



**TOWN OF WEDDINGTON
REGULAR PLANNING BOARD MEETING
MONDAY AUGUST 26, 2024 – 7:00 P.M.
WEDDINGTON TOWN HALL
1924 WEDDINGTON ROAD
WEDDINGTON, NC 28104**

AGENDA

1. Call to Order
2. Determination of Quorum
3. Conflict of Interest Statement: *In accordance with state law, it is the duty of every Board member to avoid conflicts of interest. Does any Board member have any known conflict of interest with respect to any matters on the agenda? If so, please identify the conflict and refrain from any participation in the matter involved.*
4. Approval of Minutes
 - A. June 24, 2024 Planning Board Regular Meeting
5. Public Comments: *Individuals are allowed 3 minutes to speak and must only comment on current agenda items. A maximum of 30 minutes is allocated to the Public Comment Period. The time limit may be extended at the discretion of the Chairman.*
6. Old Business
 - A. Discussion and Possible Recommendation of O-2024-04 amending the Town of Weddington Unified Development Ordinance Section D-703.E. Lot and Building Standards Table.(minimum lot size) for R-CD Conservation zoning districts.
7. New Business
 - A. Discussion and Possible Recommendation of an application by ODA Architecture requesting Conditional Zoning Approval for the development of a two building office expansion located at 13700 Providence Road.
 - B. ~~WITHDRAWN Discussion and Recommendation of an application by Classica Homes requesting Conditional Zoning Approval for the Weddington Grove Development, a 9 lot subdivision located at 3308 Forest Lawn Drive, parcel number 06063001.~~
 - C. Discussion and Possible Consideration of an entry sign for Luna Subdivision under Section D-918.J. Fences and Walls Permitted Within Yard Areas
8. Update from Town Planner and Report from the July and August Town Council Meetings
9. Board member Comments
10. Adjournment



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REGULAR PLANNING BOARD MEETING
MONDAY JUNE 24, 2024 – 7:00 P.M.
WEDDINGTON TOWN HALL
MINUTES
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1. Call to Order

Chairman Manning called the meeting to order at 7:00 p.m.

2. Determination of Quorum

Quorum was determined with Chairman Travis Manning, Vice Chair Amanda Jarrell, Board members Manish Mittal, Rusty Setzer, Nancy Anderson, and Chris Faulk. Board member Bill Deter was absent.

Staff present: Town Planner Greg Gordos, Town Administrator/Clerk Karen Dewey, Admin Asst/Deputy Clerk Debbie Coram

Visitors: Gayle Butler, Walt Hogan, Jane Duckwall, Harry Chilcot, Cathy Williams, Chad Emerine, Melissa Emerine, Tracy Stone, Christopher Neve, Bob Kardos, Mike Emmanuel

3. Conflict of Interest Statement: *In accordance with state law, it is the duty of every Board member to avoid conflicts of interest. Does any Board member have any known conflict of interest with respect to any matters on the agenda? If so, please identify the conflict and refrain from any participation in the matter involved.*

Chairman Manning read the Conflict of Interest Statement. No Board members had a conflict of interest.

4. Approval of Minutes

A. May 28, 2024 Planning Board Regular Meeting

Motion: Board member Faulk made a motion to approve the May 28, 2024 Planning Board Regular Meeting Minutes
Second: Board member Setzer
Vote: The motion passed with a unanimous vote.

5. Public Comments: *Individuals are allowed 3 minutes to speak and must only comment on current agenda items.*

Walt Hogan – Mr. Hogan expressed support for public comment on the planning board agenda.

Gayle Butler – Ms. Butler expressed support for public comment on the planning board agenda and stated her support for increasing the minimum lot size in RCD subdivisions.

Chad Emerine – Mr. Emerine commented on the Rea and Providence subdivision. He asked for a 100-foot buffer as condition of approval and asked the developer to offer crawl space foundations rather than slab.

Melissa Emerine – Ms. Emerine commented on the text amendment in item 7B. She expressed support for requiring a second community meeting for developers for major changes and requiring additional community meetings for unprepared applicants.

Chairman Manning asked the Board to consider amending the agenda to move Old Business to after New Business.

Motion: Board member Anderson made a motion to amend the agenda to move Old Business to after New Business.

Second: Board member Faulk

Vote: The motion passed with a unanimous vote.

6. New Business

A. Discussion and Possible Recommendation of an application by Beechwood Homes requesting Conditional Zoning Approval for a 54-Lot Conventional Subdivision located on the northwest corner of the intersection of Rea Road and Providence Road.

Mr. Gordos presented the report: The applicant is proposing the development of a 54-lot conventional development subdivision tentatively known as Rea Road Subdivision. The subdivision contains two ingress-egress points along Providence Road and Rea Road respectively with a 50' buffer (per UDO) along each. Intermittent streams are found to the north of the site. One street connection is proposed to adjacent property, where a sewer easement is being coordinated with an adjacent property owner but is not finalized. Sewer would be provided by Union County to the 40,000 square foot lots as submitted but are large enough to also accommodate septic. It is the recommendation of staff that the request for Conditional Zoning to allow for the development of a 54-lot major subdivision generally located at Providence Road and Rea Road, be recommended for approval with conditions.

1. A landscape plan shall be provided by the applicant and prepared by a licensed landscape architect or arborist for the proposed 50' buffer along Providence Road and Rea Road in accordance with Section D-901.O. of the Unified Development Ordinance.
2. A copy of the sewer easement agreement confirming provision of Union County sewer service be provided as an addendum to the conditional zoning application prior to Town Council consideration.
3. As required by D917J.1. on a local dead-end street of a specific length is to be designed as a close. NCDOT may or may not allow a close, however for strict adherence to the UDO, a close should be required.

Mr. Gordos reviewed the Land Use Plan goals and policies.

Land Use Plan consistency statement:

While the development proposal can be found to be generally consistent with the adopted Land Use Plan, there are Goals and Policies for which compliance cannot be determined at the present time based upon the level of plans required to be submitted for this phase of development. In addition, while there may also be Goals and Policies for which there may be reason for concern, positive findings can nonetheless be made in support of this development proposal.

The Applicants, Bob Kardos and Mike Emmanuel, stated their intent for a low-density subdivision with maintaining 40,000 square foot lots, maintaining large buffers, and not clear cut the property. The roads will be public and meet NCDOT and town standards and the project will be served by public water and sewer. With the higher visibility of this corner, developer wants to maintain buffers

and the privacy of the community. The homes will be on crawl foundations. Homes will have architectural features and high-quality materials.

Board member Setzer asked about the grading plan presented in packet.

Applicant responded: Existing contours are shown. Engineer will have to profile the sewer route. Roads and right of ways can be adapted to meet the grades of the roads to minimize grading and clearing.

Board member Setzer asked about the TIA numbers. With 54 homes each with 3-5 garages how does it meet the peak hour numbers.

Applicant responded: The traffic engineer based the numbers on the house count and made recommendations for the additional lanes. These are large houses with multiple garages, but typically most of these are with 4 or fewer occupants. The traffic engineer calculated the numbers, and that is addressed in the comments of the report.

Board member Setzer asked about the recommendation for deceleration and acceleration lanes. Mr. Gordos responded that in the TIA, no mitigation is required as it doesn't generate a certain threshold and other mitigation in the form of existing addition lanes is already present.

Board member Setzer asked if the TIA engineer will provide the crash statistics.

Board member Anderson commented on the accessibility to the eastbound side of Rea Road as the u-turn is in front of another subdivision.

Board member Mittal asked what options are available if the sewer easement isn't approved.

Mr. Gordos stated that if the plan changes, it will come back through the CZ process.

The Applicant responded that they would not want to get approval without the sewer easement.

Board member Mittal asked about the stream buffers and the encroachment of the perimeter buffer on the lots. The applicant stated that the buffers cannot be built on and can be deed restricted.

Board member Faulk stated if the builder is willing to deed restrict for the thoroughfare buffer, he thinks that would work as long as it gives 100 feet. The grading on specific lots to keep the property heavily wooded is a good plan. He commended the applicant on a good development.

Board member Anderson asked if the developer considered an RCD development. The Applicant responded that with the size of the homes, front loaded garages would be required as the lots would be too narrow.

Chairman Manning asked Mr. Gordos if a landscape plan would still be required with a deed restriction for the buffer. Mr. Gordos responded that it could be if the developer agrees to it.

Chairman Manning asked if the buffer landscape could be cleaned up a bit. Mr. Gordos responded that his recommendation comes from driving both Rea and Providence Roads on the perimeter of the development. The goal is to not see the homes.

Chairman Manning asked if any of the proposed sewer easements will require a pump station. The Applicant responded that one could potentially require a lift station.

Chairman Manning asked about the cu-de-sac requirements and if the fire marshal will allow for a close on such a short cul-de-sac. Mr. Gordos responded that the close is in the UDO, the burden will fall on the applicant and NCDOT to show why that requirement cannot be met.

Chairman Manning commended the applicant on their project. It reflects what Weddington wants.

- Motion:** Board member Setzer made a motion to defer recommendation of an application by Beechwood Homes requesting Conditional Zoning Approval for a 54-Lot Conventional Subdivision located on the northwest corner of the intersection of Rea Road and Providence Road until get they can provide the sewer access easement and crash statistics and growth numbers for the TIA.
- Second:** Board member Mittal
- Vote:** The motion passed with a unanimous vote.

B. Discussion and Possible Consideration of Text Amendment 2024-03 An Ordinance of the Town of Weddington amending the Unified Development Ordinance by amending Section D-607C; Weddington Specific Process Steps for Legislative Decisions, to require a second mandatory Community Meeting for projects considering a major change and its enforcement by the Zoning Administrator thereto; certifying consistency with the Town's Land Use Plan and proper advertisement; providing for severability and providing an effective date.

Mr. Gordos reviewed the text amendment.

Board member Mittal asked what the reason for a second meeting was.

Mr. Gordos responded that it came from the Council based on feedback from the residents.

Board member Anderson expressed concern that the requirement for a second meeting may deter developers from making changes to plans. Mr. Gordos stated that this isn't to discourage that but to strike a balance.

The Board members discussed the application process, a second community meeting requirement, and adding to the application process requiring the applicant to present to the Council after their community meeting and before the Planning Board recommendation to all council to ask questions and make recommendations.

Board members considered the text amendment in sections:

- Motion:** Board member Anderson made a motion to forward to the Town Council with recommendation for approval adding the following text to Section 607C.5.a. Additional community meetings shall be required if a Major Change is made to the proposed site plan by the applicant as a result of the first community meeting. A Major Change is defined as items 10.b.ii.(1)-(6) as provided by this Section
- Second:** Board member Jarrell
- Vote:** The motion passed with a unanimous vote.
- Motion:** Board member Mittal made a motion to forward to the Town Council with recommendation for approval Section 607C.5.d. The adequacy of the report must be considered by the Planning Board but is not subject to judicial review. The Town Zoning Administrator shall have the authority to determine if a community meeting was insufficient towards meeting these requirements prior to placing the item on the Planning Board agenda for review and recommendation. If deemed insufficient, the meeting shall be required at the expense of the applicant, including notification of adjacent property owners within 1,300 linear feet and the scheduling of a new meeting date and time with adequate notice.

Second: Board member Faulk
Vote: The motion passed with a unanimous vote.

Motion: Board member Anderson made a motion to forward to the Council with a recommendation of denial Section 607C.6. Council Presentation and Public Comment. This is the second opportunity for public input and will be during a regularly scheduled Town Council meeting. Once the petitions is complete, a community meeting has been held, the CZ request has been submitted and the public has an opportunity to provide comment at a Town Council meeting and completion and approval of a Traffic Impact Analysis, the CZ application process follows the review process in Section D803(A)1(a).

Board members continued discussion of the portion of the text amendment.
Issues discussed included:

- Adding cumbersome requirement to the process
- Public can make comments at planning board, town council, and during public hearings for specific projects. Doesn't remove any opportunities.
- Redundant step in the application process.

Second: Board member Faulk
Vote: The motion passed with a unanimous vote.

7. Old Business

A. Continued Discussion of R-CD minimum lot size.

Chairman Manning reviewed the discussion from the last Planning Board meeting. Primary takeaway being having a larger minimum lot size for RCD subdivisions.

Board member agreed that minimum lot sizes should be increased but to include flexibility to make RCD development a good option for developers.

Staff will draft options of text amendments with lot size, and other variables affecting the lot size requirements like lot width requirements.

8. Update from Town Planner and Report from the June Town Council Meeting

Mr. Gordos gave the update. The storm water text amendment from the May Planning Board meeting will be before the Council at their July meeting. Empire homes is holding a community meeting for an R40 subdivision on Thursday at Weddington High School
Chairman Manning commented about the conditional zoning application for Twelve Mile Creek and New Town Road property. People were dissatisfied with the lack of detail.

9. Board member Comments

Board member Setzer: Thank you for coming out tonight. It's good to hear from the citizens of Weddington at this meeting, I hope that this will help promote transparency.

Board member Anderson: I'll echo that statement and also offer an apology for missing the meeting last month.

Board member Faulk: Kudos to Greg on a great packet. It was on point.

Board member Jarrell: An awesome packet-it was super helpful for us. The proposed development checks the boxes for Weddington. I also apologize for not being here last month.

Chairman Manning: I appreciated the packet for sure. I was excited to read it. I wanted to also give Deputy Wrenn a shout out-for the traffic work on Providence Road.

Board member Anderson added that she got feedback from Weddington Methodist Church regarding the 25 mile per hour school zone on Providence. They are busy on another project right now and focused on that.

10. Adjournment

- Motion:*** Board member Mittal made a motion to adjourn the June 24, 2024 Planning Board Regular meeting at 8:40 p.m.
- Second:*** Board member Setzer
- Vote:*** The motion passed with a unanimous vote.

Approved: _____

6. Old Business

- A. Discussion and Possible Recommendation of O-2024-04 amending the Town of Weddington UDO Section D-703.E. Lot and Building Standards table (minimum lot size) for R-CD Conservation Zoning District



MEMORANDUM

TO: Planning Board
FROM: Greg Gordos, Town Planner
DATE: August 26, 2024
SUBJECT: Discussion and Recommendation on a Text Amendment to Section D-703E Lot and Building Standards Table, of the Town of Weddington Unified Development Ordinance, Specific to Zone R-CD (Conservation)

BACKGROUND:

At its meeting of June 24, 2024, the Planning Board, as a part of a discussion regarding changes to the requirements for a R-CD (Conservation) subdivision, requested staff to prepare an amendment modifying the requirements lot size, width, and other dimensions with consideration for several options. The Planning Board discussed comparison between subdivisions created with careful design consideration versus contemporary submittals which may not meet the intent of the original creation of open space development. Town Council first directed staff and the Board to consider R-CD zone modifications on February 12, 2024.

PROPOSAL:

Based upon the direction received from the Planning Board, staff proposes amendments to Section D-703E. Lot and Building Standards Table (Table 2) with at least three separate text amendments for consideration. The Board can select “Option A”, “Option B”, “Option C”, or any combination thereof, or choose to leave the dimensional requirements for R-CD (Conservation) as adopted.

OUTLINE OF TEXT AMENDMENT:

The following sections of the UDO are proposed to be amended:

Section D-703E. Table 2, Lot and Building Standards Table:

The proposed text amendment provides a simple change in the lot size, lot width, and setback requirements for future R-CD (Conservation) subdivisions in the Town of Weddington. These changes would not apply to any active applications submitted prior to adoption of this text amendment. Many of the existing standards, including the option to develop a property zoned R-CD as a Conventional subdivision (R-40 lot dimensions) remain in place. The most recent amendment to the Lot and Building Standards table was in 2022 (Ord. No. 2022-02).

Consensus was reached at the 6/24/24 Planning Board to increase the lot size requirement.

Modifications include:

- In all options, Amended lot size
- Amend lot width (Option A, Option C)
- In all options, Amended minimum side yard setback
- Amended minimum rear setback (Option A, Option C)
- Amended minimum front setback (Option A)
- In all options, Removed the notation under lot width:
 - 1 *However, a separation of 30 feet must be maintained between the sides of each dwelling.*

Staff offers the modifications attached in three Exhibits and for reference Draft Ordinance No. 2024-04 for the Planning Board's consideration and recommendation. For ease of reference, new text is referenced in red/underlined font, while deletions are referenced in ~~striketrough~~ font.

LAND USE PLAN CONSISTENCY:

State Statutes requires that all zoning regulations shall be made in accordance with a comprehensive plan. When adopting or rejecting any zoning amendment, the governing board shall also approve a statement describing whether its action is consistent with an adopted comprehensive plan or any other officially adopted plan that is applicable, and briefly explaining why the board considers the action taken to be reasonable and in the public interest. Accordingly, staff provides the following Land Use Plan Consistency Statement for consideration:

The proposed amendments to the Unified Development Ordinance are found to be generally consistent with the adopted Land Use Plan (Plan). However, while these amendments do not further any specific Goal or Policy of the Plan, they also do not act contrary to any specific Goal or Policy of the Plan, nor would they prevent the administration and implementation of the Plan, or preclude the fulfilment of the community vision as set forth in the Plan. Additionally, the proposed amendments are found to be reasonable in that they continue to improve upon the organization of existing ordinances and provide additional clarity for staff, appointed and elected officials, and residents.

RECOMMENDATION:

Staff recommends approval of the proposed text amendment upon disclosing the chosen option/numbers.

Attachments:

- Exhibit: Option A, Option B, Option C
- Proposed Draft Ordinance No. 2024-04 (pending Board decision)

OPTION A (“RE”)

Lot and Building Standards Table. Table 2, Lot and Building Standards, establishes the lot and building standards for each zoning district. In the event of a conflict between the standard yard/setback requirements set forth in the Dimensional Requirements Table and any yard/setback requirements specific to a particular use as set forth in Section D-917D, the use-specific requirement shall control.

TABLE 2, LOT AND BUILDING STANDARDS							
	Minimum Lot Size (sq. ft.)	Minimum Lot Width (ft.)	Minimum Setbacks (ft.)			Maximum Height (ft.)	Maximum Floor Area Ratio
			Front	Side	Rear		
R-80	80,000	150	65 (res.) 75 (other)	25 45 (corner)	60	35	N/A
R-60	60,000	125	60 (res.) 75 (other)	25 45 (corner)	60	35	
R-40	40,000	120	50 (res.) 75 (other)	15 25 (corner)	40	35	
R-40(D)	40,000	100	40	12	40	35	
R-CD (Conventional)	40,000	120	50	15	40	35	
R-CD (Conservation)	42,000 20,000	80 100	20 40	5-[±] 12	30 40	35	
RE	20,000	100	40	12	40	35	0.2
ED	N/A	N/A	25	25	25	40	
B-1 (CZ)							
B-2 (CZ)							
MX (CZ)							

[±] However, a separation of 30 feet must be maintained between the sides of each dwelling.

OPTION B (“1/3 ACRE”)

Lot and Building Standards Table. Table 2, Lot and Building Standards, establishes the lot and building standards for each zoning district. In the event of a conflict between the standard yard/setback requirements set forth in the Dimensional Requirements Table and any yard/setback requirements specific to a particular use as set forth in Section D-917D, the use-specific requirement shall control.

TABLE 2, LOT AND BUILDING STANDARDS							
	Minimum Lot Size (sq. ft.)	Minimum Lot Width (ft.)	Minimum Setbacks (ft.)			Maximum Height (ft.)	Maximum Floor Area Ratio
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R-60	60,000	125	60 (res.) 75 (other)	25 45 (corner)	60	35	
R-40	40,000	120	50 (res.) 75 (other)	15 25 (corner)	40	35	
R-40(D)	40,000	100	40	12	40	35	
R-CD (Conventional)	40,000	120	50	15	40	35	
R-CD (Conservation)	12,000 15,000	80	20	5 [±] 10	30	35	
RE	20,000	100	40	12	40	35	
ED	N/A	N/A	25	25	25	40	0.2
B-1 (CZ)							
B-2 (CZ)							
MX (CZ)							

[±] However, a separation of 30 feet must be maintained between the sides of each dwelling.

OPTION C (“COMBINATION”)

Lot and Building Standards Table. Table 2, Lot and Building Standards, establishes the lot and building standards for each zoning district. In the event of a conflict between the standard yard/setback requirements set forth in the Dimensional Requirements Table and any yard/setback requirements specific to a particular use as set forth in Section D-917D, the use-specific requirement shall control.

TABLE 2, LOT AND BUILDING STANDARDS							
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R-60	60,000	125	60 (res.) 75 (other)	25 45 (corner)	60	35	
R-40	40,000	120	50 (res.) 75 (other)	15 25 (corner)	40	35	
R-40(D)	40,000	100	40	12	40	35	
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RE	20,000	100	40	12	40	35	0.2
ED	N/A	N/A	25	25	25	40	
<u>B-1 (CZ)</u>							
<u>B-2 (CZ)</u>							
<u>MX (CZ)</u>							

[±] However, a separation of 30 feet must be maintained between the sides of each dwelling.

ORDINANCE NO. 2024-04

AN ORDINANCE OF THE TOWN OF WEDDINGTON, NORTH CAROLINA MAKING AMENDMENTS TO THE UNIFIED DEVELOPMENT ORDINANCE BY AMENDING ARTICLE 7, ZONING REGULATION, SECTION D-703, ZONING DISTRICTS AND PERMITTED USES, TO AMEND LOT SIZE AND SETBACK DIMENSIONAL STANDARDS FOR THE R-CD DISTRICT; CERTIFYING CONSISTENCY WITH THE TOWNS LAND USE PLAN AND PROPER ADVERTISEMENT; PROVIDING FOR SEVERABILITY; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, the Town of Weddington adopted the Unified Development Ordinance on April 12, 2021 to comply with North Carolina General Statute 160D and to improve the organization of existing ordinances; and

WHEREAS, the adopted Unified Development Ordinance took effect on April 12, 2021; and

WHEREAS, the Town of Weddington desires for the Unified Development Ordinance to function effectively and equitably throughout the Town; and

WHEREAS, the Town of Weddington has determined where the Unified Development Ordinance needs clarification and revision; and

WHEREAS, the Lot and Building Standards of each zone was last modified in 2022; and

WHEREAS, the Town of Weddington seeks to preserve the use of Conservation subdivisions as an optional tool for residential development in additional to conventional septic lots; and

WHEREAS, a consensus was reached on improving the zoning standards for the Town;

BE IT ORDAINED BY THE TOWN COUNCIL OF THE TOWN OF WEDDINGTON, NORTH CAROLINA:

Section 1. That Unified Development Ordinance, Article 7, Zoning Regulation, Section D-703, Zoning Districts and Permitted Uses, be amended to read as follows:

D-703. Zoning Districts and Permitted Uses.

E. Lot and Building Standards Table. Table 2, Lot and Building Standards, establishes the lot and building standards for each zoning district. In the event of a conflict between the standard yard/setback requirements set forth in the Dimensional Requirements Table and any yard/setback requirements specific to a particular use as set forth in Section D-917D, the use-specific requirement shall control.

TABLE 2, LOT AND BUILDING STANDARDS							
	Minimum Lot Size (sq. ft.)	Minimum Lot Width (ft.)	Minimum Setbacks (ft.)			Maximum Height (ft.)	Maximum Floor Area Ratio
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R-CD (Conventional)	40,000	120	50	15	40	35	
R-CD (Conservation)	42,000 XX,XXX	80 XXX	20 XX	5[±] XX	30 XX	35	
RE	20,000	100	40	12	40	35	
ED	N/A	N/A	25	25	25	40	0.2
B-1 (CZ)							
B-2 (CZ)							
MX (CZ)							

[±] However, a separation of 30 feet must be maintained between the sides of each dwelling.

Section 3. Amendments to the Unified Development Ordinance of the Town of Weddington (as originally adopted by Ordinance No. 2024-3) are hereby adopted to read as set forth in this Ordinance.

Section 4. The Town of Weddington does hereby certify that the amendments contained herein, as well as the provisions of this Ordinance, are consistent with and in conformance with the Town’s Land Use Plan.

Section 5. Should any part or provision of this Ordinance be declared by a court of competent jurisdiction to be invalid, the same shall not affect the validity of the Ordinance as a whole, or any part thereof other than the part declared to be invalid.

Section 6. Notice of the proposed enactment of this Ordinance has been properly advertised in a newspaper of general circulation in accordance with applicable law.

Section 7. This ordinance shall take effect immediately upon adoption.

PASSED ON FIRST AND FINAL
READING AND ADOPTED

Honorable Jim Bell
Mayor

Attest:

Karen Dewey
Town Administrator/Clerk

DRAFT

7. New Business

- A. Discussion and Possible Recommendation of an application by ODA Architecture requesting Conditional Zoning approval for the development of a two building office expansion located at 13700 Providence Road



TO: Planning Board
FROM: Gregory Gordos, AICP, Town Planner
DATE: August 26, 2024
SUBJECT: Application by ODA Architecture and 13700 Providence Road, LLC (property owner) requesting Conditional Zoning approval for the development of a two building office expansion located at 13700 Providence Road.

APPLICATION INFORMATION:

SUBMITTAL DATE: September 18, 2023
APPLICANT: Stephen Overcash, ODA Architecture
PROPERTY LOCATION: 13700 Providence Road
PARCEL ID#: 06063001
ACREAGE: +/- 5.064 acres
EXISTING LAND USE: office
EXISTING ZONING: MX, Mixed-Use

PROPOSAL:

The applicant, operating on-site as Polivka International, is proposing the development of two new office/medical office buildings to the east of the current office building. The two buildings are 10,000 square feet of space each in two stories; closer to Providence Road but behind the current retention pond for stormwater. These buildings are angled towards the entrance along Providence per community feedback provided in one of two Community Meetings held for the project. Hunter Farm is directly to the north of the site. Weddington Methodist Church is to the south. Harris-Teeter grocery store and other commercially zoned uses are found to the east, as is Town Hall.

Development Standards.

The development proposal does not include any changes to the Development Standards already set forth in the Unified Development Ordinance (UDO). The development shall be governed by this Plan and all applicable requirements of the UDO.

RELATION TO THE UNIFIED DEVELOPMENT ORDINANCE:

UDO Section D-607(C), Conditional Rezoning.

As required by UDO Section D-607(C)(5), the applicant held their required Community Meeting at Town Hall on June 10th and a second Community Meeting on August 5th. The applicant has provided a Community Meeting Report which has been attached to this staff report and posted on the Town's website.

The Town Council is tentatively scheduled to hold a public hearing regarding this application on Monday, September 9th, 2024, at 7:00 pm. The Conditional Zoning process allows the developer and the town to ask for conditions which could include special exceptions to rules or additional improvements. The town and the developer must agree on a condition for it to become a part of an approval.

UDO Section D-703(D), Permitted Uses (by zoning district).

Pursuant to Table 1, Permitted Uses, as contained within UDO Section D-703(D), Existing B-1 (CZ), B-2 (CZ), and MX (CZ) Districts are site specific development approvals, and shall follow the uses allowed in those approvals. This parcel was zoned MX District to allow the Polivka International building, by Town Council vote, in 2012.

UDO Section D-703(E), Lot and Building Standards Table.

Pursuant to Table 2, Lot and Building Standards, as contained within UDO Section D-703(E), all development within the MX zone is required to meet certain standards. However, these are not defined like Residentially zoned properties. The following table identifies those standards, as well as how the subject development proposal complies:

Lot and Building Standards		Standard	Proposed
Minimum Lot Size		N/A	N/A
Minimum Lot Width		N/A	N/A
Minimum Setbacks	Front	25'	?
	Side	25'	?
	Rear	25'	?
Maximum Height		40'	40'
Maximum Floor Area Ratio		0.2 (42,166 sf)	(34,300 sf)

UDO Section D-917C, Specific Requirements for Non-Residential Development.

UDO Section D-917C, establishes numerous rules for how **non-residential** development is intended to occur within the Town. These rules include, but are not limited to, the location of landscaping, parking, open space, stormwater management, and design requirements. While not all these rules are appropriate to be included at this stage of the development process, there are many that must be considered.

UDO Section D-917C(A)(1) A buffer shall be built and maintained the entire width of the property fronting major or minor thoroughfares and major or minor roads. The buffers shall be built the width of the setback. All such landscaping,

screening and buffers shall include, protect and maintain existing and planted trees.

Ten existing trees are provided along Providence Road within the buffer. Additional new trees are proposed within the new parking lot.

UDO Section D-917C(A)(3) All buildings or structures within 50 feet of residentially zoned property shall be limited to two stories and shall have a maximum building height of 35 feet, as measured from the ground level to the peak of the roof..

The right building is greater than 50' from a residentially zoned parcel based on the scale provided by ODA Architecture, while the right building is not. Positive findings of compliance cannot be made

UDO Section D-917C(A)(5) Where the first floor of a nonresidential building has expanses of blank wall, each such expanse of blank wall may not exceed 20 feet in length.

Windows are provided on all sides of the ground floor. Positive findings of compliance can be made.

UDO Section D-917C(A)(6) Nonresidential portions of a development shall be designed so that they encourage and facilitate pedestrian use of those portions. In addition to other design elements that encourage and facilitate pedestrian use, in nonresidential portions of a development, sidewalks shall be placed in front of all principal buildings, and small pocket parks shall be created whenever feasible.

Sidewalks are placed in front of the entrance of each new structure. However, there is no facilitation of pedestrians traveling from building to building nor any connection to Providence Road or adjacent uses.

UDO Section D-917C(A)(7) Large expansive off-street parking lots are not allowed.

Parking lots are broken up by a center drive aisle and most parking lots are oriented to the east of the site away from the front entrance. However, parking at the rear of the building is preferred. This change to front-loaded parking was based on resident input during a community meeting.

UDO Section D-917C(A)(8) On-street parking is allowed and may be counted towards meeting the off-street parking requirements. For both on-street and off-street parking, a parking space shall be not less than nine feet in width or less than 20 feet in length

Stalls dimensions listed as 9'x18'. Findings of compliance cannot be made.

UDO Section D-917C(A)(10) At a minimum, ten percent of the gross acreage of the project (minus any required setbacks and buffers, utility easements, stormwater detention areas, and marginal lands including, but not limited to, wetlands, floodplains, steep slopes, and bodies of water) shall consist of prominently located and pedestrian-accessible village green open spaces so as to encourage walking and pedestrian activity within the development. No development may occur within any such open space except for the creation

of sidewalks, other walking paths, and any type of development commonly found in small public parks, such as statues or other art.

10% of the land appears to be open space but the percentage is long listed in the application documents. Findings of compliance cannot be made.

UDO Section D-917C(A)(11) The post development rate of stormwater runoff from any lot shall not exceed the predevelopment rate of runoff for a 100-year storm.

The applicant shall provide, at a minimum, the following information to the Administrator as part of his application to obtain a zoning permit:

An engineering report made and certified as true and correct by a registered engineer licensed to do business in the state. Such report shall include the following: 1. The routing of stormwater for the predevelopment and post-development conditions of the proposed building lot ...4. A statement indicating the rate of post-development stormwater runoff for the proposed building lot will not be greater than the predevelopment rate for a 100-year storm. No report provided. A finding of compliance cannot be made.

UDO Section D-917D, Supplemental Requirements for Certain Uses.

UDO Section D-917D, establishes supplements requirements for certain uses; however, not for all uses that are specifically listed in the UDO, including office or medical. As such, this Section is not applicable.

UDO Section D-918, General Requirements.

The various provisions set forth in UDO Section D-918, including, but not limited to visibility at intersections, lighting, screening, and landscaping, fences and walls, signs, and off-street parking and loading, as applicable, shall be reviewed for compliance with the submittal of plans for a Construction Permit. It is noted, however, that there do not appear to be any immediate concerns regarding compliance with these provisions.

UDO Appendix 5, Architectural Standards.

The standards described or referenced in this section shall apply to all nonresidential development, including renovations, remodelings, face lifts, repainting and additions to existing structures within the zoning jurisdiction of the Town of Weddington. All such projects that require a conditional use permit, a modification to a CUP, or conditional zoning shall be required to meet these standards.

Please see attachments for the full Appendix 5.

(Ord. No. O-2009-10, 7-13-2009)

RELATION TO THE CODE OF ORDINANCES:

Appendix C, Traffic Impact Analysis.

Pursuant to Sec. II (A) (1), a Traffic Impact Analysis (TIA) is required for any CZ which is expected to create 50 or more peak hour vehicle trips or 500 or more daily vehicle trips. The proposal met the threshold of requiring a TIA to be completed and approved by the Town. This document was reviewed and found satisfactory by LaBella Engineering on June 6th, 2024 after several revisions sent to the Town.

LAND USE PLAN CONSISTENCY:

NOTE: On June 3rd 2024 the Weddington Town Council adopted the new Comprehensive Land Use Plan, which established new goals and policies from those previously used by the Planning Board. This project is among the first to submit under these new guiding principles.

Land Use Goals:

Goal 1: New development and redevelopment activities shall be consistent with the Future Land Use Map and categories.

Policy: LU 1.1: The following Future Land Use categories, along with their intended uses, densities, and intensities, are hereby established (floor area ratio (FAR) only applies to non-residential uses): d. Business. The intent of this designation is to accommodate neighborhood-serving commercial uses in the Town Center area. Maximum FAR: 0.2.

The subject property is identified as *Business* in the 2024 Future Land Use Map (Map 4). The primary function of the Business FLU designation is to provide areas with neighborhood-serving commercial uses which serve the needs of Weddington residents. Note: this is the only Business designation *outside* the Downtown Overlay and the only parcel in Town zoned MX.

Goal 2: Ensure that new commercial development and redevelopment are located and designed to serve the residents of Weddington.

Policy: LU 2.2: The Town shall require all new development and redevelopment projects to integrate harmoniously into established neighborhoods through the use of buffering, open space, landscaping, and other site design tools.

The application is proposing two office building in addition to the existing office building structure. While not considered commercial (mercantile) this redevelopment project is adjacent to residential zoning to the north and south and site design is crucial for such a prominent location along the Providence Road corridor and across from the Downtown Overlay.

Transportation Goals:

Goal 1: Encourage the development of well-designed streets that are safe, connected, and welcoming for all users.

Policy: T 1.1: Major thoroughfares and key entryways shall be given the highest priority for beautification efforts and corridor design.

Providence Road (NC-16) is the main north-south thoroughfare in Weddington. Aesthetics of these non-residential buildings shall maintain the standards and requirements set forth in Section D-917C and Appendix 5. Brick masonry, large windows, and the orientation of structures to the entrance along Providence were a design response to community concerns.

Policy: T 1.3: Encourage roads be designed and constructed to provide a high level of safety and comfort for all users (pedestrians, bicyclists and motorists), in a manner consistent with the character of the neighborhood through which the road travels.

No new roads are proposed as a result of this addition. Pedestrian access is not safe as proposed.

Conservation Goals:

Goal 1: Ensure that all new development takes place in a manner that conserves open space and scenic views.

Policy: C 1.2: Adopt/update development regulations to ensure new development is consistent with the Town's quality and aesthetic values, thereby protecting property values. This would apply to all new and redevelopment projects, apart from regulating aesthetics and materials for single-family homes.

Aesthetics can be regulated for non-residential structures, including offices as proposed.

Infrastructure Goals:

Goal 1: Ensure that all existing and future developments in Weddington are served by adequate water, wastewater, drainage and emergency services.

Policy: I 1.1: Require water, wastewater, and drainage system improvements to be constructed concurrent with new development and that they provide adequate capacity to meet demands from existing and new users.

One existing retention pond is proposed for stormwater runoff, which must be designed to meet 100-year stormwater events just like residential projects per the most recent Town of Weddington UDO update. The existing septic field and repair areas are proposed for the two new structures, but have not been evaluated at the time of the community meetings, nor has any engineering reports been submitted to the Town at this time.

Based upon the above, staff provides the following Land Use Plan Consistency Statement for consideration:

While the development proposal can be found to be generally consistent with the adopted Land Use Plan, there are Goals and Policies for which compliance cannot be determined at the present time based upon the level of plans required to be submitted for this phase of development. A lack of detail in the submittal in regards to stormwater, septic, setbacks, parking dimensions, and landscaping make determining full compliance challenging without more detail in the site plan. The proposed development marches the existing character of office use and the property is properly zoned MX, Mixed Use. However, the development is isolated with poor pedestrian connectivity and abundance of parking. Land uses permitted in the MX zone also need to be explicit to avoid allowing mercantile commercial uses that should be in the Business (B-1 or B-2) zones, continuing use for office spaces and medical office as requested.

RECOMMENDATION:

It is the recommendation of staff that the request for Conditional Zoning to allow for the development of a two office/medical office building generally located at Providence Road and Rea Road, be recommended for **approval with conditions**.

An engineering report made and certified as true and correct by a registered engineer licensed to do business in the state. Such report shall include the following:

1. The routing of stormwater for the predevelopment and post-development conditions of the proposed building lot.
2. Calculations showing the peak estimated rates of runoff using a ten-year return period for predevelopment and post-development conditions for the lot, including each stream leaving the proposed building lot.

3. Calculations, plans, and specifications for stormwater retention/detention facilities or other means to effect peak rate attenuation.
4. A statement indicating the rate of post-development stormwater runoff for the proposed building lot will not be greater than the predevelopment rate for a 100-year storm.

A statement from the owner acknowledging responsibility for the operation and maintenance of required retention/detention facilities, and to disclose such obligation to future owners.

A dedicated Landscape Plan shall be submitted meeting all landscape and buffer requirements of the Town of Wedding Unified Development Ordinance (Section D-918. General Requirements.)

ATTACHMENTS:

- Application
- Sketch Plan
- Renderings and Details
- Land Use Map
- Zoning Map
- Community Meeting Report (2)
- TIA
- Appendix 5

TOWN OF WEDDINGTON
Conditional Zoning Application

This application is required for all conditional zoning applications. Completed applications along with all associated submittal requirements, must be submitted via the Town's Self-Service Permitting Portal.

No application shall be considered complete unless accompanied by the application fee in the amount of \$1,650.00.

It is the responsibility of the applicant to submit complete and correct information. Incomplete or incorrect information may invalidate your application. The applicant, by filing this application, agrees to comply with all applicable requirements of the Unified Development Ordinance.

APPLICANT INFORMATION

Name: Stephen F. Overcash, RA
Mailing Address: 2010 South Tryon Street, Charlotte, NC 28203
Phone Number: 704.905.0423 Email: sovercash@oda.us.com

PROPERTY OWNER INFORMATION *(if different from applicant)*

Name: 13700 Providence Road, LLC.
Mailing Address: 13700 Providence Road, Suite 200, Weddington, NC 28104
Phone Number: 704.321.0802 Email: danp@polivkaintl.com

SUBJECT PROPERTY INFORMATION

Location: 13700 Providence Road, Weddington, NC 28104
Parcel Number: 06150045 (Lot 2 & Lot 3)
Existing Zoning: MX
Use of Property: Office

APPLICATION SUBMITTAL INFORMATION

All applications must include a site plan, drawn to scale, and supporting text that, as approved, will become a part of the Ordinance amendment. The site plan, drawn by an architect, landscape architect, or engineer licensed to practice in North Carolina, shall include any supporting information and text that specifies the actual use or uses intended for the property and any rules, regulations, and conditions in addition to all predetermined Ordinance requirements, will govern the development and use of the property. The applicant acknowledges that they will review the conditional zoning request prior to any zoning permits being issued by the Town for such project. The applicant shall, at a minimum, include as part of the application, each of the items listed below (including all submittal requirements listed in Appendix 2 of the UDO):

- A boundary survey showing the total acreage, present zoning classifications, date, and north arrow.
- The owner's names, addresses and the tax parcel numbers of all adjoining properties.
- All existing easements, reservations, and right-of-way on the property or properties in question.
- Proposed principal uses: a general summary of the uses that will take place, with reference made to the list of uses found in Section D-703 of the Unified Development Ordinance.
- Traffic impact analysis/study for the proposed service area, as determined by the Town Engineer, shall be required. In addition, traffic, parking and circulation plans, showing the proposed locations and arrangement of parking spaces and access points to adjacent streets including typical parking space dimensions and locations (for all shared parking facilities) along with typical street cross-sections.
- General information on the number, height, size, and location of structures.
- All proposed setbacks, buffers, screening, and landscaping required by these regulations or otherwise proposed by the petitioner.
- All existing and proposed points of access to public streets.
- Proposed phasing of the project.
- Proposed number, location, type, and size of all commercial signs.
- Exterior treatment of all principal structures.
- Delineation of all marginal lands, including areas within the regulatory floodplain, as shown on official Flood Hazard Boundary Maps for Union County.
- Existing and proposed topography at five-foot contour intervals or less.
- Scale and physical relationship of buildings relative to abutting properties.
- Public Involvement Meeting Labels.

Planning Board Review

Before the Planning Board review, the applicant must provide a written report of at least one community meeting held by the applicant. Reasonable notice of the required community meeting shall be provided as stated in Section D-607.C.5 of the Unified Development Ordinance. The Zoning Administrator shall present any properly completed application to the Planning Board at its next regularly scheduled meeting occurring at least 15 days after the

application has been deemed complete and ready for submission to the Planning Board. The Planning Board, by majority vote, may shorten or waive the time provided for receipt for a completed application. The Planning Board shall have 30 days from the date that the application is presented to it to review the application and to act. If such period expires without action taken by the Planning Board, the application shall then be transferred to the Town Council without a Planning Board recommendation.

Public Hearing Required

Prior to deciding on rezoning a piece of property to a Conditional Zoning District, the Town Council shall have held a public hearing. Notice of such public hearing shall have been given as prescribed in Section D-602 of the Unified Development Ordinance.



Action by Town Council

Conditional Zoning District decisions are a legislative process and shall consider applicable adopted land use plans for the area and other adopted land use policy documents and/or ordinances. A statement analyzing the reasonableness of the proposed rezoning shall be prepared for each application and evaluated by the Town Council. Once the public hearing has been held, the Town Council shall act on the petition. The Town Council shall have the authority to:

- a. Approve the application as submitted.
- b. Deny approval of the application.
- c. Approve application with modifications that are agreed to by the applicant.
- d. Submit the application to the Planning Board for further study. The Planning Board shall have up to 31 days from the date of such submission to make a report to the Town Council. If no report is issued, the Town Council can take final action on the petition. The Town Council reserves the right to schedule and advertise a new public hearing based on the Planning Board's report.

CERTIFICATION

I HEREBY CERTIFY that all the information provided for this application and all attachments is true and correct to the best of my knowledge. I further certify that I am familiar with all applicable requirements of the Weddington Unified Development Ordinance concerning this proposal, and I acknowledge that any violation of such will be grounds for revoking any approvals or permits granted or issued by the Town of Weddington.

 _____ Applicant	<u>9/13/2023</u> _____ Date
 _____ Property Owner	<u>9.15.23</u> _____ Date

General Notes

- The owner acknowledges that other standard development requirements imposed by other city ordinances, standards, policies, and appropriate design manuals will exist. Conditions set forth in this petition are supplemental requirements imposed on the development in addition to other standards. Where specified conditions on this plan differ from ordinances, standards, policies, and approaches in existence at the time of formal engineering plan review submission, the conditional notes on this plan shall apply.
- This Site Plan is schematic in nature and represents a firm concept of development with regard to the arrangement of the building, parking and circulation patterns. Minor changes of detail which do not alter the basic layout and relationships to abutting sites are permitted as a matter of right for the petitioner / developer.
- Proposed Uses :** The use of the two new proposed buildings will be General Office and Medical Office.
- Parking Spaces :** parking spaces shall be a minimum of 9' x 18'. There are 67 spaces illustrated, and allocated to the new buildings. Parking to meet UDO requirements.
- Phasing :** It is the intent of the developer to construct both new and proposed buildings simultaneously in on phase.
- Signage :** All Signage will be permitted separately
- Building Height:** The maximum building height for a MX Zone is 40'. As illustrated in the renderings and elevations, the height of the ridge will be a maximum of 40'.
- Landscape Requirements :** The petitioner understands that, as a condition of approval, the proposed development shall be subject to all landscape and buffer requirements of the Town of Weddington UDO
- Sewer Allocations :** The proposed development will have a Septic System with the capacity for the proposed office buildings, as designed by Piedmont Design Associates, P.A.

Polivka International
13700 Providence Road, LLC.

Existing Zoning: MX (CZ)
Mixed Use Conditional
Zoning District

DEED BK-4430 PG-860
PID #06150045
Lot 1, Lot 2, Lot 3

Acreage: 4.84 acres

Site Data:

North Adjacent Land Parcel
Nancy Anderson
PID# 06150044E
DEED BK-1991 PG-752
Zone: R-40
Existing Use: Single Family

West Adjacent Land Parcel
James Hunter
PID# 06150044
DEED BK-1991 PG-752
Zone: R-40

Existing Use: Single Family

South Adjacent Parcel
Weddington United Methodist Church
PID# 06150045A
DEED BK-5047 PG-746
Zone: R-40
Existing Use: Church

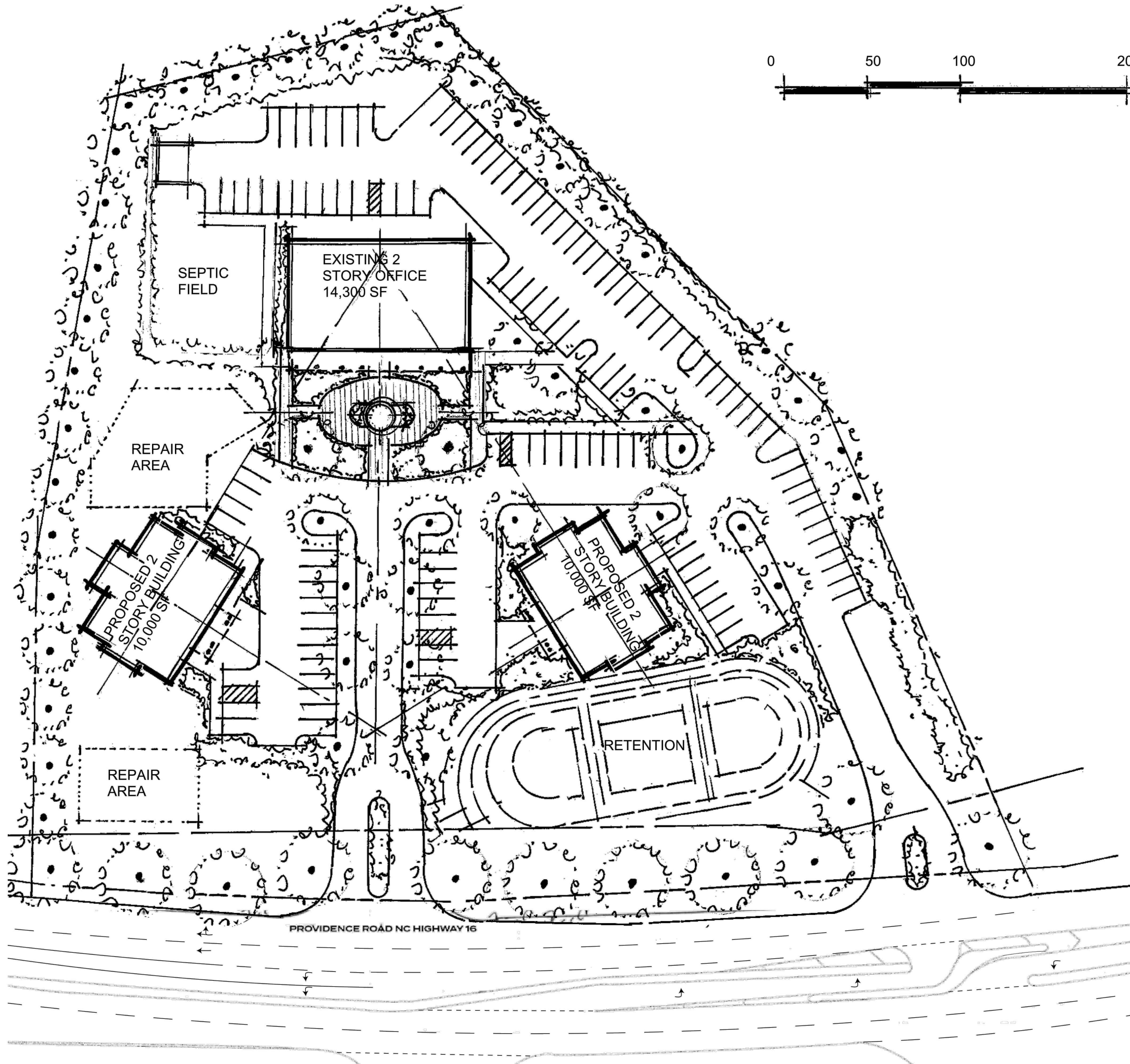
Proposed Uses: The proposed uses are General Office and Medical Office.

Proposed Development Description:
The Site Plan illustrates (2) two-story office buildings of 10,000 sf each. The style of the proposed structures is Georgian with similar detailing to the existing 2-story office building. The access to the site exists and will remain. New parking areas will be constructed in the general configuration illustrated on the Site Plan.



2 VICINITY MAP

scale: NTS



1 SITE PLAN

scale: 1" = 30'



ODA ARCHITECTURE

2010 south tryon st., suite 1a
charlotte, nc 28203
704.332.1615
www.oda.us.com

OFFICE DEVELOPMENT

13700 PROVIDENCE ROAD
WEDDINGTON, NORTH CAROLINA

REVISIONS		
No.	Description	Date
1	CZ-1 SUBMITTAL	10.04.23
2	CZ-1 REVISION	11.22.23
3	CZ-1 REVISION	07.11.24

CONDITIONAL ZONING AMENDMENT SUBMITTAL CZ-1

Copyright 2023 ODA ARCHITECTURE



2 RENDERING D

scale: NTS



2 RENDERING C

scale: NTS



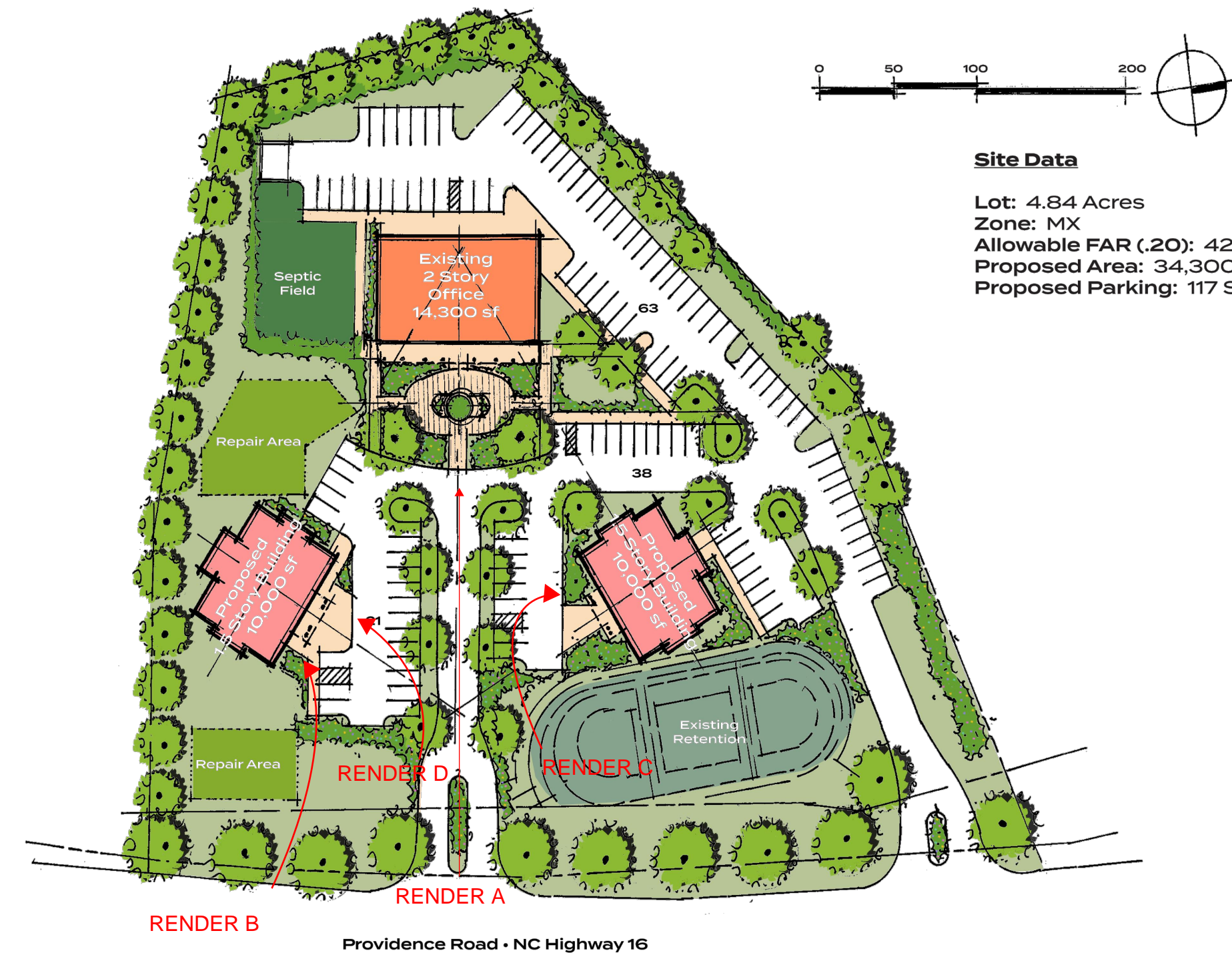
2 RENDERING B

scale: NTS



2 RENDERING A

scale: NTS



Site Data
 Lot: 4.84 Acres
 Zone: MX
 Allowable FAR (.20): 42,166 sf
 Proposed Area: 34,300 sf
 Proposed Parking: 117 Spaces (3.41/1000)

4 KEY PLAN

scale: NTS



3 BUILDING ELEVATION - EAST

scale: 1/16" = 1'-0"



1 BUILDING ELEVATION - SOUTH

scale: 1/16" = 1'-0"



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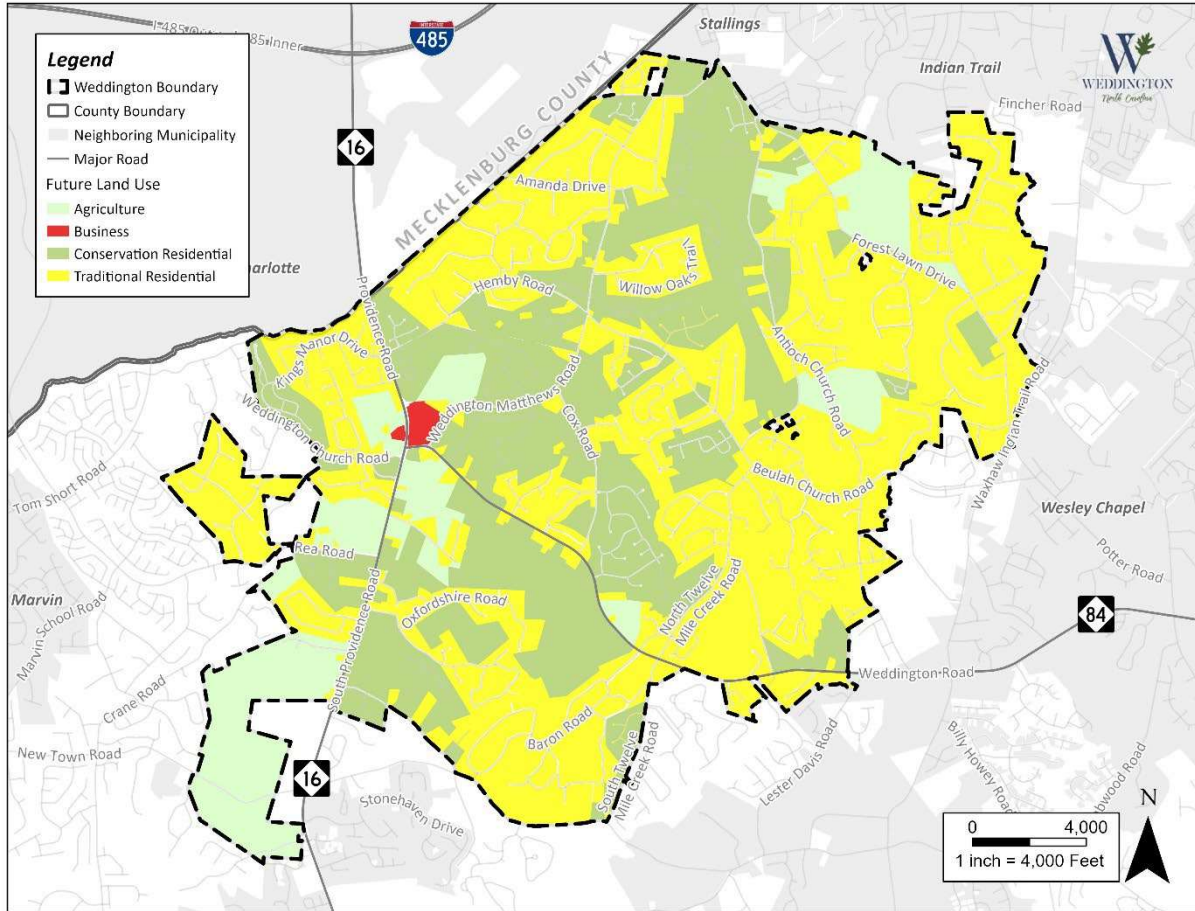
OFFICE DEVELOPMENT
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 WEDDINGTON, NORTH CAROLINA

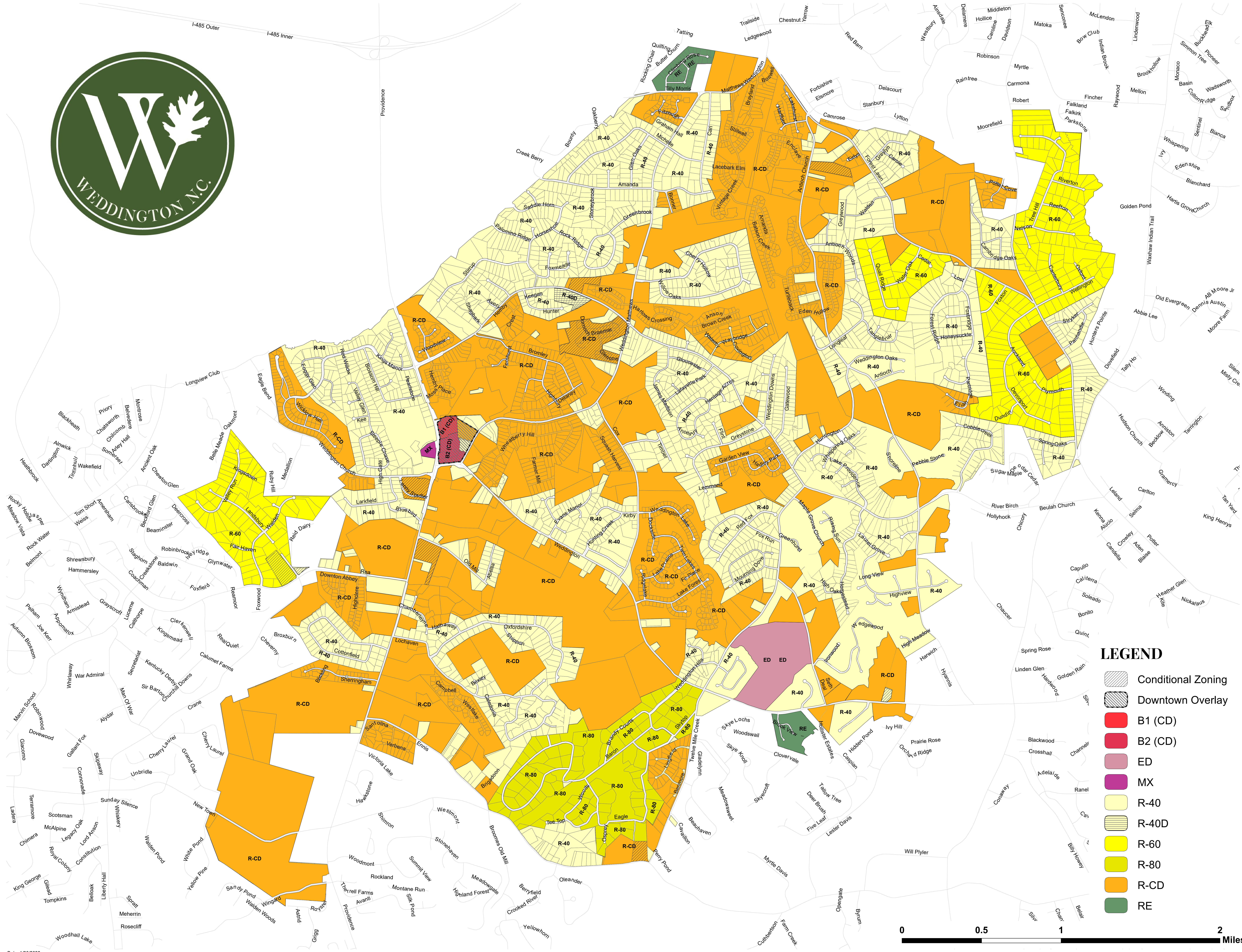
REVISIONS		
No.	Description	Date
1	CZ-1 SUBMITTAL	10.03.23
2	CZ-1 REVISION	11.22.23
3	CZ-1 REVISION	07.11.24

RENDERINGS & DETAILS

CZ-2
 Copyright 2023 ODA ARCHITECTURE

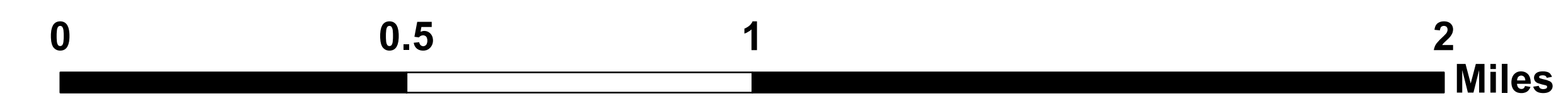
Map 4 Future Land Use Map





LEGEND

- Conditional Zoning
- Downtown Overlay
- B1 (CD)
- B2 (CD)
- ED
- MX
- R-40
- R-40D
- R-60
- R-80
- R-CD
- RE



TOWN OF WEDDINGTON - OFFICIAL ZONING MAP



June 13, 2024

Community Meeting – Weddington Town Hall

Date: June 10, 2024; 6:30 pm – 7:30 pm

Subject: 13700 Providence Road Conditional Zoning Amendment

Petitioner: 13700 Providence Road, LLC

Presenters:

Stephen F. Overcash, RA, ODA Architecture

Alexa Polivka, Polivka International, Ownership

Attendees:

1. Elizabeth Holtey, 5017 Woodview Lane
2. Harry B. Chilcot, Fox Run
3. Mayor Jim Bell, Town of Weddington
4. Christopher Neve, 110 Chasetone Ct.
5. Chad Emerino, 953 Eagle Road
6. Melissa Emerino, 953 Eagle Road
7. Nancy Anderson, 13624 Providence Road
8. Paul Cruz, 219 Larkfield Road
9. Bill Deten, Waybridge
10. Eva Bender, 13901 Providence Road
11. Walter Hoan
12. David Vitchev
13. Ryan Jones
14. Gregory Gordos, Town of Weddington
15. Karen Dewey, Town of Weddington

Discussions:

The two proposed buildings would only be leased as office space, approximately 50% general office and 50% healthcare. It was discussed that these uses would be an amenity for Weddington. If the uses were ever proposed to be changed, it would require another Conditional Zoning Amendment. Future tenants will have to be approved for Weddington UDO appropriateness.

The history of the project was questioned, as to why the original 3-building proposed complex had been turned down. To the best of the architect's memory, it was due to being too large of a development at the time. The owners decided to build the first building and pursue additional buildings in the future, if the



market dictated the need for additional office / healthcare space. It was discussed that the original building persistently stays 100% leased.

It was confirmed that the Owner of the original building and its uses had been a “good neighbor”.

The TIA (Traffic Impact Study) was verifying that there would be minimal impact on Providence Road and existing roadway systems. The TIA Report is public record and is currently being finalized by the Traffic Engineer and the Town of Weddington’s Engineering Consultant.

The building facades facing Providence Road need to be more detailed and reflectant of the original, existing office building, potentially incorporating more columns and dormers. It was discussed for the architect to study alternative ways to position the buildings on the site to provide better visibility of the existing building.

It was discussed to potentially angle the buildings for better visibility. All three buildings could be positioned around a park or landscaped courtyard, potentially with a fountain. A central gathering space would be ideal for employees to enjoy lunch in a landscaped exterior space.

It was discussed that the new configuration may require parking in front of the buildings, but the parking would be screened with landscaping.

It was discussed that parking was necessary for the success of the project, but it was important to not “over-park”, as green space and less stormwater run-off would be beneficial.

It was discussed that all new parking areas would be asphalted with curb and gutter edging.

The septic system was discussed. It was questioned as to if the public sanitary sewer could be utilized. There is currently no public sanitary sewer on the 13700 side of Providence. It was investigated to bring a sanitary sewer line to the site from the nearest available point, but it was cost prohibitive. It was discussed that Ownership would tap into a public line once it becomes available.

It was discussed that the owner had engaged a septic consultant who provided a site plan identifying green areas that would be satisfactory for the “repair” necessary for the system to perk. All future buildings and parking locations would need to respect these designated green areas.



The RollPark beside the original office was discussed. Ownership informed that this was a product that the owners had developed and this parking area would potentially be returned to grass or future asphalt parking.

It was discussed that the original existing stormwater retention pond had been designed to accommodate the ultimate build-out of the site. When the civil engineers analyze the existing and proposed development for stormwater run-off, the pond could be enlarged, if necessary to accommodate current stormwater regulations.

Connectivity to the two adjacent neighbors was discussed. The owner verified that there were not any plans to provide vehicular connectivity to either.

As a side note, the Downtown Overlay Plan was discussed, as to if it affected the 13700 property.

The attendees generally accepted the proposed uses and building sizes, but with changes to the site plan and to the architecture.

Next Steps:

The Owner and Architect will revise the site plan to incorporate the comments received at the Community Meeting.

The Architect will receive comments from the Town's Engineering Consultant; the comments were promised before the Community Meeting and it would have been beneficial to have had their comments to discuss at the meeting.

The Architect will re-submit the Conditional Zoning Amendment presentation and another Community Meeting will be held. The Town will send notices once a new date is determined.

Stephen F. Overcash, RA



August 15, 2024

Community Meeting – Weddington Town Hall

Date: August 5, 2024; 6:30 pm – 7:30 pm

Subject: 13700 Providence Road Conditional Zoning Amendment

Petitioner: 13700 Providence Road, LLC

Presenters:

Stephen F. Overcash, RA, ODA Architecture

Attendees:

1. Elizabeth Holtey, 5017 Woodview Lane
2. Mayor Jim Bell, Town of Weddington
3. Christopher Neve, 110 Chasetone Ct.
4. Chad Emerino. 953 Eagle Road
5. Melissa Emerino, 953 Eagle Road
6. Nancy Anderson, 13624 Providence Road
7. Bill Deten, Waybridge
8. Gregory Gordos, Town of Weddington
9. Karen Dewey, Town of Weddington
10. Tom Smith, myoe Pro Tem
11. Tracy Stone, Providence Place
12. Sophie Harrington, Catawba Lands
13. Steve Engelhardt, 2009 Seth Drive
14. Ellen Engelhardt, 2009 Seth Drive

Discussions:

The two proposed buildings would only be leased as office space, approximately 50% general office and 50% healthcare. It was discussed that these uses would be an amenity for Weddington. If the uses were ever proposed to be changed, it would require another Conditional Zoning Amendment. Future tenants will have to be approved for Weddington UDO appropriateness.

It was questioned as to if there is a definition of “office” in the UDO. The architect described office as providing “services” in lieu of selling “goods”. After being questioned if a “dry cleaner” was considered “office”, it was clarified that a dry cleaner would be considered “mercantile”.

It was confirmed that the Owner of the original building and its uses had been a “good neighbor”. The TIA (Traffic Impact Study) has been approved and verified that there would be minimal impact on Providence Road and existing roadway systems.



The revised site plan and revised elevations / renderings were considered positive by the Community and no further revisions were requested to the Master Plan or Architectural Design. It was discussed as to if a small landscaped garden could be provided in the green space adjacent to the south office building. The architect verified that this would be studied.

It was discussed that 20,000 sf of “gross building area” translated into approximately 16,000 sf of leasable area for tenants. It was discussed that it was anticipated that there would be 4 tenants in each building.

It was discussed that parking was necessary for the success of the project, but it was important to not “over-park”, as green space and less stormwater run-off would be beneficial. As the UDO parking requirement is based on number of employees and doctors in the establishments, the architect outlined that the Town of Weddington UDO requirements for parking would be met, once tenants started signing leases.

The septic system was discussed. It was questioned as to if the public sanitary sewer could be utilized. There is currently no public sanitary sewer on the 13700 side of Providence. It was discussed that Ownership would tap into a public line once it becomes available.

It was discussed that the owner had engaged a septic consultant who provided a site plan identifying green areas that would be satisfactory for the “repair” necessary for the system to perk. All future buildings and parking locations would need to respect these designated green areas.

It was discussed that the original existing stormwater retention pond had been designed to accommodate the ultimate build-out of the site. It was verified by Nancy Anderson that she had never seen the pond even close to full.

The attendees generally accepted the proposed uses and building sizes. There was healthy debate by the attendees as to if Weddington needed any more commercial uses.

Next Steps:

The Owner Petitioner is requesting to be heard at the soonest possible Council Meeting.

Stephen F. Overcash, RA

August 5, 2024
6.10.2024



Weddington Community Meeting

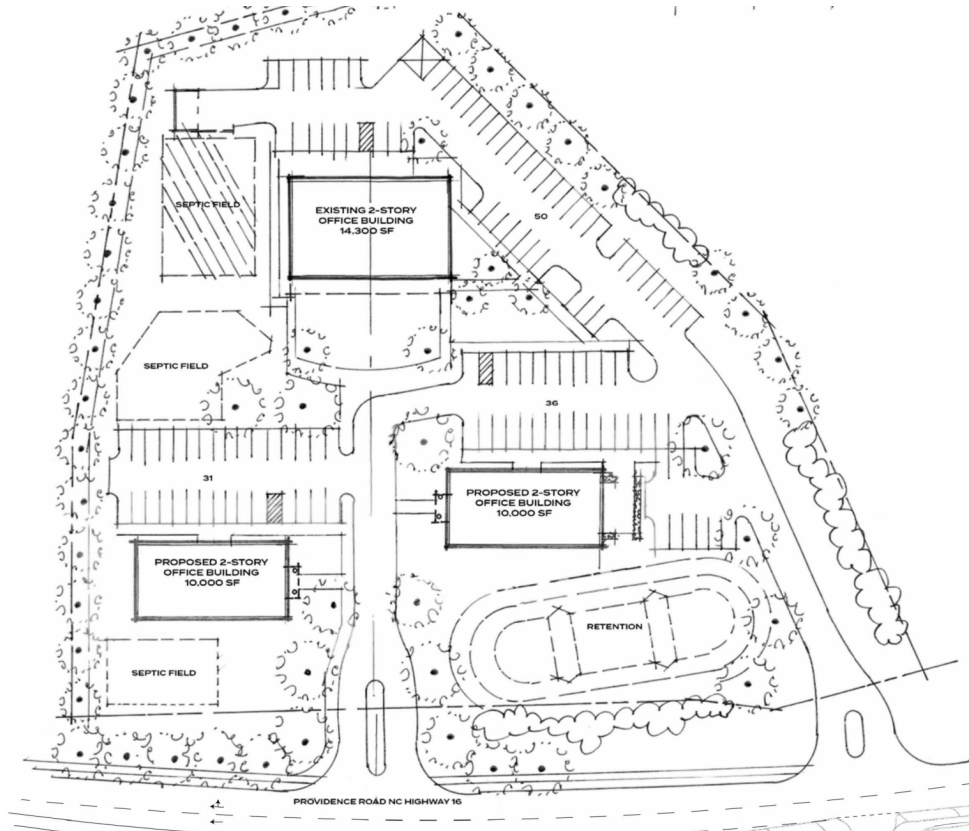
- Name Nancy Anderson Address 13624 Providence Rd. Weddington Tel.# 704-564-5897 Email hunterboon@comcast.net
- Name Tomy Smith Address 1840 Tanglebriar Ct Tel.# _____ Email Mayor Pro tem
- Name LIZ HOLTEY Address 5017 WOODVIEW LN Tel.# 917-531-4433 Email ECOBLE@ATT.NET
- Name CHRISTOPHER NEVE Address 110 CHASESTONE CT Tel.# 919-672-539 Email christopherneve@gmail.com
- Name Bill Deke Address Waybridge Tel.# - Email -
- Name Tracy Star Address Prov. Place Tel.# _____ Email _____
- Name Chad Emerine Address _____ Tel.# _____ Email Chad emer@gmail.com
- Name Melissa Emerine Address _____ Tel.# _____ Email Melissa emerine@gmail.com
- Name SOPHIE HARRINGTON Address _____ Tel.# _____ Email ~~SOPHIE~~ SOPHIE@catawba-lands.org
- Name STEVE ENGELHARDT Address 1009 SETH DR. Tel.# 704-507-8272 Email STEVE@SCREAC.COM
- Name ETHAN ENGELHARDT Address " " Tel.# 704-309-8550 Email ETHAN@CAROLINA-PR.COM
- Name _____ Address _____ Tel.# _____ Email _____
- Name _____ Address _____ Tel.# _____ Email _____
- Name _____ Address _____ Tel.# _____ Email _____
- Name _____ Address _____ Tel.# _____ Email _____
- Name _____ Address _____ Tel.# _____ Email _____
- Name _____ Address _____ Tel.# _____ Email _____
- Name _____ Address _____ Tel.# _____ Email _____
- Name _____ Address _____ Tel.# _____ Email _____
- Name _____ Address _____ Tel.# _____ Email _____

TRAFFIC IMPACT ANALYSIS

WEDDINGTON OFFICE PARK

West side of Providence Road (NC 16) north of Weddington Road (NC 84)

Weddington, North Carolina



for

Polivka International

May 2024

1082-001 (C-2165)

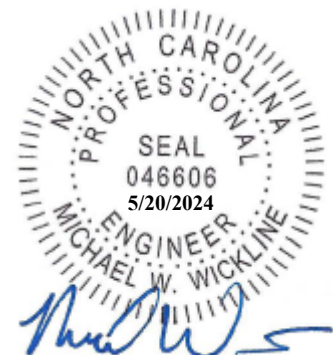




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EXECUTIVE SUMMARY

Polivka International proposes to develop a 10,000 SF General Office building and a 10,000 SF Medical Office building. The proposed site is located on Providence Road north of Weddington Road in Weddington, NC (see Figure 1). The development is expected to be completed in 2025.

This report provides analysis of the traffic operations within the area of influence, according to the standards set by the North Carolina Department of Transportation's (NCDOT) "Policy on Street and Driveway Access to North Carolina Highways, Chapter 4 Part C" and Union County. It provides intersection improvements needed for mitigating traffic impacts. This study evaluates the following scenarios:

- Existing Conditions
- 2025 No Build Conditions
- 2025 Build-out Conditions

The area of influence of the site as defined Town of Weddington staff includes the following three existing intersections (See Appendix for the approved scoping information):

1. Providence Road & Weddington Road (Signalized)
2. Providence Road & Access "A" (Unsignalized-RI/RO)
3. Providence Road & Access "B" (Unsignalized-RI/RO/LI)

According to the preliminary site plan (CZ-1), access to the site is expected to occur via two accesses located on Providence Road:

- Proposed Access "A" (Right-In/Right-Out): unsignalized access located on Providence Road at the existing Polivka International southern driveway.
- Proposed Access "B" (Right-In/Right-Out/Left-In): unsignalized access located on Providence at the existing Polivka International northern driveway.

The trip generation results indicate that the development is expected to generate 53 new AM peak hour trips and 63 new PM peak hour trips.

With the results of our analyses (the specifics are described in the Traffic Analysis section of this report) we suggest the following improvements/modifications at the study intersections/proposed accesses:

2025 Build Suggested Improvements:

1. Providence Road & Weddington Road (Signalized)

- No suggested improvements

2. Providence Road & Access "A" (Unsignalized)

- No suggested improvements



3. Providence Road & Access “B” (Unsignalized)

- No suggested improvements

In summary, even though the proposed office/medical office development will slightly increase the amount of vehicular traffic on the adjacent roadways/corridors, the existing/future and no build intersection operations are not expected to be materially impacted, assuming the existing access configurations.



PROPOSED DEVELOPMENT

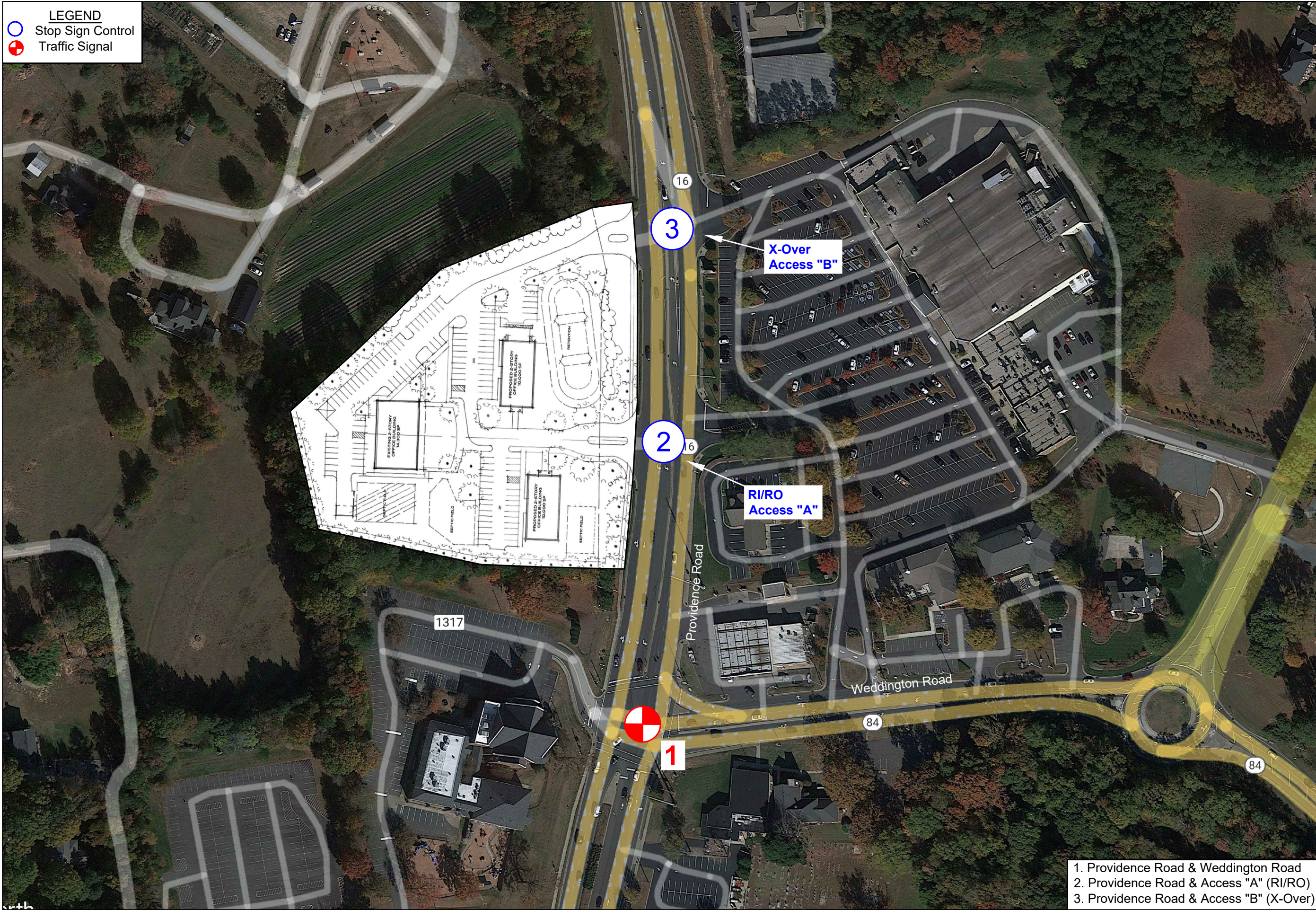
Polivka International proposes to develop a 10,000 SF General Office building and a 10,000 SF Medical Office building. The proposed site is located on Providence Road north of Weddington Road in Weddington, NC (see Figure 1). The development is expected to be completed in 2025.

According to the preliminary site plan (CZ-1), access to the site is expected to occur via two accesses located on Providence Road:

- Proposed Access “A” (Right-In/Right-Out): unsignalized access located on Providence Road at the existing Polivka International southern driveway.
- Proposed Access “B” (Right-In/Right-Out/Left-In): unsignalized access located on Providence at the existing Polivka International northern driveway.

LEGEND

-  Stop Sign Control
-  Traffic Signal

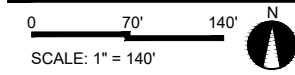


1. Providence Road & Weddington Road
2. Providence Road & Access "A" (RI/RO)
3. Providence Road & Access "B" (X-Over)

WEDDINGTON ROAD OFFICE PARK TIA
 WEDDINGTON, NC

POLIVKA INTERNATION
 13700 PROVIDENCE ROAD SUITE 200
 WEDDINGTON, NC 28104

**AREA OF
 INFLUENCE MAP**



PROJECT #: 1082-001
 DRAWN BY: PAH
 CHECKED BY: REG

FEBRUARY 2024

REVISIONS:

1.	

Figure 1

General Notes

- The owner acknowledges that other standard development requirements imposed by other city ordinances, standards, policies, and appropriate design manuals will exist. Conditions set forth in this petition are supplemental requirements imposed on the development in addition to other standards. Where specified conditions on this plan differ from ordinances, standards, policies, and approaches in existence at the time of formal engineering plan review submission, the conditional notes on this plan shall apply.
- This Site Plan is schematic in nature and represents a firm concept of development with regard to the arrangement of the building, parking and circulation patterns. Minor changes of detail which do not alter the basic layout and relationships to abutting sites are permitted as a matter of right for the petitioner / developer.
- Parking Spaces** : parking spaces shall be a minimum of 9' x 18'. There are 67 spaces illustrated, and allocated to the new buildings.
- Signage** : All Signage will be permitted separately
- Building Height**: The maximum building height for a MX Zone is 40'. As illustrated in the renderings and elevations, the height of the ridge will be a maximum of 40'.
- Landscape Requirements** : The petitioner understands that, as a condition of approval, the proposed development shall be subject to all landscape and buffer requirements of the Town of Weddington UDO
- Sewer Allocations** : The proposed development will have a Septic System with the capacity for the proposed office buildings, as designed by Piedmont Design Associates, P.A.

Polivka International
13700 Providence Road, LLC.

Existing Zoning: MX (CZ)
Mixed Use Conditional Zoning
District

DEED BK-4430 PG-860
PID #06150045
Lot 1, Lot 2, Lot 3

Acreage: 4.84 acres

Site Data:

North Adjacent Land Parcel
Nancy Anderson
PID# 06150044E
DEED BK-1991 PG-752
Zone: R-40
Existing Use: Single Family

West Adjacent Land Parcel
James Hunter
PID# 06150044
DEED BK-1991 PG-752
Zone: R-40
Existing Use: Single Family

South Adjacent Parcel
Weddington United Methodist Church
PID# 06150045A
DEED BK-5047 PG-746
Zone: R-40
Existing Use: Church

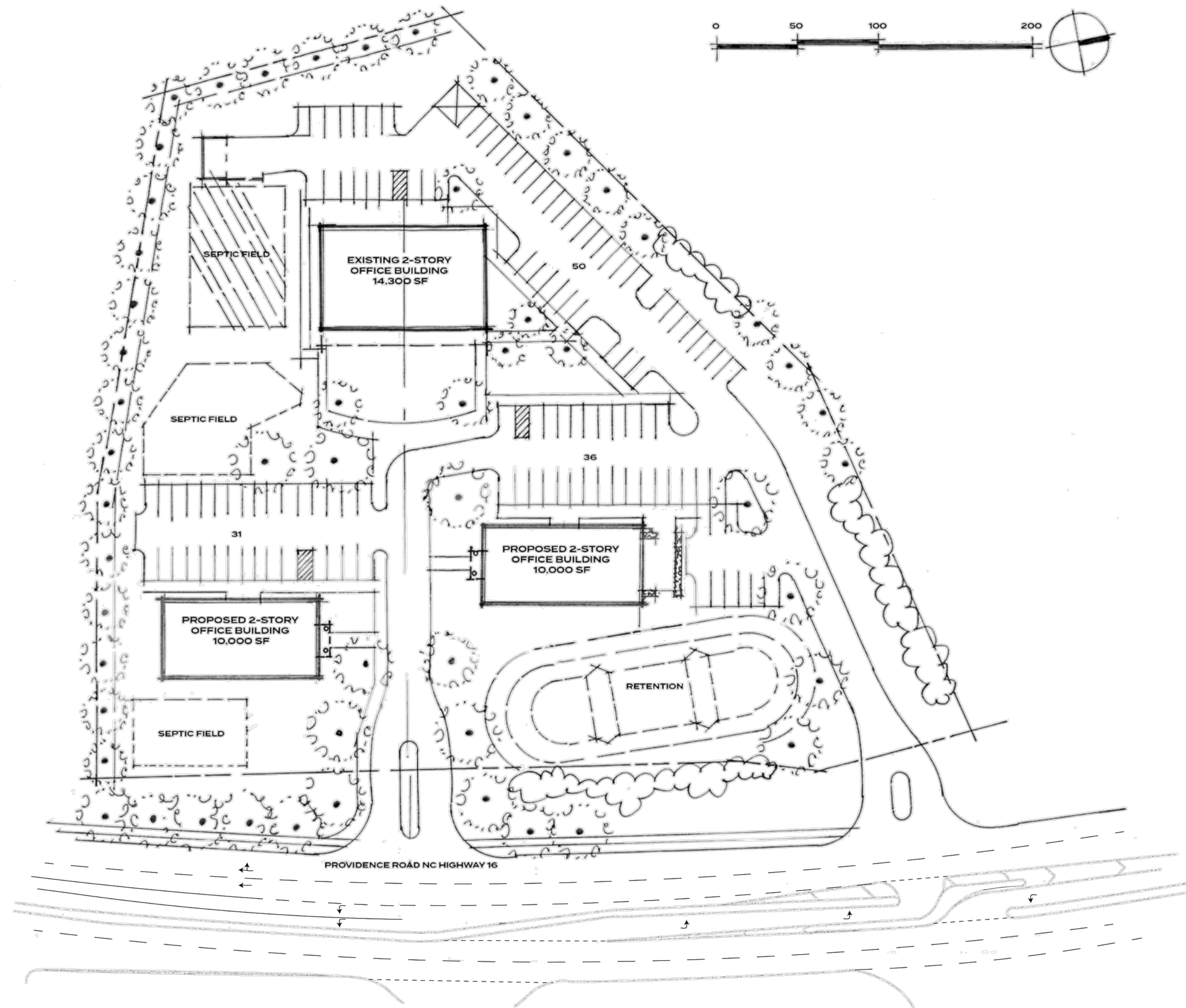
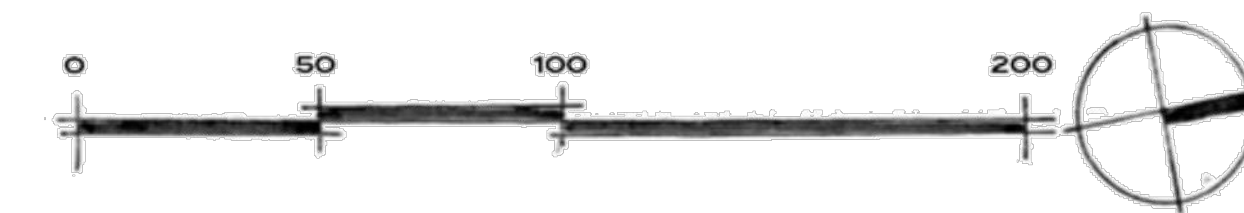
Proposed Uses: The proposed uses are General Office and Medical Office.

Proposed Development Description: The Site Plan illustrates (2) two-story office buildings of 10,000 sf each. The style of the proposed structures is Georgian with similar detailing to the existing 2-story office building. The access to the site exists and will remain. New parking areas will be constructed in the general configuration illustrated on the Site Plan.



2 VICINITY MAP

scale: NTS



1 SITE PLAN

scale: 1" = 40'



ODA ARCHITECTURE

2010 south tryon st., suite 1a
charlotte, nc 28203
704.332.1615
www.oda.us.com

OFFICE DEVELOPMENT

13700 PROVIDENCE ROAD
WEDDINGTON, NORTH CAROLINA

REVISIONS

No.	Description	Date
1	CZ-1 SUBMITTAL	10.04.23

CONDITIONAL ZONING AMENDMENT SUBMITTAL CZ-1



AREA CONDITIONS

The area of influence of the site as defined Town of Weddington staff includes the following three existing intersections (See Appendix for the approved scoping information):

1. Providence Road & Weddington Road (Signalized)
2. Providence Road & Access "A" (Unsignalized-RI/RO)
3. Providence Road & Access "B" (Unsignalized-RI/RO/LI)

Morning (7:00-9:00 AM) and afternoon (4:00-6:00 PM) peak period turning movement counts (TMCs) were conducted at all study intersections on Wednesday December 13, 2023. See Appendix for raw count data sheets.

According to the latest NCDOT Roadway Functional Classification data, Providence Road is a Minor Arterial with a posted speed limit of 35-mph. The roadway is a four-lane median-divided facility (two lanes in each direction), with appropriate left and right turn lanes within the vicinity of the site. Curb/gutter and sidewalks are present on both sides of the roadway. No bike lanes or planting strip are present on either side of the roadway within the vicinity of the site.

According to the latest NCDOT Roadway Functional Classification data, Weddington Road is a Minor Arterial with a posted speed limit of 35-mph. The roadway is a two-lane facility (one lane in each direction), with appropriate left and right turn lanes within the vicinity of the site. Curb/gutter are present on both sides of the roadway within the vicinity of the site. There is no sidewalk, bike lanes or planting strip present on either side of the roadway in the vicinity of the site.

In addition to the intersection TMCs, geospatial information provided by NCDOT's ArcGIS portal (*Go! NC*), such as Annual average daily traffic (AADT) and crash data were collected.

AADT for two-way volumes on roadways within the area of influence are depicted in Table 1 based on the latest data.

Table 1: Average Annual Daily Traffic Volumes (vehicles per day)

Roadway	AADT (Year)
Providence Road south of Weddington Road	29,000 (2021)
Weddington Road east of Providence Road	20,000 (2021)

Crash frequency and crash type per intersection is reported in Tables 2 and 3 respectively with data ranging from January 1, 2018, to December 31, 2022.

Table 2: Crash Data from 2018-2022

Intersection	Severity Type			Total Crashes
	K Injury	B & C Injury Crashes	PDO Crashes	
Providence Road & Weddington Road	0	8	66	74

Notes:

K: Fatality **B:** B injury type (evident), **C:** injury type (possible), **PDO:** Property Damage Only



Table 3: Crash Type from 2018-2022

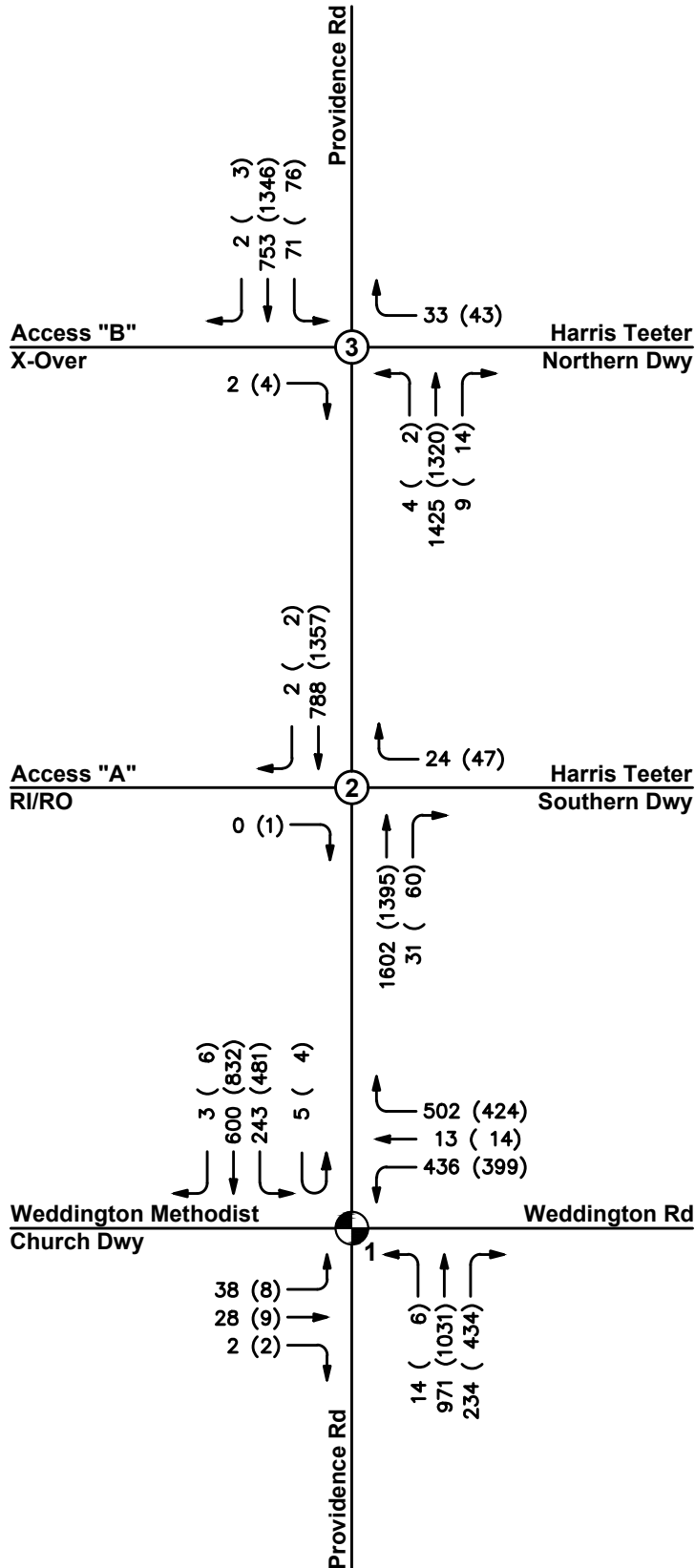
Intersection	Crash Type				
	Frontal Impact	Rear End Crashes	Sideswipe	Pedestrian	Bicycle
Providence Road & Weddington Road	8	55	8	1	0

Figure 2 portrays the existing TMCs for the AM and PM peak hours. Figure 3 includes the site directional distribution for the development. These directional distribution percentages were approved by Town of Weddington staff per existing traffic patterns.

LEGEND

-  Traffic Signal
-  Stop Sign Control
-  Directional Movement

VOLUMES: AM (PM)



Note: Volumes were balanced in all Synchro models.



LANDSCAPE ARCHITECTURE
CIVIL ENGINEERING
TRANSPORTATION PLANNING

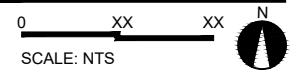
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WEDDINGTON, NC

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13700 PROVIDENCE ROAD SUITE 200
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EXISTING PEAK HOUR TRAFFIC VOLUMES



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CHECKED BY: REG

FEBRUARY 2024

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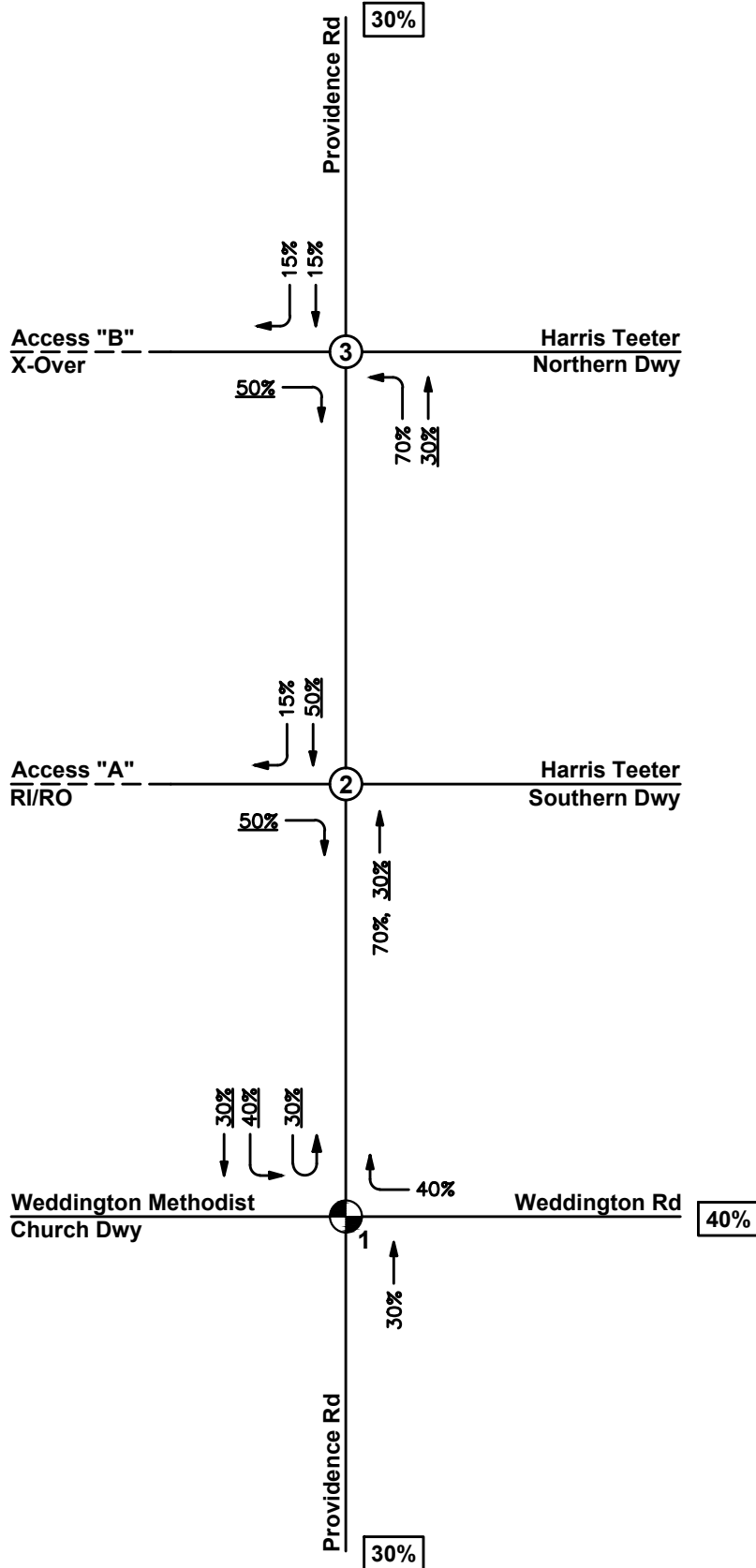
1.	May 2024

Figure 2

LEGEND

-  Traffic Signal
-  Stop Sign Control
-  Directional Movement

xx%/xx% Enter/Exit Distribution Percentage



LANDSCAPE ARCHITECTURE
CIVIL ENGINEERING
TRANSPORTATION PLANNING

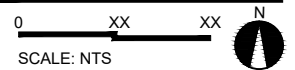
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SITE DIRECTIONAL DISTRIBUTION



PROJECT #: 1082-001
DRAWN BY: PAH
CHECKED BY: REG

FEBRUARY 2024

REVISIONS:

1.	

Figure 3



PROJECTED TRAFFIC

The daily and peak-hour trip generation data for the site is presented in Table 4. Values derived for the anticipated trips generated by the site are obtained from the Institute of Transportation Engineers, Trip Generation Manual, 11th Edition, 2021.

Table 4: Trip Generation

Land Use [ITE Code]			Daily	AM Peak Hour			PM Peak Hour		
				Enter	Exit	Total	Enter	Exit	Total
General Office [710]	10,000	SF	157	20	3	23	4	21	25
Medical Office [720]	10,000	SF	322	24	6	30	11	27	38
Total Trips			479	44	9	53	15	48	63

References:

Trip Generation, 11th Edition, Institute of Transportation Engineers, Washington, DC. 2021.

The trip generation results indicate that the development is expected to generate 53 new AM peak hour trips and 63 new PM peak hour trips.

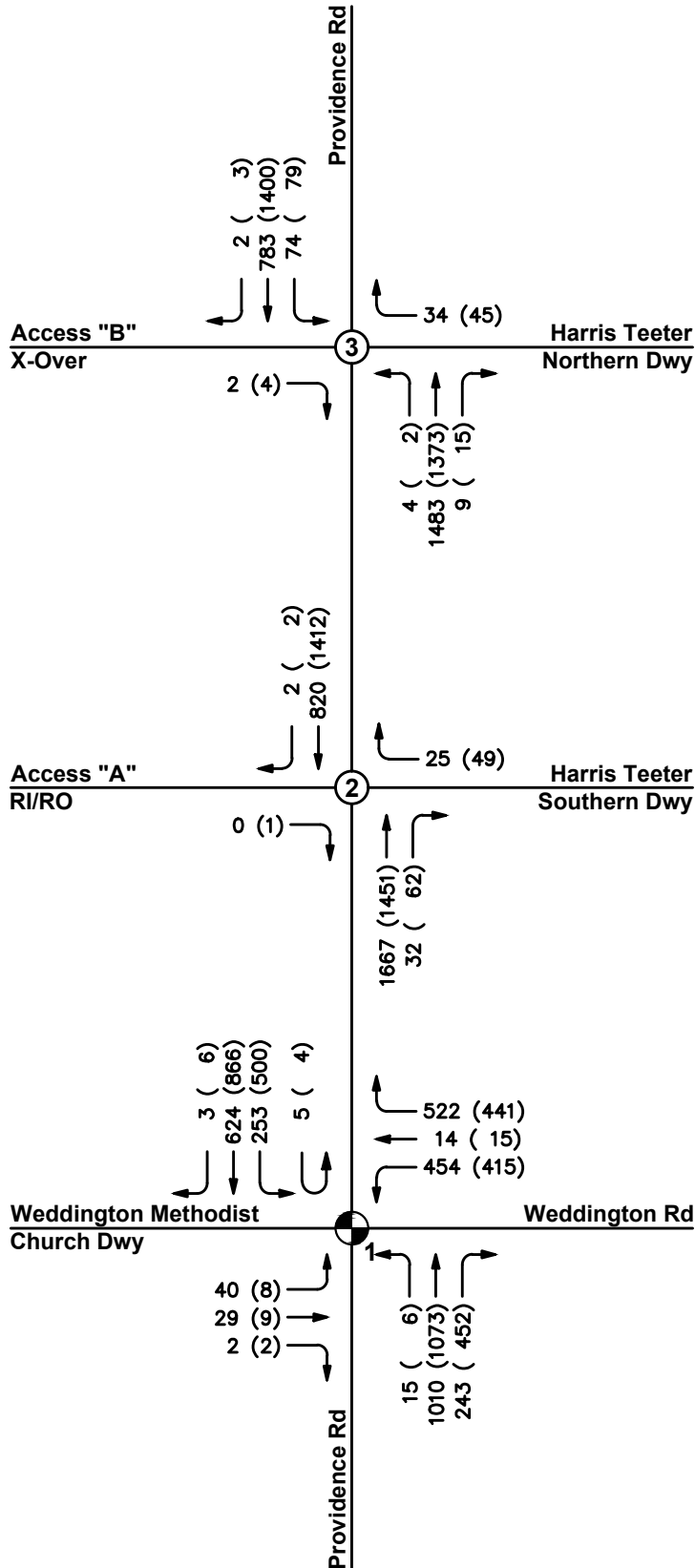
The projected background traffic volumes used in the analyses were developed from the existing peak hour TMCs. Per Town of Weddington staff, a 2% per year growth rate was used for the 2025 background volumes. The No Build volumes for the AM and PM peaks are presented in Figures 4. The 2025 AM and PM Build conditions peak hour traffic volumes are presented in Figures 5 and 6 respectively. The background traffic is indicated to the far left of the movement arrows and the site traffic in parentheses. The two are added to obtain the projected total traffic for that movement:

$$\underline{\text{Background} + (\text{Site}) = \text{Total}}$$

LEGEND

-  Traffic Signal
-  Stop Sign Control
-  Directional Movement

VOLUMES: AM (PM)



Note: Volumes were balanced in all Synchro models.

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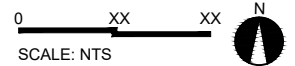
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WEDDINGTON, NC

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WEDDINGTON, NC 28104

**2025 NO BUILD
PEAK HOUR
TRAFFIC
VOLUMES**



PROJECT #: 1082-001
DRAWN BY: PAH
CHECKED BY: REG

FEBRUARY 2024

REVISIONS:

1.	May 2024

Figure 4

LEGEND

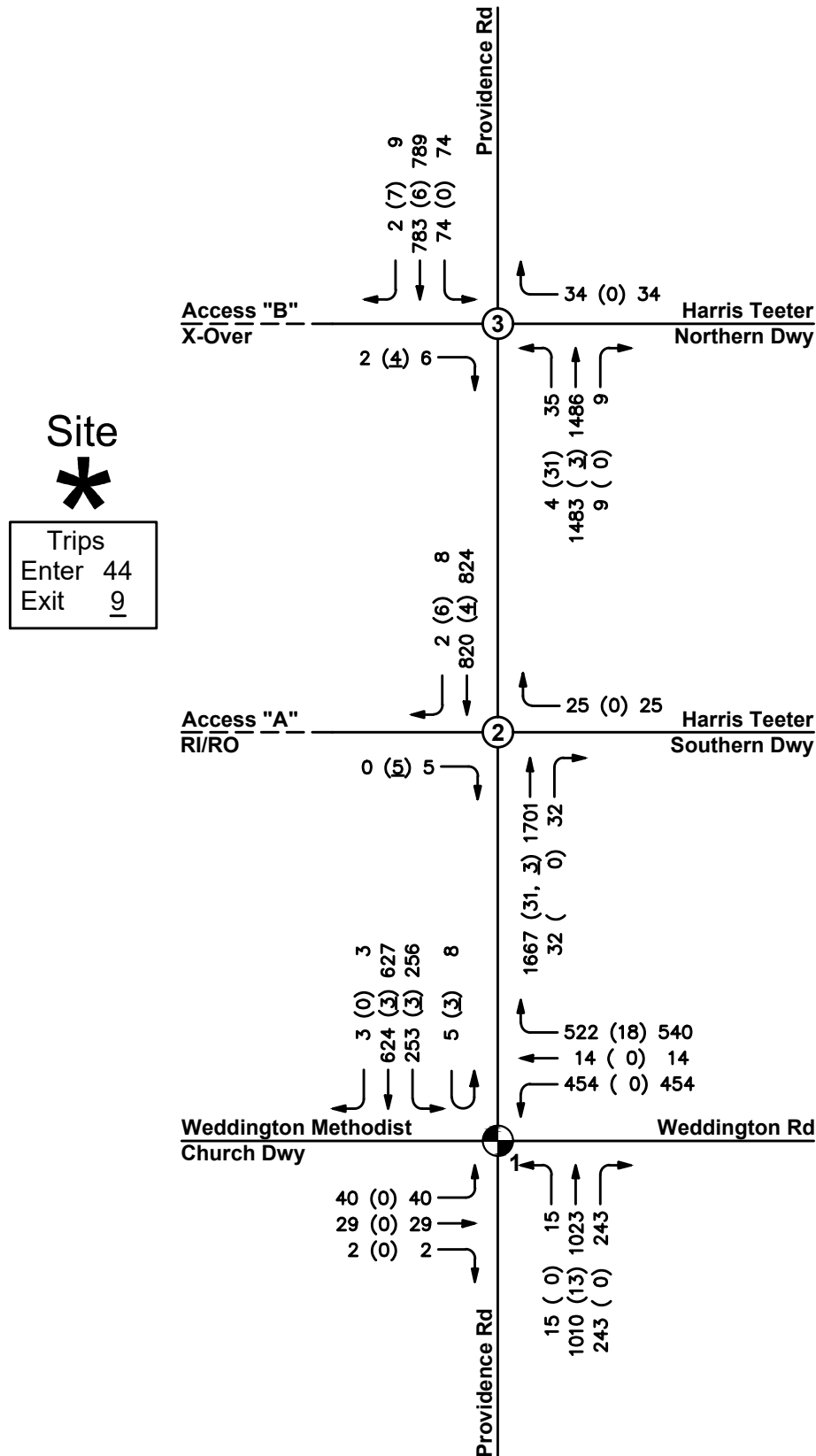
-  Traffic Signal
-  Stop Sign Control
-  Directional Movement

VOLUMES: No Build (Site) Total



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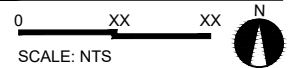


WEDDINGTON ROAD OFFICE PARK TIA

WEDDINGTON, NC

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13700 PROVIDENCE ROAD SUITE 200
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**2025 BUILD AM
PEAK HOUR
TRAFFIC
VOLUMES**



PROJECT #: 1082-001
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CHECKED BY: REG

FEBRUARY 2024

REVISIONS:

1.	May 2024

Note: Volumes were balanced in all Synchro models.

Figure 5

LEGEND

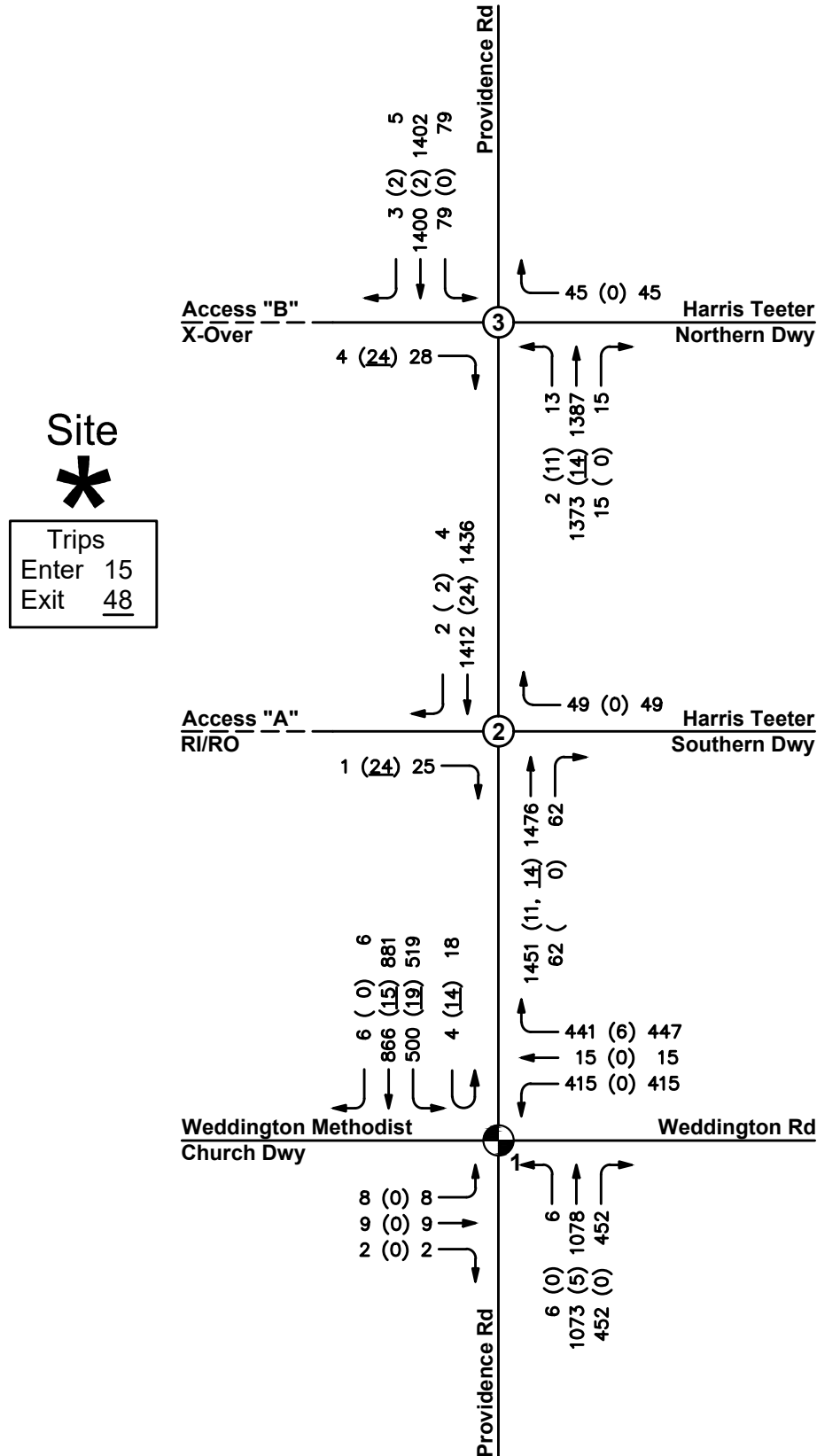
-  Traffic Signal
-  Stop Sign Control
-  Directional Movement

VOLUMES: No Build (Site) Total



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Note: Volumes were balanced in all Synchro models.

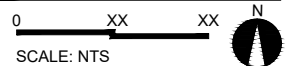
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WEDDINGTON, NC

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**2025 BUILD PM
PEAK HOUR
TRAFFIC
VOLUMES**



PROJECT #: 1082-001
DRAWN BY: PAH
CHECKED BY: REG

FEBRUARY 2024

REVISIONS:

1.	May 2024

Figure 6



TRAFFIC ANALYSIS

The study intersections identified within the area of influence were analyzed to detect the traffic impact that the development has under the build-out (2025) during the morning (7:00-9:00 AM) and afternoon (4:00-6:00 PM) peak periods. The traffic analysis evaluates the following measures of effectiveness' (MOEs) and their respective criteria at the intersections assuming the future year conditions of 2025.

Level of service (LOS) of an intersection or approach is a qualitative MOE of traffic operations. It is a measure of average control delay in time within a peak period. The Transportation Research Board's Highway Capacity Manual¹ (HCM) defines the LOS thresholds established for signalized and unsignalized intersections per the following exhibits:

Intersection LOS	Exhibit 19-8 Signalized Intersection Control Delay per Vehicle (sec/vehicle)	Exhibit 20-2 Unsignalized Intersection Control Delay per Vehicle (sec/vehicle)
A	≤10.0	≤ 10.0
B	> 10.0 and ≤ 20.0	> 10.0 and ≤ 15.0
C	> 20.0 and ≤ 35.0	> 15.0 and ≤ 25.0
D	> 35.0 and ≤ 55.0	> 25.0 and ≤ 35.0
E	> 55.0 and ≤ 80.0	> 35.0 and ≤ 50.0
F	>80.0	> 50.0

For the analysis of unsignalized intersections, intersection LOS is defined in terms of the average control delay for each minor-street movement (or shared movement) as well as major-street left-turns. It should be noted that stop sign controlled streets/driveways intersecting major streets typically experience long delays during peak hours, while most of the traffic moving through the intersection on the major street experiences little or no delay.

This report provides analysis of the traffic operations within the area of influence, according to the standards set by the North Carolina Department of Transportation's (NCDOT) "Policy on Street and Driveway Access to North Carolina Highways, Chapter 4 Part C" and Union County. It provides intersection improvements needed for mitigating traffic impacts. This study evaluates the following scenarios:

- Existing Conditions
- 2025 No Build Conditions
- 2025 Build-out Conditions

TOWN OF WEDDINGTON ANALYSIS REQUIREMENTS - In order to determine the mitigation responsibility of the developer, this study compares 2025 Build results to the 2025 No Build results.

Per Chapter 5, Section J of the *August 2003 NCDOT Policy on Street and Driveway Access to North Carolina Highways*, the applicant shall be required to identify mitigation improvements to the roadway network if at least one of the following conditions exists when comparing base network conditions to project conditions:

¹ National Research Council. Transportation Research Board. Highway Capacity Manual 6th Ed., Washington, DC. 2016.



- *The total average delay at an intersection or an individual approach increases by 25% or greater, while maintaining the same level of service,*
- *The Level of Service (LOS) degrades by at least one level at an intersection or an individual approach,*
- *Or the Level of Service is “F” for an intersection or an individual approach.*

This section of the NCDOT access policy also states that, *mitigation improvements shall be identified when the analysis indicates that the 95th percentile queue exceeds the storage capacity of the existing lane.*

SYNCHRO 11.1 was the software tool used in determining the delay, capacity and corresponding LOS at the study intersections. SimTraffic 11.1, a traffic simulation software application for unsignalized and signalized intersections, was used to calculate the maximum queue lengths at the study intersections. The Synchro and SimTraffic results of each scenario is displayed per intersection and are presented in Tables 5 – 10. Analysis software result reports per scenario are provided in the Appendix.

Base assumptions for the analysis scenarios include:

- A 2% per year background growth rate between the existing and future 2025 years was used for all study intersections
- Volumes were balanced between intersections in all Synchro files
- All study intersections and movements assume a 0.90 peak hour factor (PHF)
- Observed heavy vehicle percentages (from TMCs) were used in all analysis for all intersections, a minimum of 2% was applied to proposed intersections.
- Existing signal plans were used in the Existing, No Build and Build conditions, coded based on the NCDOT Congestion Management Capacity Analysis Guidelines (2015) See Appendix for existing signal plans
- Right turn on red (RTOR) was disabled
- Yellow and red times were adjusted to 5 seconds and 2 seconds, respectively with -2 seconds of lost time adjustment
- Signal timings as given by the signal plan were utilized and the intersections were optimized through all scenarios
- Permitted-protected and permitted left-turns were adjusted to protected only where applicable
- Westbound right-turn overlap was removed at the intersection of Providence Road & Weddington Road to remove conflict with the southbound U-turn movement produced by the analysis software. Right turn on red was allowed for the westbound movement only in order to account for this and most accurately depict the real world operations.



1. Providence Road & Weddington Road (Signalized)

Table 5: Providence Rd & Weddington Rd Analysis Results

Approach	AM Peak Hour			PM Peak Hour		
	LOS	Delay (sec/veh)	Capacity (v/c)	LOS	Delay (sec/veh)	Capacity (v/c)
Existing Conditions						
Intersection	D	41.9	0.95	C	31.6	0.82
Eastbound - Weddington Methodist Church Dwy	E	71.1	-	D	54.5	-
Westbound - Weddington Rd	D	45.9	-	D	39.7	-
Northbound - Providence Rd	D	35.8	-	C	29.0	-
Southbound - Providence Rd	D	44.2	-	C	29.0	-
2025 No Build Conditions						
Intersection	D	48.4	1.03	C	33.6	0.87
Eastbound - Weddington Methodist Church Dwy	E	74.2	-	D	54.5	-
Westbound - Weddington Rd	E	57.4	-	D	44.7	-
Northbound - Providence Rd	D	42.1	-	C	29.5	-
Southbound - Providence Rd	D	45.2	-	C	31.0	-
2025 Build Conditions						
Intersection	D	52.3	1.02	C	34.9	0.89
Eastbound - Weddington Methodist Church Dwy	E	74.3	-	D	53.5	-
Westbound - Weddington Rd	E	55.6	-	D	47.3	-
Northbound - Providence Rd	D	51.4	-	C	30.9	-
Southbound - Providence Rd	D	47.8	-	C	31.3	-

Existing Conditions

Currently, the intersection operates at LOS “D” during the AM peak hour and LOS “C” during the PM peak hour.

2025 No Build Conditions

With the inclusion of growth in the background traffic, the intersection operates at LOS “D” during the AM peak hour and LOS “C” during the PM peak hour.

2025 Build Conditions

When comparing the impact of the 2025 Build to the 2025 No Build conditions, the intersection continues to operate at LOS “D” during the AM peak hour and LOS “C” during the PM peak hour. The overall intersection delay increases by 8% in the AM peak hour and 4% in the PM peak hour. **Therefore, no developer required improvements should be deemed necessary at this study intersection.**



Table 6: Providence Rd & Weddington Rd Queue Lengths

Weddington Methodist Church Dwy/Weddington Rd & Providence Rd	Storage (ft)	AM PEAK		PM PEAK	
		95th % Queue	Max Queue	95th % Queue	Max Queue
2025 No Build Conditions					
Eastbound Left-Thru-Right Turn Lane (Weddington Methodist Church Dwy)	-	#133	150'	44'	59'
Westbound Left-Turn (Weddington Rd)	550'	268	376'	#307'	251'
Westbound Thru-Left Turn (Weddington Rd)	-	264	481'	#300'	290'
Westbound Right-Turn (Weddington Rd)	325'	#634	402'	#328'	324'
Northbound Left-Turn (Providence Rd)	500'	37	59'	21'	34'
Northbound Thru (Providence Rd)	-	#611	478'	#554'	454'
Northbound Right-Turn (Providence Rd)	450'	51	188'	191'	252'
Southbound Left-Turn (Providence Rd)	375'	#203	263'	#330'	304'
Southbound Thru-Right Turn (Providence Rd)	-	278	285'	344'	311'
2025 Build Conditions					
Eastbound Left-Thru-Right Turn Lane (Weddington Methodist Church Dwy)	-	#133'	126'	44'	72'
Westbound Left-Turn (Weddington Rd)	550'	261'	384'	#318'	285'
Westbound Thru-Left Turn (Weddington Rd)	-	257'	520'	#311'	328'
Westbound Right-Turn (Weddington Rd)	325'	#653'	423'	#345'	388'
Northbound Left-Turn (Providence Rd)	500'	37'	165'	21'	33'
Northbound Thru (Providence Rd)	-	#647'	708'	#595'	435'
Northbound Right-Turn (Providence Rd)	450'	51'	377'	199'	228'
Southbound Left-Turn (Providence Rd)	375'	#208'	223'	#351'	318'
Southbound Thru-Right Turn (Providence Rd)	-	288'	261'	350'	324'

When comparing the Build with Improvements conditions to the No Build conditions from the queueing and blocking reports, no storage lane extension should be deemed necessary.



2. Providence Road & Access “A” (Unsignalized)

Table 7: Providence Rd & Access “A” Analysis Results

Approach	AM Peak Hour			PM Peak Hour		
	LOS	Delay (sec/veh)	Capacity (v/c)	LOS	Delay (sec/veh)	Capacity (v/c)
Existing Conditions						
Intersection	NA	NA	-	NA	NA	-
Eastbound - Access "A"	B	11.7	-	C	15.4	-
Westbound - Harris Teeter Southern Dwy	C	19.3	-	C	18.4	-
Northbound - Providence Rd	A	0.0	-	A	0.0	-
Southbound - Providence Rd	A	0.0	-	A	0.0	-
2025 No Build Conditions						
Intersection	NA	NA	-	NA	NA	-
Eastbound - Access "A"	B	12.0	-	C	15.9	-
Westbound - Harris Teeter Southern Dwy	C	20.3	-	C	19.4	-
Northbound - Providence Rd	A	0.0	-	A	0.0	-
Southbound - Providence Rd	A	0.0	-	A	0.0	-
2025 Build Conditions						
Intersection	NA	NA	-	NA	NA	-
Eastbound - Access "A"	B	12.0	-	C	17.0	-
Westbound - Harris Teeter Southern Dwy	C	20.8	-	C	19.8	-
Northbound - Providence Rd	A	0.0	-	A	0.0	-
Southbound - Providence Rd	A	0.0	-	A	0.0	-

Existing Conditions

Currently, the worst leg of the intersection (westbound) operates at LOS “C” during both the AM and PM peak hours.

2025 No Build Conditions

With the inclusion of growth in the background traffic, the worst leg of the intersection (westbound) operates at LOS “C” during both the AM and PM peak hours.

2025 Build Conditions

The existing right-in/right-out driveway is intended to be used as access to the proposed development.

When comparing the impact of the 2025 Build to the 2025 No Build conditions, the worst leg of the intersection (westbound) continues to operate at LOS “C” during both the AM and PM peak hours. The delay on the worst leg of the intersection increases by 2% in the AM peak hour and 2% in the PM peak hour.

Therefore, no developer required improvements should be deemed necessary at this study intersection.



Table 8: Providence Rd & Access “A” Queue Lengths

Access "A"/Harris Teeter Southern Dwy @ Providence Rd	Storage (ft)	AM PEAK		PM PEAK	
		95th % Queue	Max Queue	95th % Queue	Max Queue
2025 No Build Conditions					
Eastbound Right-Turn Lane (Access "A")	TERM.	0'	30'	0'	30'
Westbound Right-Turn (Harris Teeter Southern Dwy)	TERM.	8'	62'	15'	120'
Northbound Thru-Right Turn (Providence Rd)	-	0'	49'	0'	30'
Southbound Thru-Right Turn (Providence Rd)	-	0'	10'	0'	12'
2025 Build Conditions					
Eastbound Right-Turn Lane (Access "A")	TERM.	0'	30'	8'	66'
Westbound Right-Turn (Harris Teeter Southern Dwy)	TERM.	10'	74'	18'	83'
Northbound Thru-Right Turn (Providence Rd)	-	0'	25'	0'	20'
Southbound Thru-Right Turn (Providence Rd)	-	0'	9'	0'	60'

When comparing the Build with Improvements conditions to the No Build conditions from the queueing and blocking reports, no storage lane extension should be deemed necessary.



3. Providence Road & Access “B” (Unsignalized)

Table 9: Providence Rd & Access “B” Analysis Results

Approach	AM Peak Hour			PM Peak Hour		
	LOS	Delay (sec/veh)	Capacity (v/c)	LOS	Delay (sec/veh)	Capacity (v/c)
Existing Conditions						
Intersection	NA	NA	-	NA	NA	-
Eastbound - Access "B"	B	11.7	-	C	15.4	-
Westbound - Harris Teeter Northern Dwy	C	19.8	-	C	18.0	-
Northbound - Providence Rd	A	0.0	-	A	0.0	-
Southbound - Providence Rd	A	1.5	-	A	0.9	-
2025 No Build Conditions						
Intersection	NA	NA	-	NA	NA	-
Eastbound - Access "B"	B	12.0	-	C	15.9	-
Westbound - Harris Teeter Northern Dwy	C	20.9	-	C	18.9	-
Northbound - Providence Rd	A	0.0	-	A	0.0	-
Southbound - Providence Rd	A	1.6	-	A	0.9	-
2025 Build Conditions						
Intersection	NA	NA	-	NA	NA	-
Eastbound - Access "B"	B	12.1	-	C	16.9	-
Westbound - Harris Teeter Northern Dwy	C	20.9	-	C	19.0	-
Northbound - Providence Rd	A	0.2	-	A	0.1	-
Southbound - Providence Rd	A	1.6	-	A	0.9	-

Existing Conditions

Currently, the worst leg of the intersection (westbound) operates at LOS “C” during both the AM and PM peak hours.

2025 No Build Conditions

With the inclusion of growth in the background traffic, the worst leg of the intersection (westbound) operates at LOS “C” during both the AM and PM peak hours.

2025 Build Conditions

The existing right-in/right-out/left-in driveway is intended to be used as access to the proposed development.

When comparing the impact of the 2025 Build to the 2025 No Build conditions, the worst leg of the intersection (westbound) operates at LOS “C” during both the AM and PM peak hours. The delay on the worst leg of the intersection does not increase in the AM peak hour and increases by less than 1% in the PM peak hour.

Therefore, no developer required improvements should be deemed necessary at this study intersection.



Table 10: Providence Rd & Access “B” Queue Lengths

Access "B"/ Harris Teeter Northern Dwy @ Providence Rd	Storage (ft)	AM PEAK		PM PEAK	
		95th % Queue	Max Queue	95th % Queue	Max Queue
2025 No Build Conditions					
Eastbound Right-Turn (Access "B")	TERM.	0'	30'	0'	34'
Westbound Right-Turn (Harris Teeter Northern Dwy)	TERM.	13'	66'	15'	75'
Northbound Left-Turn (Providence Rd)	225'	0'	29'	0'	30'
Northbound Thru-Right Turn (Providence Rd)	-	0'	13'	0'	39'
Southbound Left-Turn (Providence Rd)	325'	28'	111'	23'	87'
Southbound Thru-Right Turn (Providence Rd)	-	0'	0'	0'	0'
2025 Build Conditions					
Eastbound Right-Turn (Access "B")	TERM.	0	30'	8'	59'
Westbound Right-Turn (Harris Teeter Northern Dwy)	TERM.	13	62'	15'	62'
Northbound Left-Turn (Providence Rd)	225'	5	49'	3'	47'
Northbound Thru-Right Turn (Providence Rd)	-	0	4'	0'	8'
Southbound Left-Turn (Providence Rd)	325'	28	102'	23'	85'
Southbound Thru-Right Turn (Providence Rd)	-	0	4'	0'	91'

When comparing the Build with Improvements conditions to the No Build conditions from the queueing and blocking reports, no storage lane extension should be deemed necessary.

The existing/suggested laneage is shown on Figures 7 and 8, respectively.

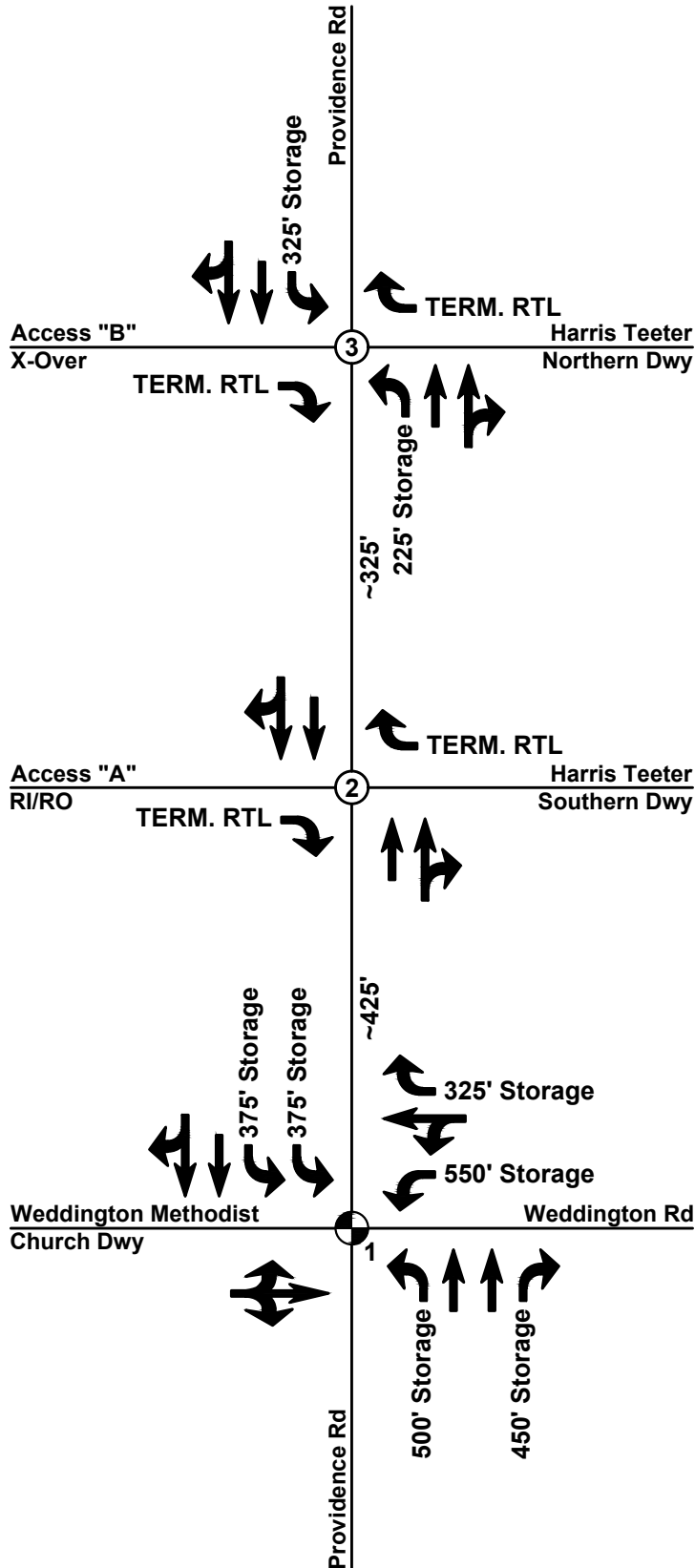
LEGEND

-  Traffic Signal
-  Stop Sign Control
-  Existing Laneage



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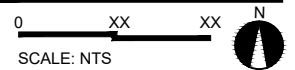


WEDDINGTON ROAD OFFICE PARK TIA

WEDDINGTON, NC

POLIVKA INTERNATION
13700 PROVIDENCE ROAD SUITE 200
WEDDINGTON, NC 28104

**EXISTING
LANEAGE**



PROJECT #: 1082-001
DRAWN BY: PAH
CHECKED BY: REG

FEBRUARY 2024

REVISIONS:

1.	

Figure 7

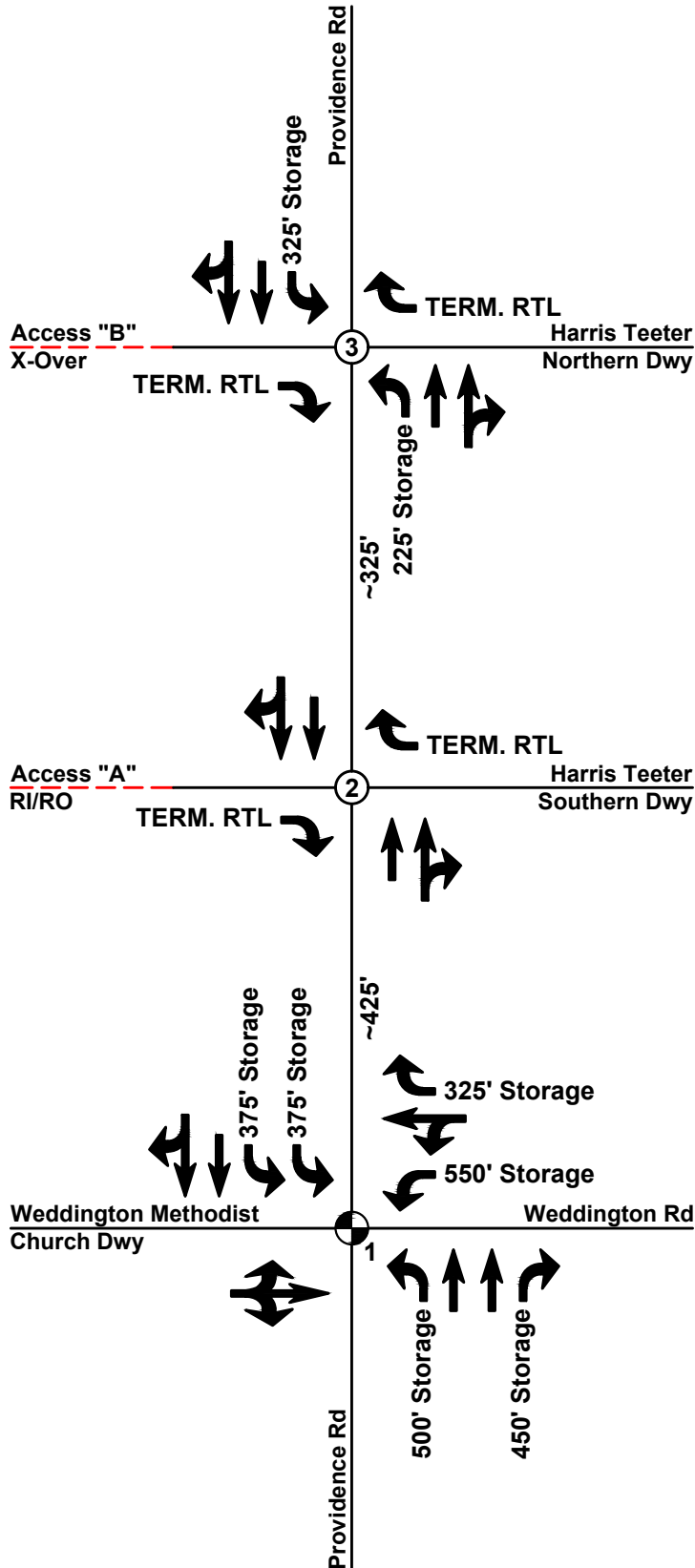
LEGEND

-  Traffic Signal
-  Stop Sign Control
-  Existing Laneage
-  Suggested Laneage



LANDSCAPE ARCHITECTURE
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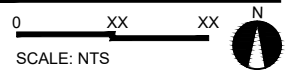
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SUGGESTED LANEAGE



PROJECT #: 1082-001
DRAWN BY: PAH
CHECKED BY: REG

FEBRUARY 2024

REVISIONS:

1.	

Figure 8



CONCLUSION

In conclusion, even though the proposed office/medical office development will slightly increase the amount of vehicular traffic on the adjacent roadways/corridors, the existing/future and no build intersection operations are not expected to be materially impacted, assuming the existing access configurations.



APPENDIX

APPENDIX 5. ARCHITECTURAL STANDARDS.

Sec. 14-101. - Purpose and intent.

The purpose of establishing supplementary requirements for development is to ensure that the physical characteristics of proposed development are compatible when considered within the context of the surrounding areas and to preserve the unique visual character of the Town of Weddington. These requirements strike a balance between creativity and innovation on one hand while avoiding obtrusive, incongruous structures on the other. The Town of Weddington strongly encourages architectural styles that build upon and promote the existing historic character of the town and supports the view that inspiring, well-maintained, and harmonious development is in the best economic development interests of all residents and businesses.

(Ord. No. O-2009-10, 7-13-2009)

Sec. 14-102. - Applicability.

The standards described or referenced in this section shall apply to all nonresidential development, including renovations, remodelings, face lifts, repainting and additions to existing structures within the zoning jurisdiction of the Town of Weddington. All such projects that require a conditional use permit, a modification to a CUP, or conditional zoning shall be required to meet these standards.

(Ord. No. O-2009-10, 7-13-2009)

Sec. 14-103. - General compatibility requirement.

All development subject to this section shall be compatible with the character of the town by using a design that is complementary to existing town architectural styles, designs and forms. Compatibility shall be achieved through techniques such as the repetition of roof lines, the use of similar proportions in building mass and outdoor spaces, similar relationships to the street, similar window and door patterns, and the use of building materials that have color, shades and textures similar to those existing in the immediate area of the proposed development.

(Ord. No. O-2009-10, 7-13-2009)

Sec. 14-104. - Modification of standards.

The zoning administrator, his designee, or the design review board may make modifications to the following standards upon the written request of the applicant if the standard(s) in question conflicts with other requirements by law, as long as the proposal is in compliance with the purpose and intent of these standards and general compatibility requirements given above. If the applicant and zoning administrator, his designee, or the design review board cannot come to an agreement the proposal shall be submitted to the planning board for recommendation at their next meeting and to the town council for final decision.

(Ord. No. O-2009-10, 7-13-2009)

Sec. 14-105. - Conflicting requirements.

Where these requirements conflict with each other or with any requirement of the zoning ordinance or subdivision regulations, the stricter, more visually compatible or more appropriate standards shall apply as determined by the zoning administrator. Any modifications necessary shall be made with the approval of the zoning administrator, his designee, or the design review board.

(Ord. No. O-2009-10, 7-13-2009)

Sec. 14-106. - Overall design and appearance standards.

- (a) *Applicability.* All nonresidential development within the zoning jurisdiction of the Town of Weddington shall meet these overall design and appearance standards.
- (b) *Basic building design.*
 - (1) *Scale:* Building design shall emphasize a human scale at ground level, at entryways and along street frontages through the creative use of such features as windows, doors, columns, canopies, arcades, awnings, decks and porches.
 - (2) *Avoiding monotony:* Monotony of design in single or multiple building projects shall be avoided by varying detail, form and siting to the maximum extent practicable, within the standards set forth in these requirements.
 - (3) *Unify individual storefronts:* If several storefronts are located in one building, the individual storefronts shall be unified in all exterior design elements, such as mass, window and door placement, color, materials and signage while, at the same time, varying the look and providing distinctiveness from storefront to storefront.
- (c) *Architectural features.*
 - (1) *Roofs:* Roof lines shall be varied to reduce the scale of structures and add visual interest including gables, windows, dormers where possible.
 - (2) *Facades:* All facades, including front and side facades and all rear facades that are visible from any public roadway or sidewalk or from private property, that are greater than 100 feet in length, measured horizontally, shall be interrupted by recesses, projections, windows, awnings and/or arcades and shall utilize a repeating pattern of change in color, texture and material modules.
 - (3) All facades clearly visible from public streets or adjoining properties shall contribute to the scale of features of the building and feature characteristics similar to the front facade.
 - (4) *Entryways:* Each principal building on a site shall have one or more clearly defined, highly visible customer entrances featuring one or more of the following: Canopies or porticos, arcades, arches, wing walls and/or planters.
 - (5) *Materials:* Predominant exterior building materials shall be high quality materials, including brick, stucco, wood, stone and tinted/textured decorative concrete masonry units or other materials similar in appearance and durability. Under no circumstances shall unfinished concrete block be permitted.
 - (6) *Colors:* Colors used for exterior surfaces shall be harmonious with surrounding development and shall visually reflect the traditional concept of the town. Color shades shall be used to facilitate blending into the neighborhood. Facade colors shall be of low reflectance earth tone, muted, subtle or neutral colors. Building trim may feature brighter colors as an accent material. The use of high-intensity or metallic colors is not allowed except for accent purposes. The use of fluorescent, day glow or neon colors shall be prohibited as a predominate wall color. Variations in color schemes are encouraged in order to articulate entryways and public amenities so as to give greater recognition to these features. Color samples shall be provided to the staff at the time of site plan review and prior to any renovations, remodelings, facelifts and repainting, along with a description of how and where each color will be used. Colored renderings are encouraged, but shall not be a substitute for this requirement.
- (d) *Parking lots.* To prevent huge expanses of asphalt separating nonresidential buildings from streets, parking will be separated into sections separated by landscaping and other features. Larger parking areas shall be split into sections on different sides of the building or enclosed in an interior space between buildings so as not to be easily visible from the street in order to emphasize the building and de-emphasize the parking lot.
- (e) *Trash containment areas.* All trash containment devices, including compactors and dumpsters, shall be located and designed so as not to be visible from the view of nearby streets and properties. If the device is not visible from off the site, then it need not be screened. The type of screening used shall be determined based on the proposed location of the trash containment area, existing site conditions and the type and amount of existing and proposed vegetation on the site. Trash containment areas must be constructed of materials in similar color and nature to the primary structure.
- (f) *Mechanical and utility equipment.* Mechanical and utility equipment shall be screened from view from nearby streets and properties in the same manner as trash containment areas. Ground mounted equipment shall be located in the rear

or side yard and screened. Such equipment located on the roof of the building shall also be made invisible from nearby streets and properties, through the use of setbacks from the edge of the roof or through the use of a screen exceeding the height of the equipment and using building materials and design which are compatible with those used for the exterior of the building. If the equipment is not visible from off the site, then it need not be screened. The type of screening used shall be determined based on the proposed location of the equipment, existing site conditions, and the type and amount of existing and proposed vegetation on the site.

- (g) *Landscape protection.* Any damage to the existing landscaping, including street trees, by development, use or condition of private property shall be corrected by the property owner at the owner's expense to the satisfaction of the Town of Weddington prior to the issuance of a certificate of occupancy. Any damage not corrected by the owner shall be corrected by the town, the cost of which is to be billed to the owner, including town administrative costs.
- (h) *Cultural resources.* Site development shall be considered in light of impacts on the cultural resources of the Town of Weddington. Cultural resources include historic properties, points of high elevation, significant sites and mature exceptional trees. Impacts on cultural resources shall be minimized by use of design, height, massing, scale, building orientation, site layout, visual and other development techniques to harmoniously integrate new development into the town while preserving and using cultural resources.
- (i) *Lighting.* Lighting shall conform to the requirements of [Appendix 4](#).

(Ord. No. O-2009-10, 7-13-2009)

Sec. 14-107. - Additional standards.

- (a) *Applicability.* All nonresidential development shall meet these standards, in addition to those described in overall design and appearance standards.
- (b) *Basic building design.*
 - (1) *Massing:* A single, large, dominant building mass shall be avoided. Where large structures are required, mass shall be broken up through the use of setbacks, projecting and recessed elements and similar design techniques.
 - (2) *Varying architectural styles:* In developments with multiple structures of varying architectural styles, buildings shall be compatible by such means as a pattern of architectural features, similar scale and proportions and consistent location of signage.
 - (3) *Additions and renovations:* Building additions and facade renovations shall be designed to reflect existing buildings in scale, materials, window treatment and color. A change in scale may require a transitional design element between the new development and existing buildings.
 - (4) *Infill development:* New infill development shall either be similar in size and height or, if larger, be articulated and subdivided into massing that is proportional to the mass and scale of other structures in the area.
- (c) *Architectural features.*
 - (1) *Roofs:* Roof lines, type (such as flat, hip, mansard or gable), and materials shall be architecturally compatible with facade elements and the rest of the building and with other buildings on the same and adjoining area.
 - (2) *Fenestration:* Windows, entryways, awnings and arcades shall total at least 60 percent of the facade length abutting a public street. Windows and glass doors shall be clear, transparent glass. No window or door shall be horizontally separated by more than 15 feet from the nearest other window or door in the same facade visible from any public street.
 - (3) *Materials:* Building materials shall either be similar to the materials already being used in the neighborhood or, if dissimilar materials are being proposed, other characteristics such as scale and proportions, form, architectural detailing, color and texture, shall be utilized to ensure that enough similarity exists for the building to be compatible, despite the differences in materials.
 - (4) *Exterior wall cladding:* During renovations in existing buildings brick, stone or wood facades shall not be covered or replaced with artificial siding or panels, including decorative concrete masonry units. Fiber cement siding, such as the brand name "Hardiplank", may be used to replace wood clapboard siding.

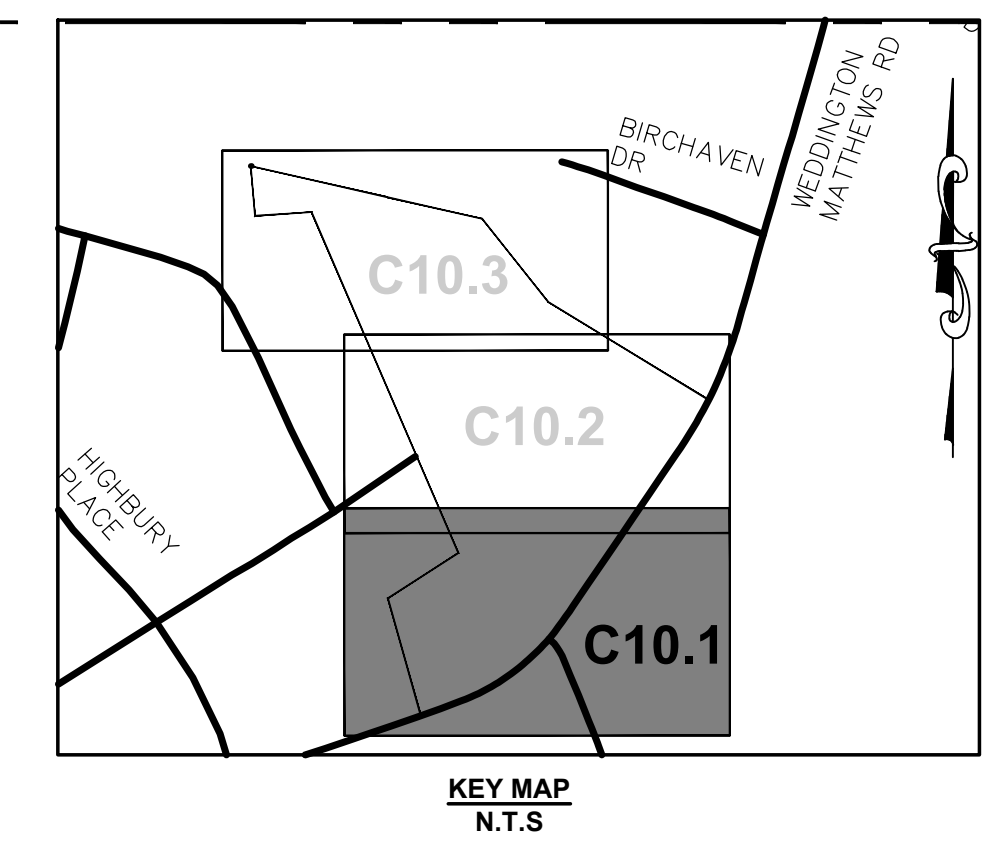
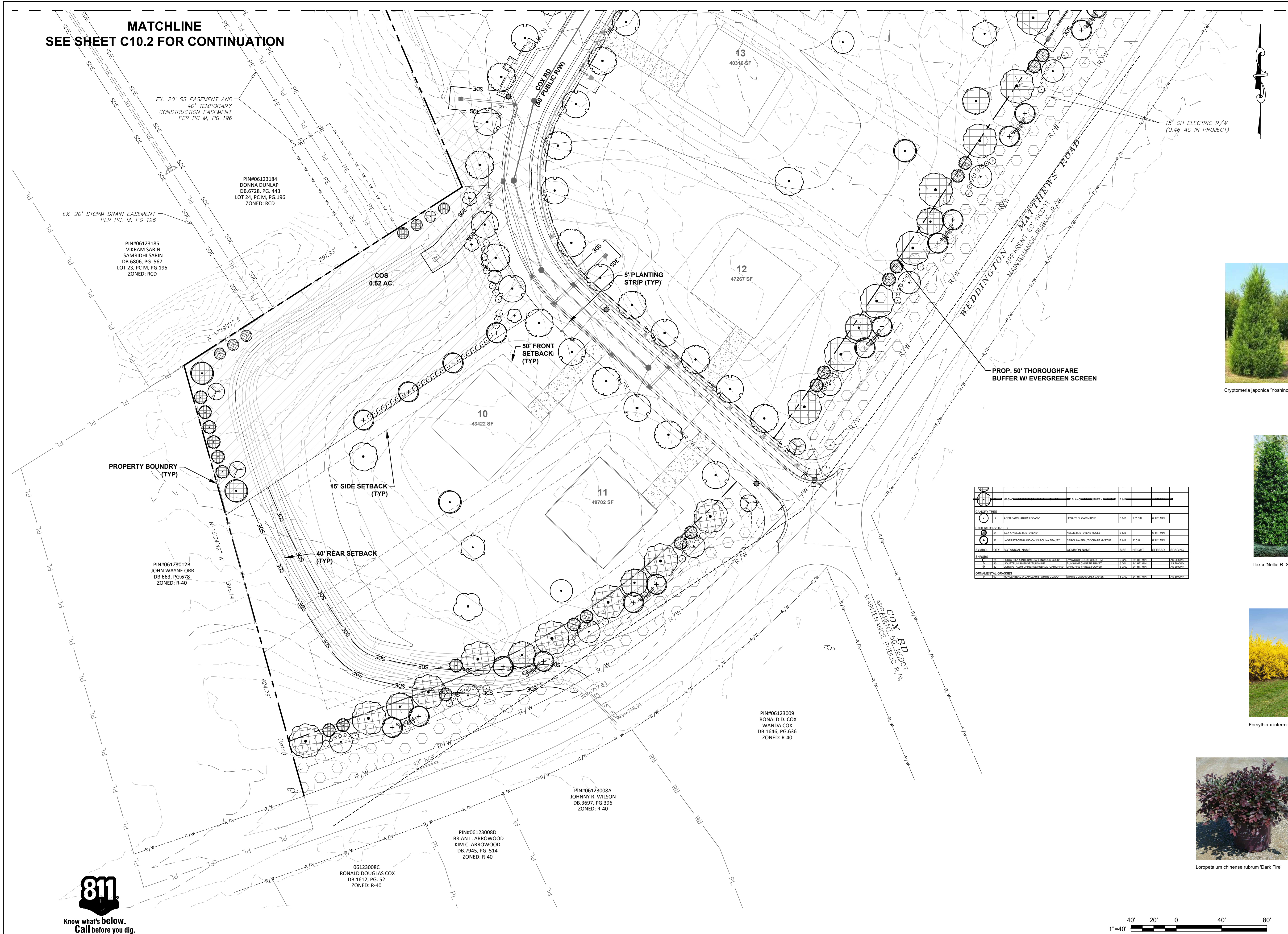
- (5) *Awnings and canopies:* When used, awnings and canopies shall be placed at the top of window or doorway openings and shall relate to the shape of the top of the window. Awnings shall be made of canvas, treated canvas or similar material. Metal or vinyl (or plastic) awnings are prohibited. No awning shall extend more than the width of the sidewalk or nine feet, whichever is less. Awnings must be self-supporting from the wall. No supports shall rest on or interfere with the use of pedestrian walkways or streets. In no case shall any awning extend beyond the street curb or interfere with street trees or public utilities.
- (6) Canopies shall be of solid materials and complement the color of the building to which they are affixed or associated. In some cases canopies may have supports separate from the building, such as at gas stations, but such canopies must be setback from the property and right-of-way lines a minimum of the required setback of accessory buildings, as required in the zoning district where located, and must not interfere with street trees or public utilities.

(Ord. No. O-2009-10, 7-13-2009)

7. New Business

C. Discussion and Possible Consideration of an entry sign for Luna Subdivision under Section D-918.J. Fences and Walls Permitted within yard areas.

MATCHLINE
SEE SHEET C10.2 FOR CONTINUATION



Cryptomeria japonica 'Yoshino' Magnolia grandiflora 'D.D. Blanchard' Acer saccharum 'Legacy'



Ilex x 'Nellie R. Stevens' Lagerstroemia indica 'Carolina Beauty'

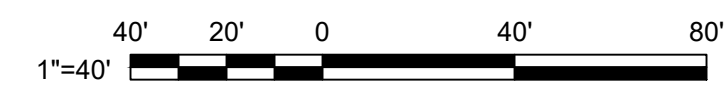


Forsythia x intermedia 'Lynwood Gold' Ligustrum sinense 'Sunshine'



Loropetalum chinense rubrum 'Dark Fire' Muhlenbergia capillaris 'White Cloud'

SYMBOL	PLANT NAME	COMMON NAME	HT.	SP. CAL.	SP. INT.
(Symbol)	ACER SACCHARUM 'LEGACY'	LEGACY SUGAR MAPLE	6-8'	3"	12'
(Symbol)	AGEROSTROEMIA INDICA 'CAROLINA BEAUTY'	CAROLINA BEAUTY CLOVER WATTLE	6-8'	2"	12'
(Symbol)	LAGERSTROEMIA INDICA 'CAROLINA BEAUTY'	CAROLINA BEAUTY CLOVER WATTLE	6-8'	2"	12'
(Symbol)	LAGERSTROEMIA INDICA 'CAROLINA BEAUTY'	CAROLINA BEAUTY CLOVER WATTLE	6-8'	2"	12'



REV.	DESCRIPTION	DATE
B	ADDRESSED TOWN COMMENTS	05/09/24
A	ADDRESSED TOWN COMMENTS	05/09/24



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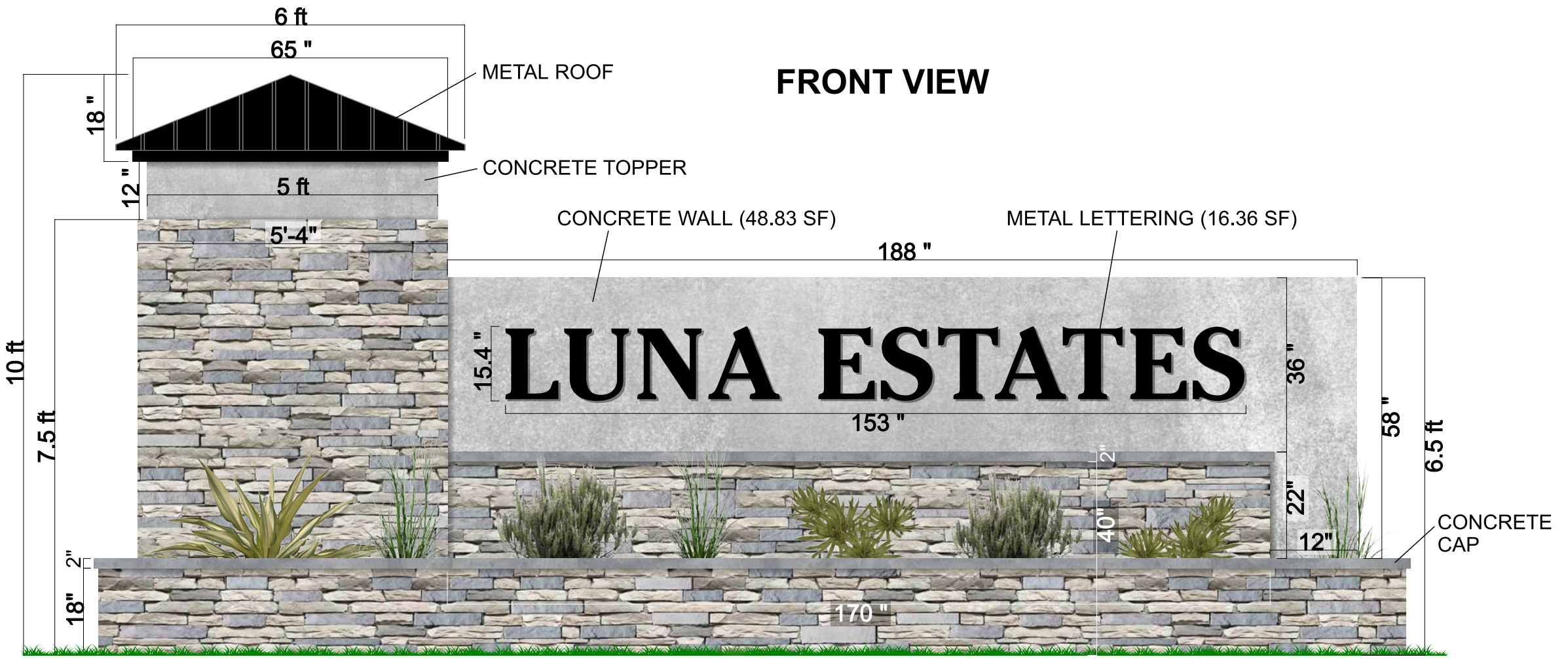
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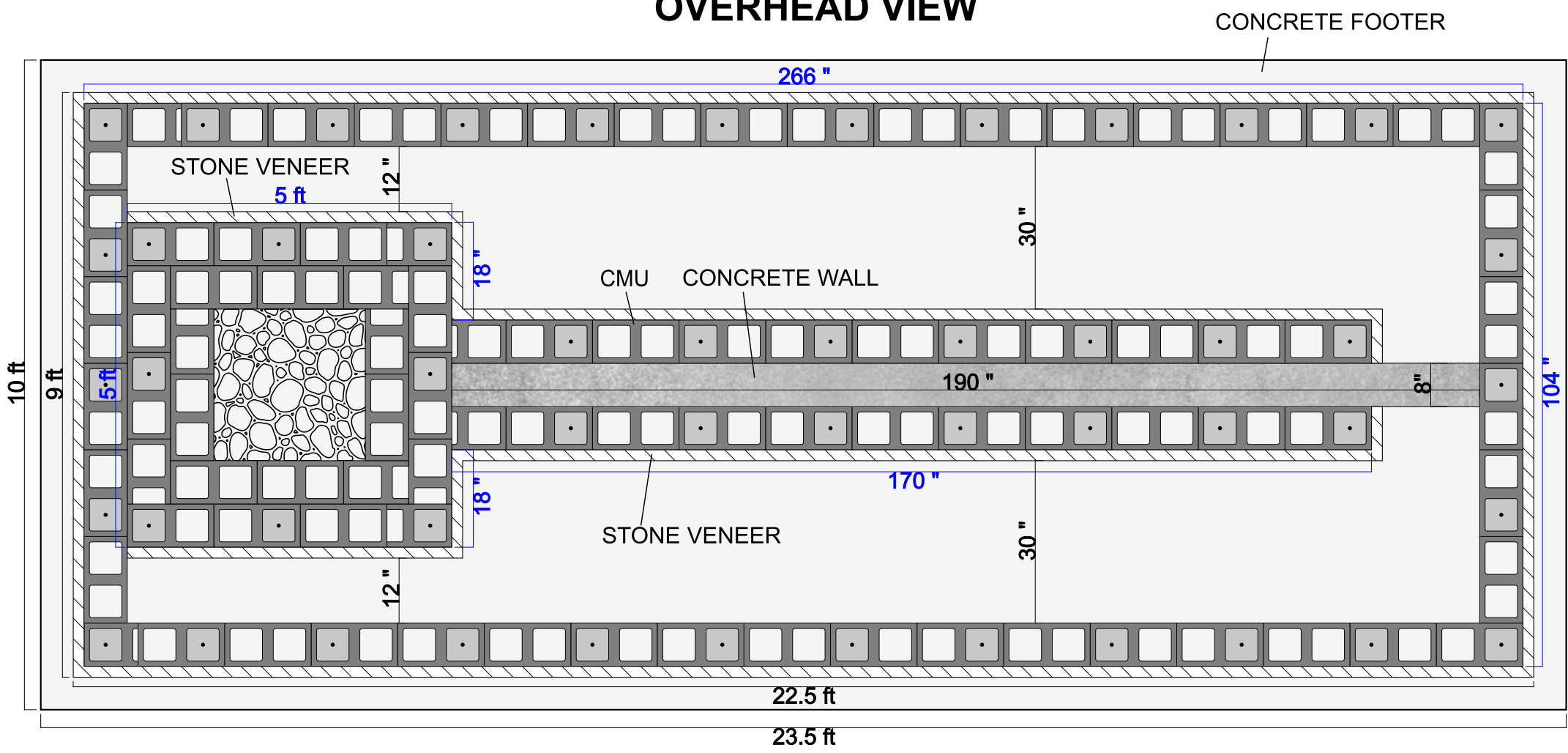
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NORTH CAROLINA

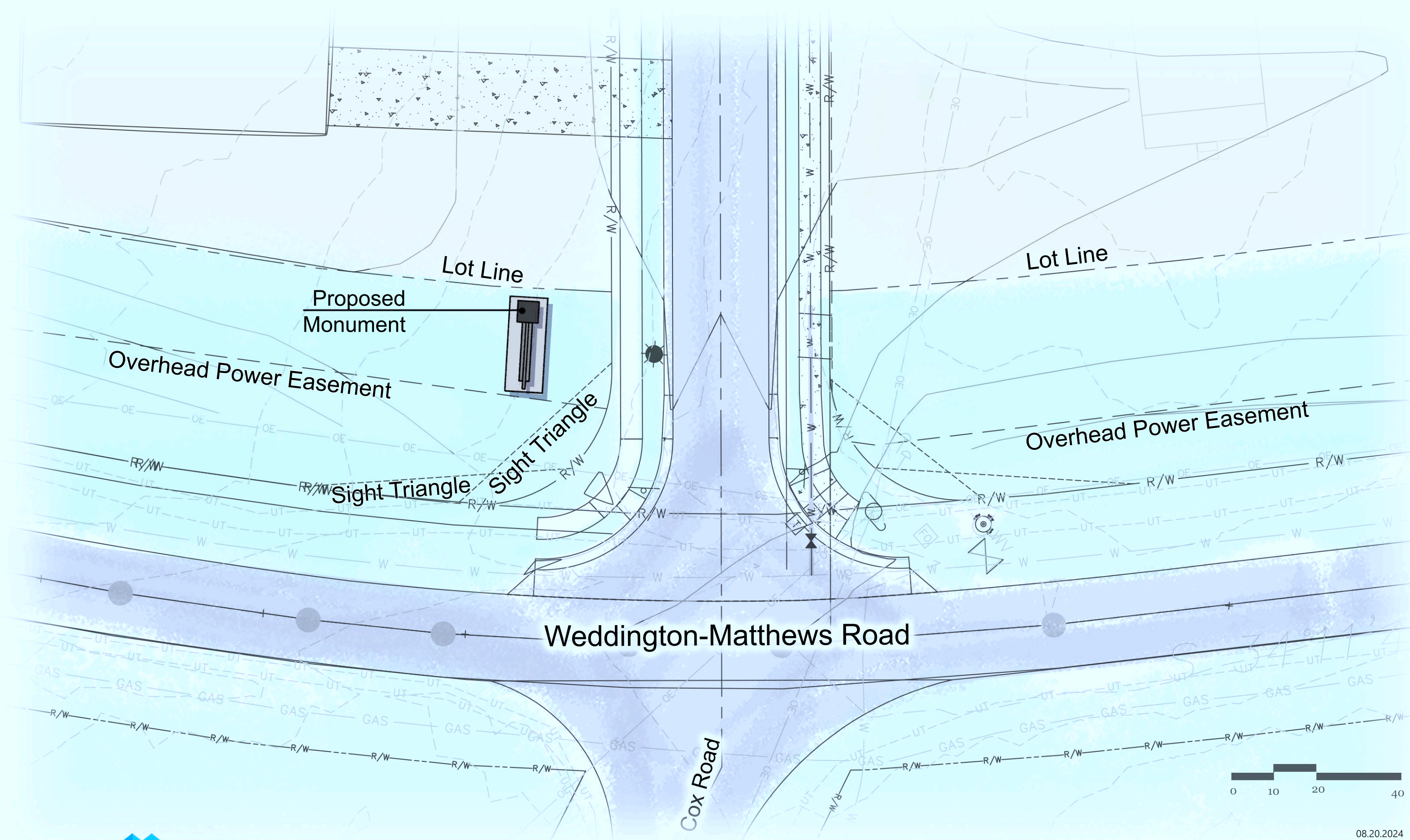
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DESIGNED:	BBJ			B
CHECKED:	TMM			REVISION
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OVERHEAD VIEW





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CONCEPTUAL SITE PLAN
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