

Potts-Sloan-Beaty Street corridor land use plan

Davidson, North Carolina
May 2007



The Town of
Davidson

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List of Exhibits

LIST OF EXHIBITS

- + Existing Conditions with Issues & Opportunities
 - + South Gateway Area
 - + Davidson Station Area
 - + North Gateway Area
- + Road Typology Map
- + Proposed Corridor Land Use Changes
 - + South Gateway Area
 - + South Gateway Area Map (Alt. 1, 2 & 3)
 - + Section A & Detailed Corridor Plan
 - + Section B & Detailed Corridor Plan
 - + Section C & Detailed Corridor Plan
 - + Potts Street Detailed Intersection Plan
 - + Conceptual Roundabout Design
 - + Davidson Station Area
 - + Davidson Station Area Map (Alt. 1 & 2)
 - + Section D & Detailed Corridor Plan
 - + Section E & Detailed Corridor Plan
 - + Section H & Detailed Corridor Plan
 - + Sloan Street Detailed Intersection Plan
 - + North Gateway Area
 - + North Gateway Area Map
 - + Section F & Detailed Corridor Plan
 - + Section G & Detailed Corridor Plan
 - + Beaty Street Detailed Intersection Plan
- + Overall Corridor Plan

Potts-Sloan-Beaty Street corridor land use plan

1. Project Overview

The Town of Davidson, NC is experiencing unprecedented growth and development which results in traffic congestions along existing roadways especially Main Street (NC 115), which acts as the central spine of the community. The Town feels that the growth has to be properly allocated and distributed along with better road network to alleviate the traffic situation to have a meaningful sustainable solution to the community's overall development for years to come. The proposed light rail station to be located near the intersection of Depot Street and Jackson Street will also add the transit-oriented growth which warrants urban renewal from residential needs to retail/commercial and infrastructure improvements. An alternate north-south corridor is needed to relieve congestion and as such the focus of attention is the Potts-Sloan-Beaty corridor.



Potts Street Character



Sloan Street Character

2. Objectives

The following are the objectives of the corridor land use plan:

- + Needs of the neighborhood residents [quality of life]
- + Benefit to the Town of Davidson [economic development]
- + Efficiently accommodate current and future traffic demand
- + Context sensitive sustainable design & engineering
- + Establishment of a green and safe pedestrian/bike-friendly traffic calmed environment
- + Linked to contiguous neighborhoods and commercial districts

3. Existing Conditions and Issues

An urban analysis was performed on October 19-20, 2006 which included:

- + Site visit & photographic inventory of the corridor
- + Stakeholder interviews
- + Preliminary design charrette including citizen survey
- + Explore range of development possibilities
- + Draft recommendations

For ease of understanding the planning area has been sub-divided into three areas to graphically represent the land use recommendations along network of roads and connectivity system. The three sub-areas are identified as:

- + South Gateway
- + Davidson Station
- + North Gateway



Potts-Sloan-Beaty Street corridor land use plan

The following is a list of the issues concerning the three sub-areas. The overall issues and opportunities are also listed in the "Issues and Opportunities" map.

3.1. South Gateway Area Issues

- + Connection of S. Main Street and Potts Street
- + Neighborhood character of street along with deteriorating and missing sidewalks
- + Primarily residential
- + Location of historic homes
- + Location of railroad bridge over Main Street
- + Heavily used by foot-traffic/bike for connection to YMCA

South Gateway Area Existing Conditions



Potts Street going south towards Main Street



Intersection of Potts Street and Main Street



Character of Potts Street with residential on one side and railroad on other



Residential property on Potts Street



Historic home on Potts Street



Connection of Potts across railroad tracks

3.2. Davidson Station Area Issues

- + Location of the proposed Charlotte Area Transportation System (CATS) North Corridor commuter rail station
- + Mix of uses with mill houses lined along the railroad tracks to commercial center (Sadler Square) to residential subdivisions
- + Main east-west connector, Griffith Street to I-77 from Main Street
- + Location of Davidson College outside of the corridor on Main Street

Davidson Station Area Existing Conditions



Sloan Street connection area with Potts Street



Existing historic homes at the end of Potts Street

Potts-Sloan-Beaty Street corridor land use plan

Davidson Station Area Existing Conditions



Possible connection area of Potts and Sloan Street



Existing park on Griffith Street near Sloan Street



Mill houses on Eden Street and Depot Street



Proposed location of transit station

3.3. North Gateway Area Issues

- + Beaty Street corridor
- + Location of Ingersoll-Rand
- + Location of future Davidson Bay, a mixed use development
- + Green corridor
- + Connection of the corridor to Main Street at the north end

North Gateway Area Existing Conditions



Character of Beaty Street



Intersection of Beaty and Main Street



Transit Station Area looking towards Jackson Street



Sadler Square retail area



Looking south on Main Street at the intersection of Beaty



Character of Beaty Street area

4. Public Participation Process

In order to gain insight of the corridor study area, stakeholders from the area were interviewed by the planning team. The major issues from the interviews are outlined in the "Interview and Stakeholder Meeting" attachment.

A public charrette process was conducted to give an overview of the corridor to the residents of Davidson followed by an open discussion session among residents, stakeholder groups and planning team to highlight the shortcomings and opportunities of the corridor study area.

A Survey and 'Strengths, Weaknesses, Opportunities & Threats' (SWOT) analysis were performed with the stakeholder group and residents present in the preliminary charrette discussion to assess the needs of the community along with understanding of the problems the residents are facing with opportunities for betterment.



4.1. Survey

The survey was based on three aspects of the study and had multiple options for the respondents. The three sections are:

- + **Neighborhood Connections**
- + **Amenities for Revitalization**
- + **Improvement of Overall Environment**

A detailed description of each of the above-mentioned sections and their corresponding responses are as follows:

- + **Neighborhood Connections:** This section is based on examples of connections that include streets, sidewalks and bike paths that interlink neighborhoods. Connections also include the link between neighborhoods with schools, parks, retail areas, and businesses. Major parts of the community should be linked to ensure a whole community is being developed.

Preferred Issues as per Survey Response

- + Use of traffic calming devices like roundabouts, narrow lanes, medians, raised pavements
- + Interconnectivity with east-west connector (Griffith Street & Depot Street) for relieving traffic from the transit oriented development
- + Addition/Improvement of pedestrian sidewalks & bikeways
- + Connection of the corridor with existing parks/recreational spaces and creation of interconnected open space system with bike and pedestrian trails

Other Issues

- + Using the proposed Potts-Sloan-Beaty Street as alternate north-south corridor to Main Street

- + **Amenities for Revitalization:** This section covered the features of a neighborhood which makes it a desirable place to live such as nearby parks, playgrounds, retail, grocery, restaurants, community centers, health care, banks etc.

Preferred Issues as per Survey Response

- + The ability to walk to neighborhood shops and amenities
- + Neighborhood services like banks, post-office, doctor's office, convenient stores for daily activities

Somewhat Preferred Issues

- + Create development pattern that enhances the economic vitality of the corridor
- + Housing opportunities

Issues with Mixed Responses

- + More retail choices
- + More recreational choices
- + Suitable parking facilities for economic sustainability of retail/business opportunities

Issue with Negative Preference

- + Add entertainment and nightlife

- + **Improvement of Overall Environment:** These are the surroundings, circumstances, objects and conditions such as general community character, street and sidewalk design, street lighting, wayfinding, green spaces, landscaping etc.

Preferred Issues as per Survey Response

- + Improved street lighting
- + Coordinate land uses that are in harmony with the character of the community
- + Streetscape enhancements: street trees, pavers
- + Pedestrian amenities: benches, trashcans etc.
- + Landscaping in medians, sidewalks and public spaces
- + Wayfinding and signage system to direct visitors to shopping, recreation and amenities
- + Attractive gateway feature defining the entry points to the neighborhood
- + Reduce visual clutter such as signs, wires, and utility poles

Issues with Mixed Responses

- + Community brand identity, graphic design logo which identifies neighborhood and promotes sense of place



Potts-Sloan-Beaty Street corridor land use plan

Survey participants were also asked to comment on issues that need to be changed and preserved. The following are some responses by the survey participants to issues that need to be changed around the Potts-Sloan-Beaty Street area:

- + Speed from heavy vans etc., sidewalks, shift in road size, needs changes in streets and signs
- + More sidewalks-safer for pedestrians, bikes, skateboarders. Connection of Potts to Griffith for maintenance of walkable community character
- + Better control of the ever-increasing traffic, better system of sidewalks for pedestrians, easier pedestrian crossing at corners. More connections between west side and Main Street, i.e. rest of Town
- + Traffic slowed down
- + Must have sidewalks for pedestrians and bikepaths
- + Calming Beaty Street
- + A light on Beaty-Griffith, more traffic enforcement
- + Make pedestrian friendly

The following are some responses by the survey participants to **issues that need to be preserved around the Potts-Sloan-Beaty Street area:**

- + The areas now residential to continue as residential with commercial close to current businesses and the light on commuter rail (like where the old mill was to have residential with commercial incorporated)
- + Feeling of a neighborhood road, not a major through by-pass
- + This is a neighborhood-not a potential thoroughfare. Neighborhood connectivity is a good thing-but making the area attractive to increased traffic and speed is not a good thing
- + Neighborhood character of road
- + Neighborhood feel
- + Lots of greenery
- + Quiet neighborhoods

4.1. SWOT Analysis

The following are the key issues surrounding the Potts-Sloan-Beaty corridor as expressed by respondents for the SWOT analysis.

Strengths

- + Possibility of calming/street improvements along Beaty.
- + It is residential. Why does economic development equate to positive influence?
- + It needs a better streetscape for safety (walking, driving etc.) and for traffic (auto) flow
- + Rely on shopping in your neighborhood, parking won't be an issue, quality of life enhanced, environment uplifted, influence at to live

Weaknesses

- + Concerned about speed, traffic calming
- + Road is very pedestrian unfriendly, existing retail is walkable from Potts Street
- + Pedestrian friendliness and traffic congestion needs to improve
- + Notified of activities in community including posters, community meetings

Opportunities

- + Expansion of retail except from Main Street area
- + Sidewalks, bikepaths, roundabouts
- + We need pretty streetscape with places to walk, bike, skateboard and driving safely-we need places to sit-some mix of commercial, service and retail with residential too
- + Encourage people to buy & live, families & children let to play etc., want have to force traffic issues

Threats

- + Connectivity of streets needs to be done sooner rather than later and sounds like this is far out
- + The corridor is not one type corridor, it is residential, commercial in different areas-recognize this
- + I think connectivity well done is important and essential
- + Property values due rising cost for fixed income persons will be a financial issue, need law enforcement officers for areas and safety of community

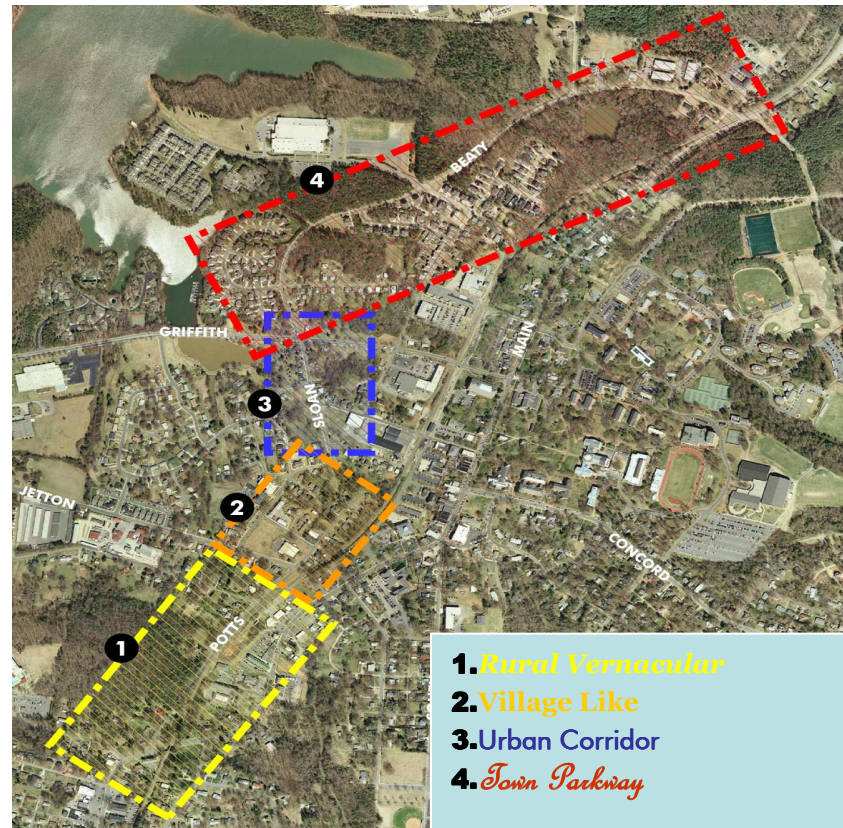


5. Land Use Recommendations

Based on the existing conditions of the Potts-Sloan-Beaty Corridor, the road typology can be categorized under four (4) broad divisions:

- + **Rural Vernacular**-Potts Street from Main Street to Jetton Street
- + **Village Like**-Potts Street from Jetton Street to Sloan Street
- + **Urban Corridor**-Sloan Street from Potts Street to Griffith Street
- + **Town Parkway**-Beaty Street from Griffith Street to Main Street

The proposed design guidelines of the different road typologies are discussed under the land use recommendations. The land use recommendations for the corridor are as follows:



5.1. South Gateway Area Recommendations

Evaluating the issues and opportunities of this area it is recommended that Potts Street should retain its residential character with future development opportunities/connectivity through the large undeveloped parcel. The connectivity can provide direct access to the YMCA from Potts Street through pedestrian walkways and bike trails. Also there is opportunity for developing gateway features at the intersection of Potts and Main Street with wayfinding system that will be coordinated along the corridor. The following are the recommendations:

Intersection of Potts Street & Main Street

Alternative 1:

- + Enhanced intersection design with yielding turn lanes
- + Alternative concepts or the opportunity for developing the intersection:
 - Alternative A
 - + Gateway feature-Low height signage showing Davidson and Cornelius on opposite sides to guide on-coming traffic on Main/Potts Street
 - + Wayfinding structure at the intersection
 - + Opportunity for developing "Site 2" with office/commercial with screened parking to buffer from the residential character of Potts Street

Alternative B

- + Gateway feature and wayfinding system
- + Landscaped open space on "Site 2"

Alternative 2:

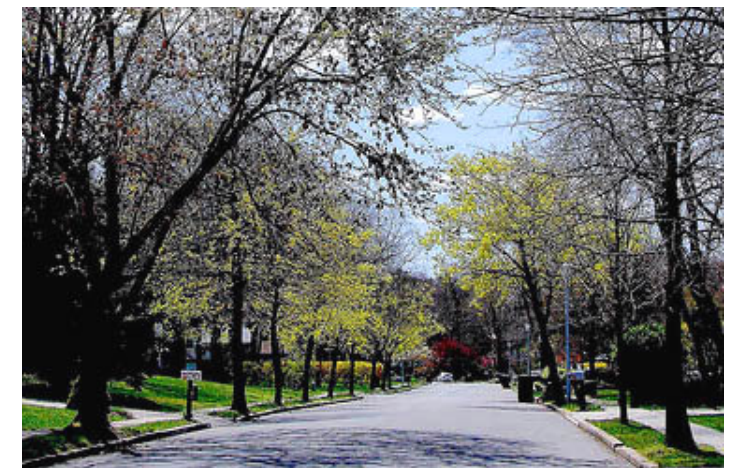
- + Roundabout at the intersection of Main Street and Potts Street
- + Alternative concepts for developing the intersection are same as mentioned above under yielding turn lane

Alternative 3:

- + Realignment of Potts Street to connect to Davidson Street and S. Main Street through the large undeveloped parcel. This will help to engage Potts Street with better connectivity with both YMCA and West Davidson neighborhoods. This connection will also help to preserve some mature trees currently located along the western edge of Potts Street.

Other recommendations:

- + Preservation of the historic homes and residential character of Potts Street
- + Right-of way improvements
- + Catawba Street to be improved over railroad tracks for connection to Main Street
- + Sidewalks and bike ways along Potts Street on the eastern side of road along railroad tracks
- + Connection of sidewalks/bikeways from Potts Street to the vacant lot through to YMCA
- + Conserved open space for the large undeveloped lot with future connection of road network to West Davidson area
- + Tree canopy along sidewalk
- + Proposed pedestrian connector from Potts Street to Jetton Street



Tree-canopied residential street

5.1.1. South Gateway Area Design Guidelines for Streetscape

Proposed character of Potts Street is divided into two (2) different road typologies:

- + Rural Vernacular
- + Village Like



Residential streetscape in Fall Creek Place, Indianapolis, IN

Potts-Sloan-Beaty Street corridor land use plan

Rural Vernacular Character

This area on Potts Street stretches from north of S. Main Street till Jetton Street and mainly characterized by rural setting with tree canopy roads and historic homes.

- + Existing right-of-way: 30 ft
- + Traffic Corridor: 2-10 ft wide lanes, asphalt with drainage swales on both sides
 - + 1 north bound lane
 - + 1 south bound lane
- + 3 ft wide swales on both sides of and within the ROW
- + Pedestrian Corridor: 4 ft wide walk on western side till Jetton Street
- + In cases where the existing ROW is less than 30 ft., easements for drainage swale to be provided. Such easements are recommended not to exceed 2 ft. in width.
- + Lighting: Pedestrian scale lighting with 16 ft high light poles along pedestrian corridor
- + Preserve mature trees along this corridor

Village Like Character

This area on Potts Street stretches from Jetton Street to proposed Potts-Sloan connector. It is mainly comprised of single family homes.

- + Existing right-of-way: 30 ft
- + Traffic Corridor: 2-10 ft wide lanes, asphalt with drainage swales on both sides
 - + 1 north bound lane
 - + 1 south bound lane
 - + On-street parking on east side of road
- + 3 ft wide swales on both sides of and within the ROW
- + Pedestrian Corridor: 4 ft wide walk on eastern side of Potts Street
- + Lighting: Pedestrian scale lighting with 16 ft high light poles along pedestrian corridor



Residential streetscape in Livingston, NJ

- + Conceptual development plans of the station area have been developed.
 - + Mixed-use around the proposed station
 - + Parking deck for lower floors with office space/retail on top
 - + Medium density (townhomes) along north of Depot Street and south of Eden Street
 - + Single family residential along Sloan Street to maintain character of the corridor
 - + Mixed-use along Griffith Street
 - + Extension of greenspace/open area from "New Street" into the transit oriented development area
 - + Interconnected open space with pedestrian access ways

- + Alternatives for development of intersection of the proposed Potts-Sloan connector with Gamble Street and Eden Street:

Alternative 1:

- + Possible connection of Potts Street with Sloan and also extension of Gamble Street to connect with Eden in a four way intersection.

Alternative 2:

- + Possible connection of Potts Street with Sloan Street. Intersection of Gamble Street with Potts Sloan connector to be offset with intersection with Eden Street.



Commercial area streetscape in Naperville, Illinois

- + Pedestrian sidewalk to be continued along the railroad tracks on the eastern side of the proposed connector of Potts and Eden
- + Wayfinding/graphic identity at intersection points of the network of roads and also around the station area.
- + Extension of green corridor towards north and south and integrated with pedestrian walkways and bike ways with pedestrian scale light fixtures
- + Opaque landscaping/landscaped berms recommended for buffer of commercial areas with residential neighborhood
- + Tree canopy along roads and sidewalks



Mixed use in Minneapolis, Minnesota

5.2. Davidson Station Area Recommendations

With the proposed commuter rail station to be located just south of Depot Street, this area will attract transit oriented development. A mix of uses is recommended with higher density and parking near the station with a blend of residential and commercial/retail/office space around the edges. The development will be integrated with an interconnected open space with provisions for pedestrian walkways and bikeways [as per American Association of State Highways and Transportation Officials (AASHTO) Standards] which in turn will be connected to the park/open space network around the Town for easy access to this node.

Potts-Sloan-Beaty Street corridor land use plan

- + Proper lighting to accentuate the area. Lighting standards should be incorporated to enhance the overall identity of the station area as well creating unity through the corridor
- + Development of north bound one-way "New Street" just west of railroad tracks
- + Jackson Street to be one-way south bound

The study by the traffic consultant for the Jackson Street improvements is taken into consideration for recommendations of the development of the area.

5.2.1. Davidson Station Area Design Guidelines for Streetscape

Urban Corridor Character

This area on Sloan Street stretches from the proposed Potts-Sloan connector to Griffith Street. This area is mainly characterized by single family homes, mill houses and commercial strip center at the intersection of Sloan and Griffith Street.



Mixed use character in Charleston, SC

- + Existing right-of-way: 40 ft
- + Traffic Corridor: 2-12 ft wide lanes, asphalt with 2 ft curb on both sides
 - + 1 north bound lane
 - + 1 south bound lane
- + Bike paths integrated within the traffic corridor design
- + Pedestrian Corridor: 6 ft wide walk on both sides
- + In cases where the existing ROW is less than 40 ft., easements for sidewalk/greenway to be provided. Such easements are recommended not to exceed 6 ft. in width.
- + Lighting: Pedestrian scale lighting with 16 ft high light poles along pedestrian corridor
- + Tree/Utility Corridor: 6 ft wide landscape strip with intermediate paved areas
- + Bump-outs near intersection recommended for better pedestrian connectivity and traffic calming. Pavers recommended to be used for intersection improvements

5.3.1. North Gateway Area Design Guidelines for Streetscape

Town Parkway Character

This area on Beaty Street stretches from Griffith Street to N. Main Street. This area is mainly characterized by residential development and existing parks.

- + Existing right-of-way: 75 ft
- + Traffic Corridor: 2-14 ft wide lanes, asphalt with 2 ft curb on both sides
 - + 1 north bound lane
 - + 1 south bound lane
- + Bike paths integrated within the traffic corridor design
- + 10 ft landscaped median with intermediate areas for turn lanes
- + Pedestrian Corridor: 6 ft wide walk/greenway on both sides
- + Lighting: Pedestrian scale lighting with 16 ft high light poles landscaped median and bollard lighting along pedestrian walks
- + Tree/Utility Corridor: 4 ft wide landscape strip on both sides with intermediate paved areas
- + Bump-outs near intersection recommended for better pedestrian connectivity and traffic calming. Pavers recommended to be used for intersection improvements



Landscaped median



Parkway feel

5.3. North Gateway Area Recommendations

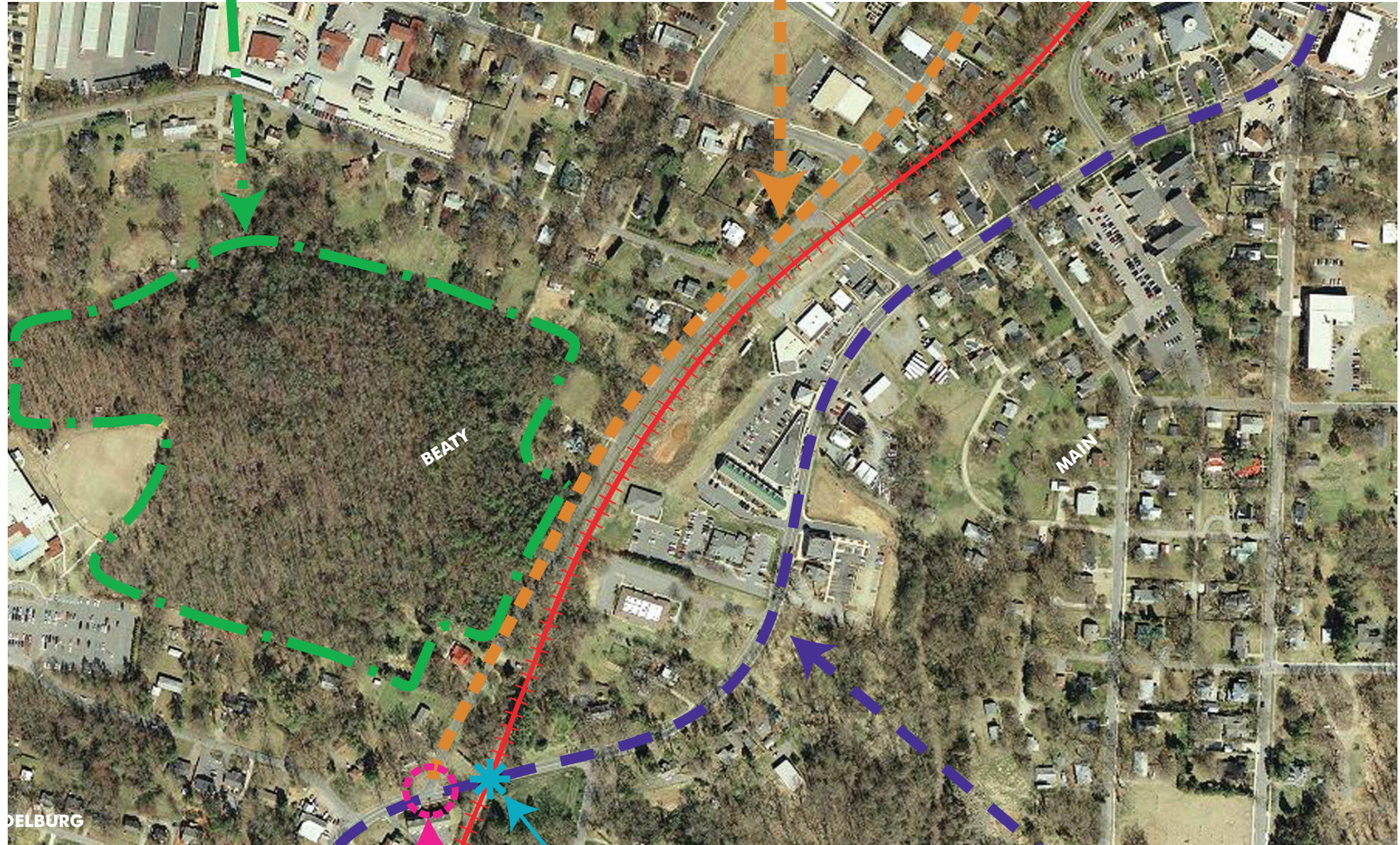
The main concern of the residents' regarding Beaty Street being the speed of traffic and open space/park connection, following are the recommendations:

- + Intersection at Beaty and Griffith to be followed as per traffic consultant recommendations.
- + Mixed-use office campus with public greenway access development concept for Site "3".
- + Landscaped medians to calm traffic with narrower lanes. Medians to be punctuated for turn lanes.
- + High canopy of trees to create visual interest without blocking views.
- + Bike lanes (as per AASHTO Standards) to be integrated with auto lanes (lane width of 14' recommended by AASHTO). Also an alternate bikepath along the western edge of the railroad tracks
- + Wayfinding/graphic signage at the intersections to direct traffic
- + Open space network/park system to be preserved.

Potts-Sloan-Beaty Street corridor land use plan

- Best Uses of Potts Property**
- Residential Development
 - Commercial Development
 - Park/Openspace
 - YMCA access from Davidson
 - Possible connection piece with West Davidson

- Potts Street Corridor**
- Bike and pedestrian friendly
 - Neighborhood street
 - Discouraged alternative thoroughfare
 - No more auto oriented businesses
 - Lots of cut through traffic (school oriented)
 - Is a thoroughfare for diverted traffic from Main/I-77
 - Is not pedestrian friendly



- Overall Issues and Opportunities**
- + Speed on Potts is really excessive. Really define what traffic volumes are and recommend sidewalks/bikeways
 - + Beaty seems to be completely different street from Sloan or Potts. Opportunity to calm traffic
 - + How is the future connection and development going to affect Westside Terrace? Issue of traffic lights
 - + Traffic light at Sloan and Griffith-NCDOT will do a traffic study
 - + Roundabouts at Sloan and Beaty
 - + Increase of taxes
 - + Effect of commercial and office space near I-77 exit
 - + Parking situation
 - + Possible realignment and redesign of Potts, Sloan & Davidson
 - + What will happen to the intersection where Sloan goes down towards Davidson Housing coalition office?
 - + Lots of kids walking the railroad tracks
 - + It should be more of a neighborhood connector rather than bypass
 - + Minimize condemnation of property
 - + Dialogue between Davidson and Cornelius to resolve outstanding issues of connectivity to YMCA and intersection of Potts/Main/Davidson
 - + The traffic study should determine differences in volume between N-S commute and S-N commute
 - + There is an assumption that the West side corridor is a greater priority than the East side
 - + Relationship of project to commuter transit planning: connections and crossings need to be integrated into a comprehensive plan
 - + Future traffic accommodation: need to plan for long-term traffic needs

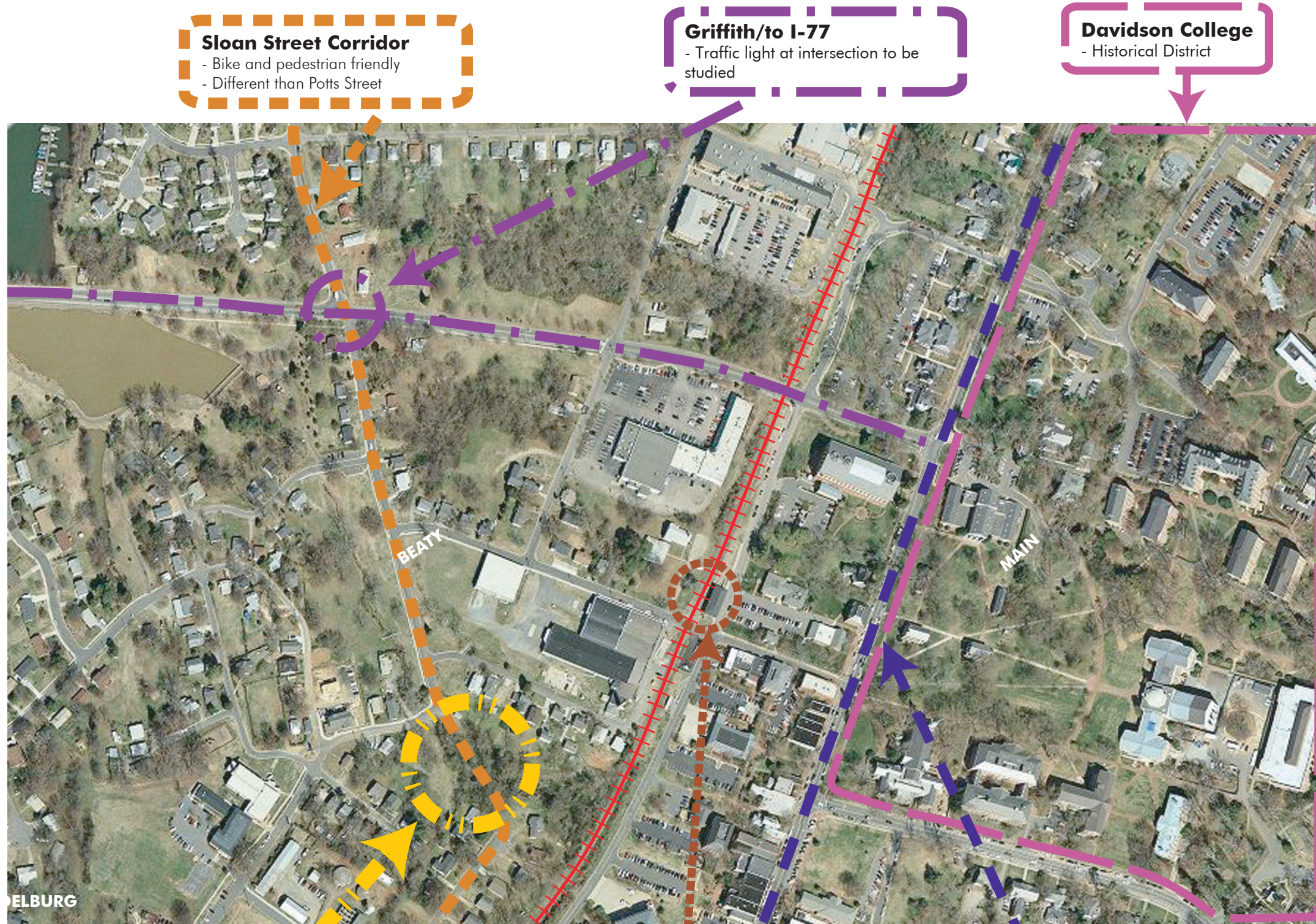
- Potts/Main Intersection**
- No space for additional turn lanes
 - Relieve conditional congestion
 - No traffic light per NCDOT's study
 - Consider historical factors

- Railroad Bridge**
- Reconfigure for sidewalks & bike lanes
 - Railway does not need major repairs over Main Street

- Main Street**
- Re-routing not encouraged
 - Heavy traffic when I-77 is closed
 - One sided
 - Needs office type businesses
 - Plenty of parking
 - Lack of wayfinding
 - Many retail needs
 - Small retail has not enough storage
 - Need office space for 600-1000 sq ft
 - Businesses to attract students
 - More Restaurants and food choices
 - Entertainment amenities



Potts-Sloan-Beaty Street corridor land use plan



Overall Issues and Opportunities

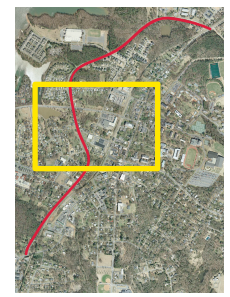
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Potts/Sloan Connection
- Homes in this area built in 1908

CAT Davidson Station
- End of commuter rail
- 36 trains to operate initially
- Possible future expansion
- 2 way service
- Opportunity for economic development around station

Main Street
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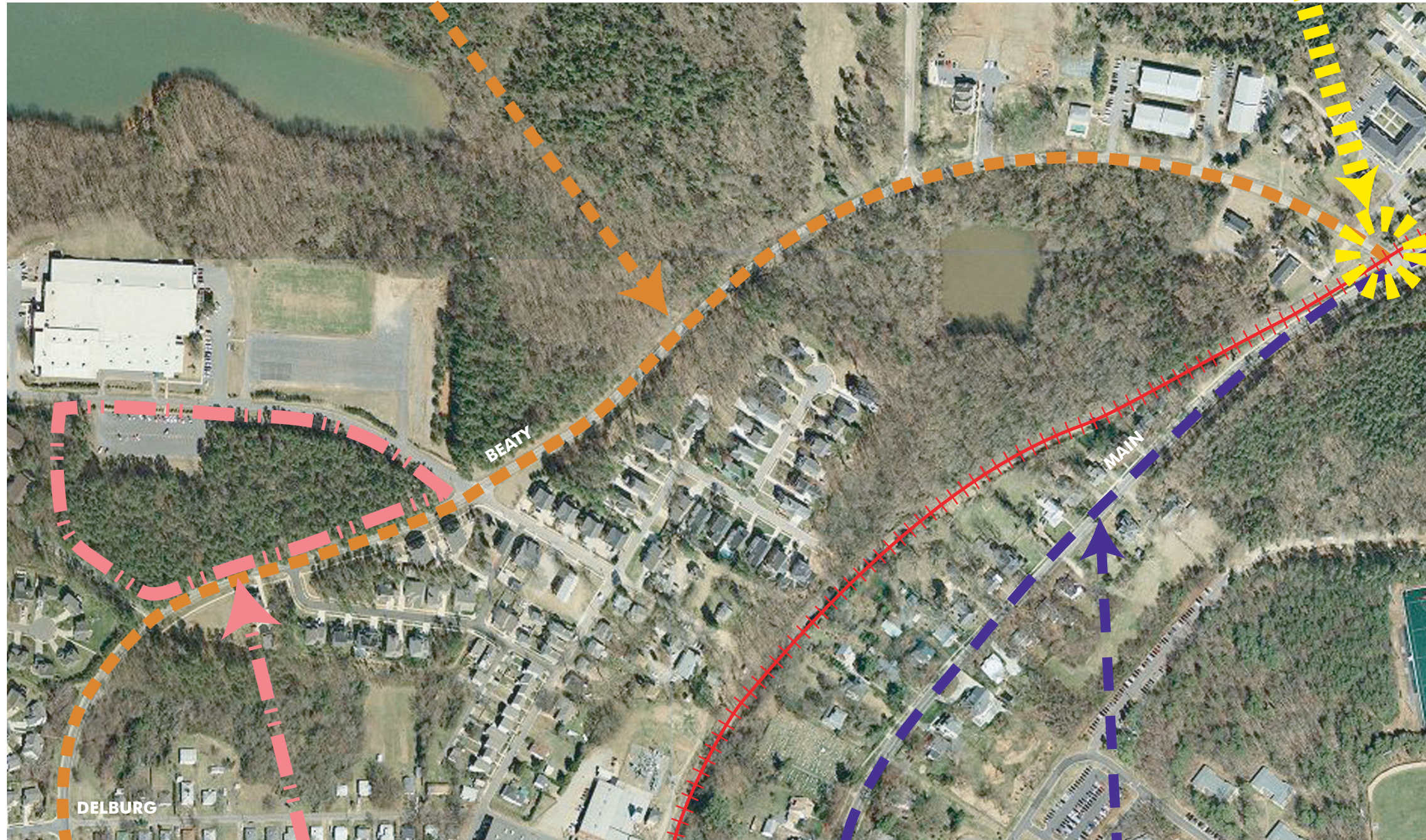
Davidson Station



Potts-Sloan-Beaty Street corridor land use plan

Beaty Street Corridor
 - More rural
 - Different from Potts and Sloan

Railroad Crossing
 - Attention to intersection



Overall Issues and Opportunities

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Davidson Bay (Phase 1)
 - Mixed-use
 - 63 Units

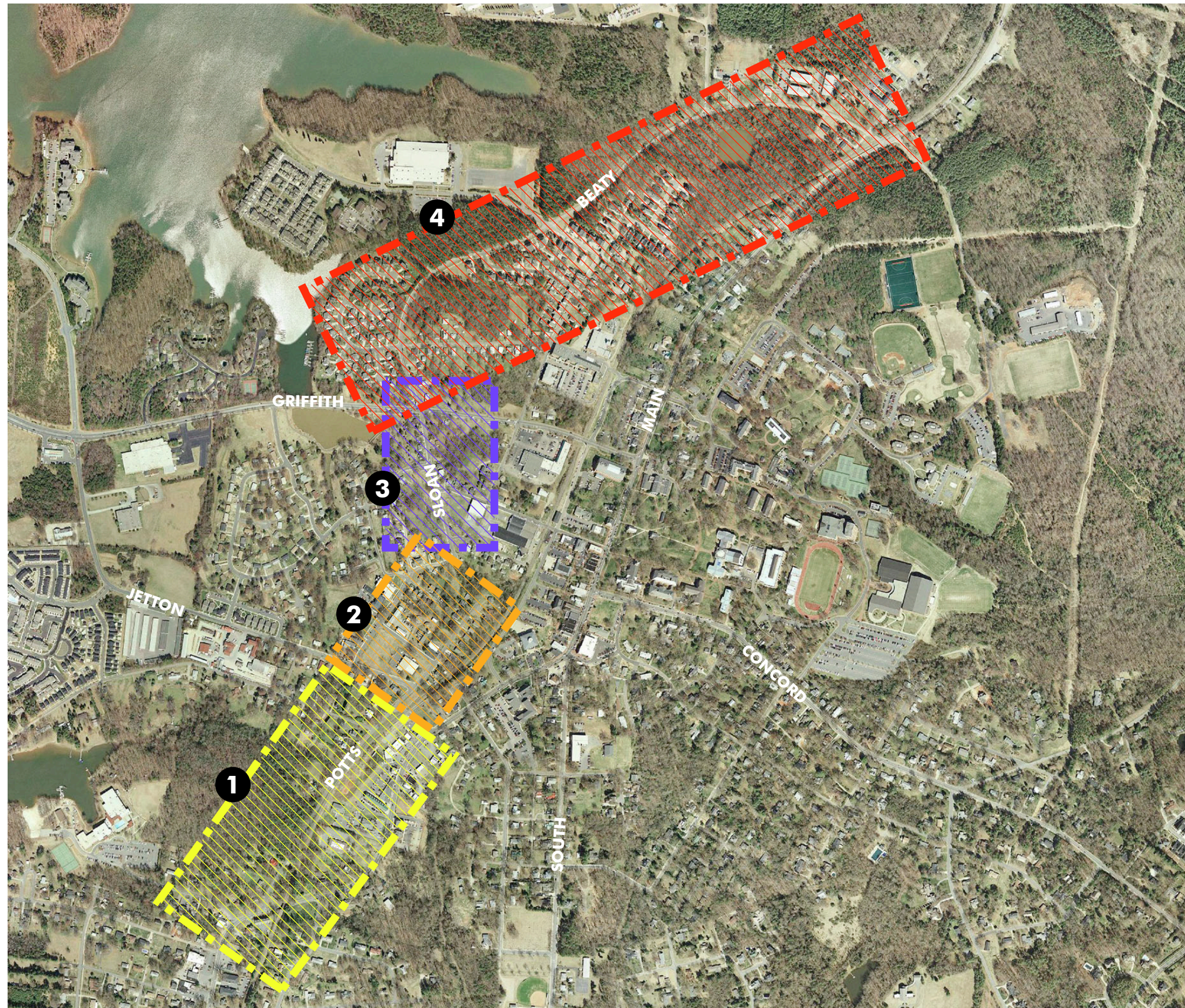
Main Street

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- Businesses to attract students
- More Restaurants and food choices
- Entertainment amenities

North Gateway



Potts-Sloan-Beaty Street corridor land use plan



Typology of Road

1. Rural Vernacular
2. Village Like
3. Urban Corridor
4. Town Parkway

Not
to a
Scale



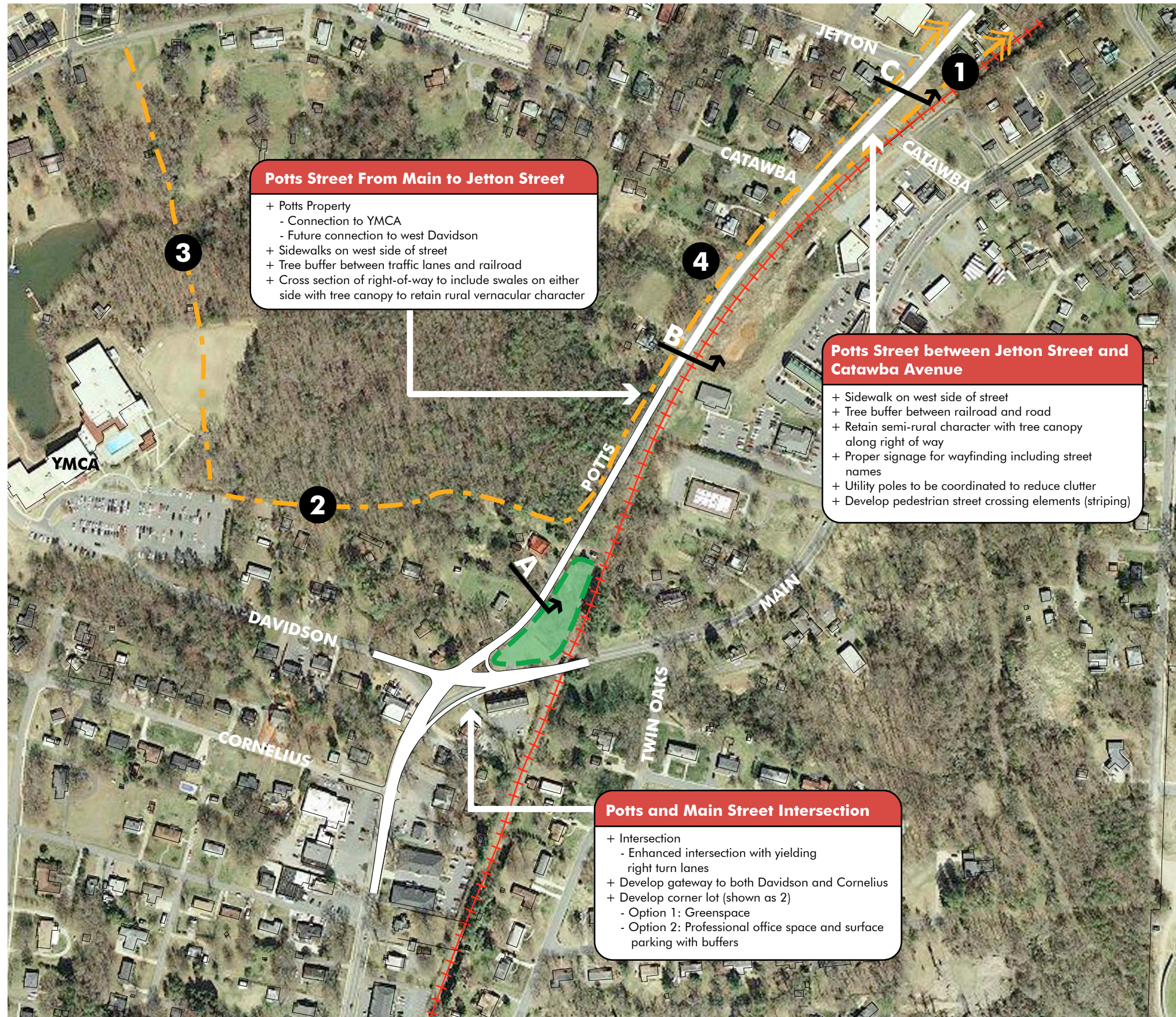
Potts-Sloan-Beaty Street corridor land use plan

Proposed Land Use Changes South Gateway Concept

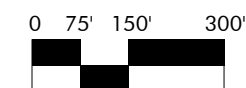
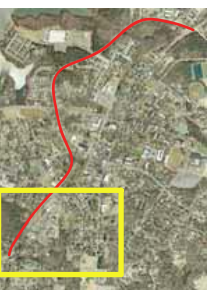
Alternative 1

1. Pedestrian Connector
2. Pedestrian Connector to YMCA
3. Pedestrian Connector from Catawba to YMCA
4. Preservation of Crepe Myrtle Trees

***Please refer to text for specific design guidelines.**



South Gateway



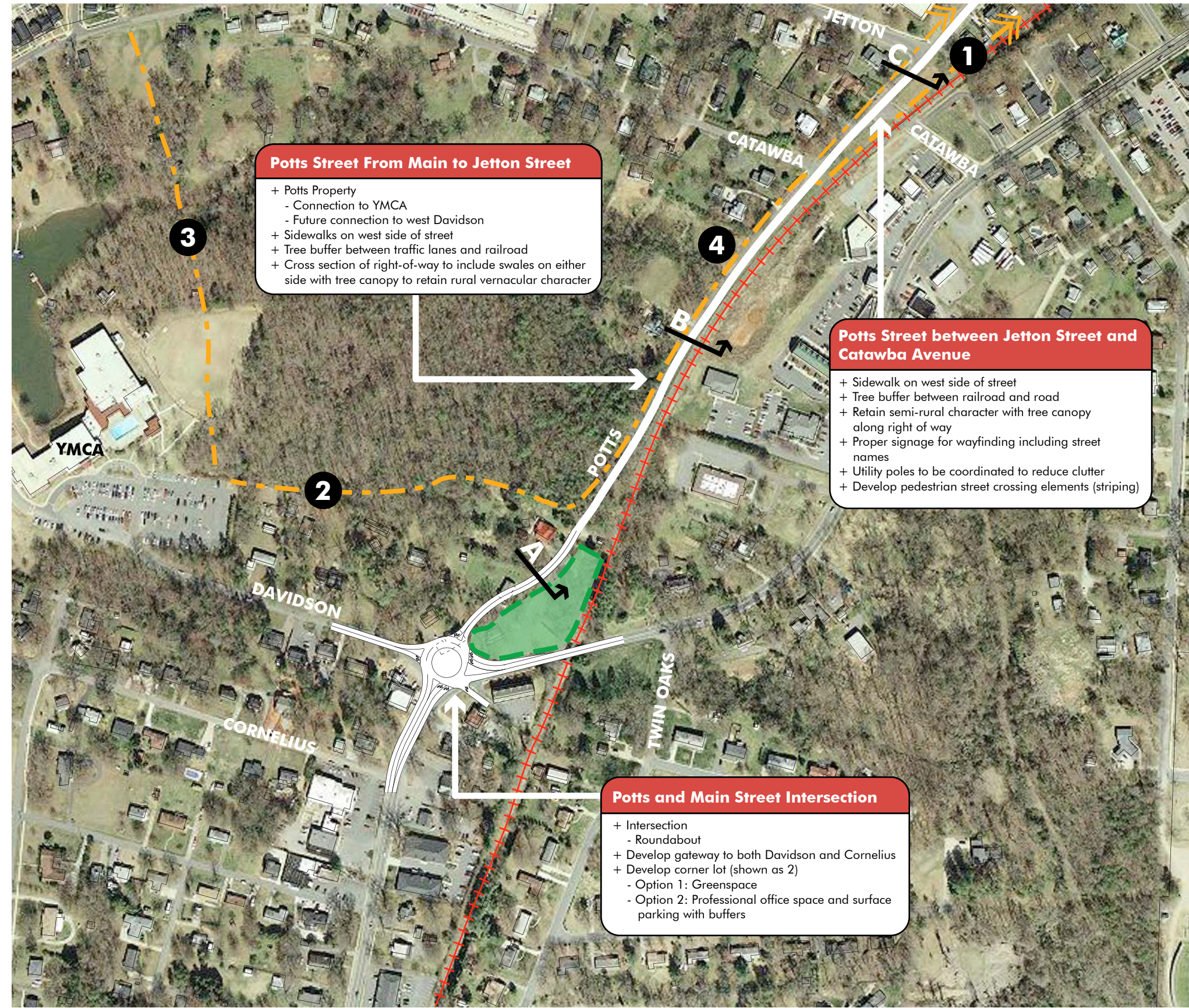
Potts-Sloan-Beaty Street corridor land use plan

Proposed Land Use Changes South Gateway Concept

Alternative 2

1. Pedestrian Connector
2. Pedestrian Connector to YMCA
3. Pedestrian Connector from Catawba to YMCA
4. Preservation of Crepe Myrtle Trees

***Please refer to text for specific design guidelines.**



Potts Street From Main to Jetton Street

- + Potts Property
- Connection to YMCA
- Future connection to west Davidson
- + Sidewalks on west side of street
- + Tree buffer between traffic lanes and railroad
- + Cross section of right-of-way to include swales on either side with tree canopy to retain rural vernacular character

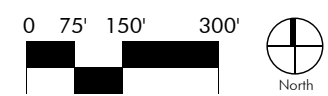
Potts Street between Jetton Street and Catawba Avenue

- + Sidewalk on west side of street
- + Tree buffer between railroad and road
- + Retain semi-rural character with tree canopy along right of way
- + Proper signage for wayfinding including street names
- + Utility poles to be coordinated to reduce clutter
- + Develop pedestrian street crossing elements (striping)

Potts and Main Street Intersection

- + Intersection
- Roundabout
- + Develop gateway to both Davidson and Cornelius
- + Develop corner lot (shown as 2)
- Option 1: Greenspace
- Option 2: Professional office space and surface parking with buffers

South Gateway



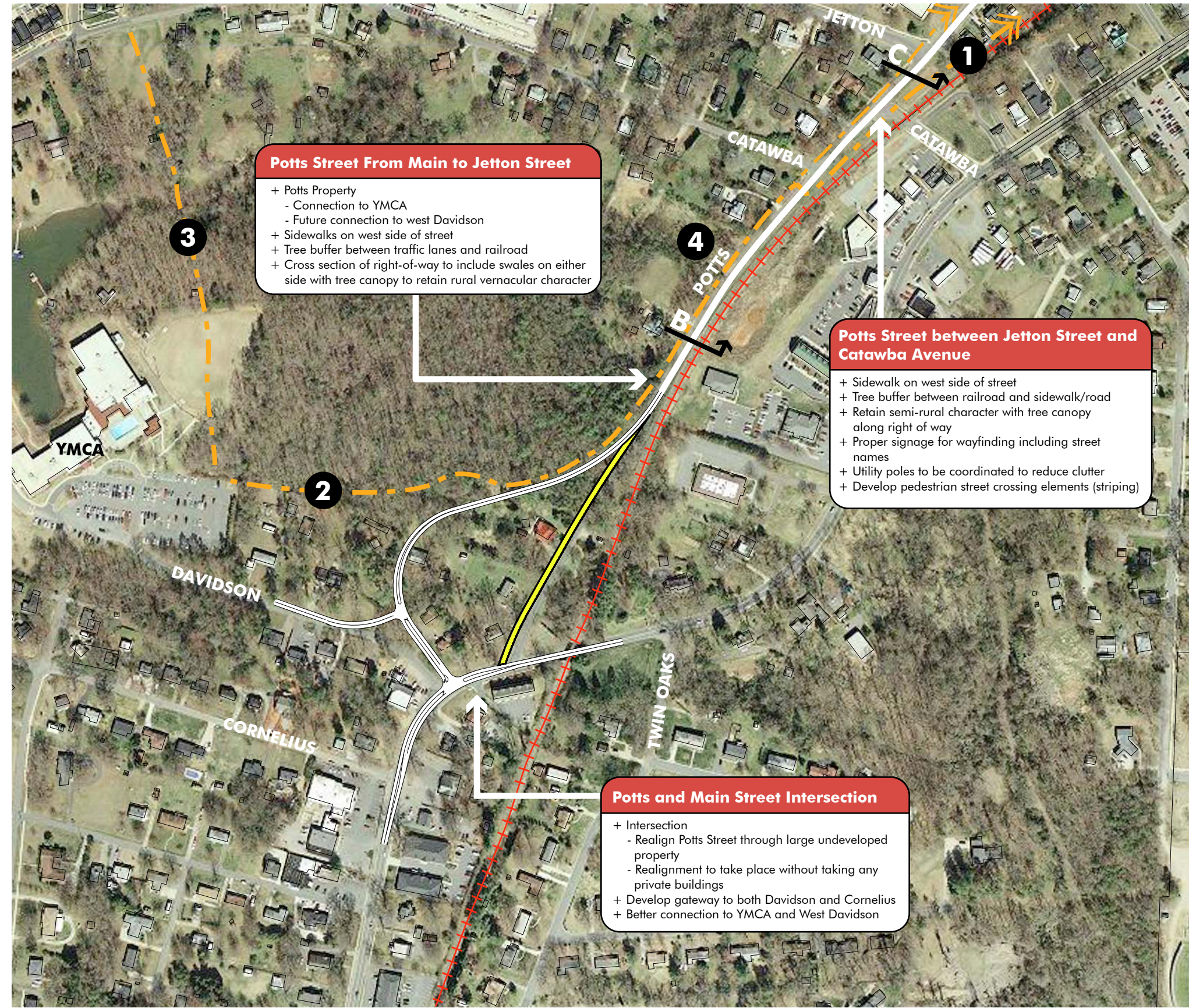
Potts-Sloan-Beaty Street corridor land use plan

Proposed Land Use Changes South Gateway Concept

Alternative 3

1. Pedestrian Connector
2. Pedestrian Connector to YMCA
3. Pedestrian Connector from Catawba to YMCA
4. Preservation of Crepe Myrtle Trees

***Please refer to text for specific design guidelines.**



Potts Street From Main to Jetton Street

- + Potts Property
- Connection to YMCA
- Future connection to west Davidson
- + Sidewalks on west side of street
- + Tree buffer between traffic lanes and railroad
- + Cross section of right-of-way to include swales on either side with tree canopy to retain rural vernacular character

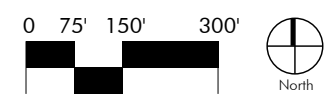
Potts Street between Jetton Street and Catawba Avenue

- + Sidewalk on west side of street
- + Tree buffer between railroad and sidewalk/road
- + Retain semi-rural character with tree canopy along right of way
- + Proper signage for wayfinding including street names
- + Utility poles to be coordinated to reduce clutter
- + Develop pedestrian street crossing elements (striping)

Potts and Main Street Intersection

- + Intersection
- Realign Potts Street through large undeveloped property
- Realignment to take place without taking any private buildings
- + Develop gateway to both Davidson and Cornelius
- + Better connection to YMCA and West Davidson

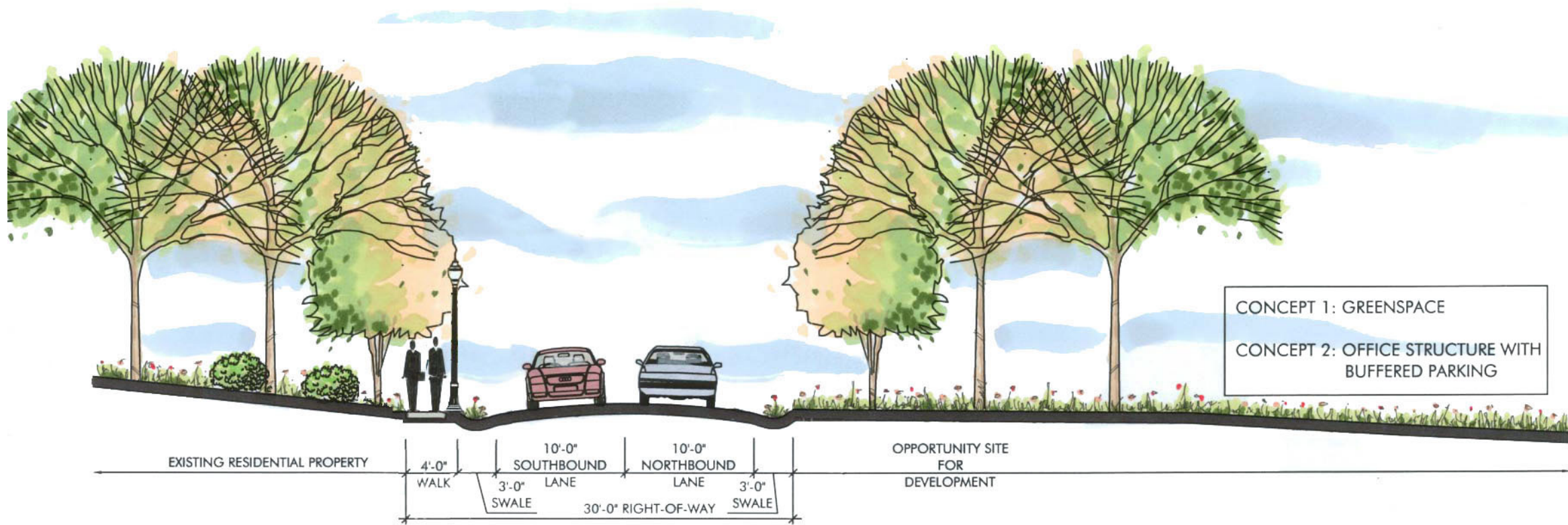
South Gateway



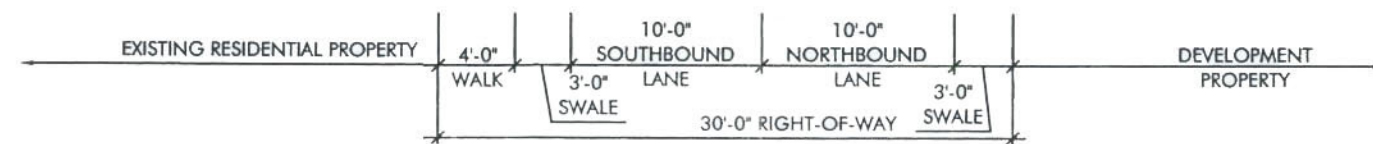
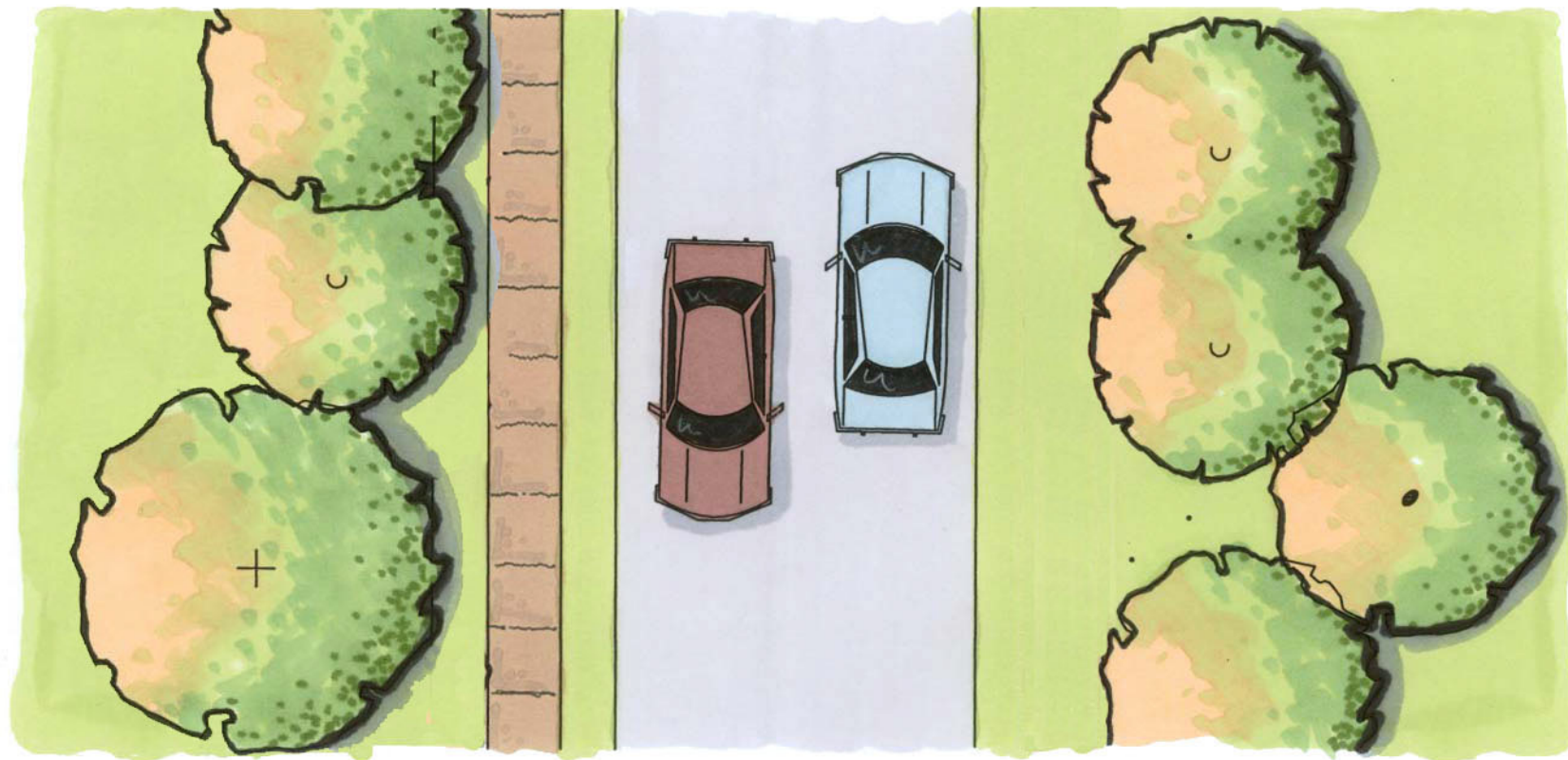
Section A
Potts near South Gateway

Streetscape Profile

Potts Street
Existing ROW: 30 ft

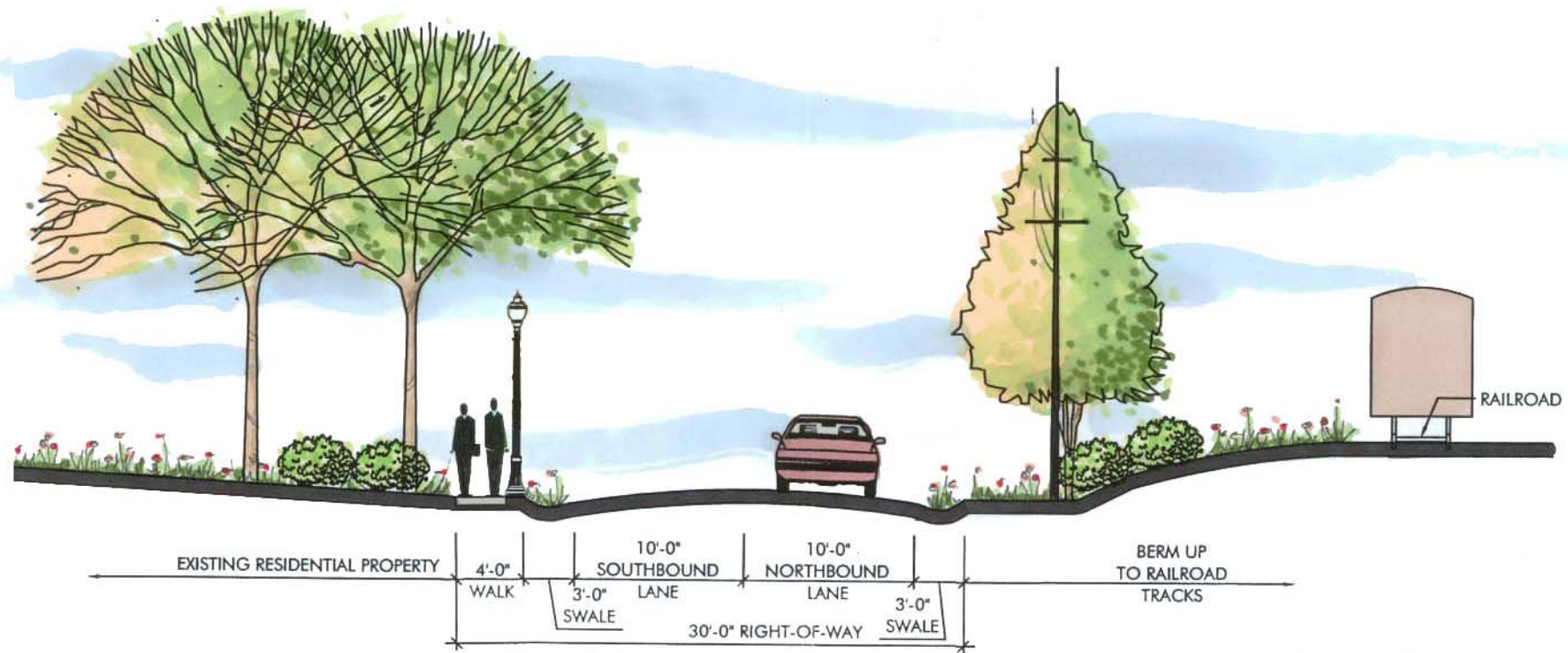


Section A

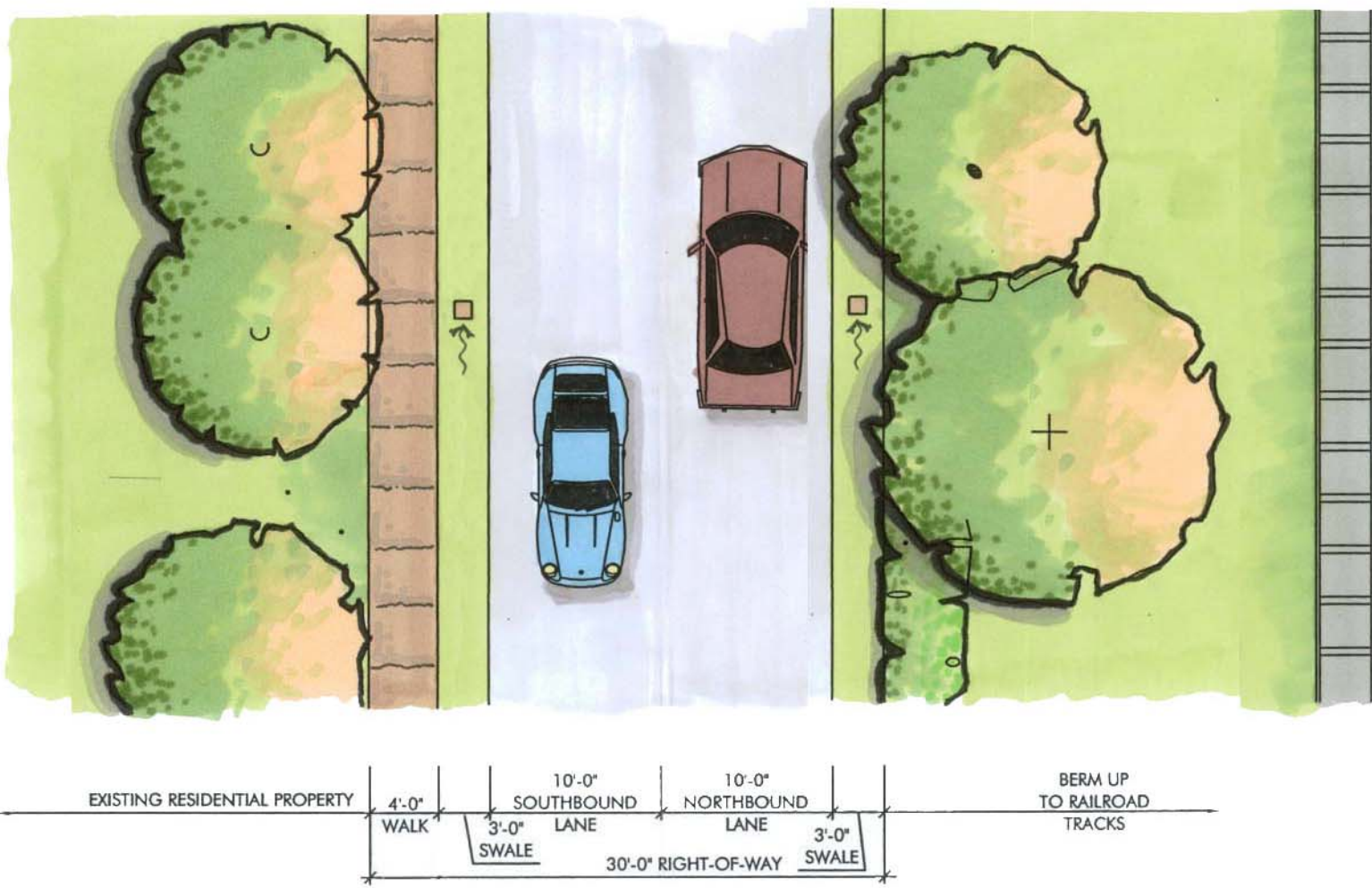


Section B
Potts near Potts Property

Streetscape Profile
Potts Street
Existing ROW: 30 ft



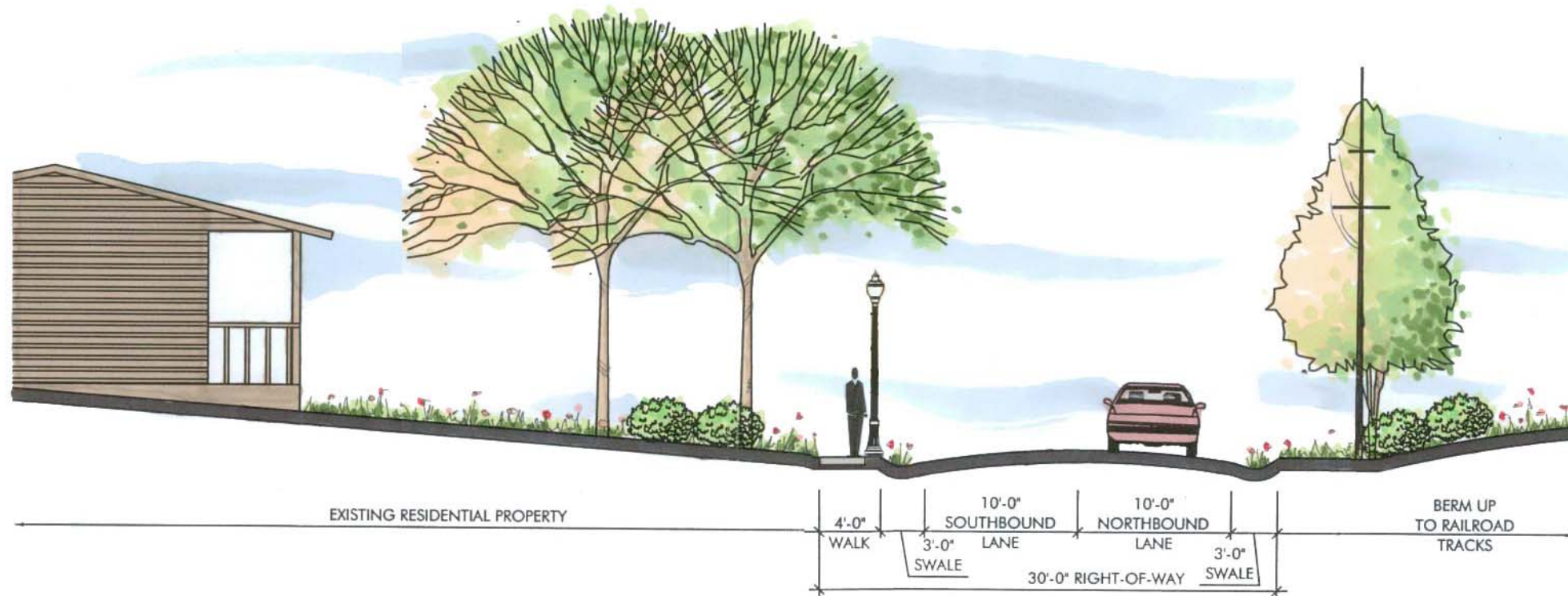
Section B
0' 1' 5' 10'



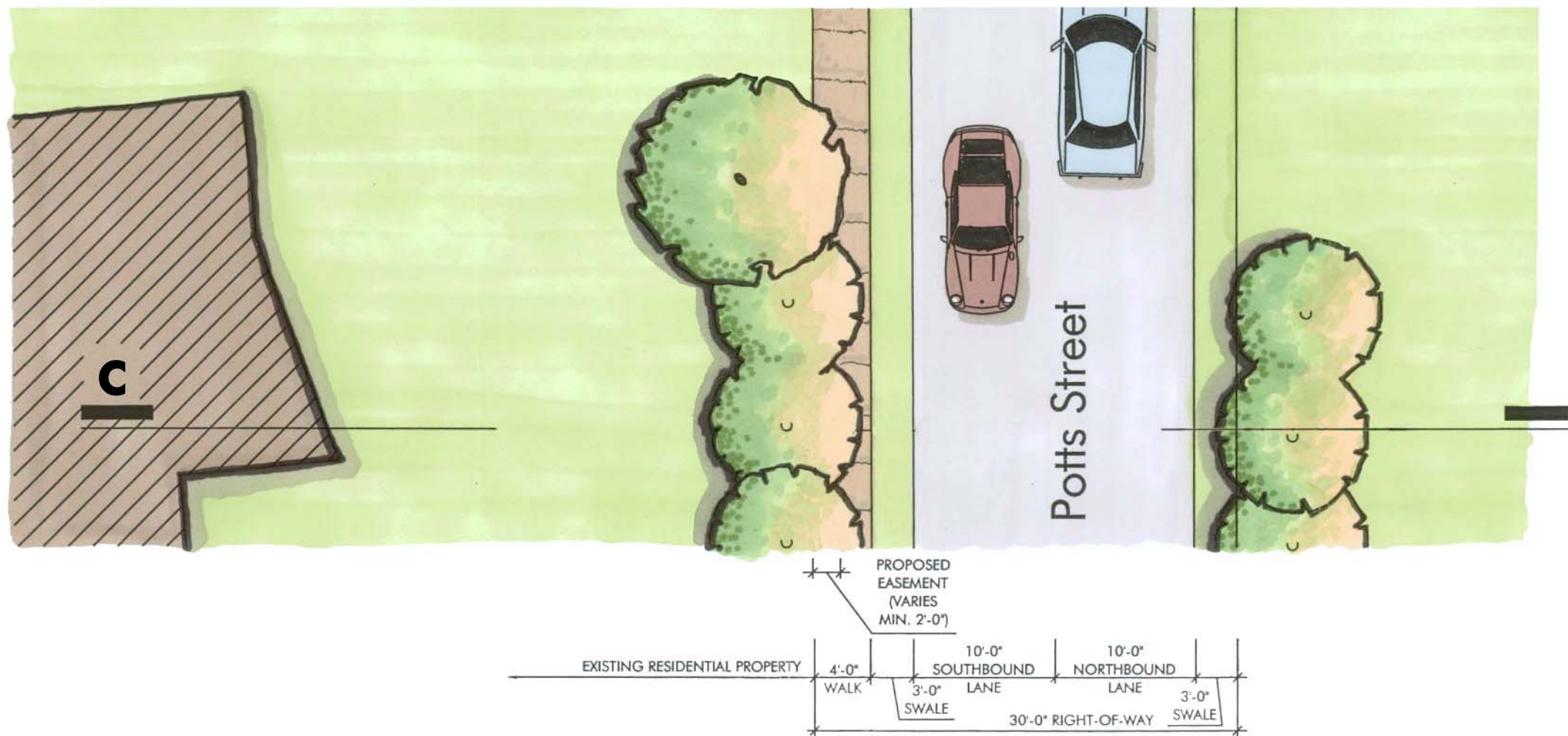
Potts-Sloan-Beaty Street corridor land use plan

Section C Potts near Jetton Street

Streetscape Profile
Potts Street
Existing ROW: 30 ft



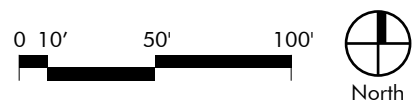
Section C
0' 1' 5' 10'



Potts Street Detailed Intersections



Potts Street between Catawba and Jetton Streets



**Potts-Sloan-Beaty Street
corridor land use plan**

**Proposed Land Use Changes
South Gateway Concept
Alternative 2**

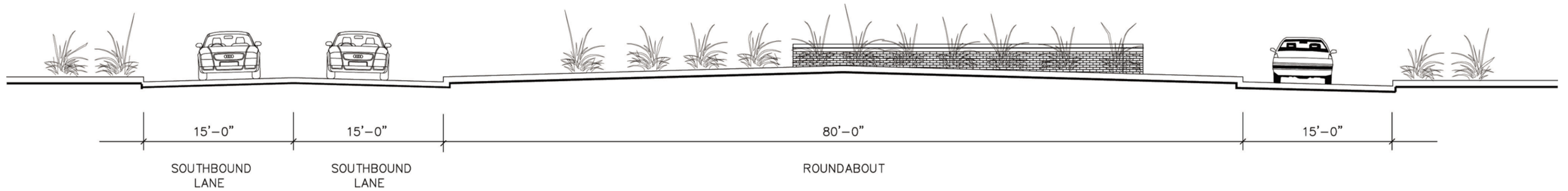
Conceptual Roundabout Design

Intersection at Main and Potts Streets
Landscaping to meet the standards of
existing Davidson roundabouts

**View Looking
Northeast**



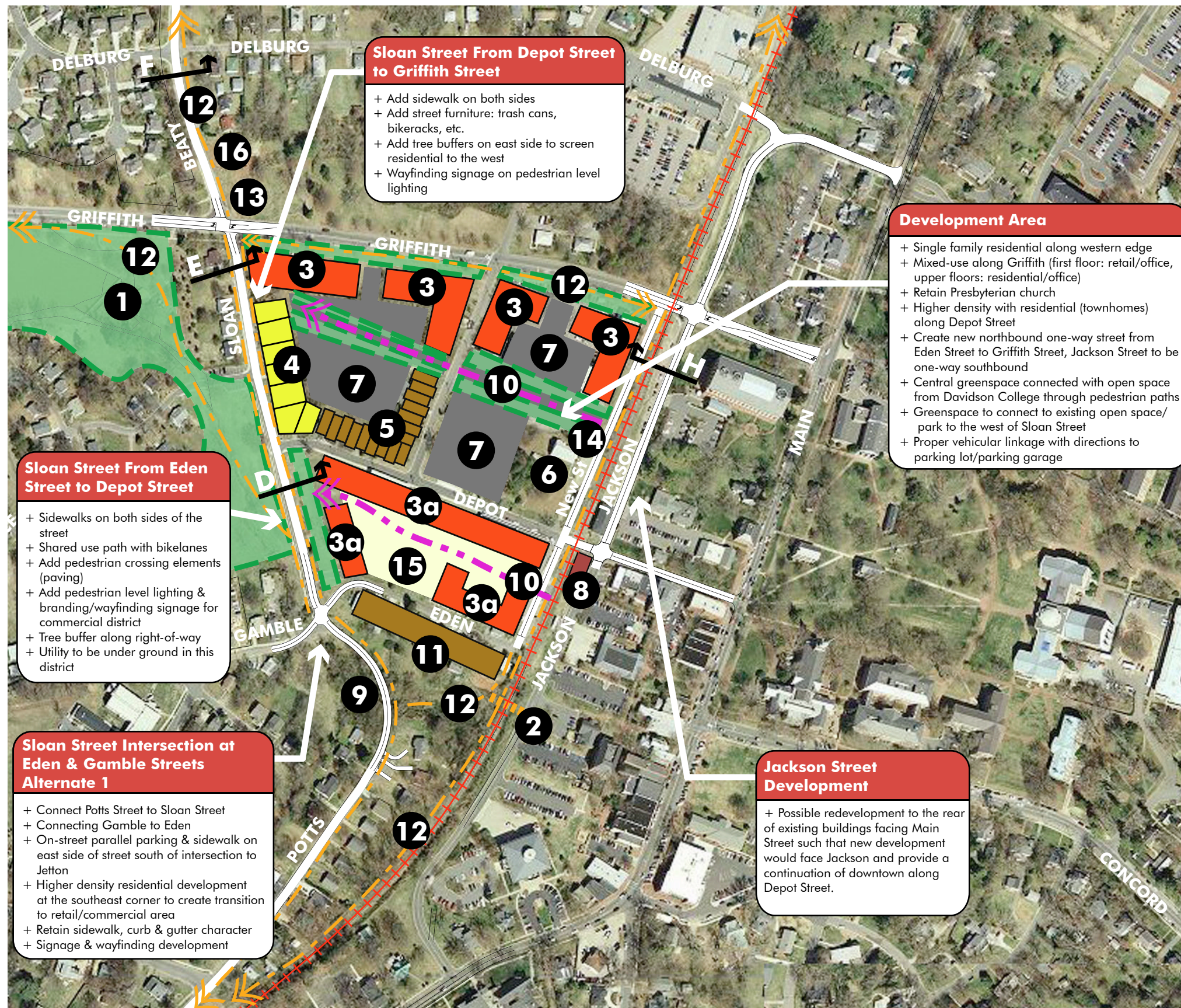
**View Looking
Southeast**



Roundabout Section



Potts-Sloan-Beaty Street corridor land use plan



Proposed Land Use Changes Davidson Station Concept

Eden/Gamble Intersection Alternate 1

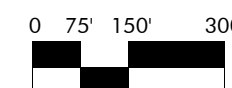
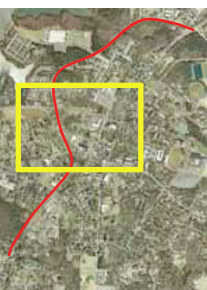
1. Existing Park/Greenspace
2. Pedestrian Path Tunnel under Railroad Tracks
3. Mixed-Use
- 3a. Mixed-Use with Parking Underneath
4. Single Family Residential
5. Medium Density Residential - Townhomes
6. Existing Church - Davidson Presbyterian
7. Parking with Pedestrian Greenway
8. Regional Rail Station
9. Potts/Sloan Connector
10. Greenspace/Openspace Connector
11. High Density Residential
12. Pedestrian and Greenway Connector
13. Four Way Intersection
14. New Street
15. Plaza above Parking Garage
16. No new driveways to Private Properties

NOTES:

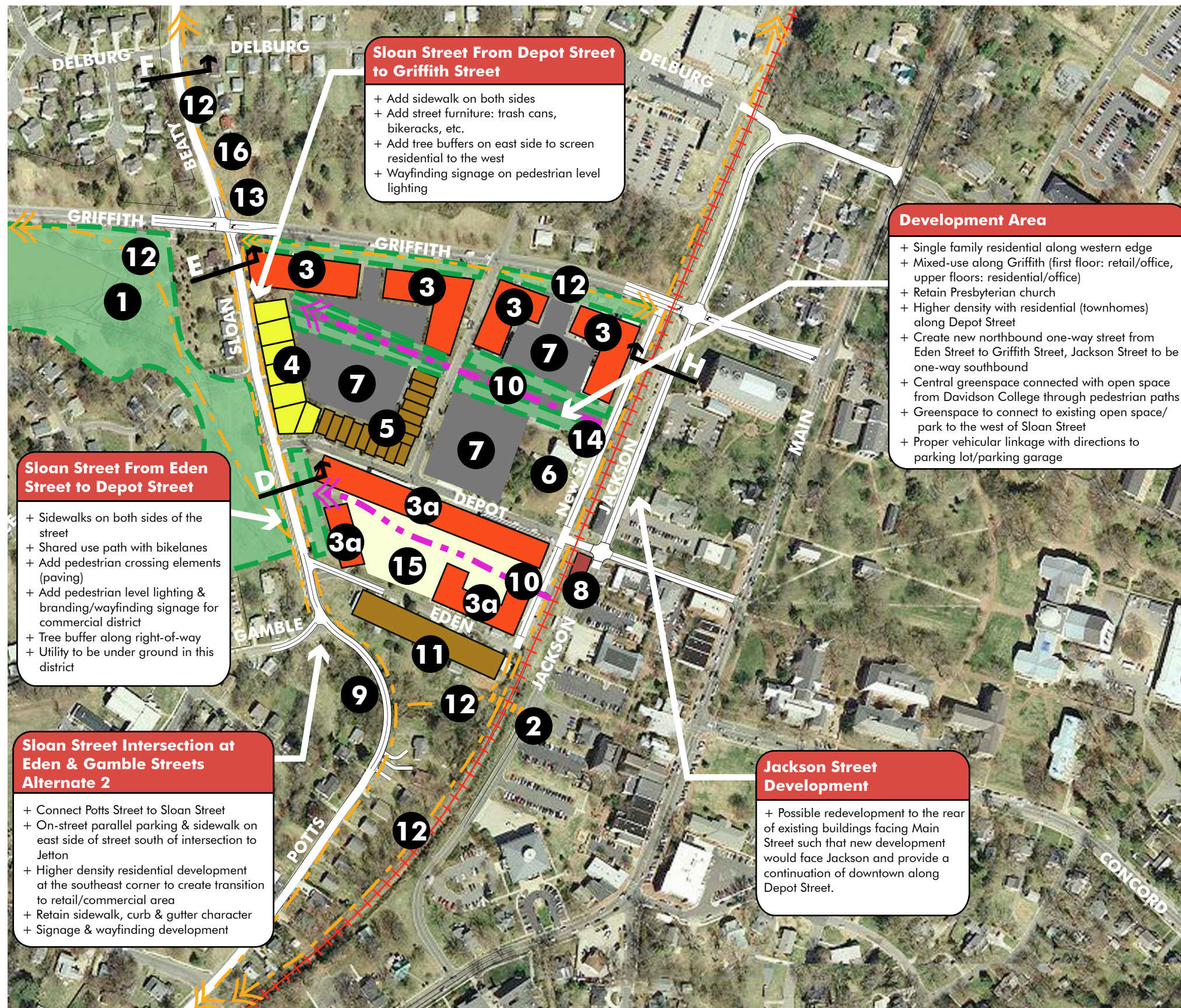
- + Residential uses would be permitted in areas along Potts/Sloan south of Eden and Gamble Streets.
- + Mixed-use would be permitted in areas along Sloan Street between Depot and Eden Streets.
- + Retail/Office would be permitted along Sloan between Depot and Griffith Streets.

***Please refer to text for specific design guidelines.**

Davidson Station



Potts-Sloan-Beaty Street corridor land use plan



Proposed Land Use Changes Davidson Station Concept

Eden/Gamble Intersection Alternate 2

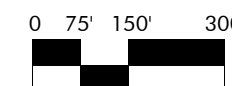
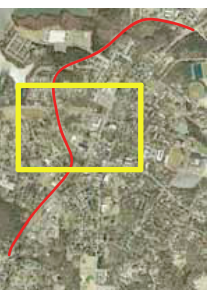
1. Existing Park/Greenspace
2. Pedestrian Path Tunnel under Railroad Tracks
3. Mixed-Use
- 3a. Mixed-Use with Parking Underneath
4. Single Family Residential
5. Medium Density Residential - Townhomes
6. Existing Church - Davidson Presbyterian
7. Parking with Pedestrian Greenway
8. Regional Rail Station
9. Potts/Sloan Connector
10. Greenspace/Openspace Connector
11. High Density Residential
12. Pedestrian and Greenway Connector
13. Four Way Intersection
14. New Street
15. Plaza above Parking Garage
16. No new Driveways to Private Properties

NOTES:

- + Residential uses would be permitted in areas along Potts/Sloan south of Eden and Gamble Streets.
- + Mixed-use would be permitted in areas along Sloan Street between Depot and Eden Streets.
- + Retail/Office would be permitted along Sloan between Depot and Griffith Streets.

***Please refer to text for specific design guidelines.**

Davidson Station

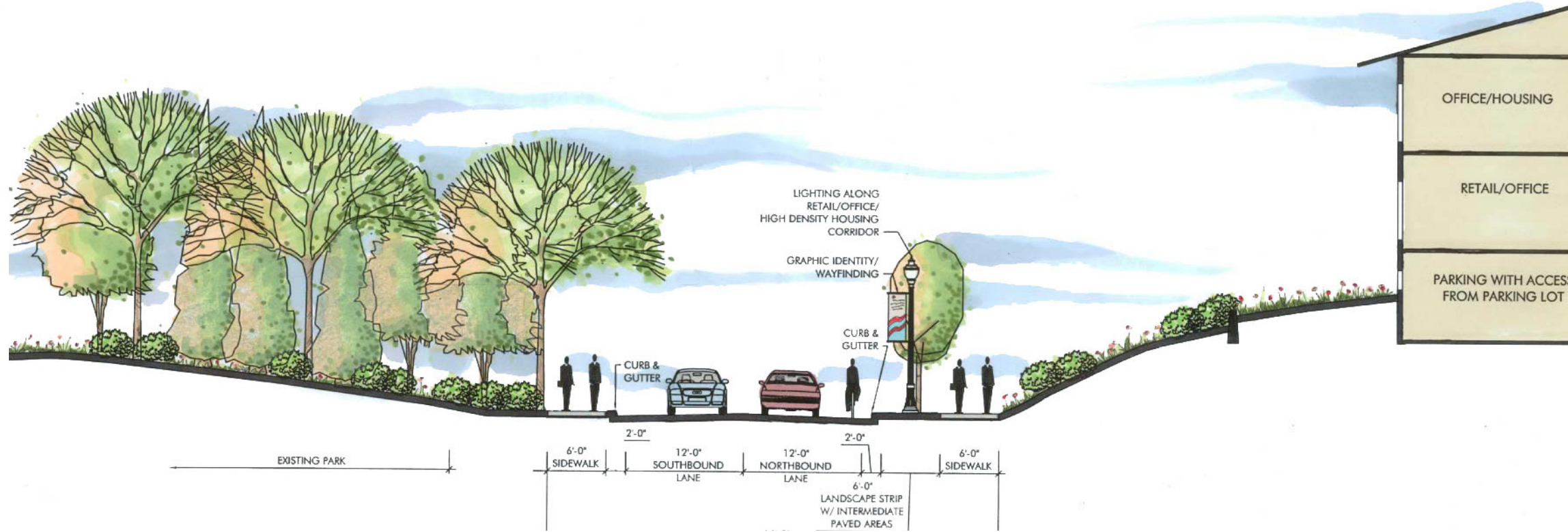


Potts-Sloan-Beaty Street corridor land use plan

Section D Sloan south of Depot Street

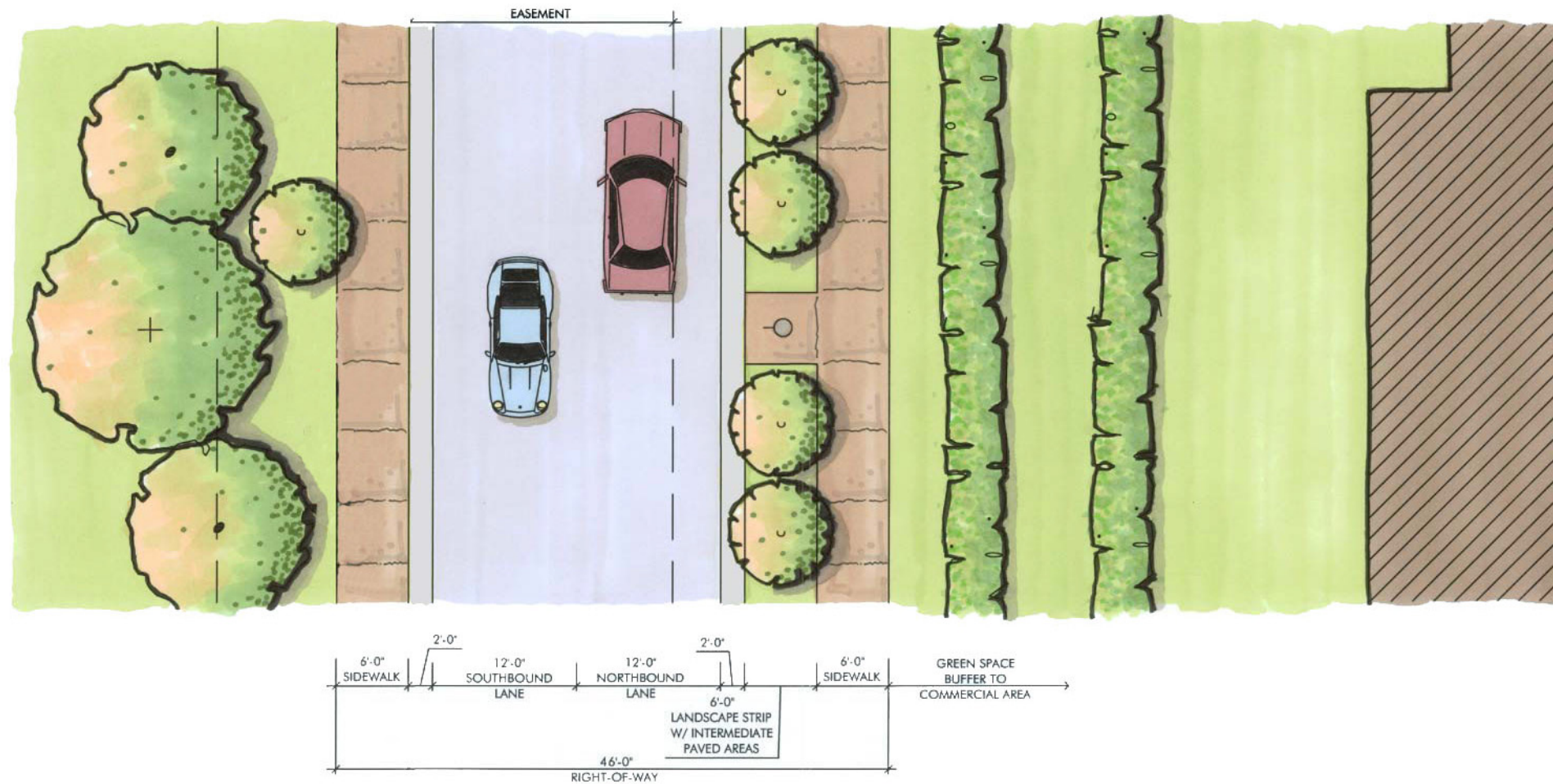
Streetscape Profile

Sloan Street
Existing ROW: 40 ft



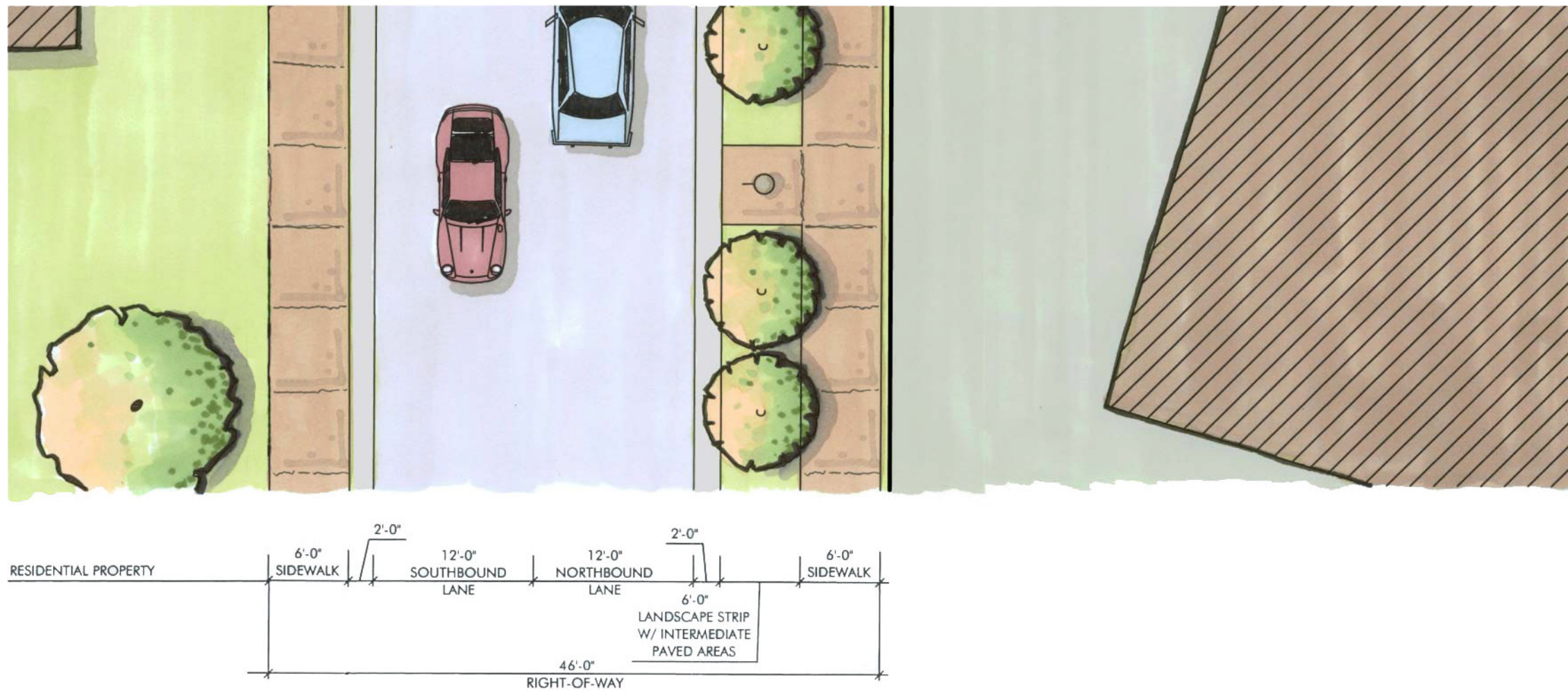
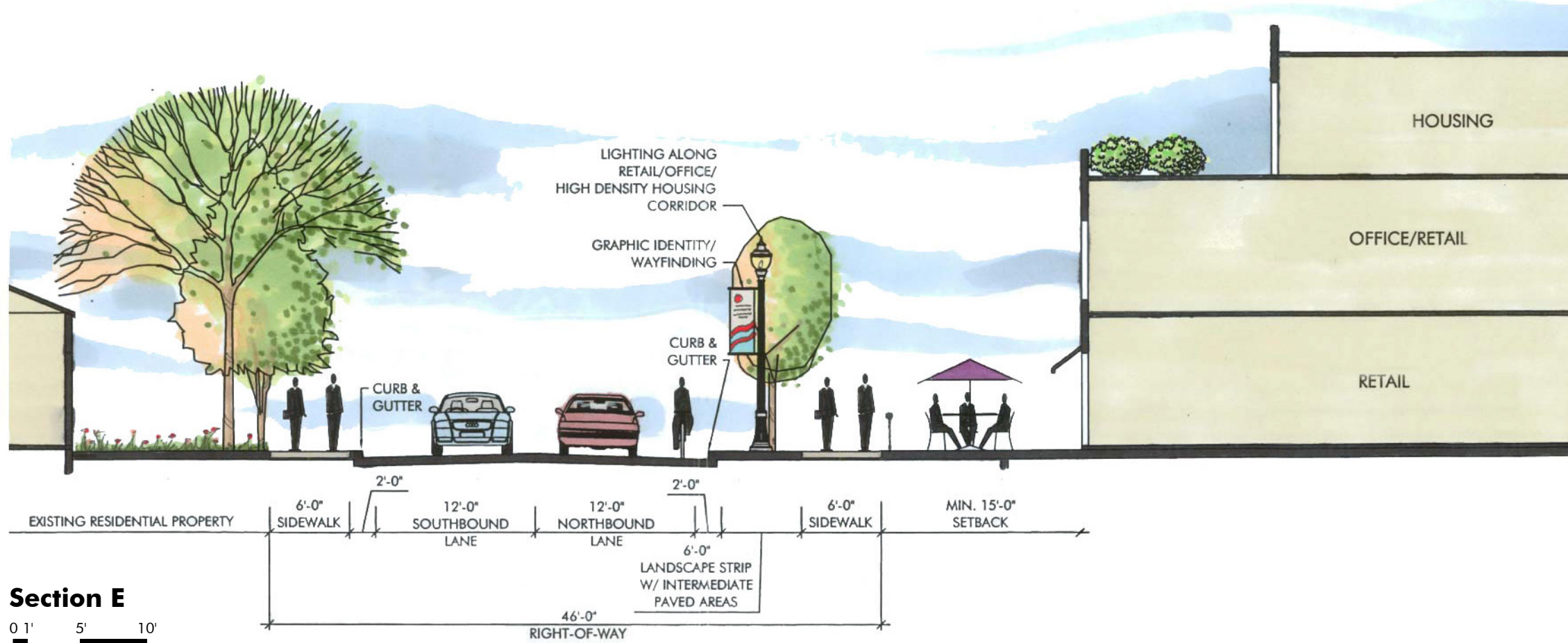
Section D

0.75' 3.75' 7.5'



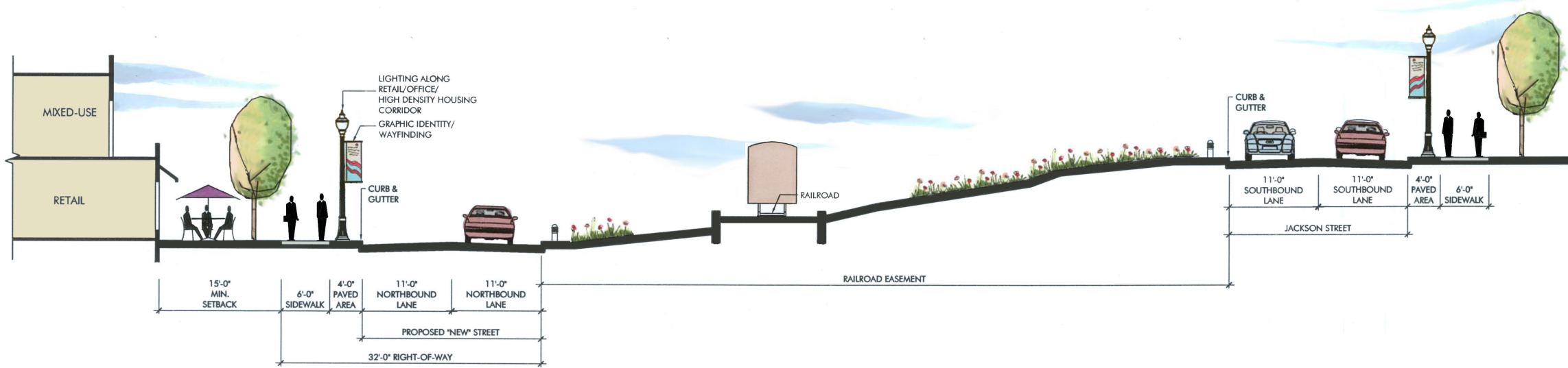
Section E
Sloan near Griffith Street

Streetscape Profile
Sloan Street
Existing ROW: 40 ft

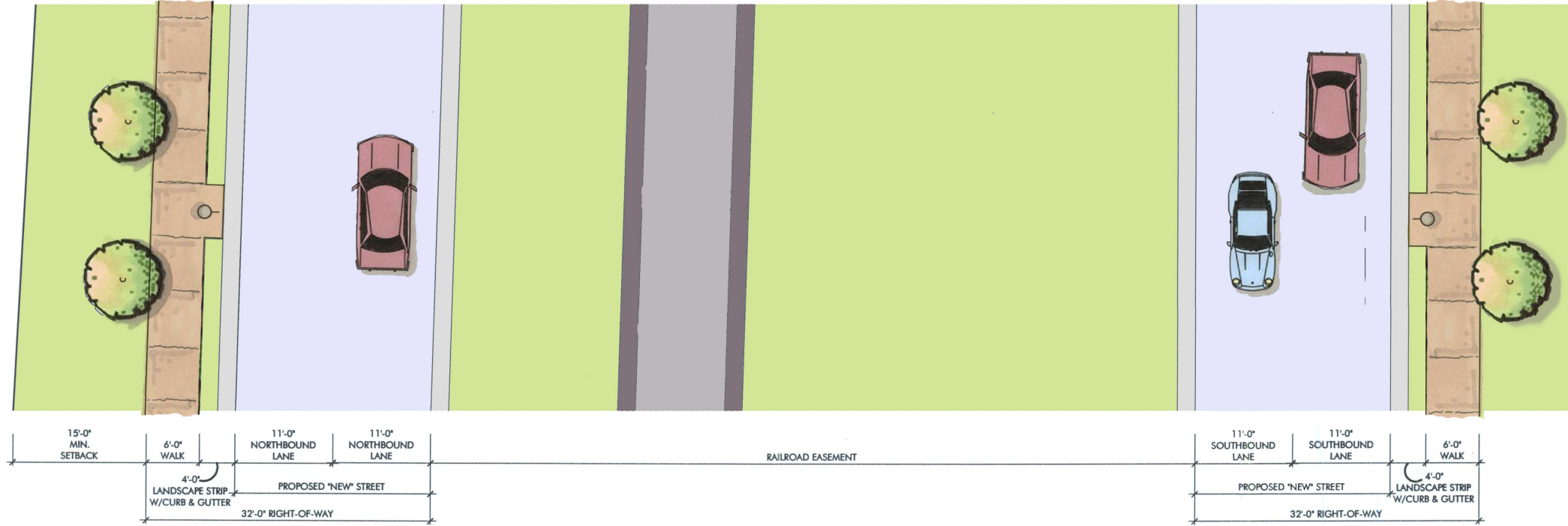


Potts-Sloan-Beaty Street corridor land use plan

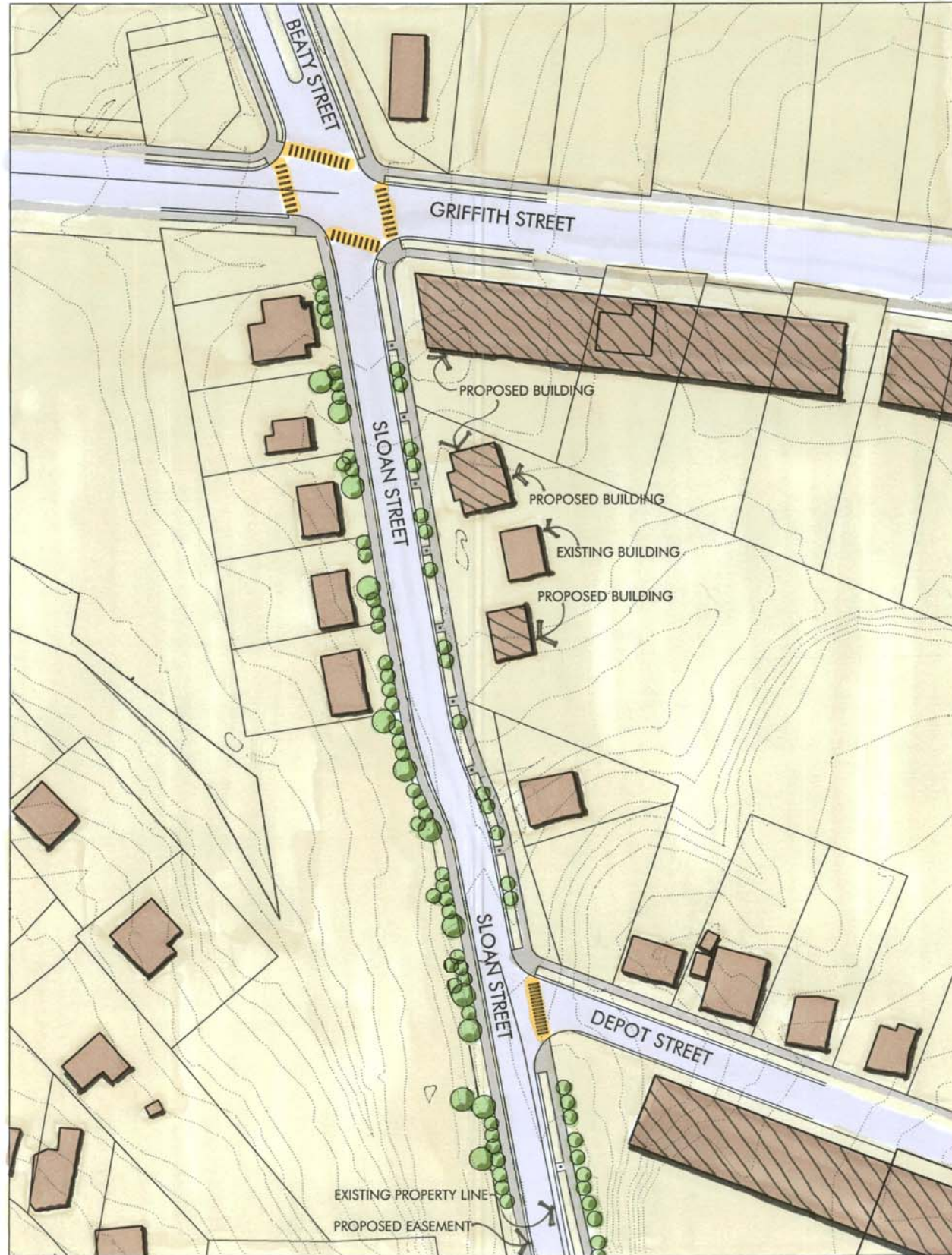
Section H Jackson/Railroad Tracks/New Street near Griffith Street



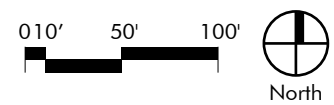
Section H



Sloan Street Detailed Intersections



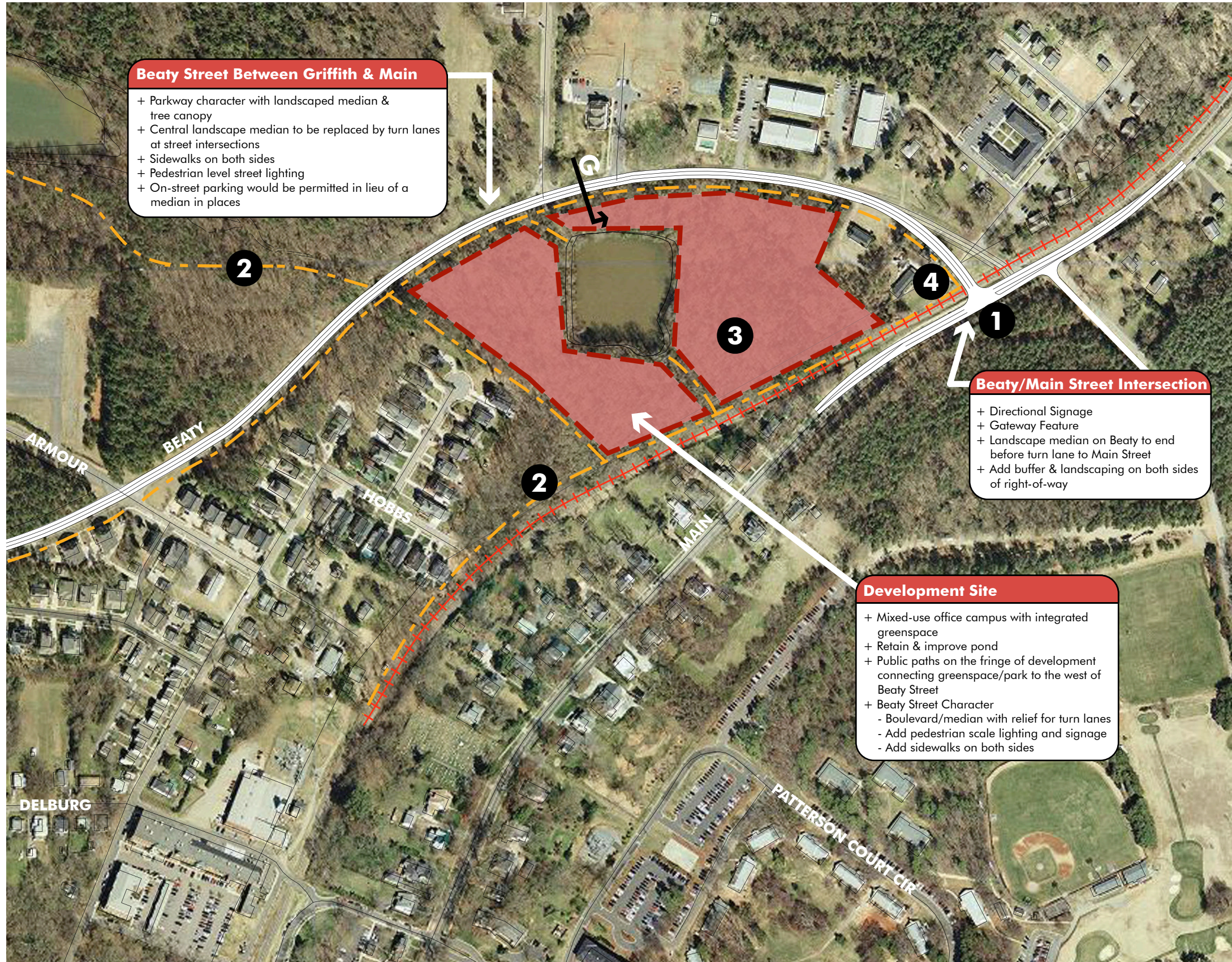
Sloan Street between Griffith and Depot Street



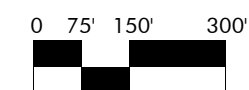
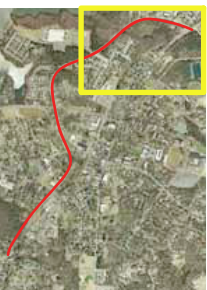
Potts-Sloan-Beaty Street corridor land use plan

Proposed Land Use Changes North Gateway Concept

1. New Intersection
2. Pedestrian Connector
3. Mixed-Use/Office Campus with Public Greenway
4. Gateway Enhancement



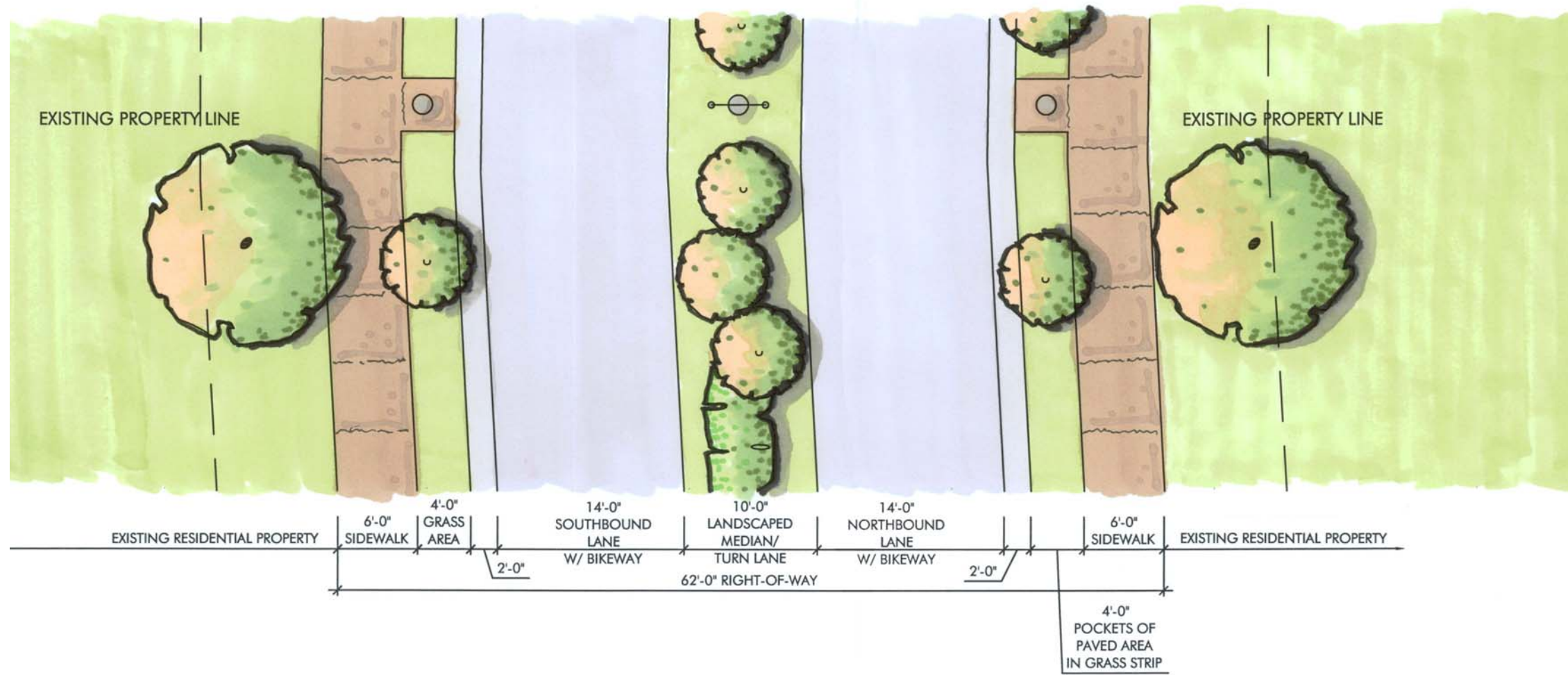
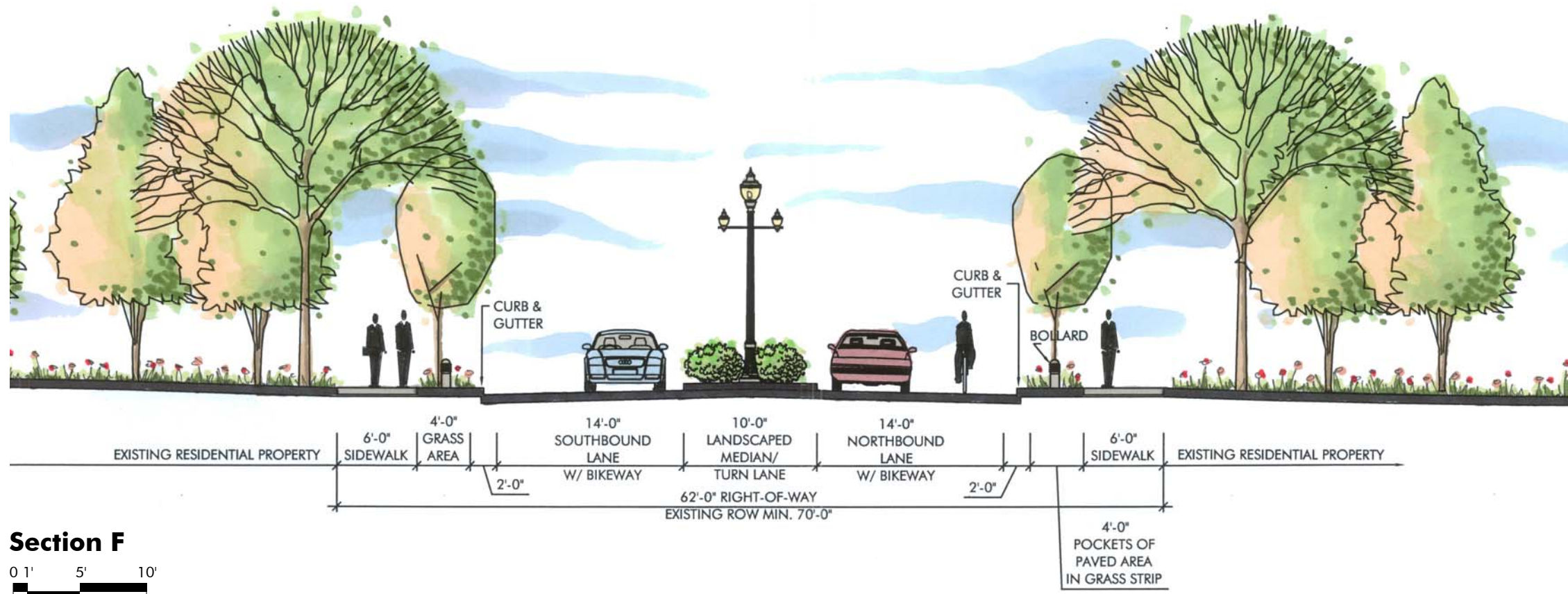
North Gateway



Section F
Beaty near Delburg Street

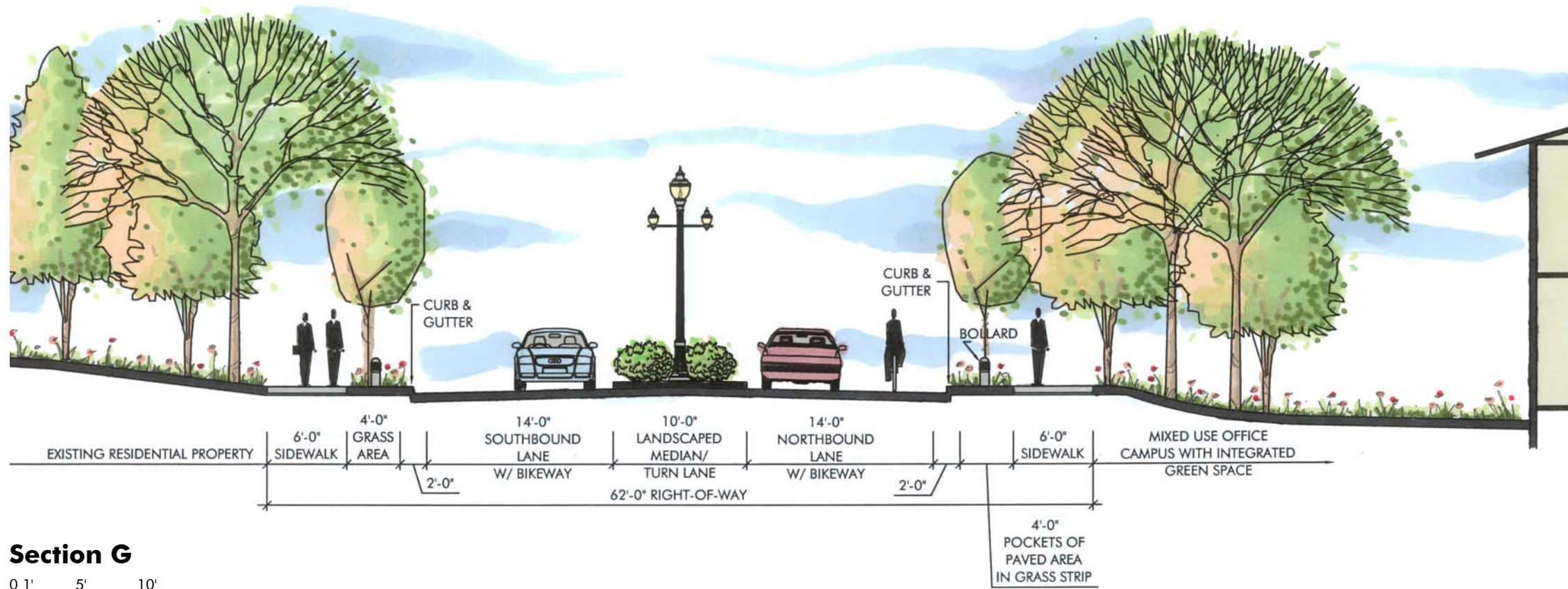
Streetscape Profile

Beaty Street
Existing ROW: 75 ft

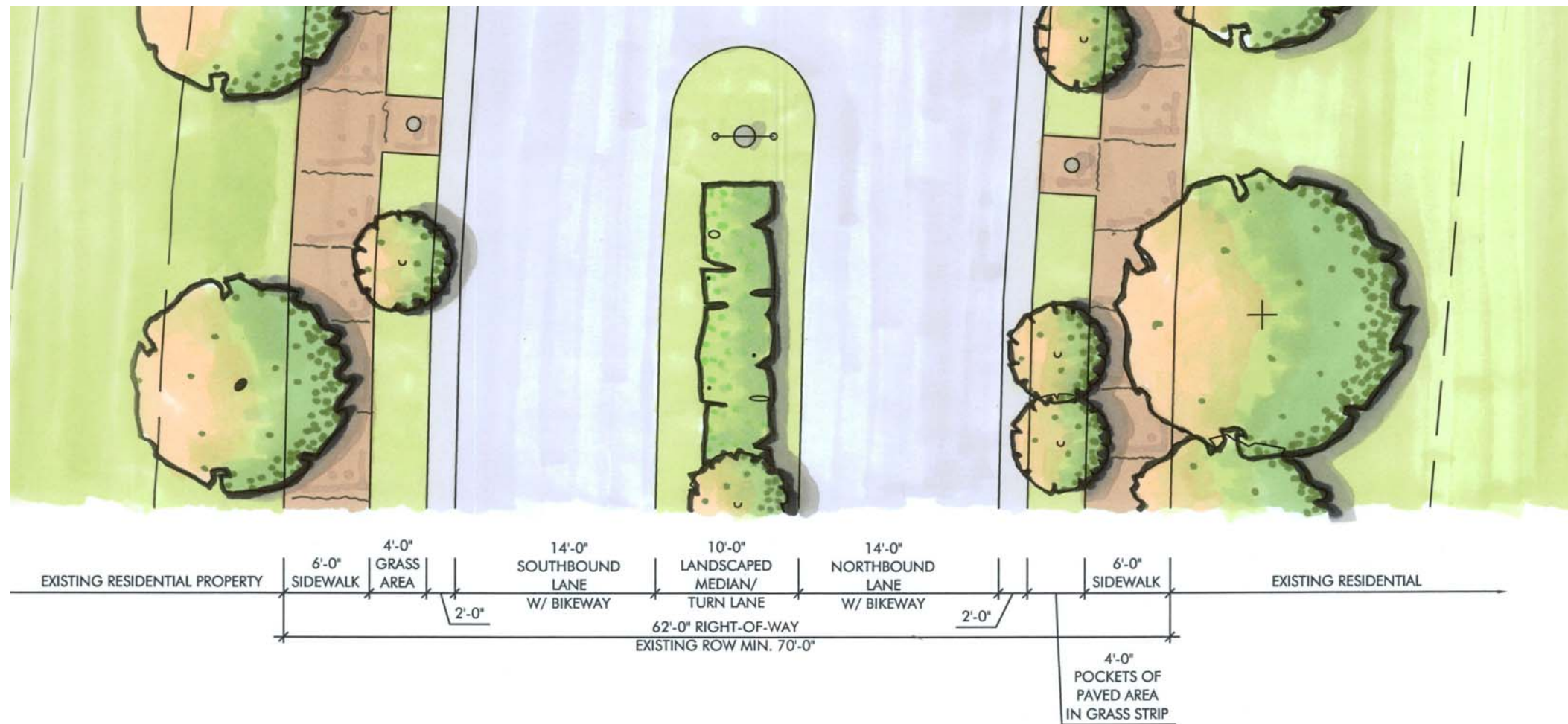


Section G
Beaty near Development Site

Streetscape Profile
Beaty Street
Existing ROW: 75 ft



Section G
0' 1' 5' 10'



Beaty Street Detailed Intersections



Beaty Street at Delburg Street



**Beaty Street at
Amour Street**



Potts-Sloan-Beaty Street corridor land use plan

Overall Corridor Plan

Potts Street

- Rural Vernacular & Village Like character
- Sidewalk on west side of street from Main to Jetton Street and on east side of street from Jetton Street to proposed Potts-Sloan connector
- Drainage swales abutting auto-lanes

Sloan Street

- Mixed-use development around station area
- Sidewalks on both sides of right-of-way
- Curb and gutter streets
- Green buffer between street and sidewalk
- Tree canopy to screen residential and commercial areas
- Bike lanes to be integrated with auto-lanes

Beaty Street

- Parkway character
- Landscaped median/turnlanes
- Tree canopy and green buffer
- Sidewalks on both sides
- Bikelanes to be integrated with auto-lanes



North

