



**Town of Davidson
Planning Board Regular Meeting
Town Hall and Community Center
Community Room 120
251 South Street
Monday, November 24, 2025 at 6:00 PM**

- I. CALL TO ORDER**
- II. SILENT ROLL CALL AND DETERMINATION OF QUORUM**
- III. CHANGES TO THE AGENDA**
- IV. REVIEW/APPROVAL OF MINUTES**
 - a. Review/Approval of the September 29, 2025, Minutes**

Summary: The Planning Board will review and consider approval of the September 29, 2025, Minutes.
- V. OLD BUSINESS**
 - a. Davidson Carwash Master Plan - FYI**

Summary: Senior Planner Lindsay Laird will provide an overview of the project. The developer and project team will be on hand to answer questions from the Planning Board. No action is required.
- VI. NEW BUSINESS**
- VII. OTHER ITEMS**
- VIII. PLANNING STAFF REPORT**
- IX. ADJOURNMENT**

MEETING MINUTES

Planning Board

Town of Davidson, NC

September 29, 2025

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

I. CALL TO ORDER: 5:59 p.m.

II. SILENT ROLL CALL AND DETERMINATION OF QUORUM

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

III. CHANGES TO THE AGENDA: N/A

IV. REVIEW/APPROVAL OF THE MINUTES

a. Review/Approval of the June 30, 2025, Minutes:

Motion to recommend approval of the minutes:

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

V. OLD BUSINESS: N/A

VI. NEW BUSINESS: N/A

VII. OTHER ITEMS: N/A

VIII. PLANNING STAFF REPORT: Senior Planner Lindsay Laird provided three brief updates on various initiatives and potential development projects, including:

- Sloan House Request for Proposal process and next steps (230 S. Main St.);
- Armour Street Theater's proposed landmark designation and potential purchase and expansion of the building by Davidson Community Players (307 Armour St.);
- Davidson Carwash Master Plan concept plan and general timeline (239 Catawba Ave.).

IX. ADJOURNMENT: 6:21 p.m.

- Motion: Sara Cummings
- Second: Waller Blackwell

APPROVAL OF MEETING MINUTES

Signature/Date

Shawn Copeland, Planning Board Chair



Davidson Carwash Master Plan

Planning Board – Public Input Session Update

Lindsay Laird
Senior Planner
11.24.2025

www.townofdavidson.org

PROCESS / TIMELINE

- **Process:** Davidson Planning Ordinance Section 14.7, Master Plan
- **Pre-Application:**
 - » Informal Reviews of Pre-Concept Plans (January 2024 - February 2025)
 - » Community Meeting + Report (04.02.2025) **Report Available on Project Website**
- **Post-Application:**
 - » Application Submittal – Preliminary Sketch Plan (June 2025)
 - » Transportation Review Meeting & Trip Generation Memorandum (September 2025)
 - » **Public Input Session (11.20.2025)**
 - » Utility Services & Annexation Criteria Scoring (December 2025 - January 2026)
 - » Master Plan Schematic Design (January 2026)
 - » Planning Board Review + Comment (January/February 2026)
 - » Construction Documents: TBD
 - » Individual Building/Design Review Board Process (Storefront Bldgs.): TBD

PUBLIC INPUT SESSION

- **Purpose:**

- » Occurs *After* Application Submittal
- » Roles: Developer + Town of Davidson-led Event
- » Share Project Information via Dialogue (Ask Questions/Learn!)
 - Technical Reports Available:
 - Preliminary Staff Analysis
 - Trip Generation Memo
- » Collect Feedback (Basis for PIS Report, Project Adjustments)

- **Feedback:**

- » Site Design/Other Features
- » *Complete Comment Cards, Leave with Staff*

CONTEXT

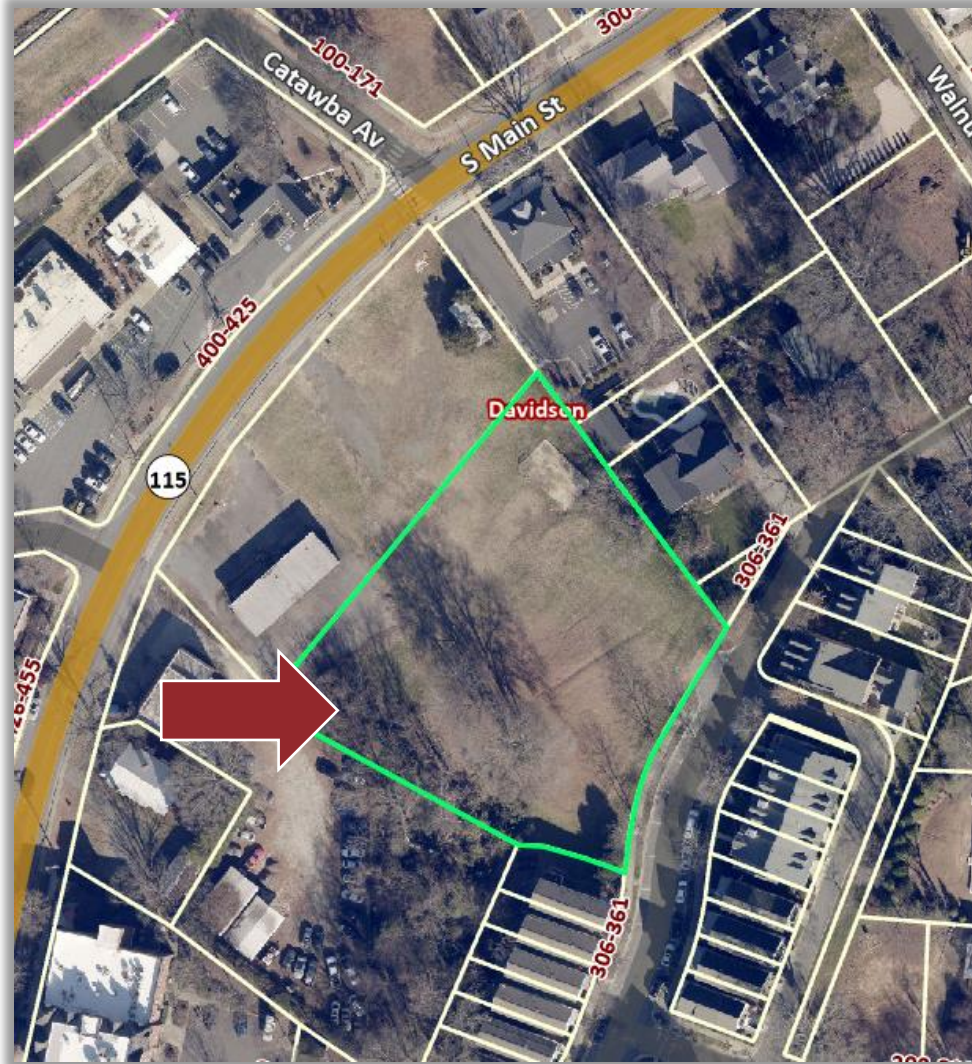


VILLAGE CENTER PLANNING AREA

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



VILLAGE INFILL PLANNING AREA

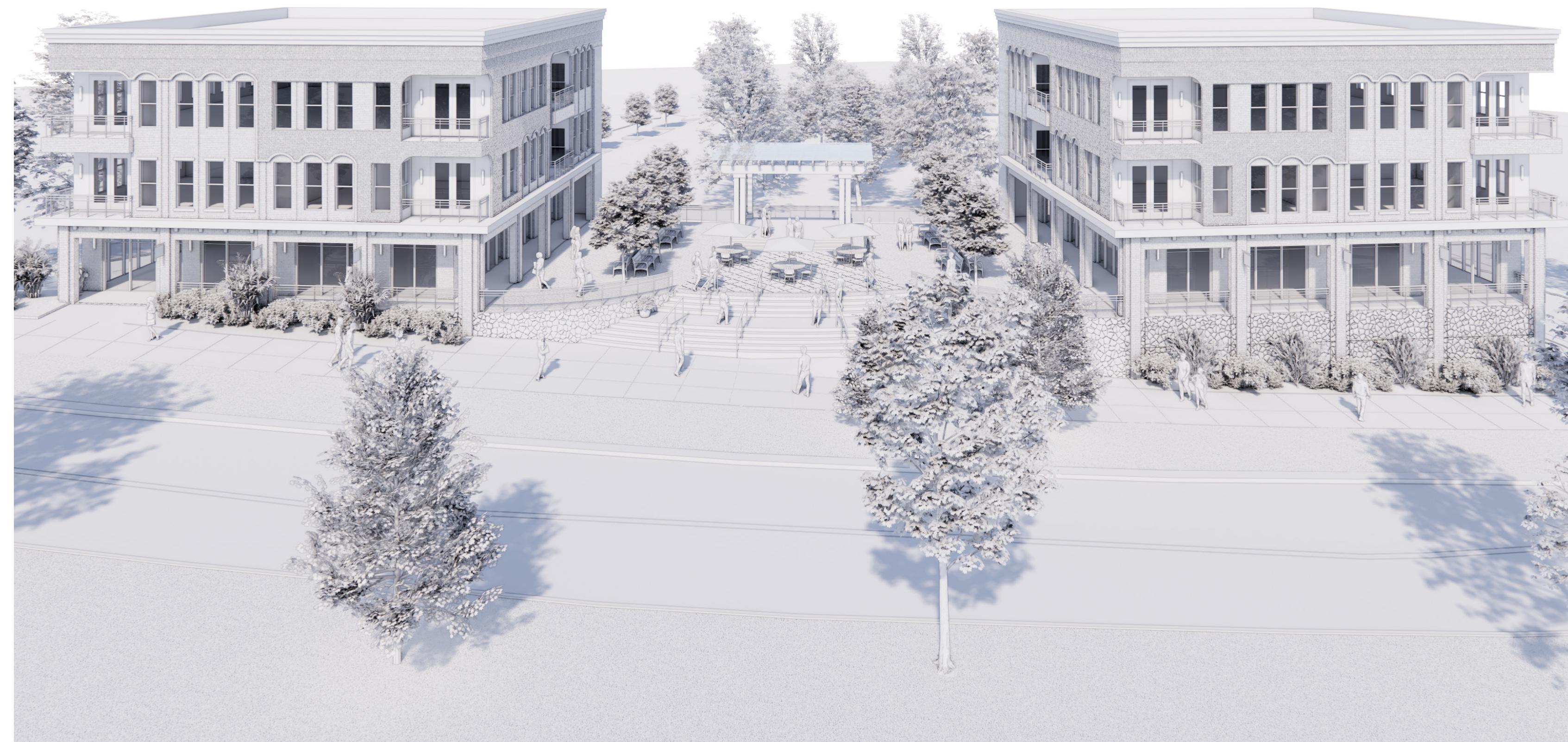


“...comprises Davidson’s traditional, residential neighborhoods and provides for infill development surrounding the historic town center. Streets, sidewalks and greenways in the Village Infill Planning Area must be interconnected. A range of housing types is encouraged...” (DPO 2.2.4)



DAVIDSON CARWASH

SITE PLAN



DAVIDSON CARWASH

PRECEDENT IMAGERY



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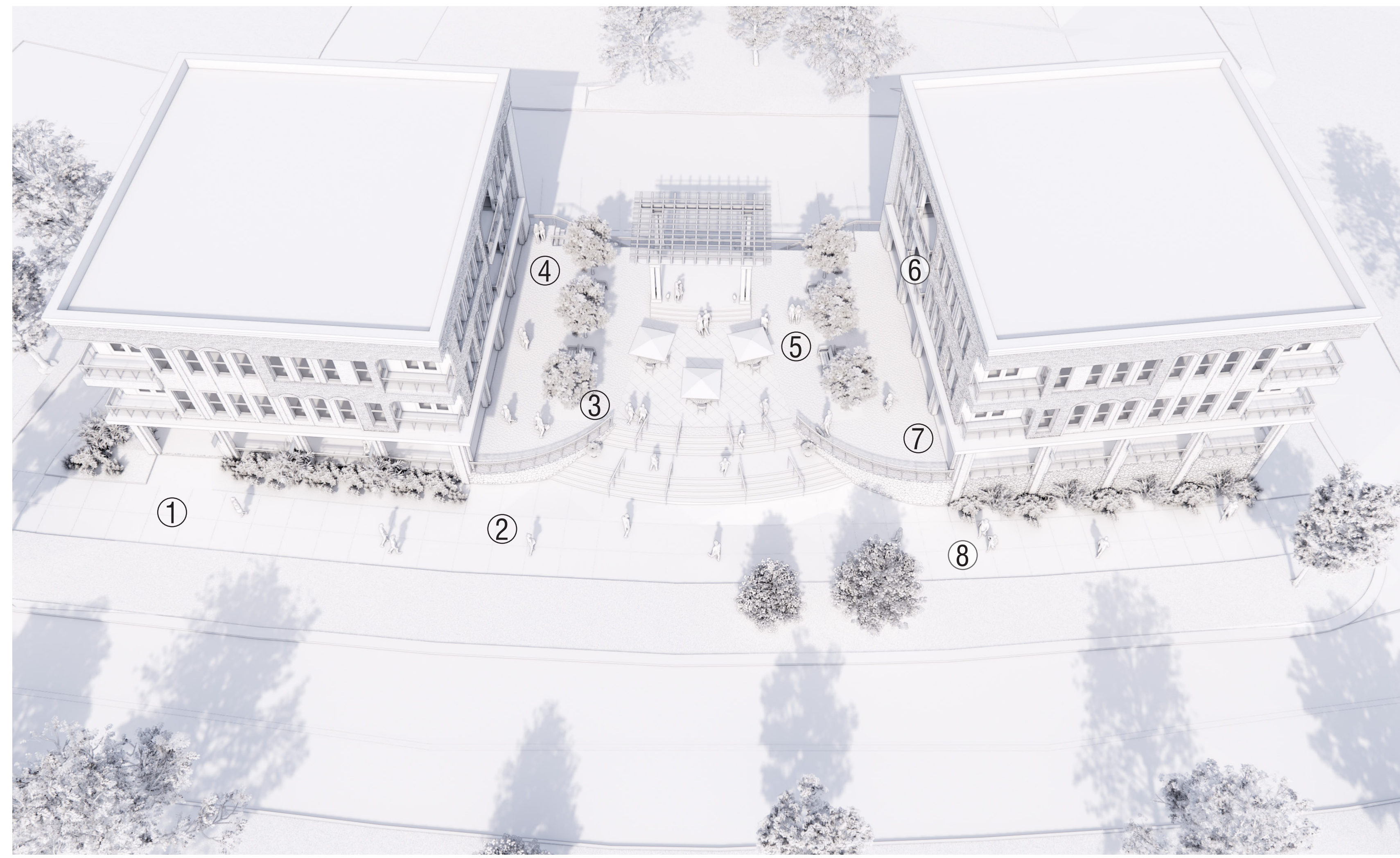
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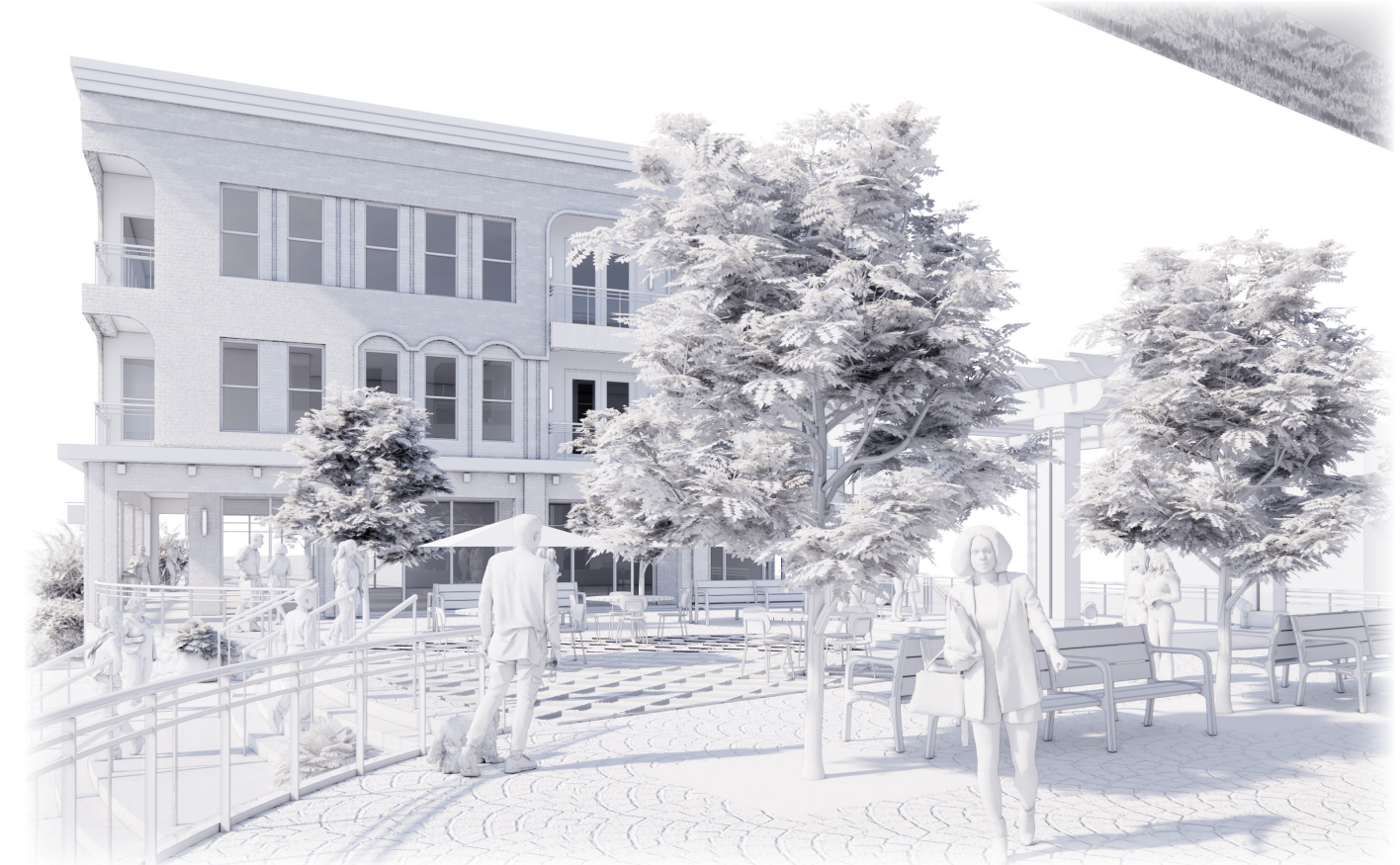
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DAVIDSON CARWASH

PERSPECTIVE VIEWS

OVERVIEW

- **Project Information:**

- » Developer: TSG Residential

- **Site Data & Features:**

- » Size: +/- 2 Acres

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

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

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

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

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

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

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

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

- » Fiscal Impacts: + \$6,897.94 Net Gain Annually

PUBLIC INPUT SESSION 11.20.2025

▪ **Comments & Feedback:**

» Building Design:

» Commercial Buildings:

» Height & Design

» Southern Building Blank Wall – Strategies to improve façade articulation (Ideas: landscaping, public art, etc.)

» Duplex/Townhomes:

» Orientation & Height

» Parking:

» Concern with increasing parking pressure in surrounding residential neighborhood

» Pedestrian Safety:

» Mid-block crossings on South Main Street - Strategies to limit illegal ped. crossings

QUESTIONS?

www.townofdavidson.org/DavidsonCarwash





STAFF ANALYSIS

Date: November 24, 2025
To: Planning Board
From: Lindsay Laird, Senior Planner
Re: Davidson Carwash Master Plan – Public Input Session Update

1. INTRODUCTION

APPLICANT INFO

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

2. PLANNING STAFF REVIEW - PRELIMINARY

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

OVERVIEW

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

PLANNING AND DEVELOPMENT STANDARDS

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

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

BUILDING TYPES & HOUSING

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

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

TRANSPORTATION: CONNECTIVITY & IMPACT ANALYSIS

Streets & Connectivity

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

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

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

Transportation Impact Analysis

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

Additional Features/Multi-Modal Connectivity

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



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

Parking

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

NATURAL ASSETS: OPEN SPACE, TREES, & PATHS

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

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

ADDITIONAL CONSIDERATIONS

UTILITIES: WATER/SEWER EXTENSION

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

This policy evaluates requests across a number of metrics ranging from location and consistency with adopted plans to site design and sustainability features. Currently, the design team anticipates exceeding the required 66% threshold to remain on an administrative approval pathway. A formal review of the project's USAC score will occur in the coming months.

FISCAL IMPACTS

In order to assess potential fiscal impacts, Economic Development staff conducted an analysis using the town's fiscal impact analysis. The analysis anticipates annual revenue for the development to be \$14,474.66, with costs to serve the development of \$7,576.71 – creating a \$6,897.94 annual net gain. Therefore, this analysis anticipates the development covering its own costs and being able to generate positive revenue for the town to use in other areas – infrastructure, parks, services, etc. This metric, while valuable as a snapshot of fiscal impacts, should not be understood as a complete economic impact analysis (i.e., job and service creation, visitor attraction, etc.).

3. PUBLIC PLANS & POLICIES

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

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

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

- **Goal 2.4: A Preserved Historic Fabric**
 - Aspiration: Davidson will celebrate its unique architectural and cultural history through preservation initiatives and designing new buildings, spaces, and landscapes that complement the existing historic fabric and leave an inspiring building legacy.
- **Goal 2.5: Contextually-Sensitive Infill & Redevelopment**
 - Policy 2.5.2, Balance Incremental Change with Existing Character: As Davidson grows through infill development, redevelopment of existing sites, and new growth in appropriate places on the town’s edge, it should complement the town’s existing character.
- **Goal 3.3 Increase Travel Options**
 - Policy 3.3.1, Promote a Continuous Pedestrian Network: Support the extension of sidewalks, greenways, and sidepaths that contribute to a fully connected pedestrian network.
 - Policy 3.3.4, Improve Street Connectivity: Promote street connectivity and short blocks that enhance walkability, slow traffic, provide two-way traffic, and ensure multiple access routes for emergency vehicles and other travelers.
- **Goal 5.2 Diverse & Inclusive Housing Options**
 - Policy 5.2.1, Foster a Diversity of Housing Options: Foster a diversity of well-integrated housing options within neighborhoods and along block faces, including but not limited to tenure (rental, ownership, cooperative), type (detached houses, townhouses, attached houses, appropriately- designed and scaled multi-family housing, and live-work units), and income.
 - Policy 5.2.6, Support Private Development of Affordable Housing: Continue to promote the construction of affordable housing in private development through incentives, regulations, and encouragement.
- **Goal 5.3 Long-Term Fiscal Health**
 - Policy 5.3.3, Promote Smart Growth: Encourage compact development that can be more efficiently served.
 - Policy 5.3.4, Consider Community Priorities and Long-Term Impacts: Consider community priorities and long-term impacts in decision-making, with the understanding that some community priorities may not have positive fiscal impacts and some decisions may not materialize in short-term benefits.
- The ***Downtown Small Area Plan (2023)*** is a targeted, solution-oriented plan that draws inspiration from the town’s Vision, Mission, and Values and further refines the actionable ideas and policy initiatives from the 2020 Comprehensive Plan for the defined study area.
 - **Issue: How might we make it easier to walk from N/S or S/N Main Street?**
 - Ideas:
 - Improve sidewalks
 - Create interest and focal points along the way

5. PROCESS/NEXT STEPS

- Community Meeting: April 2025 **[Complete]**
- Application/Preliminary Sketch Plan Submittal: June 2025 **[Complete]**
- Planning Board FYI Presentation: September 2025 **[Complete]**
- Public Input Session: November 20, 2025 **[Complete]**
- Planning Board Update: November 24, 2025
- USAC Checklist Evaluation: December 2025/January 2026
- Master Plan Schematic Design Submittal: January 2026

- Planning Board Review & Comment: January/February 2026
- Final Master Plan Submittal for Review/Approval: TBD
- Construction Documents: TBD
- Individual Building/Design Review Board Process (Storefront Bldgs.): TBD

6. RESOURCES & ATTACHMENTS

RESOURCES

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