary of the LGC for approval. No change to the audit contract shall be effective unless approved by the Secretary of the LGC.

17. A copy of the engagement letter, issued by the Auditor and signed by both the Auditor and the Governmental Unit(s), shall be attached to this contract, and except for fees, work, and terms not related to audit services, shall be incorporated by reference as if fully set forth herein as part of this contract. In case of conflict between the terms of the engagement letter and the terms of this contract, the terms of this contract shall take precedence. Engagement letter terms that conflict with the contract are deemed to be void unless the conflicting terms of this contract are specifically deleted in Item 30 of this contract. Engagement letters containing indemnification clauses shall not be accepted by LGC Staff.

18. Special provisions should be limited. Please list any special provisions in an attachment.

19. A separate contract should not be made for each division to be audited or report to be submitted. If a DPCU is subject to the audit requirements detailed in the Local Government Budget and Fiscal Control Act and a separate audit report is issued, a separate audit contract is required. If a separate report is not to be issued and the DPCU is included in the primary government audit, the DPCU shall be named along with the primary government on this audit contract. DPCU Board approval date, signatures from the DPCU Board chairman and finance officer also shall be included on this contract.

20. The contract shall be executed, pre-audited (pre-audit requirement does not apply to hospitals), and physically signed by all parties including Governmental Unit(s) and the Auditor, then submitted in PDF format to the Secretary of the LGC.

21. The contract is not valid until it is approved by the Secretary of the LGC. The staff of the LGC shall notify the Governmental Unit and Auditor of contract approval by email. The audit should not be started before the contract is approved.

22. Retention of Client Records: Auditors are subject to the NC State Board of CPA Examiners' Retention of Client Records Rule 21 NCAC 08N .0305 as it relates to the provision of audit and other attest services, as well as non-attest services. Clients and former clients should be familiar with the requirements of this rule prior to requesting the return of records.

23. This contract may be terminated at any time by mutual consent and agreement of the Governmental Unit(s) and the Auditor, provided that (a) the consent to terminate is in writing and signed by both parties, (b) the parties have agreed on the fee amount which shall be paid to the Auditor (if applicable), and (c) no termination shall be effective until approved in writing by the Secretary of the LGC.

24. The Governmental Unit's (Units') failure or forbearance to enforce, or waiver of, any right or an event of breach or default on one occasion or instance shall not constitute the waiver of such right, breach or default on any subsequent occasion or instance.

25. There are no other agreements between the parties hereto and no other agreements relative hereto that shall be enforceable unless entered into in accordance with the procedure set out herein and approved by the Secretary of the LGC.

26. E-Verify. Auditor shall comply with the requirements of NCGS Chapter 64 Article 2. Further, if Auditor utilizes any subcontractor(s), Auditor shall require such subcontractor(s) to comply with the requirements of NCGS Chapter 64, Article 2.

27. **Applicable to audits with fiscal year ends of June 30, 2020 and later.** For all non-attest services, the Auditor shall adhere to the independence rules of the AICPA Professional Code of Conduct and *Government Auditing Standards, 2018 Revision* (as applicable). Preparing financial statements in their entirety shall be deemed a "significant threat" requiring the Auditor to apply safeguards sufficient to reduce the threat to an acceptable level. If the Auditor cannot reduce the threats to an acceptable level, the Auditor cannot complete the audit. If the Auditor is able to reduce the threats to an acceptable level, the documentation of this determination, including the safeguards applied, must be included in the audit workpapers.

All non-attest service(s) being performed by the Auditor that are necessary to perform the audit must be identified and included in this contract. The Governmental Unit shall designate an individual with the suitable skills, knowledge, and/or experience (SKE) necessary to oversee the services and accept responsibility for the results of the services performed. If the Auditor is able to identify an individual with the appropriate SKE, s/he must document and include in the audit workpapers how he/she reached that conclusion. If the Auditor determines that an individual with the appropriate SKE cannot be identified, the Auditor cannot perform both the non-attest service(s) and the audit. See "Fees for Audit Services" page of this contract to disclose the person identified as having the appropriate SKE for the Governmental Unit.

28. **Applicable to audits with fiscal year ends of June 30, 2021 and later.** The auditor shall present the audited financial statements including any compliance reports to the government unit's governing body or audit committee in an official meeting in open session as soon as the audited financial statements are available but not later than 45 days after the submission of the audit report to the Secretary. The auditor's presentation to the government unit's governing body or audit committee shall include:

- a) the description of each finding, including all material weaknesses and significant deficiencies, as found by the auditor, and any other issues related to the internal controls or fiscal health of the government unit as disclosed in the management letter, the Single Audit or Yellow Book reports, or any other communications from the auditor regarding internal controls as required by current auditing standards set by the Accounting Standards Board or its successor;
- b) the status of the prior year audit findings;
- c) the values of Financial Performance Indicators based on information presented in the audited financial statements; and
- d) notification to the governing body that the governing body shall develop a "Response to the Auditor's Findings, Recommendations, and Fiscal Matters," if required under 20 NCAC 03 .0508.

29. Information based on the audited financial statements shall be submitted to the Secretary for the purpose of identifying Financial Performance Indicators and Financial Performance Indicators of Concern. See 20 NCAC 03 .0502(c)(6).

30. All of the above paragraphs are understood and shall apply to this contract, except the following numbered paragraphs shall be deleted (See Item 17 for clarification).

31. The process for submitting contracts, audit reports and invoices is subject to change. Auditors and units should use the submission process and instructions in effect at the time of submission. Refer to the N.C. Department of State Treasurer website at <https://www.nctreasurer.com/state-and-local-government-finance-division/local-government-commission/submitting-your-audit>

32. All communications regarding audit contract requests for modification or official approvals will be sent to the email addresses provided on the signature pages that follow.

33. Modifications to the language and terms contained in this contract form (LGC-205) are not allowed.

FEES FOR AUDIT SERVICES

1. For all non-attest services, the Auditor shall adhere to the independence rules of the AICPA Professional Code of Conduct (as applicable) and *Government Auditing Standards, 2018 Revision*. Refer to Item 27 of this contract for specific requirements. The following information must be provided by the Auditor; contracts presented to the LGC without this information will not be approved.

Financial statements were prepared by: ☐ Auditor ☐ Governmental Unit ☐ Third Party

If applicable: Individual at Governmental Unit designated to have the suitable skills, knowledge, and/or experience (SKE) necessary to oversee the non-attest services and accept responsibility for the results of these services:

Name:

Title and Unit / Company:

Email Address:

OR Not Applicable (Identification of SKE Individual on the LGC-205 Contract is not applicable for GAAS-only audits or audits with FYEs prior to June 30, 2020.)

2. Fees may not be included in this contract for work performed on Annual Financial Information Reports (AFIRs), Form 990s, or other services not associated with audit fees and costs. Such fees may be included in the engagement letter but may not be included in this contract or in any invoices requiring approval of the LGC. See Items 8 and 13 for details on other allowable and excluded fees.

3. The audit fee information included in the table below for both the Primary Government Fees and the DPCU Fees (if applicable) should be reported as a specific dollar amount of audit fees for the year under this contract. If any language other than an amount is included here, the contract will be returned to the audit form for correction.

4. Prior to the submission of the completed audited financial report and applicable compliance reports subject to this contract, or to an amendment to this contract (if required) the Auditor may submit interim invoices for approval for services rendered under this contract to the Secretary of the LGC, not to exceed 75% of the billings for the unit's last annual audit that was submitted to the Secretary of the LGC. All invoices for services rendered in an audit engagement as defined in 20 NCAC .0503 shall be submitted to the Commission for approval before any payment is made. Payment before approval is a violation of law. (This paragraph not applicable to contracts and invoices associated with audits of hospitals).

Primary Government Unit	
Audit Fee (financial and compliance if applicable)	\$
Fee per Major Program (if not included above)	\$
Additional Fees Not Included Above (if applicable):	
Financial Statement Preparation (incl. notes and RSI)	\$
All Other Non-Attest Services	\$
TOTAL AMOUNT NOT TO EXCEED	\$

Discretely Presented Component Unit	
Audit Fee (financial and compliance if applicable)	\$
Fee per Major Program (if not included above)	\$
Additional Fees Not Included Above (if applicable):	
Financial Statement Preparation (incl. notes and RSI)	\$
All Other Non-Attest Services	\$
TOTAL AMOUNT NOT TO EXCEED	\$

SIGNATURE PAGE

AUDIT FIRM

Audit Firm*	
Authorized Firm Representative (typed or printed)*	Signature* <i>Diana Hardy</i>
Date*	Email Address*

GOVERNMENTAL UNIT

Governmental Unit*	
Date Governing Board Approved Audit Contract* (Enter date in box to right)	
Mayor/Chairperson (typed or printed)*	Signature*
Date	Email Address*

Chair of Audit Committee (typed or printed, or "NA")	Signature
Date	Email Address

GOVERNMENTAL UNIT – PRE-AUDIT CERTIFICATE

Required by G.S. 159-28(a1) or G.S. 115C-441(a1). Not applicable to hospital contracts.

This instrument has been pre-audited in the manner required by The Local Government Budget and Fiscal Control Act or by the School Budget and Fiscal Control Act.

Sum Obligated by This Transaction:	\$
Primary Governmental Unit Finance Officer* (typed or printed)	Signature*
Date of Pre-Audit Certificate*	Email Address*

SIGNATURE PAGE – DPCU
(complete only if applicable)

DISCRETELY PRESENTED COMPONENT UNIT

DPCU*	
Date DPCU Governing Board Approved Audit Contract* (Enter date in box to right)	
DPCU Chairperson (typed or printed)*	Signature*
Date*	Email Address*

Chair of Audit Committee (typed or printed, or "NA")	Signature
Date	Email Address

DPCU – PRE-AUDIT CERTIFICATE

Required by G.S. 159-28(a1) or G.S. 115C-441(a1). Not applicable to hospital contracts.

This instrument has been pre-audited in the manner required by The Local Government Budget and Fiscal Control Act or by the School Budget and Fiscal Control Act.

Sum Obligated by this Transaction:	\$
DPCU Finance Officer (typed or printed)*	Signature*
Date of Pre-Audit Certificate*	Email Address*

Remember to print this form, and obtain all
 required signatures prior to submission.

AMENDMENT TO THE BUDGET ORDINANCE

BE IT ORDAINED by the Governing Board of the Town of Davidson, North Carolina, that the following amendment be made to the annual budget ordinance for the fiscal year ending June 30, 2025:

Section 1: To amend the General Fund, the appropriations are to be changed as follows:

<u>Acct. No.</u>	<u>Account</u>	<u>Decrease</u>	<u>Increase</u>
10-00-9900-261	Equipment Not Capitalized		\$5,000.00

Budgeted expenditures will fund the purchase of Walking Pads/Treadmills funded by and NCLM wellness grant.

Section 2: To amend the General Fund, the estimated revenues are to be changed as follows:

<u>Acct. No.</u>	<u>Account</u>	<u>Decrease</u>	<u>Increase</u>
10-00-3431-315	Grants		\$5,000.00

The Town will receive a wellness grant from NCLM to purchase walking pads/treadmills.

Section 3: Copies of this budget amendment shall be furnished to the Clerk of the Governing Board, and to the Budget Officer and the Finance Officer for their direction.

Adopted this 25th day of March, 2025

By: _____

Rusty Knox

Mayor

ATTEST:

Elizabeth K. Shores

Town Clerk



February, 2025

Deneesha Davis
Town of Davidson
PO Box 579
Davidson, NC 28036-0579

Dear Deneesha:

Congratulations to you and the The Town of Davidson on your approval for a Wellness Grant. After careful review, we have approved \$5,000.00 of the requested amount for Walking Pad/Treadmill.

Wellness grants through the League require follow up with a brief description of how grant funds were used and include copies of receipts for all approved purchases. A representative of the League will reach out in 6 months to a year to inquiry about your Wellness Program. This follow up is required before any further grant request will be considered. Please feel free to contact our office should you have any questions concerning the updated changes to the program.

Once again congratulations, keep up the excellent work.

Sincerely,

Tisha Robinson
Health and Wellness Coordinator

STATE OF NORTH CAROLINA
MECKLENBURG COUNTY

DATE: 5 March 2025

PETITION FOR VOLUNTARY CONTIGUOUS ANNEXATION

TO THE HONORABLE MAYOR AND TOWN BOARD OF COMMISSIONERS OF
THE TOWN OF DAVIDSON, NORTH CAROLINA:

1. We, the undersigned owners of real property believe that the area described in paragraph 2 below meets the requirements of G.S 160A-31 and respectfully request that the area described in paragraph 2 below be annexed to the Town of Davidson.
2. The area to be annexed is contiguous to the Town of Davidson, and the boundaries of such territory are as follows:

(A legally acceptable description of the property must be inserted here, after it has been approved by the Town Attorney.)

WHEREFORE, your petitioner(s) respectfully requests that the aforementioned property be annexed by the Town of Davidson, North Carolina.

IN WITNESS WHEREOF, your petitioner(s) has caused this instrument to be executed on the 5th day of March, 20 25.

PETITIONER(S)

(This petition must be signed by the owners of each parcel proposed for annexation; attach additional sheets, if necessary)

<u>Name</u>	<u>Address</u>
Jeffrey Mark Stoiber <i>Jeffrey m. Stoiber</i>	23 Short Road, Bethany Beach, DE, 19930
Margaret Hudak Stoiber M	23 Short Road, Bethany Beach, DE, 19930

(NOTE: If the property is owned by a corporation or entity other than a private individual, a responsible corporate officer must sign as petitioner with an attestation by a second corporate officer and the corporate seal affixed. In addition, the execution of the **petition must be notarized.**)

Accuracy of Legal Description Approved:

Town Attorney

APPROVED 08-28-2018

Exhibit "A"

That certain 0.427 acre parcel of land lying and being situated in Deweese Township, Mecklenburg County, North Carolina, and more particularly described as follows:

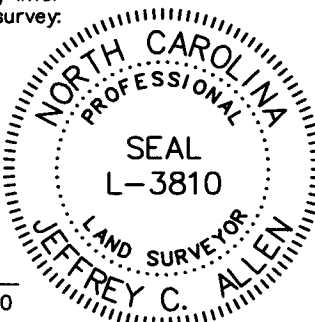
BEING all of Lot 2, as shown on a survey entitled "Survey for Owners: Joseph T. Roy, IV and wife, Nancy N. Roy," prepared by Allen Geomatics, P.C. dated October 29, 2018, a copy of which is recorded as part of the deed recorded in Deed Book 33176, Page 517, Mecklenburg Public Registry.

I, Jeffrey C. Allen, certify that this plat was drawn under my supervision from an actual survey made under my supervision (deed description recorded in Book 32866, page 587); that the boundaries not surveyed are clearly indicated as drawn from information found in Book AS, page NOTED; that the ratio of precision as calculated is 1:10,000+; that this plat was prepared in accordance with G.S. 47-30 as amended; that regarding G.S. 47-30(f)(11)d., this is an exempt map and an exception to the definition of subdivision; that the Global Positioning System (GPS) survey and the following information was used to perform the "Class A" GPS survey: RTK Network procedure on 06/17/17; NAD83 Datum / Epoch 2011 / GEOID09; Checked Published NCGS Monument "M 007"; Positional accuracy < 0.10'; US Survey Feet Combined Grid Factor 0.99984785'

Witness my original signature, registration number and seal this 29th day of October, 2018.

PROFESSIONAL LAND SURVEYOR

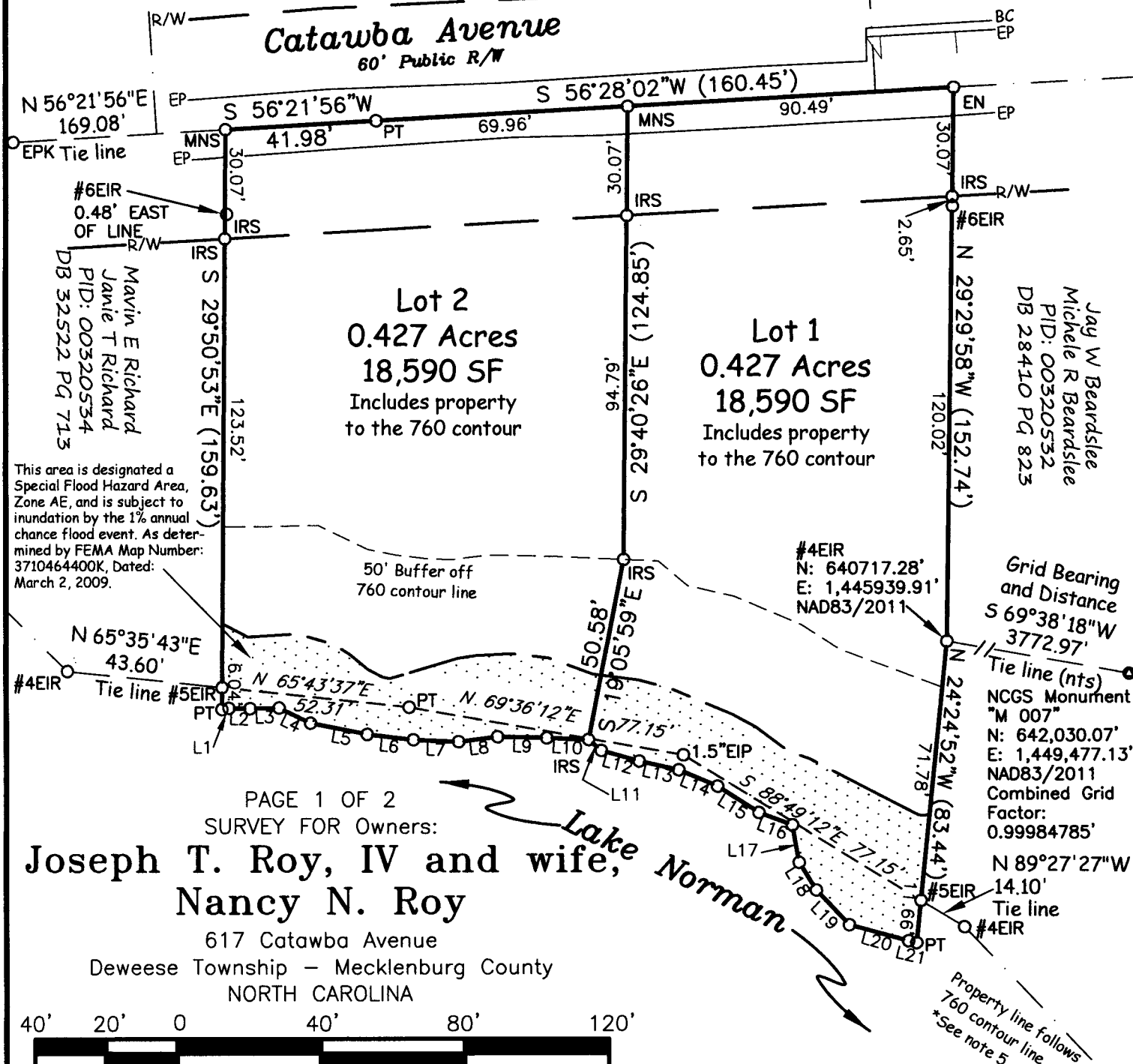
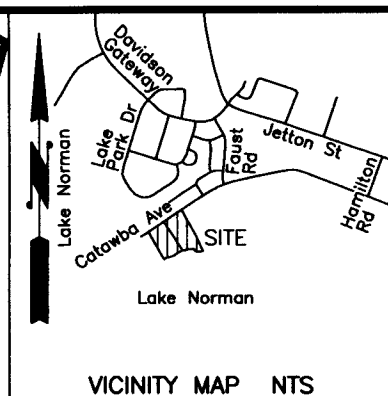
L-3810



Harold Lynn Bringardner
Diana Lynn Bringardner
PID: 00321106
DB 4177 PG 50

Mary Katherine Hickle
PID: 00321517
Lot 1
MB 36 PG 147

VICINITY MAP NTS



PAGE 1 OF 2
SURVEY FOR Owners:
Joseph T. Roy, IV and wife,
Nancy N. Roy
617 Catawba Avenue
Deweese Township - Mecklenburg County
NORTH CAROLINA

Allen
geomatics
LAND SURVEYING

Allen Geomatics, P.C. (C-3191)
PO Box 89, Advance, NC 27006
(336) 998-0218
www.AllenGeomatics.com

THIS MAP IS NOT A CERTIFIED SURVEY AND HAS NOT BEEN REVIEWED BY A LOCAL GOVERNMENT AGENCY FOR COMPLIANCE WITH ANY APPLICABLE LAND DEVELOPMENT REGULATIONS. 184

621 CATAWBA AV DAVIDSON NC 28036

🔑 Property Key

Parcel ID	GIS ID
00320547	00320547

Address located on Property (Postal City)

623 CATAWBA AV DAVIDSON NC 28036

Owner Name	Mailing Address
JEFFREY MARK STOIBER	5704 33RD ST NW WASHINGTON DC 20015
MARGARET HUDAK STOIBER	5704 33RD ST NW WASHINGTON DC 20015

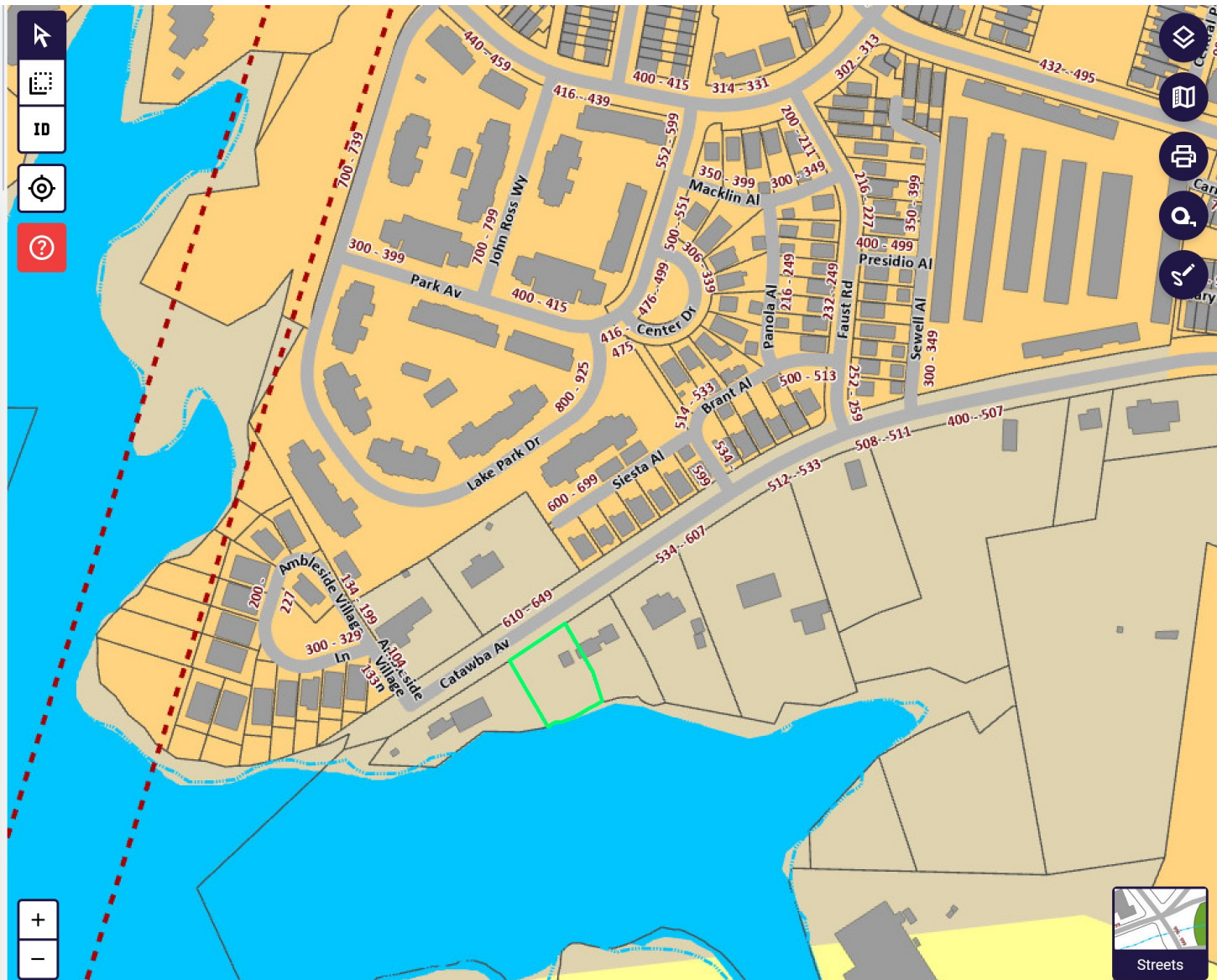


Report Issues

Wrong Property Information or Map

Wrong Mailing Address

Address or Road Issues





RESOLUTION 2025-09
DIRECTING THE CLERK TO INVESTIGATE
A PETITION RECEIVED UNDER N.C.G.S. 160A-31
Annexation of 621 Catawba Avenue (Parcel #00320547)

WHEREAS, a petition requesting annexation of an area described in said petition was received on March 5, 2025 by the Board of Commissioners; and

WHEREAS, N.C.G.S. 160A-31 provides that the sufficiency of the petition shall be investigated by the Town Clerk before further annexation proceedings may take place; and

WHEREAS, the Board of Commissioners of the Town of Davidson deems it advisable to proceed in response to this request for annexation

NOW, THEREFORE, BE IT RESOLVED by the Board of Commissioners of the Town of Davidson that:

The Town Clerk is hereby directed to investigate the sufficiency of the above described petition and to certify as soon as possible to the Board of Commissioners the result of her investigation.

Adopted on the ____ of ____ 2025.

Attest:

Rusty Knox
Mayor

Elizabeth K. Shores
Town Clerk

STATE OF NORTH CAROLINA
MECKLENBURG COUNTY

DATE: 1/28/25

PETITION FOR VOLUNTARY CONTIGUOUS ANNEXATION

TO THE HONORABLE MAYOR AND TOWN BOARD OF COMMISSIONERS OF THE
TOWN OF DAVIDSON, NORTH CAROLINA:

1. We, the undersigned owners of real property believe that the area described in paragraph 2 below meets the requirements of G.S 160A-31 and respectfully request that the area described in paragraph 2 below be annexed to the Town of Davidson.
2. The area to be annexed is contiguous to the Town of Davidson, and the boundaries of such territory are as follows:

(A legally acceptable description of the property must be inserted here, after it has been approved by the Town Attorney.)

WHEREFORE, your petitioner(s) respectfully requests that the aforementioned property be annexed by the Town of Davidson, North Carolina.

IN WITNESS WHEREOF, your petitioner(s) has caused this instrument to be executed on the 28 day of January, 2025.

PETITIONER(S)

(This petition must be signed by the owners of each parcel proposed for annexation: attach additional sheets if necessary)

<u>Name</u>	<u>Address</u>
<u>Summit Farms Holdings LLC</u>	<u>215 S. Main St.</u>
<u></u>	<u>Suite 206</u>
<u></u>	<u>Davidson, NC 28036</u>

(NOTE: If the property is owned by a corporation or entity other than a private individual, a responsible corporate officer must sign as petitioner with an attestation by a second corporate officer and the corporate seal affixed. In addition, the execution of the petition must be notarized.)

Accuracy of Legal Description Approved:

Town Attorney

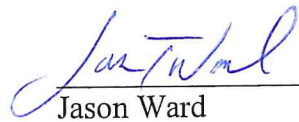
Attached hereto is a Corporate Resolution authorizing the submission of the Petition by all Members of Summit Farms Holdings LLC.

STATE OF NORTH CAROLINA

VERIFICATION

COUNTY OF MECKLENBURG

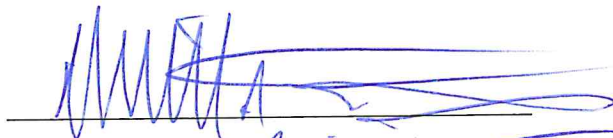
Jason Ward, being first duly sworn, deposes and says the following: that he is a Member of Summit Farms Holdings, LLC, a North Carolina limited liability company; that he has the authorization to sign the attached Annexation Petition on behalf of the Company; that he has read the attached Petition for Voluntary Contiguous Annexation and the accompanying attachments and the same are true of his own knowledge, or based on items found in the public records of Mecklenburg County, North Carolina, which he believes to be true.

 (SEAL)
Jason Ward

STATE OF NORTH CAROLINA

COUNTY OF Mecklenburg

I, Michael R Tourtelot, a Notary Public for Mecklenburg County, North Carolina, do hereby certify Jason Ward, as Member of Summit Farms Holdings, LLC, personally appeared before me this 28th day of January, 2025 and acknowledged the due execution of the foregoing instrument.


Notary Public: Michael R Tourtelot
My Commission Expires: March 18, 2026

(SEAL)

MICHAEL R TOURTELOT
NOTARY PUBLIC
Mecklenburg County, North Carolina
My Commission Expires 3/18/26

EXHIBIT "A"
TO SPECIAL WARRANTY DEED

LEGAL DESCRIPTION

TRACT I:

Tax Parcel 007-231-21

To get to the point of BEGINNING, start in the centerline of the intersection of East Rocky River Road (S.R. 2420) and Shearer Road (S.R. 2418), and run from said starting point the following 7 courses and distances: 1) South 31-32-22 East 132.41 feet; 2) South 23-44-24 East 129.51 feet; 3) South 17-50-43 East 135.17 feet; 4) South 16-44-19 East 111.98 feet; 5) South 17-28-27 East 53.48 feet; 6) and leaving the center of Shearer Road and running with a line of Guy Calvin Bostian and wife, Carol Rice Bostian (Deed Book 5706, page 698, Mecklenburg Public Registry, all references being to the Mecklenburg Public Registry), South 79-37-36 East 35.00 feet to a point in the margin of Shearer Road; and 7) and continues thence with the southern line of Bostian, South 79-37-36 East 166.43 feet to a 5/8-inch iron set, said 5/8-inch iron being the point and place of BEGINNING; and runs thence from said 5/8-inch iron set with the line of Howard Lee Bostian, Jr. and wife, Rose Marie Bostian (Deed Book 5706, page 700), South 79-37-36 East 1,450.71 feet to a point; and continues with the line of Bostian, South 79-37-36 East 35.00 feet to a point (said point being the northern corner of Bostian); and runs thence North 30-17-50 West 194.30 feet to a point; and continues thence North 26-08-03 West 133.54 feet to a point; and continues thence North 17-01-58 West 105.66 feet to a point; and runs thence North 82-44-30 West 35.00 feet to a point; and runs thence North 82-44-30 West 730.82 feet to a point; and runs thence a new line of Bostian, South 67-01-24 West 558.24 feet to the point and place of BEGINNING, containing 8.313 acres, more or less, all as shown on that certain survey prepared by Robert J. Wilkins, RLS, dated April 8, 1999, to which reference is made, the same being the rear portion of Mecklenburg County Parcel 007-231-003.

BEING the same property conveyed to 19300 Shearer Road Realty LLC by deed recorded in Book 37663, Page 479, in the Office of the Register of Deeds for Mecklenburg County, North Carolina.

TRACT II:

Tax Parcel 007-231-15

To get to the point and place of BEGINNING, start at a point in the centerline of the intersection of Shearer Road (S.R. 2418) with East Rocky River Road (S.R. 2420) the following S courses and distances: 1) South 31-32-22 East 132.41 feet; 2) South 23-44-24 East 129.51 feet; 3) South 17-50-43 East 135.17 feet; 4) South 16-44-19 East 111.98 feet; and 5) South 17-28-27 East 53.48 feet to the point and place of BEGINNING; and runs from said beginning point with the southern line of Guy Calvin Bostian and wife, Carol Rice Bostian (deed Book 5706, page 698, Mecklenburg Public Registry, all references being to the Mecklenburg Public Registry), South 79-37-36 East 35.00 feet to a point in the margin of Shearer Road; and continues thence South 79-37-36 East 166.43 feet to a 5/8-inch iron set in the line; and continues thence with the line of Guy Bostian, South 79-37-36 East 1,450.71 feet to a point; and continues thence with the line of Guy Bostian, South 79-37-36 East 35.00 feet to a point (said point being the southeastern corner of Guy Bostian); and runs thence South 27-37-35 East 356.23 feet to a point; and runs thence South 54-24-38 West 24.53 feet to a point; and runs thence North 85-24-21 West 1,578.69 feet to a point in the margin of Shearer Road; and runs thence North 85-24-21 West 35.00 feet to a point in the center of Shearer Road; and runs thence with the center of Shearer Road, the following 5 calls: 1) North 24-58-54 West 84.88 feet; 2) North 25-28-47 West 98.51 feet; 3) North 22-25-52 West 82.87 feet; 4) North 19-09-51 West 67.11 feet; and 5) North 17-58-26 West 208.76 feet to the point and place of BEGINNING, containing 15.00 acres,

more or less, as shown on that certain survey prepared by Robert J. Wilkins, RLS, dated April 8, 1999, to which reference is made, and being all of that property designated as Mecklenburg County Parcel 007-231-15, and being all of that property as shown in Deed Book 5706, page 700, Mecklenburg County Public Registry.

BEING the same property conveyed to 19300 Shearer Road Realty LLC by deed recorded in Book 37663, Page 479, in the Office of the Register of Deeds for Mecklenburg County, North Carolina.

TRACT III:

Tax Parcel 007-231-16

BEGINNING at a point in the center of State Road No. 2418, a common corner with Pendergraft (See Deed Book 4571, page 129) and running thence with the center of said roadway as follows: (1) North 37 deg. 12 min. 59 sec. West 64.50 feet to a point; (2) North 22 deg. 45 min. 43. Sec. West 160.37 feet to a point; (3) North 27 deg. 23 min. 25 sec. West 53.98 feet to a point; (4) North 24 deg. 11 min. 21 sec. West 128.59 feet to a point, a new corner of Howard Bostian; thence with a new line of Howard Bostian South 85 deg. 24 min. 21 sec. East 1,613.69 feet to an iron pin in the line of Pendergraft; thence with two lines of Pendergraft as follows: (1) South 54 deg. 24 min. 38 sec. West 474.11 feet to a stone; (2) North 87 deg. 46 min. 04 sec. West 1,045.17 feet to the point and place of BEGINNING, containing ten (10) acres, more or less, and being the identical property conveyed to Gail B. Hoke (now Gail B. McKnight) by deed of Howard L. Bostian and wife, Helena G. Bostian, dated February 1988 and recorded February 29, 1988 in Book 5706, page 696, Mecklenburg County Register of Deeds.

In addition to that area removed from Parcel 007-501-01 by 4 ME, Inc., in that Boundary Line Adjustment Declaration recorded in Book 37663, Page 374, in the Office of the Register of Deeds for Mecklenburg County, North Carolina.

BEING the same property conveyed to 19300 Shearer Road Realty LLC by deed recorded in Book 37663, Page 479, in the Office of the Register of Deeds for Mecklenburg County, North Carolina.

THE ABOVE PROPERTY BEING ALSO DESCRIBED AS FOLLOWS, WHICH DESCRIPTION IS WITHOUT ANY WARRANTIES AS TO COMPLETENESS OR ACCURACY BY GRANTOR:

Composite (Less PIN: 007-231-03 & Outparcel)

Being that certain parcel of land lying and being in the Town of Davidson, Mecklenburg County, North Carolina, and being more particularly described as follows:

BEGINNING at a calculated point in the centerline of Shearer Road, said point being located S 60°27'34" W a distance of 30.27 feet from a 1/2" existing iron rod located along the northerly line of the Robert David Morgan property as described in Deed Book 7870, Page 653 of the Mecklenburg County Public Registry; thence with the centerline of Shearer Road the following two (2) courses and distances; (1) N 26°51'33" W a distance of 67.47 feet to a calculated point; (2) with a circular curve to the left with a radius of 541.15 feet, with an arc length of 15.45 feet, with a chord bearing of N 28°20'41" W, and a chord length of 15.45 feet, to a calculated point; thence turning and running with a new line the following five (5) courses and distances; (1) N 60°27'56" E a distance of 250.41 feet to a 1/2" new iron rod; (2) N 19°44'24" W a distance of 380.05 feet to a 1/2" existing iron rod; (3) N 32°45'56" E a distance of 37.77 feet to 1/2" existing iron rod; (4) N 67°18'25" W a distance of 40.61 feet to 1/2" existing iron rod; (5) N 02°12'04" W a distance of 71.96 feet to a 'A' existing iron rod located along the southerly line of the 4ME, Inc. property as described in Deed Book 33589, Page 472; thence with the southerly line of 4ME, N 86°50'21" W a distance of 656.64

feet (crossing a 1/2" existing iron rod at 622.69 feet) to a calculated point in the aforesaid centerline of Shearer Road; thence with the centerline of Shearer Road the following seven (7) courses and distances; (1) with a circular curve to the right with a radius of 314.62 feet, with an arc length of 80.94 feet, with a chord bearing of N 33°13'44" W, and a chord length of 80.72 feet, to a calculated point; (2) N 24°00'31" W a distance of 102.72 feet to a calculated point; (3) N 22°58'18" W a distance of 96.23 feet to a calculated point; (4) N 23°03'08" W a distance of 132.08 feet to a calculated point; (5) N 24°22'05" W a distance of 169.60 feet to a calculated point; (6) with a circular curve to the right with a radius of 1,278.97 feet, with an arc length of 156.26 feet with a chord bearing of N 20°13'17" W, and a chord length of 156.17 feet, to a calculated point; (7) N 16°33'51" W a distance of 212.91 feet to a calculated point located at the southwest corner of the 19300 Shearer Road Realty, LLC property as described in Deed Book 37066, Page 983; thence with the 1900 Shearer line the following two (2) courses and distances; (1) S 78°28'07" E a distance of 201.43 feet to 1/2" existing iron rod; (2) N 68°10'53" E a distance of 557.98 feet to 1/2" existing iron rod located along the southerly line of the Dale A. Sadler property as described in Deed Book 7917, Page 832; thence with the Sadler line and continuing with the Todd Reid Brown and Audrey Brown property as described in Deed Book 8894, Page 5, S 81°46'02" E a distance of 765.00 feet (crossing a 5/8" existing iron rod at 730.42 feet) to a calculated point located in the center of Rocky River; thence running with the center of Rocky River the following (10) courses and distances; (1) S 15°52'29" E a distance of 108.21 feet to a calculated point; (2) S 24°58'34" E a distance of 133.54 feet to a calculated point; (3) S 29°08'21" E a distance of 194.30 feet to a calculated point; (4) S 26°52'19" E a distance of 354.54 feet to a calculated point; (5) S 32°05'47" E a distance of 274.45 feet to a calculated point; (6) S 32°41'10" E a distance of 97.99 feet to a calculated point; (7) S 39°18'14" E a distance of 123.01 feet to a calculated point; (8) S 26°43'41" E a distance of 147.35 feet to a calculated point; (9) S 28°33'46" E a distance of 128.93 feet to a calculated point; (10) S 25°19'46" E a distance of 102.74 feet to a calculated point located along the northerly line of the Christopher Nadeau and Natasha Nadeau as described in Deed Book 30294, Page 944; thence with the Nadeau line S 60°32'15" W a distance of 767.16 feet to a 1" existing iron pipe located at the southeast corner of the aforesaid Robert David Morgan property; thence with the Morgan line the following two (2) courses and distances; (1) N 25°46'53" W a distance of 468.62 feet to a 1" existing iron pipe; (2) S 60°27'34" W a distance of 467.14 feet to the Point and Place of BEGINNING. Having an area of 2,211,051 square feet or 50.7587 acres according to a survey by Cloninger Bell Surveying & Mapping, PLLC dated June 29, 2022. Job No. 1706.

List of Parcels to be Annexed

All parcels are owned by Summit Farms Holdings, LLC with a mailing address of 215 S. Main St., Suite 206, Davidson, NC 28036.

1. 00723115
2. 00723116
3. 00723121
4. 00723103

List of Parcels Adjacent to Proposed Annexed Parcels

1. 00723102
2. 00723101
3. 00723109
4. 00750108
5. 00750102
6. 00750101
7. 00741523
8. 00741522
9. 00724146B, 00724146A
10. 00724110
11. 00724111
12. 00724112
13. 00723121
14. 00309209
15. 00308166
16. 00308109

Polaris Map – Mecklenburg County, North Carolina

Summit Farms POLARIS REVISED

Mecklenburg County GIS

Date Printed: 1/23/2025 5:38 PM

Overlay Legend

**** Subject Property**
Adjacent Properties

1. 00723102
2. 00723101
3. 00723109
4. 00750108
5. 00750102
6. 00750101
7. 00741523
8. 00741522
9. 00724146 B
00724146 A
10. 00724110
11. 00724111
12. 00724112
13. 00723121
14. 00309209
15. 00308166
16. 00308109

**



0 0.04 0.07 0.14 Miles

This map or report is prepared for the inventory of real property within Mecklenburg County and is compiled from recorded deeds, plats, tax maps, surveys, planimetric maps, and other public records and data. Users of this map or report are hereby notified that the aforementioned public primary information sources should be consulted for verification. Mecklenburg County and its mapping contractors assume no legal responsibility for the information contained herein.



CERTIFICATE OF SUFFICIENCY

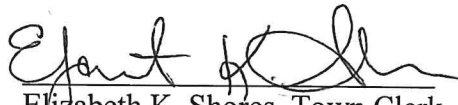
Summit Farms (Parcel #007-231-21, 007-23-15, 007-231-16, 007-231-03)

To the Board of Commissioners of the Town of Davidson, North Carolina:

I, Elizabeth K. Shores, do hereby certify that I have investigated the attached petition and hereby make the following findings:

- a. The petition from Summit Farms Holdings, LLC contains an adequate property description of the area proposed for annexation.
- b. The area described in the petition is contiguous to the Town of Davidson primary corporate limits, as defined by G.S. 160A-31.
- c. The petition is signed by and includes addresses of all owners of real property lying in the area described therein.
- d. The parcel subject to this Annexation Petition is already subject to the Town of Davidson's zoning jurisdiction. The owner claims all vested rights that attach to the site pursuant to all issued and valid permits.

In witness, whereof, I have hereunto set my hand and affixed the seal of the Town of Davidson, this 25th day of March, 2025.


Elizabeth K. Shores, Town Clerk



RESOLUTION 2025-10
FIXING DATE OF PUBLIC HEARING ON QUESTION
OF ANNEXATION PURSUANT TO G.S. 160A-31
Summit Farms (Parcel #007-231-21, 007-23-15, 007-231-16, 007-231-03)

WHEREAS, a petition requesting annexation of the area described herein has been received; and

WHEREAS, the Board of Commissioners has by resolution directed the Town Clerk to investigate the sufficiency of the petition; and

WHEREAS, certification by the Town Clerk as to the sufficiency of the petition has been made;

NOW, THEREFORE, BE IT RESOLVED by the Board of Commissioners of the Town of Davidson, North Carolina that:

Section 1. A public hearing on the question of annexation of the area described herein will be held at the Davidson Town Hall and Community Center in the Town Hall Council Chamber on Tuesday, April 22, 2025 at 6:00 p.m.

Section 2. The area proposed for annexation is described as follows:

(See pages 2-4 for Mets and Bounds Description)

*Section 3. Notice of the public hearing shall be published in the Charlotte Observer, a newspaper having general circulation in the Town of Davidson, at least ten (10) days prior to the date of the public hearing.

Adopted on the 25th day of March 2025.

Attest:

Rusty Knox
Mayor

Elizabeth K. Shores
Town Clerk

EXHIBIT "A"
TO SPECIAL WARRANTY DEED

LEGAL DESCRIPTION

TRACT I:

Tax Parcel 007-231-21

To get to the point of BEGINNING, start in the centerline of the intersection of East Rocky River Road (S.R. 2420) and Shearer Road (S.R. 2418), and run from said starting point the following 7 courses and distances: 1) South 31-32-22 East 132.41 feet; 2) South 23-44-24 East 129.51 feet; 3) South 17-50-43 East 135.17 feet; 4) South 16-44-19 East 111.98 feet; 5) South 17-28-27 East 53.48 feet; 6) and leaving the center of Shearer Road and running with a line of Guy Calvin Bostian and wife, Carol Rice Bostian (Deed Book 5706, page 698, Mecklenburg Public Registry, all references being to the Mecklenburg Public Registry), South 79-37-36 East 35.00 feet to a point in the margin of Shearer Road; and 7) and continues thence with the southern line of Bostian, South 79-37-36 East 166.43 feet to a 5/8-inch iron set, said 5/8-inch iron being the point and place of BEGINNING; and runs thence from said 5/8-inch iron set with the line of Howard Lee Bostian, Jr. and wife, Rose Marie Bostian (Deed Book 5706, page 700), South 79-37-36 East 1,450.71 feet to a point; and continues with the line of Bostian, South 79-37-36 East 35.00 feet to a point (said point being the northern corner of Bostian); and runs thence North 30-17-50 West 194.30 feet to a point; and continues thence North 26-08-03 West 133.54 feet to a point; and continues thence North 17-01-58 West 105.66 feet to a point; and runs thence North 82-44-30 West 35.00 feet to a point; and runs thence North 82-44-30 West 730.82 feet to a point; and runs thence a new line of Bostian, South 67-01-24 West 558.24 feet to the point and place of BEGINNING, containing 8.313 acres, more or less, all as shown on that certain survey prepared by Robert J. Wilkins, RLS, dated April 8, 1999, to which reference is made, the same being the rear portion of Mecklenburg County Parcel 007-231-003.

BEING the same property conveyed to 19300 Shearer Road Realty LLC by deed recorded in Book 37663, Page 479, in the Office of the Register of Deeds for Mecklenburg County, North Carolina.

TRACT II:

Tax Parcel 007-231-15

To get to the point and place of BEGINNING, start at a point in the centerline of the intersection of Shearer Road (S.R. 2418) with East Rocky River Road (S.R. 2420) the following S courses and distances: 1) South 31-32-22 East 132.41 feet; 2) South 23-44-24 East 129.51 feet; 3) South 17-50-43 East 135.17 feet; 4) South 16-44-19 East 111.98 feet; and 5) South 17-28-27 East 53.48 feet to the point and place of BEGINNING; and runs from said beginning point with the southern line of Guy Calvin Bostian and wife, Carol Rice Bostian (deed Book 5706, page 698, Mecklenburg Public Registry, all references being to the Mecklenburg Public Registry), South 79-37-36 East 35.00 feet to a point in the margin of Shearer Road; and continues thence South 79-37-36 East 166.43 feet to a 5/8-inch iron set in the line; and continues thence with the line of Guy Bostian, South 79-37-36 East 1,450.71 feet to a point; and continues thence with the line of Guy Bostian, South 79-37-36 East 35.00 feet to a point (said point being the southeastern corner of Guy Bostian); and runs thence South 27-37-35 East 356.23 feet to a point; and runs thence South 54-24-38 West 24.53 feet to a point; and runs thence North 85-24-21 West 1,578.69 feet to a point in the margin of Shearer Road; and runs thence North 85-24-21 West 35.00 feet to a point in the center of Shearer Road; and runs thence with the center of Shearer Road, the following 5 calls: 1) North 24-58-54 West 84.88 feet; 2) North 25-28-47 West 98.51 feet; 3) North 22-25-52 West 82.87 feet; 4) North 19-09-51 West 67.11 feet; and 5) North 17-58-26 West 208.76 feet to the point and place of BEGINNING, containing 15.00 acres,

more or less, as shown on that certain survey prepared by Robert J. Wilkins, RLS, dated April 8, 1999, to which reference is made, and being all of that property designated as Mecklenburg County Parcel 007-231-15, and being all of that property as shown in Deed Book 5706, page 700, Mecklenburg County Public Registry.

BEING the same property conveyed to 19300 Shearer Road Realty LLC by deed recorded in Book 37663, Page 479, in the Office of the Register of Deeds for Mecklenburg County, North Carolina.

TRACT III:

Tax Parcel 007-231-16

BEGINNING at a point in the center of State Road No. 2418, a common corner with Pendergraft (See Deed Book 4571, page 129) and running thence with the center of said roadway as follows: (1) North 37 deg. 12 min. 59 sec. West 64.50 feet to a point; (2) North 22 deg. 45 min. 43. Sec. West 160.37 feet to a point; (3) North 27 deg. 23 min. 25 sec. West 53.98 feet to a point; (4) North 24 deg. 11 min. 21 sec. West 128.59 feet to a point, a new corner of Howard Bostian; thence with a new line of Howard Bostian South 85 deg. 24 min. 21 sec. East 1,613.69 feet to an iron pin in the line of Pendergraft; thence with two lines of Pendergraft as follows: (1) South 54 deg. 24 min. 38 sec. West 474.11 feet to a stone; (2) North 87 deg. 46 min. 04 sec. West 1,045.17 feet to the point and place of BEGINNING, containing ten (10) acres, more or less, and being the identical property conveyed to Gail B. Hoke (now Gail B. McKnight) by deed of Howard L. Bostian and wife, Helena G. Bostian, dated February 1988 and recorded February 29, 1988 in Book 5706, page 696, Mecklenburg County Register of Deeds.

In addition to that area removed from Parcel 007-501-01 by 4 ME, Inc., in that Boundary Line Adjustment Declaration recorded in Book 37663, Page 374, in the Office of the Register of Deeds for Mecklenburg County, North Carolina.

BEING the same property conveyed to 19300 Shearer Road Realty LLC by deed recorded in Book 37663, Page 479, in the Office of the Register of Deeds for Mecklenburg County, North Carolina.

THE ABOVE PROPERTY BEING ALSO DESCRIBED AS FOLLOWS, WHICH DESCRIPTION IS WITHOUT ANY WARRANTIES AS TO COMPLETENESS OR ACCURACY BY GRANTOR:

Composite (Less PIN: 007-231-03 & Outparcel)

Being that certain parcel of land lying and being in the Town of Davidson, Mecklenburg County, North Carolina, and being more particularly described as follows:

BEGINNING at a calculated point in the centerline of Shearer Road, said point being located S 60°27'34" W a distance of 30.27 feet from a 1/2" existing iron rod located along the northerly line of the Robert David Morgan property as described in Deed Book 7870, Page 653 of the Mecklenburg County Public Registry; thence with the centerline of Shearer Road the following two (2) courses and distances; (1) N 26°51'33" W a distance of 67.47 feet to a calculated point; (2) with a circular curve to the left with a radius of 541.15 feet, with an arc length of 15.45 feet, with a chord bearing of N 28°20'41" W, and a chord length of 15.45 feet, to a calculated point; thence turning and running with a new line the following five (5) courses and distances; (1) N 60°27'56" E a distance of 250.41 feet to a 1/2" new iron rod; (2) N 19°44'24" W a distance of 380.05 feet to a 1/2" existing iron rod; (3) N 32°45'56" E a distance of 37.77 feet to 1/2" existing iron rod; (4) N 67°18'25" W a distance of 40.61 feet to 1/2" existing iron rod; (5) N 02°12'04" W a distance of 71.96 feet to a 'A' existing iron rod located along the southerly line of the 4ME, Inc. property as described in Deed Book 33589, Page 472; thence with the southerly line of 4ME, N 86°50'21" W a distance of 656.64

feet (crossing a 1/2" existing iron rod at 622.69 feet) to a calculated point in the aforesaid centerline of Shearer Road; thence with the centerline of Shearer Road the following seven (7) courses and distances; (1) with a circular curve to the right with a radius of 314.62 feet, with an arc length of 80.94 feet, with a chord bearing of N 33°13'44" W, and a chord length of 80.72 feet, to a calculated point; (2) N 24°00'31" W a distance of 102.72 feet to a calculated point; (3) N 22°58'18" W a distance of 96.23 feet to a calculated point; (4) N 23°03'08" W a distance of 132.08 feet to a calculated point; (5) N 24°22'05" W a distance of 169.60 feet to a calculated point; (6) with a circular curve to the right with a radius of 1,278.97 feet, with an arc length of 156.26 feet with a chord bearing of N 20°13'17" W, and a chord length of 156.17 feet, to a calculated point; (7) N 16°33'51" W a distance of 212.91 feet to a calculated point located at the southwest corner of the 19300 Shearer Road Realty, LLC property as described in Deed Book 37066, Page 983; thence with the 1900 Shearer line the following two (2) courses and distances; (1) S 78°28'07" E a distance of 201.43 feet to 1/2" existing iron rod; (2) N 68°10'53" E a distance of 557.98 feet to 1/2" existing iron rod located along the southerly line of the Dale A. Sadler property as described in Deed Book 7917, Page 832; thence with the Sadler line and continuing with the Todd Reid Brown and Audrey Brown property as described in Deed Book 8894, Page 5, S 81°46'02" E a distance of 765.00 feet (crossing a 5/8" existing iron rod at 730.42 feet) to a calculated point located in the center of Rocky River; thence running with the center of Rocky River the following (10) courses and distances; (1) S 15°52'29" E a distance of 108.21 feet to a calculated point; (2) S 24°58'34" E a distance of 133.54 feet to a calculated point; (3) S 29°08'21" E a distance of 194.30 feet to a calculated point; (4) S 26°52'19" E a distance of 354.54 feet to a calculated point; (5) S 32°05'47" E a distance of 274.45 feet to a calculated point; (6) S 32°41'10" E a distance of 97.99 feet to a calculated point; (7) S 39°18'14" E a distance of 123.01 feet to a calculated point; (8) S 26°43'41" E a distance of 147.35 feet to a calculated point; (9) S 28°33'46" E a distance of 128.93 feet to a calculated point; (10) S 25°19'46" E a distance of 102.74 feet to a calculated point located along the northerly line of the Christopher Nadeau and Natasha Nadeau as described in Deed Book 30294, Page 944; thence with the Nadeau line S 60°32'15" W a distance of 767.16 feet to a 1" existing iron pipe located at the southeast corner of the aforesaid Robert David Morgan property; thence with the Morgan line the following two (2) courses and distances; (1) N 25°46'53" W a distance of 468.62 feet to a 1" existing iron pipe; (2) S 60°27'34" W a distance of 467.14 feet to the Point and Place of BEGINNING. Having an area of 2,211,051 square feet or 50.7587 acres according to a survey by Cloninger Bell Surveying & Mapping, PLLC dated June 29, 2022. Job No. 1706.



March 3, 2025

Town of Davidson Board of Commissioners
216 South Main Street
Davidson, NC 28036

Dear Board of Commissioners:

As the advisor to the Davidson College Union Board, I work with the student leaders to help them plan successful and safe events each year at the College. One of their signature events is an annual spring concert. This event is held outside on campus on Old Tennis Court Lawn. This year, this event will be Friday, April 25, 2025 between 8pm and midnight. Because the music could go over the decibel limit of 60 dBa for the Town of Davidson's sound ordinance, we would like to request a variance for this event.

In addition to requesting the variance, we also plan to alert neighbors within a three-block radius of campus by placing notecards on their doors or in their mailboxes with a notification about the additional noise days in advance of the event. We are happy to increase the area in which we notify residents or use other methods for getting this message out. Thank you for your consideration of this request! Please let me know what questions you have for me.

Thank you!

A handwritten signature in blue ink, appearing to read 'Brandon Lokey', with a long, sweeping horizontal line extending to the right.

Brandon Lokey
Associate Director of Student Activities
Alvarez College Union
704-894-2143
brlokey@davidson.edu

TOWN OF DAVIDSON DESIGN REVIEW BOARD RULES OF PROCEDURE

ARTICLE I DAVIDSON DESIGN REVIEW BOARD

- 1.1 **BOARD:** The official name of this Board shall be the Town of Davidson Design Review Board which shall herein be referred to as the Board.

ARTICLE II AUTHORITY AND RESPONSIBILITY

- 2.1 **PURPOSE:** The Board shall have the following duties and responsibilities:
- a. Review the building schematic design of all individual buildings in approved plans.
 - b. Propose changes to the design standards in the Planning Ordinance.
 - c. Undertake programs of research, information, education, or analysis relating to any matters under its purview.
 - d. Provide such recommendations or approvals as required by the Planning Ordinance or as requested by the Board of Commissioners.

ARTICLE III MEMBERSHIP

- 3.1 **COMPOSITION:** In accordance with G.S. 160D-304, the Design Review Board shall consist of a total of no fewer than seven members and no more than fifteen members. The number of members shall be determined by the Board of Commissioners. The number of members who reside in the Extra-territorial Jurisdiction Area (ETJ) shall be determined by the Board of Commissioners in accordance with G.S. 160D-307 and applicable state statutes.
- 3.2 **APPOINTMENTS:**
- a. All members shall be appointed by the Board of Commissioners according to their Rules of Procedure.
 - b. Where possible, the Board of Commissioners shall appoint to a majority of the Board those residents who have had special training or experience in a design field, such as architecture, landscape design, horticulture, city planning, or a related field.
- 3.3 **TERMS:**
- a. General: The term of office shall be three years, although initial appointments shall be made for one, two and three years so the terms may be staggered. Members may be re-appointed for subsequent terms. All mid-term vacancies

will be appointed according to the Board of Commissioners' Rules of Procedure.

- b. Limits: Persons serving two (2) consecutive three (3) year terms or six (6) total consecutive years shall be ineligible for consideration for reappointment. Time served in midterm appointments are not counted in the six consecutive total years. That person would be eligible to reapply following a one (1) year absence from serving. The Board of Commissioners shall have discretion to waive term limits for a particular position on an advisory board or commission.

3.4 **ATTENDANCE:**

- a. Notice: A member who will be unable to attend a regular meeting of the Board must contact the Chair and staff liaison at least 24 hours before the scheduled meeting. Earlier notification is encouraged.
- b. Record: Attendance shall be recorded as Present, Excused Absence (either 24-hour notice or emergency notice), or Unexcused Absence.
- c. Forfeiture: For reasons other than excused absences, sickness, or other granted leaves of absence, if any member of the Board attends fewer than 75% of the regular and special meetings held by the board during any twelve (12) month period, the member may be asked by the Chair in consultation with the Planning Director to forfeit their membership on the Board. If asked, the member must relinquish the position.

ARTICLE IV OFFICERS & STAFF

4.1 **OFFICERS:**

- a. Chair: The Chair shall be appointed by the Board of Commissioners for a one (1) year term and may be re-appointed for subsequent terms. The Chair shall preside at all meetings of the Board, appoint all standing Committees, and have all the duties normally conferred on such an office. The Chair is a voting member of the Board.
- b. Vice-Chair: A Vice-Chair shall be elected by a majority of the Board for a one (1) year term and may be re-elected for subsequent terms. The Vice-Chair shall serve in the absence of the Chair. If both the Chair and the Vice-Chair are absent, another member designated by vote of the Board members present shall preside.

4.2 **GENERAL DUTIES OF STAFF:** The Planning Director or his/her designee(s) shall serve as staff to the Board and shall keep the minutes and records of the Board, prepare the agenda for regular and special meetings, provide notice of meetings, attend to correspondence of the Board and provide technical assistance to the Board in accordance with Article II.

ARTICLE V MEETINGS

5.1 MEETINGS:

- a. Regular: Regular meetings of the Board shall be held once a month at a regular date and time determined by the Board from time to time.
- b. Special: Special meetings may be called only by the Chair or Vice Chair provided that at least forty-eight (48) hours notice of time of such a meeting shall be given to each member by the staff.
- c. Adjourned or Continued: The Board may adjourn to a regular meeting or continue a meeting to a specified date and time without further notice to members of the public being required.
- d. Cancellation: Whenever there is no business for a meeting of the Board, the Chair, in consultation with the Planning Director or designee, may cancel a regular meeting by giving notice to all members not less than 48 hours prior to the time of the scheduled meeting.
- e. Social Gatherings: Genuine social gatherings of a majority of the Board are, by law, exempt from constituting an official meeting unless called or held to evade the spirit and purposes of the North Carolina Open Meetings Law (G.S. 143-318.9 et seq.).

5.2 QUORUM: A majority of the voting members of the Board present in person or by two-way verbal communication shall constitute a quorum. A majority is more than half. A member who has withdrawn from a meeting shall be counted as present for the purpose of determining whether or not a quorum is present provided that more than one-third (1/3) of the voting members must be present and voting for there to be a quorum. A quorum must be present before any business is transacted.

5.3 AUXILIARY RULES: Unless otherwise stated herein, the Board shall conduct its meeting in accordance with the provisions of Rules 7, 8, 10, 11, 12, 14, 15, 16, 17, 18, and 19 of the Suggested Rules of Procedure for Small Local Government Board published by the UNC School of Government with specific reference to. The Chair, subject to these rules, shall decide all points of procedure unless otherwise directed by a majority of the Board in session at the time.

ARTICLE VI ORDER OF BUSINESS

6.1 AGENDA:

- a. Program: Items of business at the regular meeting shall appear on the agenda. The agenda shall be set by the Chair in coordination with the Planning Director or designee; any changes to the agenda shall be made by the Chair.

Items on the agenda shall have been presented to the Planning Director or his/her designee at least three weeks prior to the regular meeting.

- b. **Order of Business:** The general order of business shall be as follows:
 - 1. Roll Call and Determination of Quorum
 - 2. Approval of Minutes
 - 3. Old Business
 - 4. New Business
 - 5. Informal Preliminary Reviews
 - 6. Other Items
 - 7. Adjournment
- 6.2 **ORDER OF REVIEW:** The order of business for review and consideration of official applications and other matters before the Board shall be as follows:
 - a. Presentation by Staff
 - b. Presentation by Applicant
 - c. Other interested persons wishing to speak will be given reasonable time to provide comments that are not repetitive, as allowed by the Board
 - d. The Board may question the applicant, other persons providing comments, and the Board staff member(s)
 - e. The Board will craft a motion to recommend Approval, Approval with Conditions, Continuation, or Denial
 - f. A final vote by the Board will end the review
- 6.3 **OPTIONAL PRELIMINARY REVIEW:** Applicants of larger or complex projects may submit a written request to DRB staff to present preliminary plans to the Board to obtain high-level feedback about the proposed project. Preliminary reviews of projects will be scheduled as time allows in the regular meeting agenda. Applicants are eligible to request, attend, and participate in a preliminary review provided that a formal DRB application has not been submitted. A quorum is not required to hold a preliminary review.

ARTICLE VII CONFLICTS OF INTEREST

- 7.1 **DEFINITION:** Conflicts of interest shall include, but are not limited to, (a) a close familial, business or other associational relationship with a person affected by the matter before the Board, or (b) a financial interest in the outcome of the matter.
- 7.2 **DECLARATION:** As business items are introduced, the Chair will ask members to announce any conflicts of interest. When a member believes that he or she has a conflict of interest related to a specific matter, he or she shall declare it prior to any consideration of the matter. The member shall state the nature of the conflict to the Board, and the Board shall take action by a majority vote in determining whether or not to excuse the member from participation during consideration of and voting on that matter.

- 7.3 **RECUSAL:** The excuse of a member due to a conflict of interest shall not constitute an absence in accordance with Section 3.4 and shall not affect the determination that a quorum is present.
- 7.4 **PARTICIPATION:** An excused member may remain in the meeting room, but shall not participate in the discussion of, and shall not vote on, the matter. An excused member may participate as a non-Board member in the presentation of matters for review by the Board.

ARTICLE VIII SUBMISSION REQUIREMENTS

- 8.1 **ACTIONS:** A property owner must sign a Design Review Board application.
- 8.2 **STAFF CONSULTATION:** Applicants must consult with staff prior to submission of materials outlined in Section 8.3. Applicants are encouraged to go before the Board for a preliminary review prior to submitting a formal application.
- 8.3 **SUBMISSION MATERIALS:** The following materials shall constitute a complete Design Review Board application. The applicant shall be responsible for providing all necessary materials to meet the requirements of this section.
- a. All drawings must be to scale with dimensions from legal boundaries and clear, legible details. Drawings and supporting documentation should be submitted electronically, preferably in PDF format.
 - b. Photographs of the surrounding context, project site and all elevations of existing structure(s).
 - c. The site schematic design in accordance with Davidson Planning Ordinance (DPO) Section 14 (if applicable).
 - d. The building schematic design in accordance with DPO Section 14.
 - e. The landscape schematic design in accordance with DPO Section 14 (if applicable).
 - f. Building perspectives
 - g. Building materials/colors for roofing, siding, doors, and windows, etc.

ARTICLE IX ACTION BY BOARD

- 9.1 **ACTIONS:** All actions of the Board shall be in the form of a motion, duly seconded, and voted upon by all members present. If no quorum is present, the only motion permitted is a motion to adjourn, including a motion to adjourn to a specified date and time which may be other than the regular meeting date and time.

9.2 VOTING:

- a. Affirmative votes from a majority of the members present and voting shall be required to adopt any motion.
- b. Voting shall be done by a show of hands or by some audible means if attending from a remote location through an audio/video method.

9.3 RECOMMENDATIONS:

- a. All recommendations by the Board shall be in accordance with the design standards set out in the Davidson Planning Ordinance, provided that the Board may make interpretations of the design regulations as necessary in performing its duties and responsibilities.
- b. All recommendations by the Board shall be made no later than the third meeting in which there is substantive discussion of the matter (i.e. not including the preliminary review meeting, if any, in which an applicant is introduced to the review process and design regulations).
- c. If the Board recommends denial of a project, a new application affecting the same property may be submitted, provided a substantial change is proposed in the plans or the applicant waits at least one (1) year to resubmit the application.

**ARTICLE X
ADOPTION & AMENDMENT**

- 10.1 These Rules of Procedure shall be adopted and amended from time to time by the Board of Commissioners with recommendation from the Board.

TOWN OF DAVIDSON HISTORIC PRESERVATION COMMISSION RULES OF PROCEDURE

ARTICLE I DAVIDSON HISTORIC PRESERVATION COMMISSION

- 1.1 **COMMISSION:** The official name of this Commission shall be the Town of Davidson Historic Preservation Commission which shall herein be referred to as the Commission.

ARTICLE II AUTHORITY AND RESPONSIBILITY

- 2.1 **PURPOSE:** The Commission is hereby empowered to undertake such actions as set forth in the Davidson Planning Ordinance (DPO) and North Carolina General Statutes, including, but not limited to:
- a. Organizing itself and conducting its business.
 - b. Receiving and spending funds appropriated by the Davidson Board of Commissioners for operating and performing its duties.
 - c. Conducting an inventory of properties of historical, archaeological, architectural, and/or cultural interest.
 - d. Recommending to the Davidson Board of Commissioners that individual buildings, structures, sites, areas, or objects within its zoning jurisdiction be designated as “historic landmarks” and that areas within its zoning jurisdiction be designated as “historic districts.”
 - e. Recommending to the Davidson Board of Commissioners that designation of any area as a historic district, or part thereof, or of any building, structure, site, area, or object as a historic landmark be revoked or removed for cause.
 - f. Reviewing and acting on proposals for: (1) Exterior alteration, relocation, or demolition of designated historic landmarks; (2) Exterior alteration, relocation, demolition, or new construction of properties within designated historic districts.
 - g. Negotiating with property owners who propose to demolish or relocate a designated landmark, or a building, structure, site, area, or object within a designated district, in an effort to find a means of preserving such properties, including consulting with private civic groups, interested private citizens, and other public boards or agencies.
 - h. Instituting action, through the Davidson Code Enforcement official or Mecklenburg County Code Enforcement officials, to prevent, restrain, correct, or otherwise abate violations of this ordinance or of ordinances designating historic landmarks or districts.
 - i. Entering at reasonable times and with the consent of the owner or occupant, upon private lands to make examinations, conduct surveys and inventories, or other purposes in performance of its official duties. However, no member,

employee, or agent of the Commission shall enter any private building or structure without the express consent of the owner or occupant thereof.

- j. Reviewing and acting upon proposals for alterations of interior features of designated historic landmark, as specified, and for which owner consent was given, in the ordinance establishing designation.
- k. Appointing advisory bodies or committees as appropriate.
- l. Negotiating with property owners for the acquisition or protection of significant historic properties.
- m. Acquiring by any lawful means, the purchase fee, or any lesser included interest, including options to purchase, properties designated as landmarks, properties located within designated districts, or land to which historic buildings or structures may be moved; holding, managing, preserving, and restoring such a property and improving the interest; and exchanging or disposing of the interest through public or private sale, lease, or other lawful means, provided the property shall be subject to covenants or other legally binding restrictions which shall secure appropriate rights of public access and the preservation of the property. All lands, buildings, structures, sites, areas, or objects acquired by funds appropriated by the local governing body shall be acquired in the name of the Town of Davidson unless otherwise provided by that body.
- n. Accepting grants of funds from private individuals or organizations for preservation purposes.
- o. Conducting educational programs pertaining to historic landmarks or historic districts within its jurisdiction.
- p. Publishing or otherwise informing the public about any matters related to its purview, duties, responsibilities, organization, procedures, functions, or requirements.
- q. Advising property owners about the appropriate treatment(s) for characteristics of historic properties.
- r. Cooperating with the State of North Carolina, the United States of America, local governments, public or private organizations, or their agencies, in pursuing the purposes of this ordinance, including entering into contracts, provided that such contracts are not inconsistent with state or federal law.
- s. Preparing and recommending adoption of a preservation element, or elements, as part of the Town of Davidson comprehensive plan.
- t. Proposing to the Davidson Board of Commissioners amendments to this or to any other ordinance and proposing new ordinances or laws relating to historic landmarks and districts or to the protection of the historic resources of the Town of Davidson and its environs.

ARTICLE III MEMBERSHIP

- 3.1 **COMPOSITION:** In accordance with G.S. 160D-303, the Historic Preservation Commission shall consist of a total of no fewer than three members. The number of members shall be determined by the Board of Commissioners. The number of

members who reside in the Extra-territorial Jurisdiction Area (ETJ) shall be determined by the Board of Commissioners in accordance with G.S. 160D-307 and applicable state statutes.

3.2 APPOINTMENTS:

- a. All members shall be appointed by the Board of Commissioners according to their Rules of Procedure.
- b. Where possible, the Board of Commissioners shall appoint to a majority of the Commission those residents who have demonstrated education, experience, special interest, or a combination thereof, in historic preservation, history, architecture, architectural history, archaeology, cultural anthropology, planning, or related field.

3.3 TERMS:

- a. General: The term of office shall be three years, although initial appointments shall be made for one, two and three years so the terms may be staggered. Members may be re-appointed for subsequent terms. All mid-term vacancies will be appointed according to the Board of Commissioners' Rules of Procedure.
- b. Limits: Persons serving two (2) consecutive three (3) year terms or six (6) total consecutive years shall be ineligible for consideration for reappointment. Time served in midterm appointments are not counted in the six consecutive total years. That person would be eligible to reapply following a one (1) year absence from serving. The Board of Commissioners shall have discretion to waive term limits for a particular position on an advisory board or commission.

3.4 ATTENDANCE:

- a. Notice: A member who will be unable to attend a regular meeting of the Commission must contact the Chair and staff liaison at least 24 hours before the scheduled meeting. Earlier notification is encouraged.
- b. Record: Attendance shall be recorded as Present, Excused Absence (either 24-hour notice or emergency notice), or Unexcused Absence.
- c. Forfeiture: For reasons other than excused absences, sickness, or other granted leaves of absence, if any member of the Commission who attends fewer than 75% of the regular and special meetings held by the Commission during any twelve (12) month period, the member may be asked by the Chair in consultation with the Planning Director to forfeit their membership on the Commission. If asked, the member must relinquish the position.

ARTICLE IV

OFFICERS AND STAFF

4.1 OFFICERS:

- a. Chair: The Chair shall be appointed by the Board of Commissioners for a one (1) year term and may be re-appointed for subsequent terms. The Chair shall preside at all meetings of the Commission, appoint all standing committees, and have all the duties normally conferred on such an office. The Chair is a voting member of the Commission.
- b. Vice-Chair: A Vice-Chair shall be elected by a majority of the Commission for a one (1) year term and may be re-elected for subsequent terms. The Vice-Chair shall serve in the absence of the Chair. If both the Chair and the Vice-Chair are absent, another member designated by a vote of the Commission's members present shall preside.

- 4.2 **GENERAL DUTIES OF STAFF:** The Planning Director or his/her designee(s) shall serve as staff to the Commission and shall keep the minutes and records of the Commission, prepare the agenda for regular and special meetings, provide notice of meetings, attend to correspondence of the Commission and provide technical assistance to the Commission in accordance with Article II.

ARTICLE V MEETINGS

5.1 MEETINGS:

- a. Regular: Regular meetings of the Commission shall be held once a month at a regular date and time determined by the Commission from time to time.
- b. Special: Special meetings may be called only by the Chair or Vice Chair provided that at least forty eight (48) hours' notice of such a meeting shall be given to each member by the staff.
- c. Adjourned or Continued: The Commission may adjourn to a regular meeting or continue a meeting to a specified date and time without further notice to members of the public being required.
- d. Cancellation: Whenever there is no business for a meeting of the Commission, the Chair, in consultation with the Planning Director or designee, may cancel a regular meeting by giving notice to all members not less than 48 hours prior to the time of the scheduled meeting.
- e. Social Gatherings: Genuine social gatherings of a majority of the Commission are, by law, exempt from constituting an official meeting unless called or held to evade the spirit and purposes of the North Carolina Open Meetings Law (G.S. 143-318.9 et seq.).

- 5.2 **QUORUM:** A majority of the voting members of the Commission present in person or by two-way verbal communication shall constitute a quorum. A majority is more than half. A member who has withdrawn from a meeting shall be counted as present for the purpose of determining whether or not a quorum is present provided that more than one-third (1/3) of the voting members must be

present and voting for there to be a quorum. A quorum must be present before any business is transacted.

- 5.4 **AUXILIARY RULES:** Unless otherwise stated herein, the Commission shall conduct its meeting in accordance with the provisions of Rules 7, 8, 10, 11, 12, 14, 15, 16, 17, 18, and 19 of the Suggested Rules of Procedure for Small Local Government Board published by the UNC School of Government with specific reference to. The Chair, subject to these rules, shall decide all points of procedure unless otherwise directed by a majority of the Commission in session at the time.

ARTICLE VI ORDER OF BUSINESS

6.1 **AGENDA:**

- a. Program: Items of business at the regular meeting shall appear on the agenda. The agenda shall be set by the Chair in coordination with the Planning Director or designee; any changes to the agenda shall be made by the Chair. Items on the agenda shall have been presented to the Planning Director or his/her designee at least three weeks prior to the regular meeting.
- b. Order of Business: The general order of business shall be as follows:
 1. Roll Call and Determination of Quorum
 2. Approval of Minutes
 3. Old Business
 4. New Business
 5. Informal Preliminary Reviews
 6. Other Items
 7. Adjournment

6.2 **ORDER OF REVIEW:** The order of business for review and consideration of Certificates of Appropriateness and other matters before the Commission shall be as follows:

- a. Swearing in of Witnesses (if applicable)
- b. Presentation and/or Recommendation by Staff
- c. Presentation by Applicant
- d. Other interested persons wishing to present evidence, pro or con, will be given reasonable time to present competent, material, and substantial evidence that is not repetitive, based on the Historic District Design Standards, as allowed by the Commission. All interested persons who plan to give testimony, pro or con, must complete the required speaker form to speak prior to the commencement of the hearing for a particular application.
- e. The Commission may question the applicant, other persons providing testimony, and the Commission staff member(s)
- f. The applicant will be given an opportunity to cross-examine any witnesses and provide any rebuttal or final comments. Commission staff will be given a similar opportunity.

- g. The Commission shall close the hearing for discussion and deliberation. A Commissioner may request the hearing to be re-opened for further questioning
 - h. The Commission will craft a motion for Approval, Approval with Conditions, Continuation, or Denial
 - i. A final vote by the Commission will close the hearing
- 6.3 **QUASI-JUDICIAL PROCEDURES:** The Commission is acting in a quasi-judicial capacity for purposes of Certificate of Appropriateness hearings and can only accept sworn testimony. While the Commission will not specifically exclude hearsay evidence, it is only given limited weight. Objections regarding jurisdictional and evidentiary issues may be made to the Commission. The Chairperson shall rule on any objections, and the Chairperson's rulings may be appealed to the full Commission.
- 6.4 **OPTIONAL PRELIMINARY REVIEW:** Applicants of larger or complex projects may submit a written request to HPC staff to present preliminary plans to the Commission to obtain high-level, non-binding feedback about the proposed project. Preliminary reviews of projects will be scheduled as time allows in the regular meeting agenda. Applicants are eligible to request, attend, and participate in a preliminary review provided that a formal Certificate of Appropriateness application has not been submitted. A quorum is not required to hold a preliminary review.

ARTICLE VII CONFLICTS OF INTEREST

- 7.1 **DEFINITION:** Conflicts of interest shall include, but are not limited to, (a) a close familial, business or other associational relationship with a person affected by the matter before the Commission, or (b) a financial interest in the outcome of the matter.
- 7.2 **DECLARATION:** As business items are introduced, the Chair will ask members to announce any conflicts of interest. When a member believes that he or she has a conflict of interest related to a specific matter, he or she shall declare it prior to any consideration of the matter. The member shall state the nature of the conflict to the Commission, and the Commission shall take action by a majority vote in determining whether or not to excuse the member from participation during consideration of and voting on that matter.
- 7.3 **RECUSAL:** The excuse of a member due to a conflict of interest shall not constitute an absence in accordance with Section 3.4 and shall not affect the determination that a quorum is present.
- 7.4 **PARTICIPATION:** An excused member may remain in the meeting room, but shall not participate in the discussion of, and shall not vote on, the matter. An

excused member may participate as a non-Commission member in the presentation of matters for review by the Commission.

ARTICLE VIII SUBMISSION REQUIREMENTS

- 8.1 **APPLICATION:** A property owner must sign an application for Certificate of Appropriateness.
- 8.2 **STAFF CONSULTATION:** Applicants seeking approval from the Commission must consult with staff prior to submission of materials outlined in Section 8.3. Applicants are encouraged to go before the Commission for informal review prior to submitting a formal application for major projects.
- 8.3 **SUBMISSION MATERIALS:** The following materials shall constitute a complete application for Certificate of Appropriateness. The applicant shall be responsible for providing all necessary materials to meet the requirements of this section.
- a. All drawings must be to scale with dimensions from legal boundaries and clear, legible details. Drawings and supporting documentation should be submitted electronically, preferably in PDF format.
 - b. Photographs of the surrounding context, project site and all elevations of existing structure(s).
 - c. The site schematic design in accordance with Davidson Planning Ordinance (DPO) Section 14 (*if applicable*).
 - d. The building schematic design in accordance with DPO Section 14 (*if applicable*).
 - e. The landscape schematic design in accordance with DPO Section 14 (*if applicable*).
 - f. Building perspectives OR photographs of completed work similar to the proposed project.
 - g. Building materials/colors for roofing, siding, doors, and windows, etc.

ARTICLE IX ACTION BY COMMISSION

- 9.1 **ACTIONS:** All actions of the Commission shall be in the form of a motion, duly seconded, and voted upon by all members present. If no quorum is present, the only motion permitted is a motion to adjourn, including a motion to adjourn to a specified date and time which may be other than the regular meeting date and time.
- 9.2 **VOTING:**
- a. Affirmative votes from a majority of the members present and voting shall be required to adopt any motion.

- b. Voting shall be done by a show of hands or by some audible means if attending from a remote location through an audio/video method.

9.3 CERTIFICATES OF APPROPRIATENESS:

- a. All decisions by the Commission shall be made under the guidance of the Davidson Planning Ordinance and the Davidson Historic District Design Standards, provided that the Commission may make interpretations as necessary in performing its duties and responsibilities.
- b. The Commission shall make finding of fact indicating the extent to which the application is or is not congruous with the standards. Following the finding of fact, the Commission shall approve, approve with modifications, or disapprove. The finding of fact and decision shall be made part of the minutes.
- c. All decisions by the Commission shall be made no later than the third meeting in which there is substantive discussion of the matter (i.e. not including the orientation meeting, if any, in which an applicant is introduced to the review process and design regulations).
- d. If the Commission denies a project, a new application affecting the same property may be submitted, provided a substantial change is proposed in the plans or the applicant waits at least one (1) year to resubmit the application.

**ARTICLE X
ADOPTION & AMENDMENT**

- 10.1 These Rules of Procedure shall be adopted and amended from time to time by the Board of Commissioners with recommendation from the Commission.



AGENDA MEMO

To: Davidson Board of Commissioners

From: Ryan Monteith, Fire Chief, Pieter Swart, Finance Director

Date: March 25, 2025

Re: Fire Station 1 Design Services

ITEM SUMMARY/OVERVIEW

Fire Chief Ryan Monteith and Finance Director Pieter Swart will present on beginning the design process for new Fire Station 1 to be located on Griffith Street. New Fire Station 1 is included on the Town's Capital Improvement Plan (CIP) for FY28. Chief Monteith and Finance Director Swart will provide a brief overview of the history of the project, conceptual project schedule, associated financial components, and next steps.

ACTION/PROPOSED MOTION

This item is for discussion only.

RELATED TOWN GOALS

Strategic Plan Alignment

Operational Excellence - Provide efficient and high-quality public services and facilities through thoughtful and proactive planning, responsible stewardship of Town resources and a professional and committed workforce.

Core Values

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

Citizens entrust town government with the stewardship of public funds, so government will provide high quality services at a reasonable cost.

NEXT STEPS

The Board of Commissioners will be asked to authorize the Town Manager to issue a Request for Qualifications (RFQ) for design services for the project at the April 8 Board of Commissioners Meeting.



Fire Station 1 Design Services

J. Ryan Monteith, Fire Chief
Piet Swart, Finance Director
Board of Commissioners Meeting
March 25, 2025

www.townofdavidson.org

Plans Alignment

Core Values

- **Safety and Well-being:** The town prioritizes creating a safe environment for residents, emphasizing crime prevention and protecting lives, property, and the public realm.
- **Effective and Efficient Public Services:** Davidson aims to provide efficient and effective public services, including protecting health, safety, and welfare, ensuring equal access, and fostering innovation.

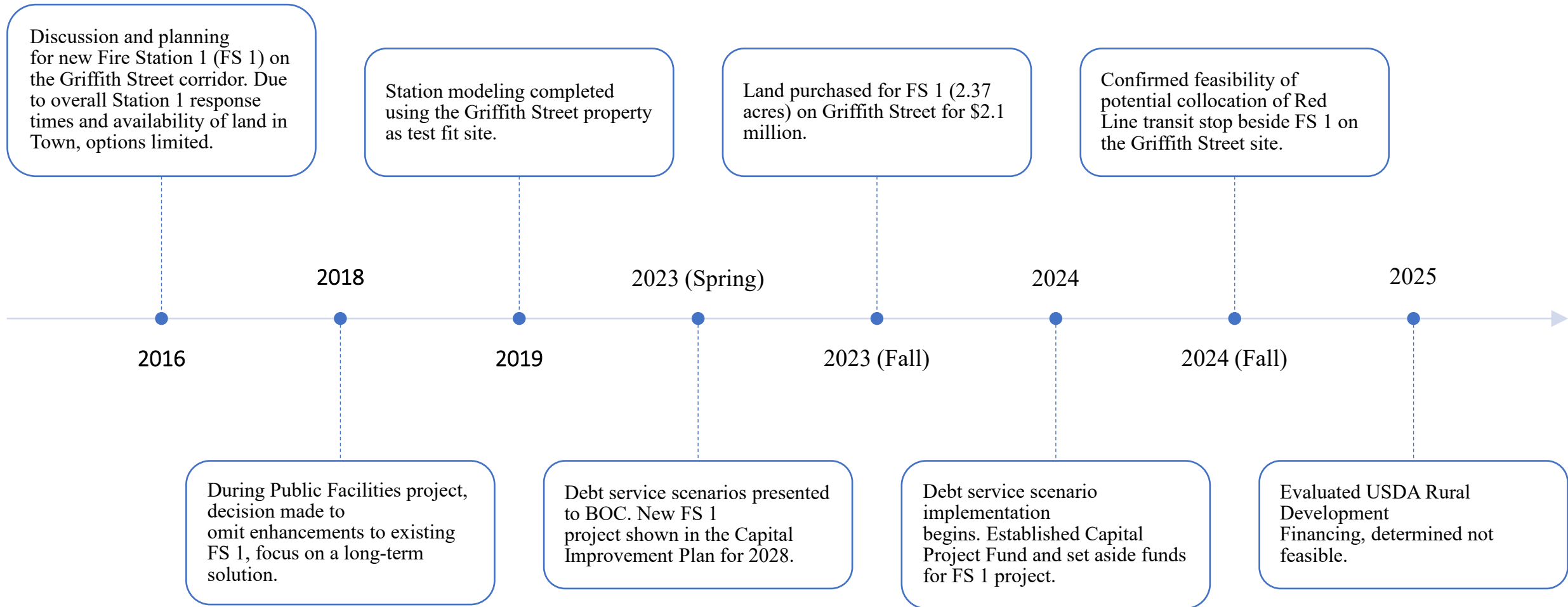
Comprehensive Plan

- **Efficient and High-Quality Public Services:** The town will provide efficient and high-quality public services and facilities that meet the community's needs and promote the health, safety, and wellbeing of all community members.

Strategic Plan

- **Healthy, Livable, and Vibrant Community:** Provide a safe and secure community utilizing best practices and standards.
- **Operational Excellence:** Provide efficient and high-quality public services and facilities through thoughtful and proactive planning, responsible stewardship of Town resources and professional and committed workforce.

History



Station Need and Importance of Location

- Current Fire Station 1 size and design not sustainable for current operations or future growth.
- New station design will incorporate updated standards related to firefighter health and safety, sustainability, and overall operating efficiency.
- Placing future Station 1 at the Griffith Street location will allow the Fire Department to meet existing and future service demands within the assigned response territory.
- The Griffith Street location also allows for adequate response times into Station 2's territory by maintaining a 1.5-mile distribution between both station response zones.
- Site location maintains a presence within the Main Street corridor.
- Building at the proposed site allows the Fire Department to maintain overall response times within Station 1's response area. Other locations most likely result in a negative impact to overall response times.

Design Services

- The planned project delivery method is Design-Bid-Build.
- The next step to move forward with this project is for the Town to hire an architect.
- The anticipated design timeline is 12 months.
- This process will produce a more defined project scope and estimated budget.
- This phase will provide opportunities for public input into the design.
- Beginning design work now positions the Town to move forward if the overall project timeline changes or if grant funding or other sources of funds become available.
- Cost estimated at approximately 8% of construction costs (about \$1 million).

Project Management

- Town plans to hire a third-party Project Manager (PM) for this project.
- PM will function as an owner representative from the design RFQ through the certificate of occupancy.
- The service provided offers a high level of technical oversight with documented knowledge and experience.
- The PM's role will be to protect the Town's investment by ensuring the project is completed on time and within budget.
- The PM will ensure that Town staff has accurate and reliable information to make well-informed decisions related to the project.
- Cost \$100,000-\$125,000 for the initial design phase contract (up to \$300,000 for the entire project).

Anticipated Project Timeline

Phase	Time Frame	Anticipated Time
RFQ for Design Contract	Spring - 2025	3 Months
Award Design Contract	Summer/Fall - 2025	3 Months
Completed Design	Fall - 2026	12 Months
Bids for Construction	Fall - 2026	3 Months
Award Construction Contract	Winter - 2026/2027	
Financing Agreement	Winter - 2027	
Construction	Spring - 2027	18 Months
Certificate of Occupancy	Fall - 2028	

Project Funding Plan

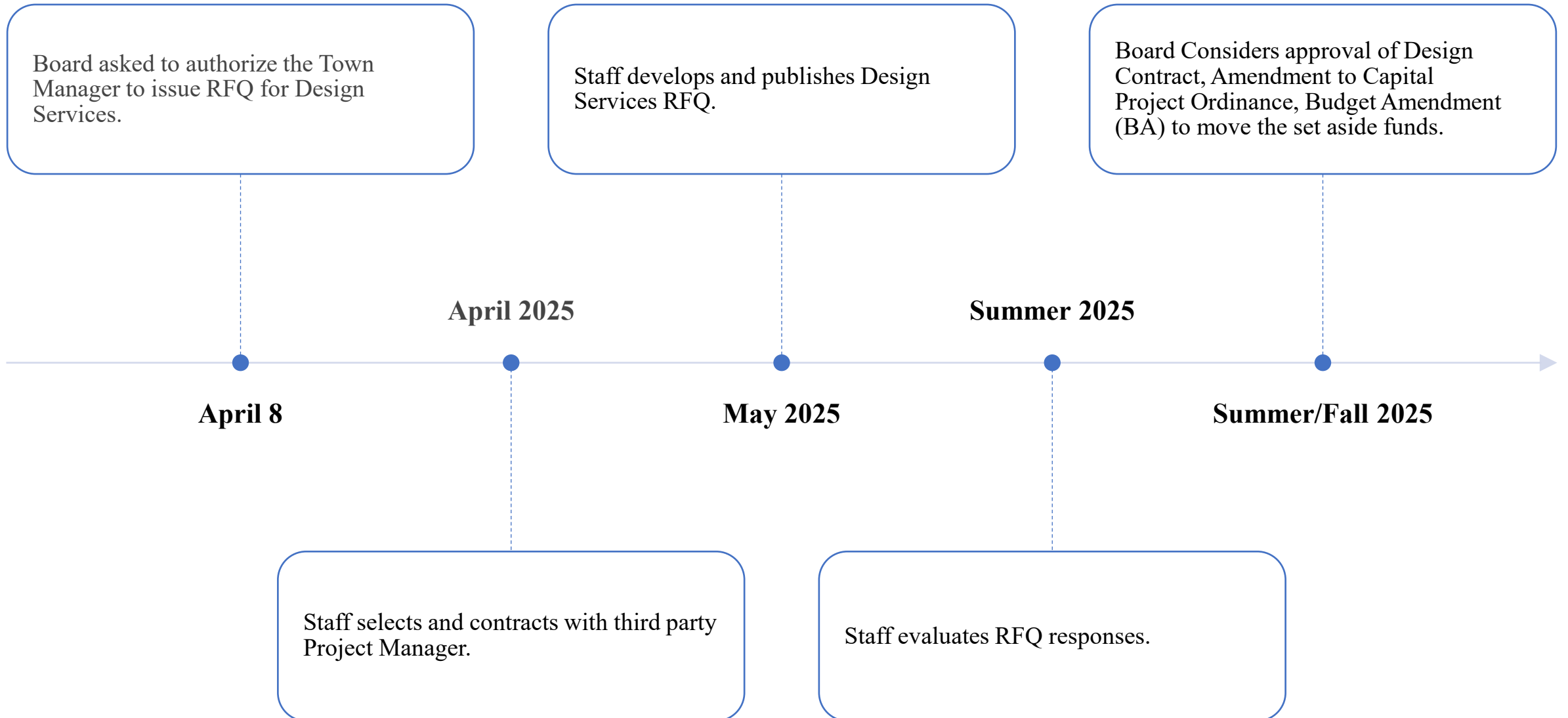
- August 2024, Board allocated \$540,000 for the Project.
- Set aside funds (\$2.5 million) for future debt service by FY2029*.
- Proposed 1 penny increase to the Ad Valorem Tax rate in 2028, during revaluation year.
- Issuance of debt planned in FY2028.
- Preliminary estimate of construction cost is \$18 million in 2027.
- This funding plan also includes debt service on purchase of replacement fire pumper truck.

**Bond Rating evaluators commented on the responsible view on debt planning taken by the Town.*

Project Funding

Current Funds Available			
8/27/2024		\$ 140,000	Establish Capital Project Fund (CPF)
8/27/2024		<u>\$ 400,000</u>	Funds Allocated from Fund Balance (FB)
		\$ 540,000	Total available as of March 2025
Projected Funds		Cumulative Funds Available	
FY25	\$ 375,000	\$ 915,000	Funds moved from FB July 2025
FY26	\$ 375,000	\$ 1,290,000	Portion of funds from budgeted expenditures and FB July 2026
FY27	\$ 400,000	\$ 1,690,000	Funds from budgeted expenditures
FY28	\$ 1,000,000	\$ 2,690,000	Tax Increase and Previous Sales and Use Tax

Next Steps



DISCUSSION





AGENDA MEMO

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

ITEM SUMMARY/OVERVIEW

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

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

ACTION/PROPOSED MOTION

This item is for discussion only.

RELATED TOWN GOALS

Strategic Plan Alignment

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

Priority strategies:

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

Core Values

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

Citizens need to move easily throughout the town and region, so government will provide a variety of options, such as sidewalks, bike paths, greenways, connected streets, and transit.

NEXT STEPS

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



Red Line Commuter Rail: Public Engagement Report

Jason Burdette, AICP
Planning Director
March 25, 2025

Presentation Outline

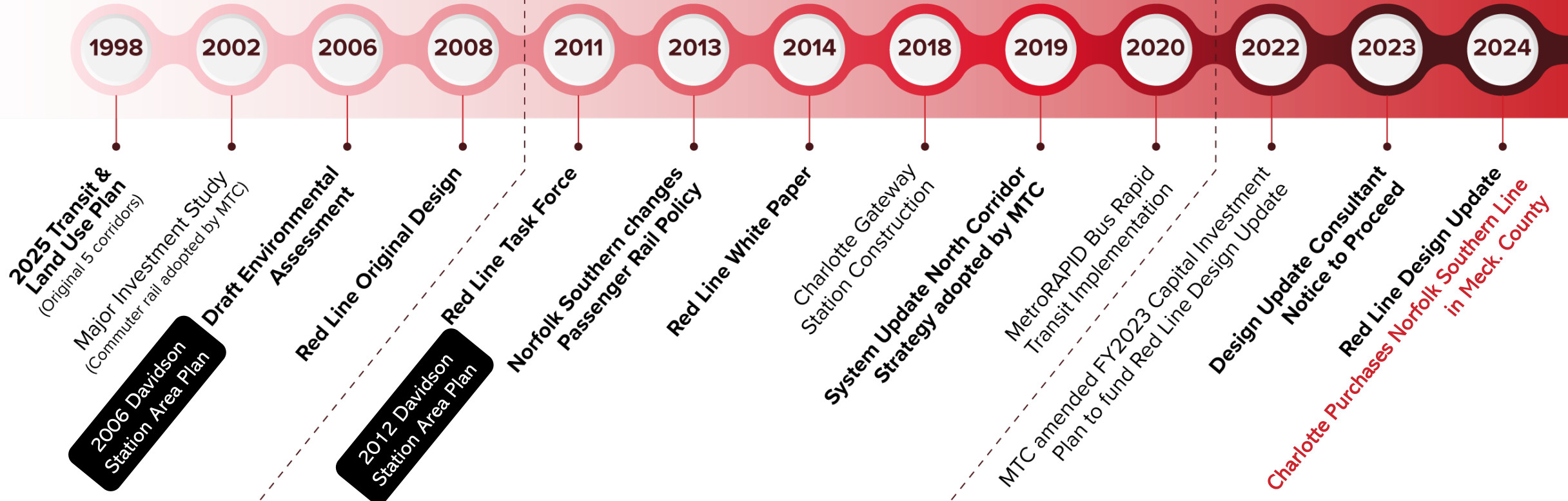
- Brief Red Line Commuter Rail Project History
- Purpose/Scope Red Line Design Update
- CATS Public Engagement Efforts
- Davidson Site Options
- Four Davidson-Specific Public Information Sessions + Meeting Structure
- What Did We Hear From the Public?
- Next Steps

Red Line Project History

Traditional Approach

Alternative Funding & Related Projects

A Path Forward



Red Line Design Update Scope

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

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



CATS Public Engagement Efforts

SPRING 2024

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



FALL 2024

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



CATS Public Engagement Efforts

FALL 2024 (cont.)

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

Davidson Residents	Davidson College	Davidson Businesses
▪ Sidewalk Access & Trail Connections ▪ Bus/Transit Connections ▪ Crosswalk Improvements ▪ Rideshare and MicroTransit Pick-Up/Drop Off ▪ Parking Structures ▪ EV Charging	▪ Very Excited ▪ When Does It Start?	▪ Very Excited ▪ Retail Businesses Could Support Additional 1-cent Sales Tax ▪ Major Employers Support the Red Line

Station Options

Current Station Options

Site A: Fire Station

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

Site B: Sadler Square

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

Site C: Linden Mill/Jackson Street

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

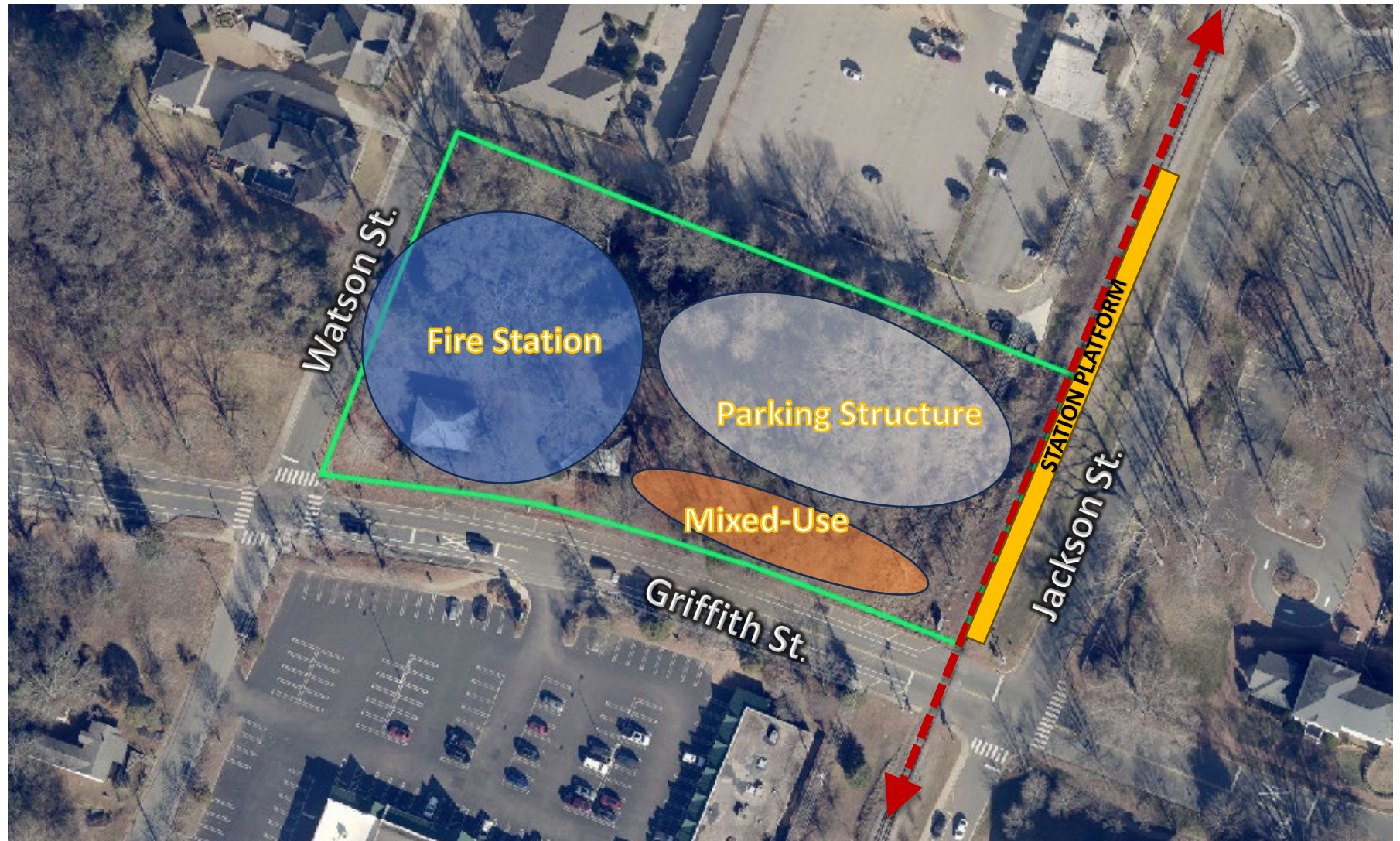


Station Option A: Fire Station Site

SITE SPECIFICS

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

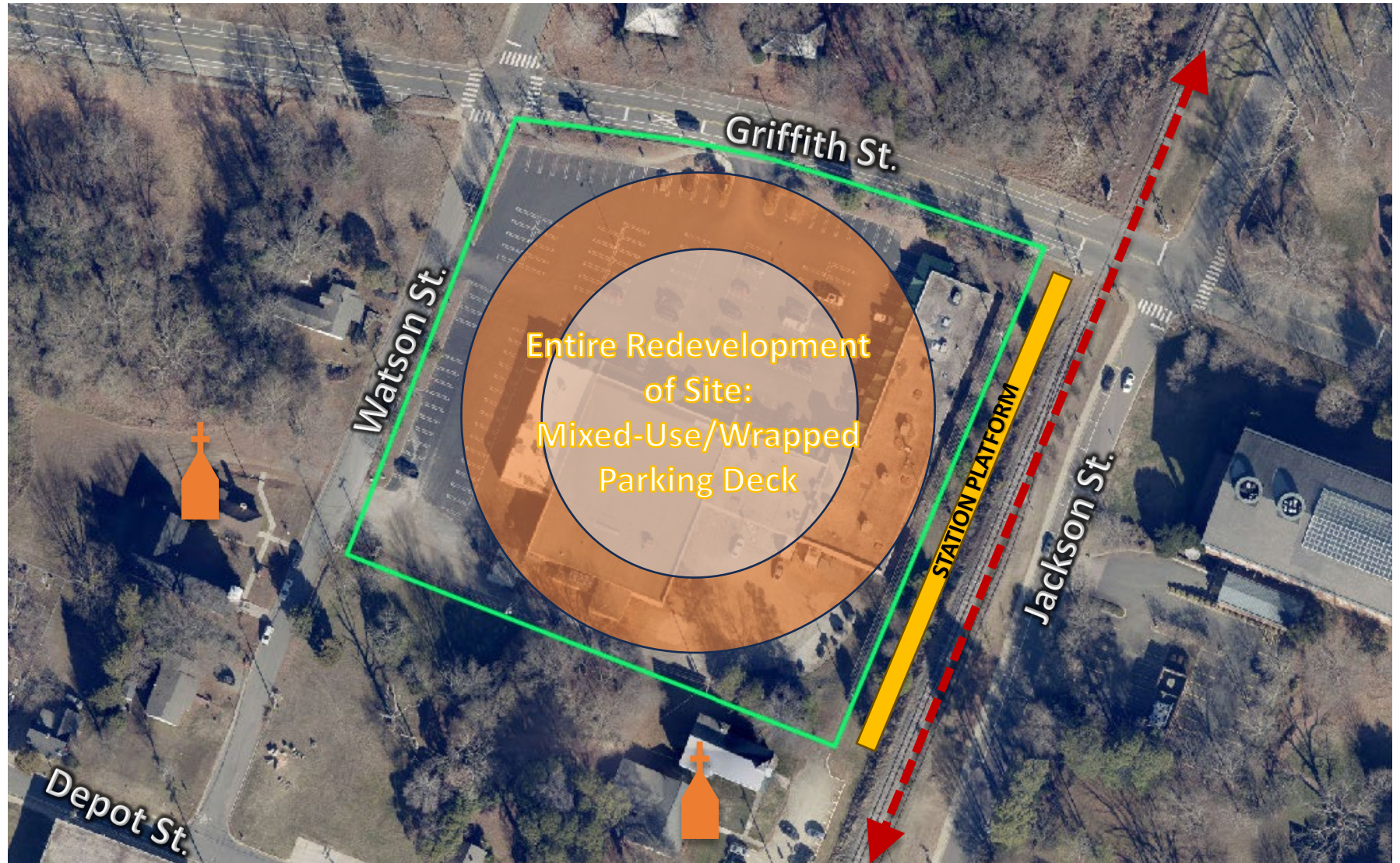
** Current preferred option*



Station Option B: Sadler Square

SITE SPECIFICS

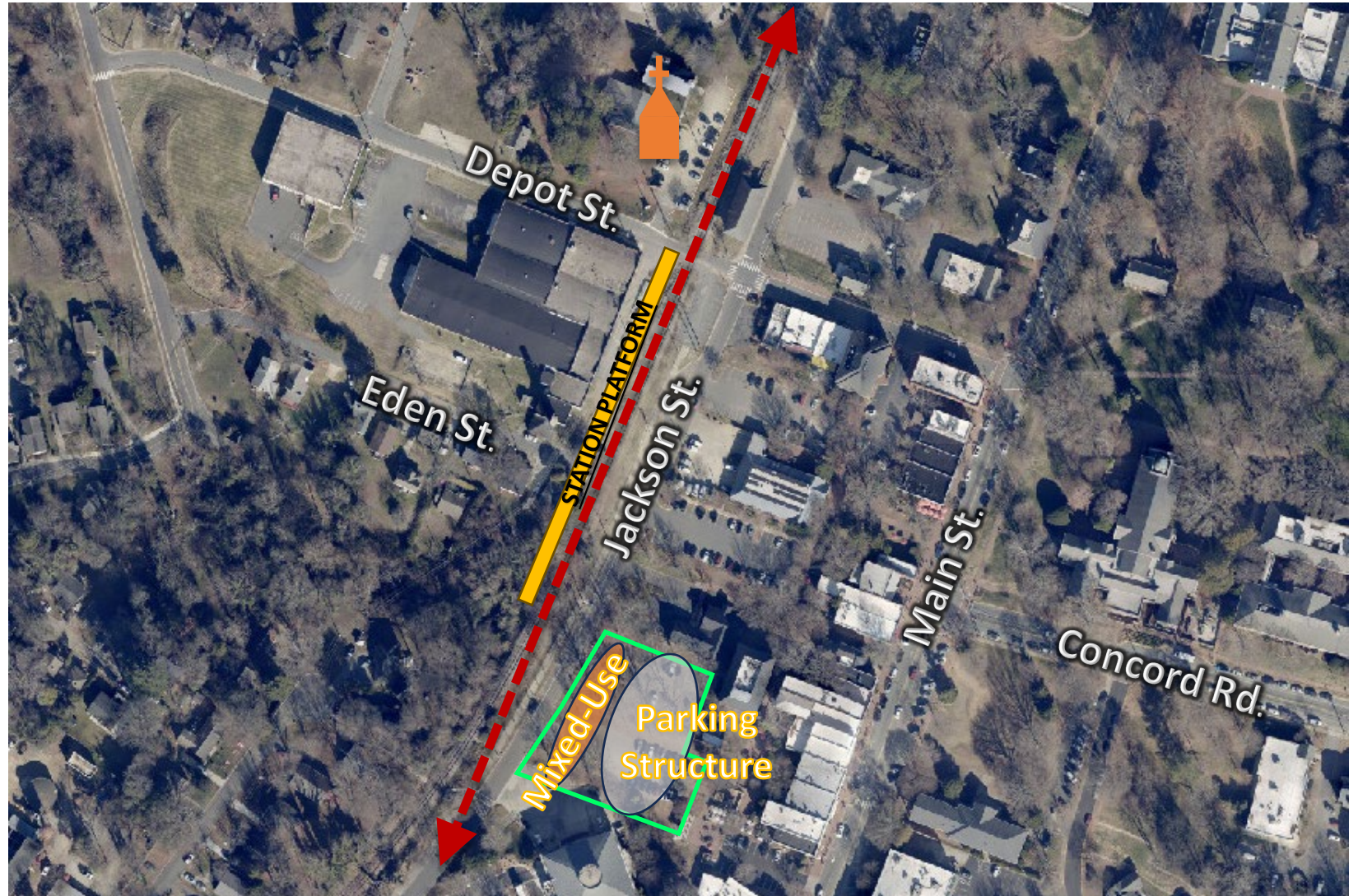
- Owned by private entity; currently getting a “facelift”
- Wholly dependent upon collaborative partner
- Requires complete redevelopment of site
- Parking Structure (wrapped)
- Multiple mixed-use buildings (higher densities)
- Primary frontage streets
- Potential econ. development benefit to Town/taxpayer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



Station Option C: Linden Mill/Jackson St.

SITE SPECIFICS

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



Davidson Public Engagement Efforts

WINTER 2025

○ In-Person Meetings:

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



Purpose/Structure of Public Information Sessions

Purpose

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

Structure

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



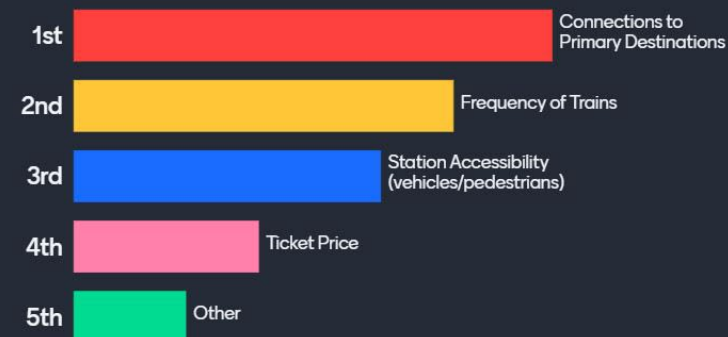
Davidson Public Information Session

LIVE POLLING QUESTIONS

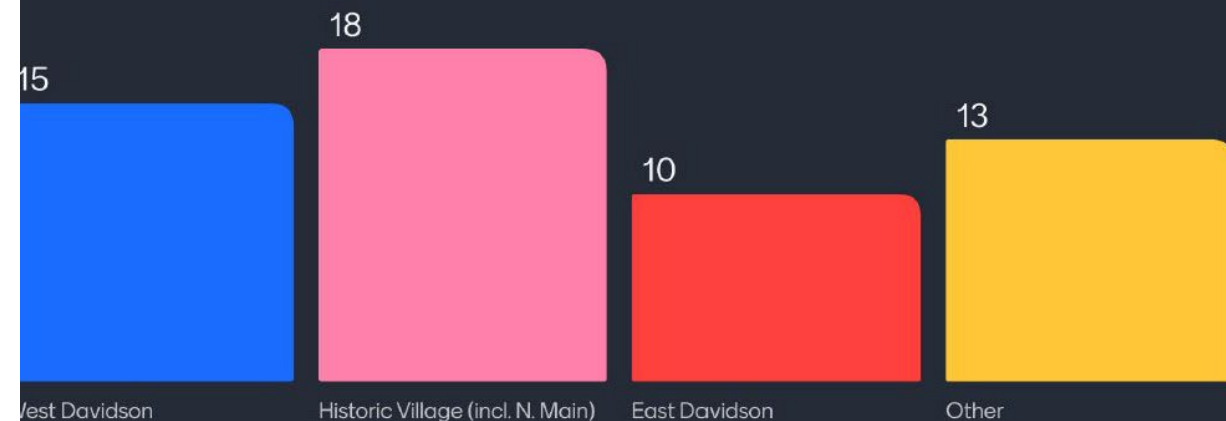
1. Where do you live?
2. What's your experience riding mass transit (i.e., trains)?
3. How do you feel about transit?
4. (Rank) What's important to you when considering using transit?
5. (Rank) What's important to you in identifying a Davidson station location?
6. (Word Cloud) What would make a transit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



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



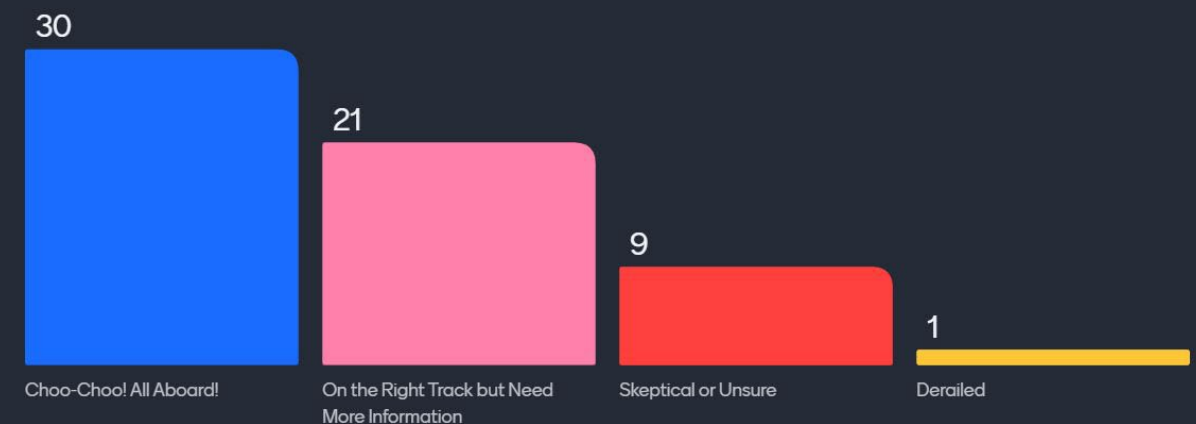
Where do you live?



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



Which response best describes how you feel about transit?



What would make a transit station “uniquely Davidson?”



Davidson Public Information Sessions Survey

SURVEY QUESTIONS

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



NOTE: Survey active Jan. 30 – Feb. 28

Davidson Public Information Sessions

ENGAGEMENT DATA

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



RED LINE

PUBLIC ENGAGEMENT REPORT

4 EVENTS

100

IN-PERSON
ATTENDEES

75

LIVESTREAM
ATTENDEES



817
SOCIAL
MEDIA
HITS



1738

RED LINE
WEBSITE VIEWS

40

SURVEYS



135
YOUTUBE
VIEWERS

2909

TOTAL
TOUCH
POINTS

Engagement Feedback

EXCITEMENT

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

QUESTIONS

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

Next Steps (Near Term)

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

Questions



PUBLIC ENGAGEMENT REPORT

Red Line Commuter Rail Project March 2025



Staff Contacts:

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

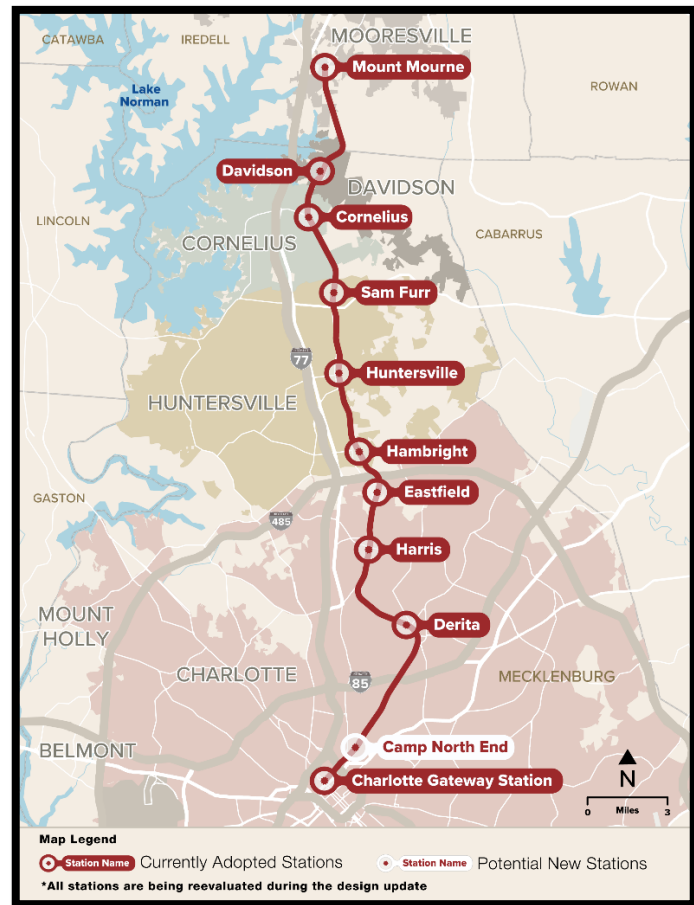
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A. Executive Summary

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

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



The Red Line Commuter Rail corridor. Source: CATS



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

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

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

In-Person Meetings:

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

Pictures from Davidson's in-person meeting below:



Source: News of Davidson

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

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

In-Person Meetings:

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

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

Davidson Residents:	Davidson College:	Davidson Businesses:
○ Sidewalk access & trail connections ○ Bus/transit connections ○ Crosswalk improvements ○ Rideshare and microtransit pick-up/drop-off ○ Parking structures ○ EV charging	○ Very excited ○ When does it start?	○ Very excited ○ Retail businesses could support 1-cent sales tax ○ Major employers support Red Line

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

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

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

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

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



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

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

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

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

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

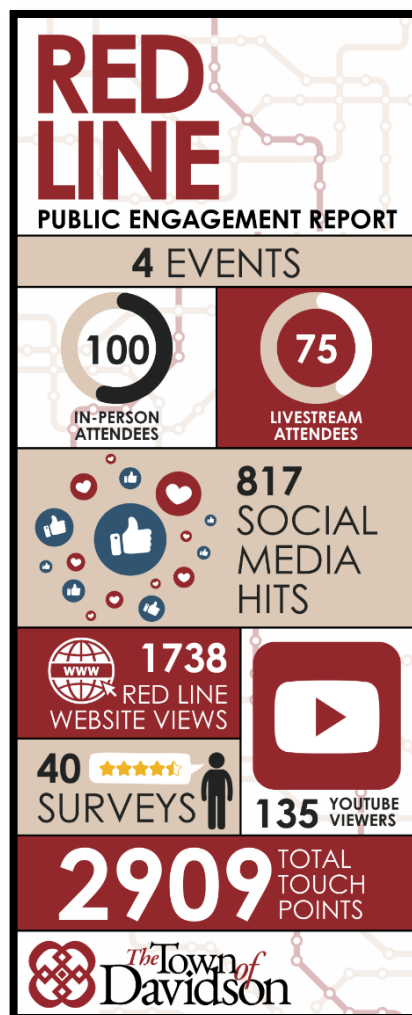
- Hurt Hub @Davidson (Thurs., Jan. 30, 6:00 – 8:00 pm)
- Hopewell Baptist Church (Thurs., Feb. 6, 6:00 – 8:00 pm)
- Ada Jenkins Center (Wed., Feb 12, 11:00 am – 1:00 pm)

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

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

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

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





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

Structure and Content of the Public Information Sessions

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

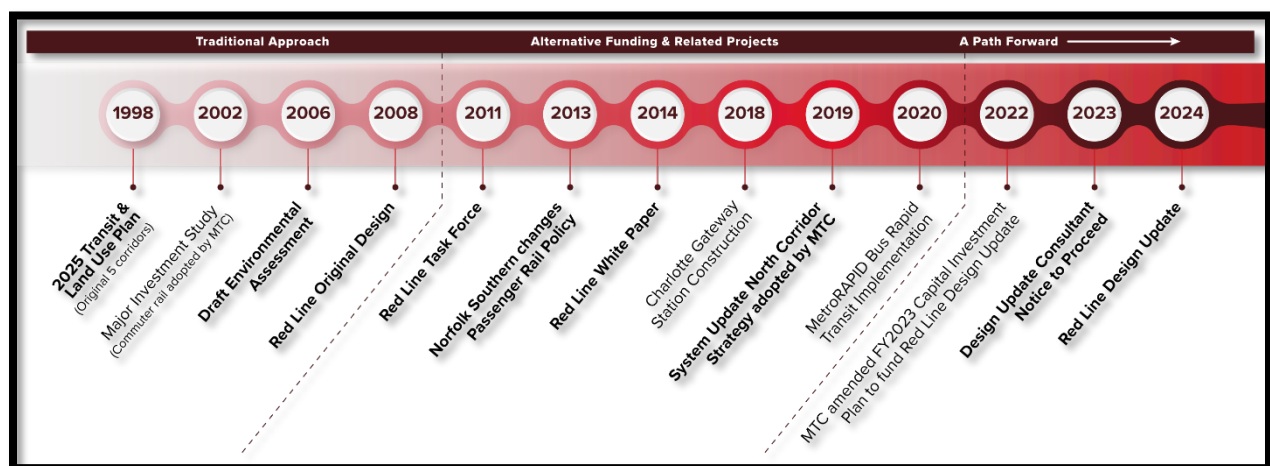
Planning Director Jason Burdette provided a 30-minute presentation. The purpose of the presentation was to share information about the Red Line Commuter Rail project history and Design Update scope, the three Davidson station location options, and station evaluation criteria. The primary aim was to solicit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

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



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

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



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

Takeaways from the Public Information Sessions

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

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

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

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

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

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

B. Responses to Resident Questions

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

Questions from Red Line Information Sessions – Grouped by subject

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

Tax implications/Funding questions

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

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

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

Red Line Stop Location questions

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

Parking/ Crossing questions

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

Red Line effect on Davidson questions

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

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

Davidson Station questions

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

General questions

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

C. Survey Responses

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



QR code used for survey.

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

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

- free in extreme cases. But there's also accessibility to existing uses, you want people coming up from Charlotte to eat at Kindred and walk around downtown Davidson, while making it easy for students to go around to other towns and down to Charlotte. The third thing is really local vs. drive in ridership. To be honest, I don't know what this is gonna look like, but it really determines a ton here. If you need a huge parking lot, then fine, make sure it doesn't interfere with the town, and maybe you can also double-use that parking for new developments around. But if people are mainly walking and biking, having it as close to downtown as possible is optimal. Just things I'm thinking about.
- Minimizing impact on travel within the town of Davidson. Specifically, avoiding reduction of east-west pedestrian, bicycle, and vehicle paths (Beaty, Delburg, Griffith, Depot).
 - Parking, Access to Old Downtown and Convenience
 - Ease of access to site
 - Impact on local businesses
 - Safeness of parking
 - Save time
 - Access to a major road and plenty of parking, so it will be well used
 - Congestion
 - There should be free and adequate parking areas near the station for those driving to the station.
 - Close to downtown, ability to walk, drive or bike there. Safe and secure location. Covered waiting areas near platform. Family friendly. Minimal impact to existing roads and traffic
 - Walking distance to main street, a historical space would be great if possible and ideally not requiring any trees to be cut down or too large parking area
 - Multi-modal accessibility and integrations with the town's ambiance
 - Walkability
 - There is no good place for a station and parking lot in the town of Davidson in my opinion.
 - Access for all members of the community. No more gentrification, use spaces that do not displace residents
 - Convenient but not an additional impediment to traffic through the center of town
 - Making sure the station is easily reached by Davidson College students. Options A and B are more likely to be used by Davidson students than option C.
 - Central location. Easily accessibility via foot, bike or auto with ample auto / bike parking. It also makes sense to use land already owned if available (ie: fire station location)
 - Not disrupting current businesses, residences, flow
 - Walkability

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

D. Live Polling Data

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

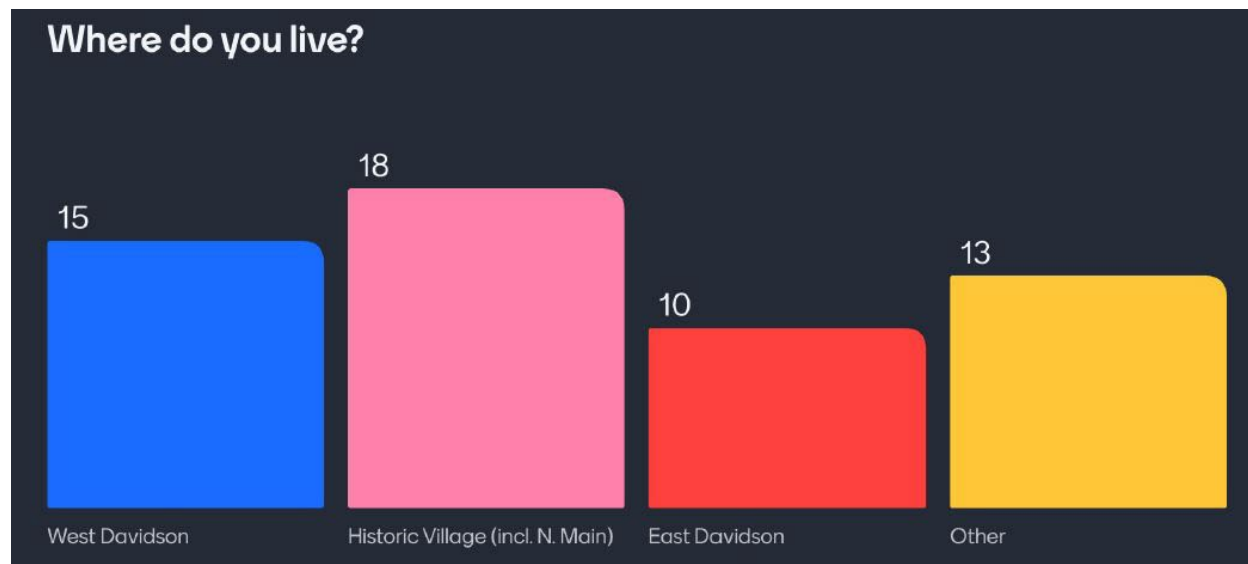
1. Where do you live?
2. What's your experience riding mass transit (i.e., trains)?
3. How do you feel about transit?
4. (Rank) What's important to you when considering using transit?
5. (Rank) What's important to you in identifying a Davidson station location?
6. (Word Cloud) What would make a transit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



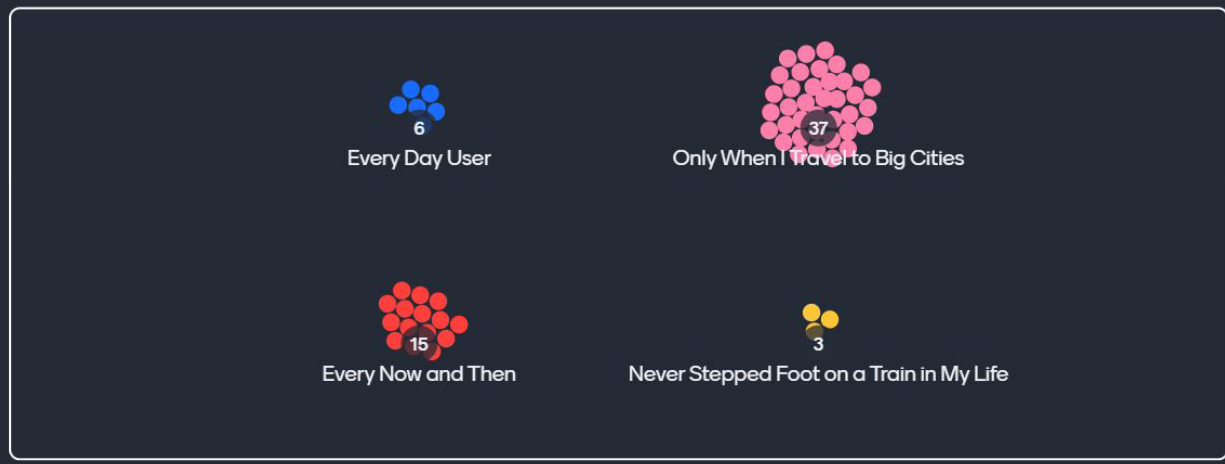
Planning Director Jason Burdette presents live polling data at The Hurt Hub

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

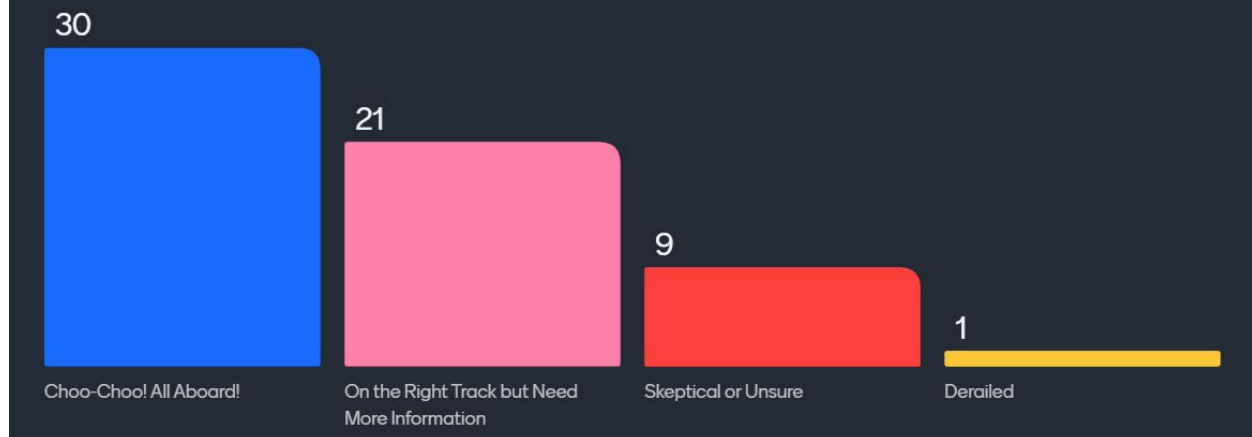
The Hurt Hub @Davidson



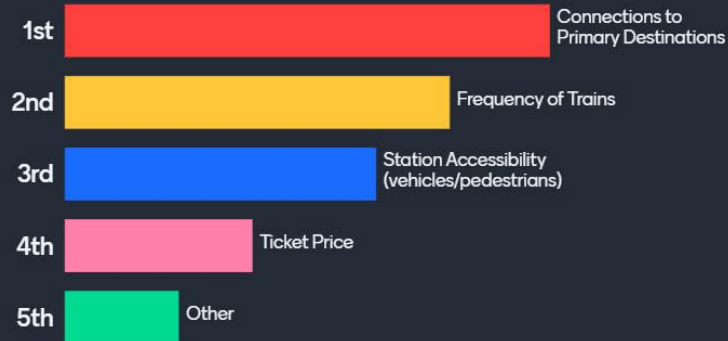
What's your experience riding mass transit (i.e., trains)?



Which response best describes how you feel about transit?



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



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



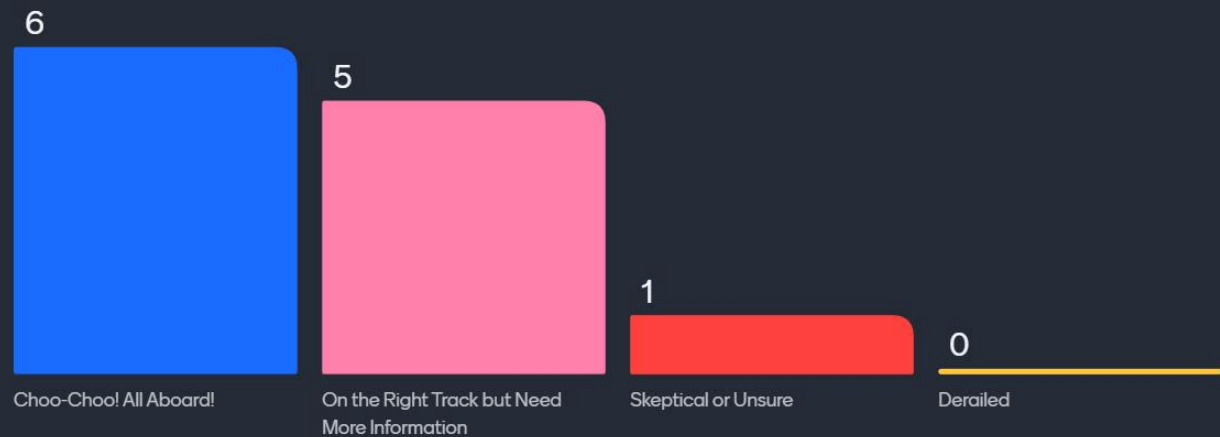
What would make a transit station "uniquely Davidson?"

107 responses

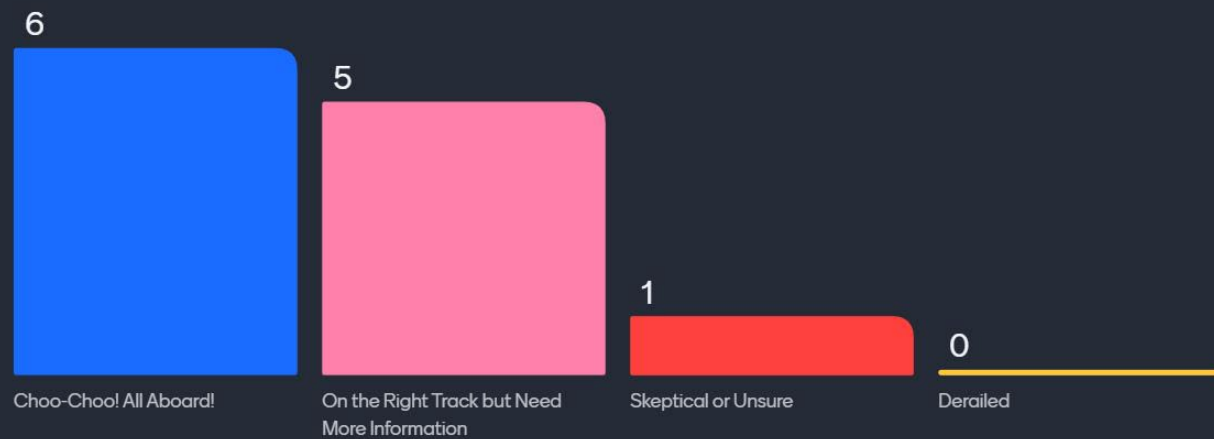


Hopewell Baptist Church

Which response best describes how you feel about transit?



Which response best describes how you feel about transit?

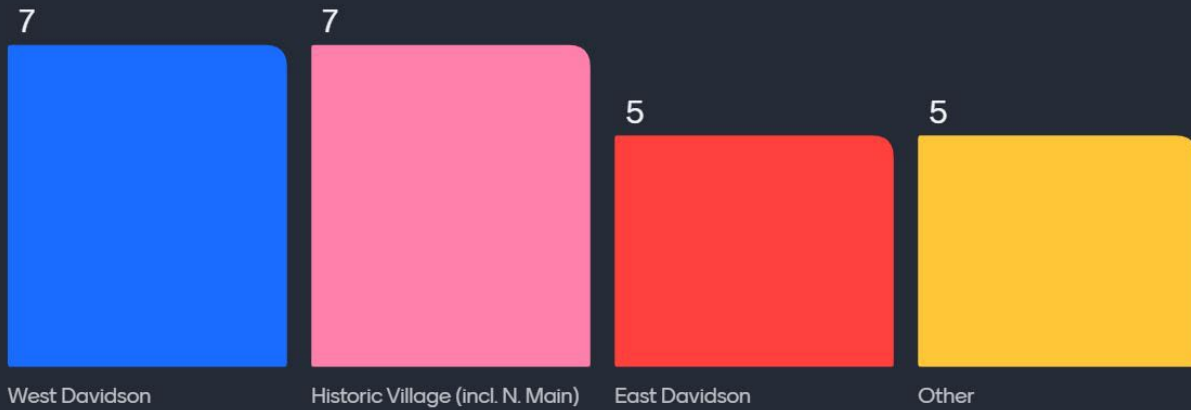


What would make a transit station "uniquely Davidson?"

23 responses



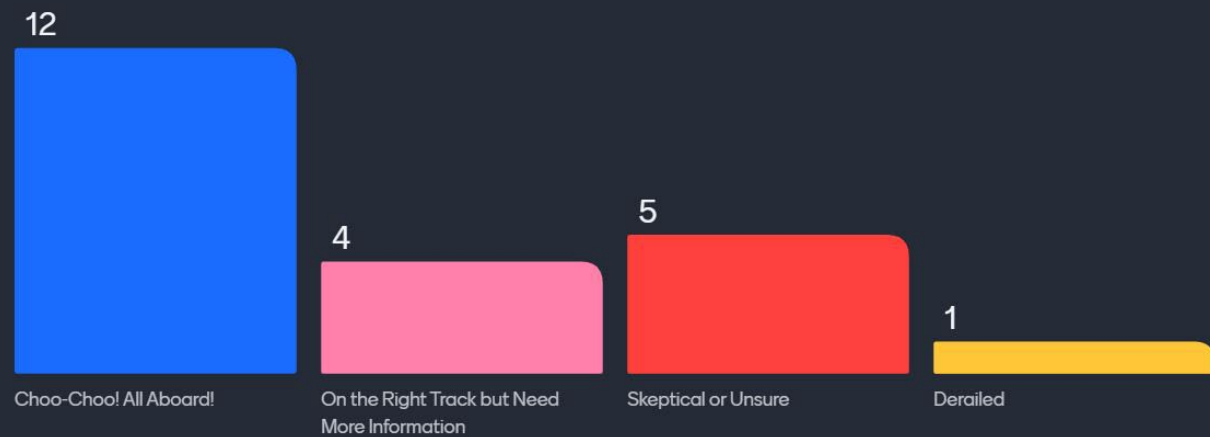
Where do you live?



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



Which response best describes how you feel about transit?



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



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

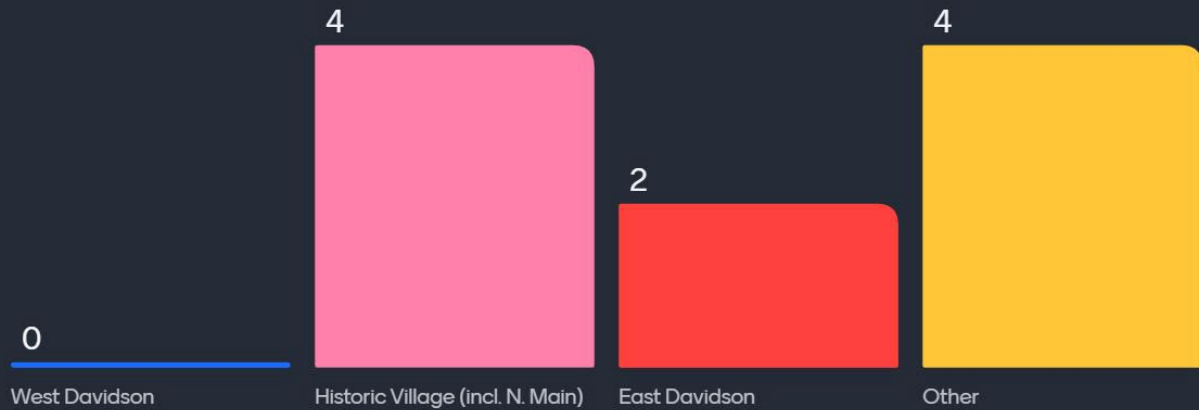


What would make a transit station "uniquely Davidson?"

18 responses



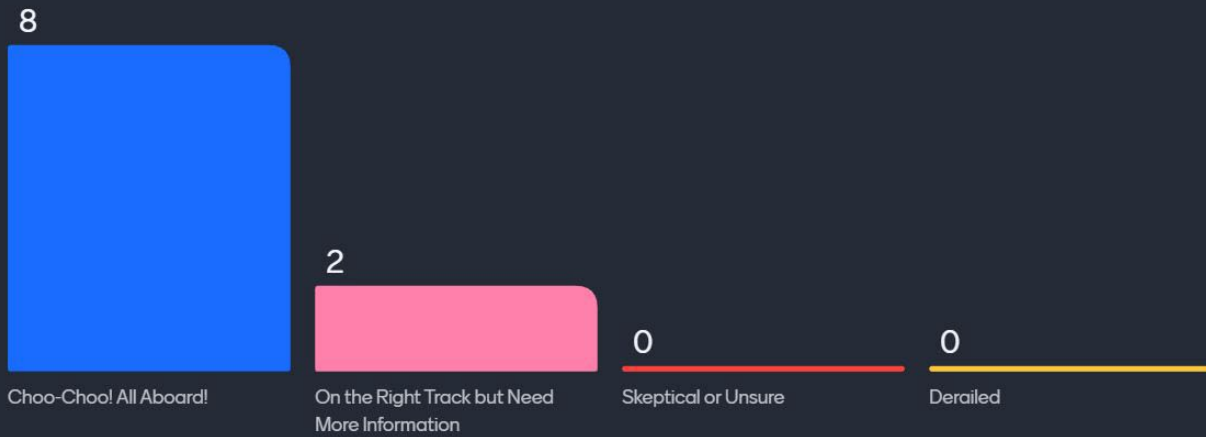
Where do you live?



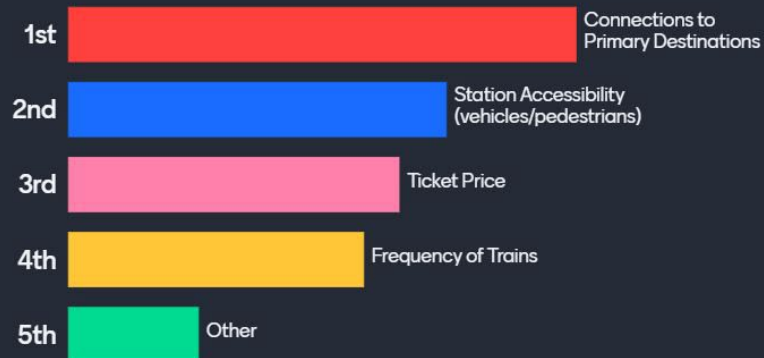
What's your experience riding mass transit (i.e., trains)?



Which response best describes how you feel about transit?



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



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



What would make a transit station "uniquely Davidson?"

6 responses

A word cloud on a dark blue background. The words are in various colors and orientations. 'walkability' is green and vertical. 'access' is white and vertical. 'steph curry' is red. 'steph curry pictures' is blue. 'accessibility' is pink. 'charlotte access' is yellow.

walkability
access
steph curry
steph curry pictures
accessibility
charlotte access

E. Additional Resources

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

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