TOWN OF WEDDINGTON
REGULAR PLANNING BOARD MEETING
MONDAY, JUNE 24, 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 the 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. May 28, 2024 Planning Board Regular Meeting

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

6. Old Business
    A. Continued Discussion of R-CD minimum lot size.

7. 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.

    B. Discussion and Possible Consideration of Text Amendment 2024-02 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.

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

9. Board member Comments

10. Adjournment

TOWN OF WEDDINGTON
REGULAR PLANNING BOARD MEETING
TUESDAY MAY 28, 2024 – 7:00 P.M.
WEDDINGTON TOWN HALL
MINUTES

1. Call to Order

Chairman Manning called the Tuesday May 28, 2024 Regular Planning Board Meeting to order at 7:00 p.m.

2. Determination of Quorum

Quorum was determined with Chairman Travis Manning, Board members Chris Faulk, Rusty Setzer, and Bill Deter present.

Vice Chair Amanda Jarrell, Board members Nancy Anderson and Manish Mittal were absent.

3. Conflict of Interest Statement: *In accordance with the state government ethics act, 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. April 22, 2024 Planning Board Regular Meeting

Motion:	Board member Setzer made a motion to approve the April 22, 2024 Planning Board Regular Meeting Minutes as presented.
Second:	Board member Deter
Vote:	The motion passed with a unanimous vote.

5. Old Business

No Old Business to discuss.

6. New Business

A. Discussion and Possible Recommendation of Text Amendment 2024-01 An Ordinance of the Town of Weddington amending the Unified Development Ordinance by amending section D-917C; Specific Requirements for Non-Residential Development, to correct an inconsistency with stormwater requirements; amending Section D-917D, Supplemental Requirements for Certain Uses, to correct an inconsistency with stormwater requirements; certifying consistency with the Town's Land Use Plan and proper advertisement; providing for severability and providing an effective date.

Mr. Gordos presented the text amendment for discussion. This is a topic matter from some old business to bring the UDO consistency in stormwater management.

Motion: Board member Deter made a motion to forward Text Amendment 2024-01 *An Ordinance of the Town of Weddington amending the Unified Development Ordinance by amending section D-917C; Specific Requirements for Non-Residential Development, to correct an inconsistency with stormwater requirements; amending Section D-917D, Supplemental Requirements for Certain Uses, to correct an inconsistency with stormwater requirements; certifying consistency with the Town's Land Use Plan and proper advertisement; providing for severability and providing an effective date* to the Town Council with a recommendation for approval.
Second: Board member Setzer.
Vote: The motion passed with a unanimous vote.

B. Discussion of R-CD minimum lot size.

Mr. Gordos began the discussion of RCD minimum lot size. The Council has discussed the issue over the past couple months. The current standard lot size is 40,000 sq. ft. and the minimum for a conservation subdivision is 12,000 sq. ft. This has been discussed multiple times by past town councils and the current council.

Board member Setzer asked when developable land is reduced, what percentage will be set aside for infrastructure.

Board member Faulk asked is raising the minimum lot size to balance density.

Board member Deter listed 5 variables that will impact or be impacted by raising the minimum lots size. The board discussed the merits of different options:

- Minimum lot size up to 16,000 sq. ft
- Add requirement for average lot size between 19,000 sq. ft and 20,000 sq. ft to provide the developer with some flexibility.
- Consider lot width increasing to 100 ft. Current requirement is 80 ft.
- Distance between homes and the front and side setbacks
- Creative design-spreading out the homes instead of clustering. Allow for flexibility for the developer while keeping some control.

Board member Faulk stated increasing lot width will make developing the RCD challenging.
Board member Deter stated that raising the minimum lot size without addressing the width will create long narrow lots.

Chairman Manning stated that the lots sizes in Stratford Hall are more in the spirit of Weddington. The Hemby Place subdivision's smallest lots are around 14,000 sq. ft. and average around 16,000. Weddington demands a certain size house. Lot sizes need to increase for a better baseline. As far as the width, a wider lot could create more impervious surface. Mr. Manning stated that he is fine with the current width minimum of 80 feet. With setbacks, house separation should be focused on.

The Board continued discussion of lot size and width, and the impact on infrastructure and the possibility of holding a workshop with development professionals and getting input to see examples of how code changes would look in plans and if new changes would work. The Board agreed to table further discussion until all members are present to share their thoughts.

7. Update from Town Planner and Report from the May Town Council Meeting

Board member Faulk gave a quick update from meeting with Board members Anderson and Deter regarding Union County CERT (community emergency response team) and NCDOT flashing signs.

Mr. Gordos thanked the Board for their discussion on minimum lot size. It showed that changing the minimum is not an arbitrary decision to change a number.

Mr. Gordos gave an update: TIA studies for two developments are almost concluded. They will be submitted for comments. There are 2 potential projects for the next planning board meeting. One is the development at the Rea and Providence intersection. The other is a conditional zoning amendment for additional office buildings on the property across Providence Road.

Chairman Manning asked if Mr. Gordos had heard from the applicant for the New Town and 12 Mile Creek conditional zoning since the community meeting. Mr. Gordos has not heard from them.

8. Board member Comments

Board member Deter: Great discussion on RCD lot size. I am 100% on board with the stormwater correction. This is a complicated and involved topic and we will continue discussion and lay out what we think solutions would be and as always, I appreciate people coming out.
Board member Faulk: I echo those sentiments. I want to acknowledge that I received a letter from Dave and Erin (I don't want to pronounce their name wrong) and I have noted their comments. Have a great rest of the week.
Board member Setzer: Thank you for coming out tonight. It's great to see people involved. I would like to add a discussion to add public comment at Planning Board meetings. The Board doesn't need the council to make that decision.
Chairman Manning: Thank you everyone for coming out. Have a great rest of the week.

9. Adjournment

Motion:	Board member Deter made a motion to adjourn the May 28, 2024 Regular Planning Board meeting at 8:06 p.m.
Second:	Board member Setzer
Vote:	The motion passed with a unanimous vote.

Approved: _____

TO:	Planning Board
FROM:	Gregory Gordos, AICP, Town Planner
DATE:	June 24, 2024
SUBJECT:	Application by Beechwood Homes Carolinas. requesting Conditional Zoning approval for the development of a 54-lot conventional subdivision located at the corner of Providence Road and Rea Road.

APPLICATION INFORMATION:

SUBMITTAL DATE:	May 3rd, 2024
APPLICANT:	Benji Layman, The Issacs Group
PROPERTY LOCATION:	0 S PROVIDENCE RD
PARCEL ID#:	06150001
ACREAGE:	+/- 76.99 acres
EXISTING LAND USE:	Agricultural, vacant
EXISTING ZONING:	Residential-Conservation District (R-CD)

PROPOSAL:

The applicant is proposing the development of an 54-lot conventional development subdivision tentatively known as Rea Road Subdivision. The subdivision contain 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.

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 Tuesday, March 26th, 2023, at 6:30 pm. 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, July 8, 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), Traditional Residential Development (> 6 Lots) is specifically listed as a permissible use within the R-CD, subject to Conditional Zoning approval.

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 R-CD is required to meet certain standards. The following table identifies those standards, as well as how the subject development proposal complies:

Lot and Building Standards		Standard	Proposed
Minimum Lot Size		40,000 sq. ft.	40,322 – 47,926 sq. ft.
Minimum Lot Width		120'	120' (min)
Minimum Setbacks	Front	50'	50'
	Side	15'	15'
	Rear	40'	40'
Maximum Height		35'	35'
Maximum Floor Area Ratio		N/A	N/A

UDO Section D-917A, Specific Requirements for All Residential Development.

UDO Section D-917A, establishes numerous rules for how residential development is intended to occur within the Town. These rules include, but are not limited to, the location of house sites, easements, the requirement of lots to abut public roads, street design and layout, cul-de-sacs, open space, buffering, and tree 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-917A(A) *Side lot lines shall be substantially at right angles or radial to street lines, and double frontage lots are to be avoided wherever possible.*

There are no double frontage lots proposed, but there are wide, shallow lots near the Providence Road entrance and all along the cul-de-sac. See Lot 47. Positive findings of compliance can be made.

UDO Section D-917(F)(1) *All subdivision lots shall abut public roads.*

All lots within the subdivision shall abut a public road without need of an access easement. As such, positive findings of compliance can be made.

UDO Section D-917(J)(1) *Permanent dead-end streets shall not provide sole access to more than 16 dwelling units or 1,200 linear feet, whichever is less.*

One proposed cul-de-sac will provide access to five lots and does not exceed 1200 linear feet. Positive findings of compliance can be made.

UDO Section D-917(J)(2) *When cul-de-sacs end in the vicinity of an adjacent undeveloped property capable of being developed in the future, a right-of-way or easement shall be shown on the final plan to enable the street to be extended when the adjoining property is developed.*

One adjacent property zoned R-40 abuts a proposed roadway, which extends directly to the property line. No temporary or permanent cul-de-sac is shown.

UDO Section D-917(K)(2) *The proposed street layout shall be coordinated with the street system of the surrounding area. Where possible, existing principal streets shall be extended. Street connections shall be designed so as to minimize the number of new cul-de-sacs and to facilitate easy access to and from homes in different part of the tract (and on adjoining parcels).*

The primary entrance on Providence Road shall align with Old Mill Road. The Rea Road ingress/egress does not align with an existing street (e.g. Highclere Drive) because it falls outside the bounds of the tract. Use of cul-de-sacs is limited to one internal street with none on the perimeter. As such, positive findings of compliance can be made.

UDO Section D-917(K)(5) *Two points of ingress and egress onto an adjoining public road from subdivision containing more than 15 lots is required.*

Two points provided. As such, positive findings of compliance can be made.

UDO Section D-917(K)(6) *Developable lots shall be accessed from interior streets, rather than from roads bordering the tract.*

All 54 of the proposed lots will be accessed via one of the five internal streets within the neighborhood. As such, positive findings of compliance can be made.

UDO Section D-917(O)(1)(b) *Where the side or rear yards of lots may be oriented toward existing thoroughfare roads, a buffer at least 100 feet wide of existing woodland providing adequate visual screening throughout the year is required. The buffer width may be reduced to 50 feet if plantings are installed to include year-round screening.*

The development proposal includes the provision of a 50-foot thoroughfare buffer “PER UDO”. No other details on the planting species, density, or design have been provided as part of the conditional zoning request.

Positive findings of compliance cannot be verified and a condition is requested by staff to demonstrate illustrated adherence with the UDO.

UDO Section D-917(P) *Any major subdivision shall be required to provide that a minimum of ten percent of the gross area of the subdivision, exclusive of any required minimum buffers along thoroughfares, consists of common open space.*

The preliminary plan states that GREATER THAN 7.7 ACRES of open space are to be provided and located within and adjacent to the two stormwater BMP's. For example, C.O.S. #1 contains 380,000 square feet (8+ acres) of open space. Positive findings of compliance can 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 traditional residential development. 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.

It is noted that many of the basic building design standards established in Appendix 5 are intended more for the engagement of pedestrians with retail storefronts and are not applicable to this residential proposal.

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 adds 54 single-family homes to Weddington, meeting the threshold of requiring a TIA to be completed and approved by the Town. This document was not completed until June 12th and indicates mitigations required on both Providence Road and Rea road to accommodate turn lanes entering and existing the subdivision.

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 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): a. Agriculture: This category is intended to accommodate very low density residential development to retain rural character and agricultural activity. Maximum density: 1 dwelling unit per 1.5 acres.*

The subject property is identified as *Agriculture* in the 2024 Future Land Use Map (Map 4). Agriculture allows for agricultural land uses, as well as rural residential uses. Parcels with this designation will have a maximum density of one dwelling unit per acre. However, in cases where the zoning district requires larger lots, the zoning regulations shall apply. 54 lots are proposed over 77 aces, at a density of less than one unit per acre. However, the plan also states above "this category is intended to accommodate very low density residential development to retain rural character and agricultural activity. Maximum density: 1 dwelling unit per 1.5 acres". The development proposal would require 81 acres (or reduce the number of lots to 51) to achieve this Goal.

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, with a proposed Rea Road extension by the NCDOT creating an equally important east-west corridor to Weddington Road (NC-84). This is a key node or intersection of town with high visibility. This site demands the highest priority for beautification efforts for legislative consideration.

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.*

Sidewalks are provided on both sides of all internal roads, with street trees throughout.

Housing Goals:

Goal 2: Maintain the Town's strong single-family residential character.

Policy: ***H 1.1****: Retain the residential character of the community by ensuring that new residential development consists of single-family homes with a maximum density of one (1) dwelling unit per 40,000 sq feet.*

Despite being located at a high visibility intersection with heavy commuter traffic, low-density housing is proposed. All lots are over 40,000 sq. feet as submitted.

Conservation Goals:

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

Policy: ***C 1.1:*** *Preserve open space and scenic views through zoning regulations that require open space preservation in both conventional and conservation subdivisions, as well as commercial developments.*

Open Space in the development is limited to buffers surrounding intermittent/blue line streams including a 100 foot buffer at the northern boundary of the site along Lot 11 – Lot 16. No other amenity space or conservation areas are provided in the conventional lot design.

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.*

Two BMP (Best Management Practice) ponds are proposed for stormwater runoff, which must be designed to meet 100-year stormwater events per the Town of Weddington UDO. Union County Water and Sewer are proposed utilities unlike many subdivisions in Weddington that rely on private septic systems maintained by the homeowner.

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. 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.

RECOMMENDATION:

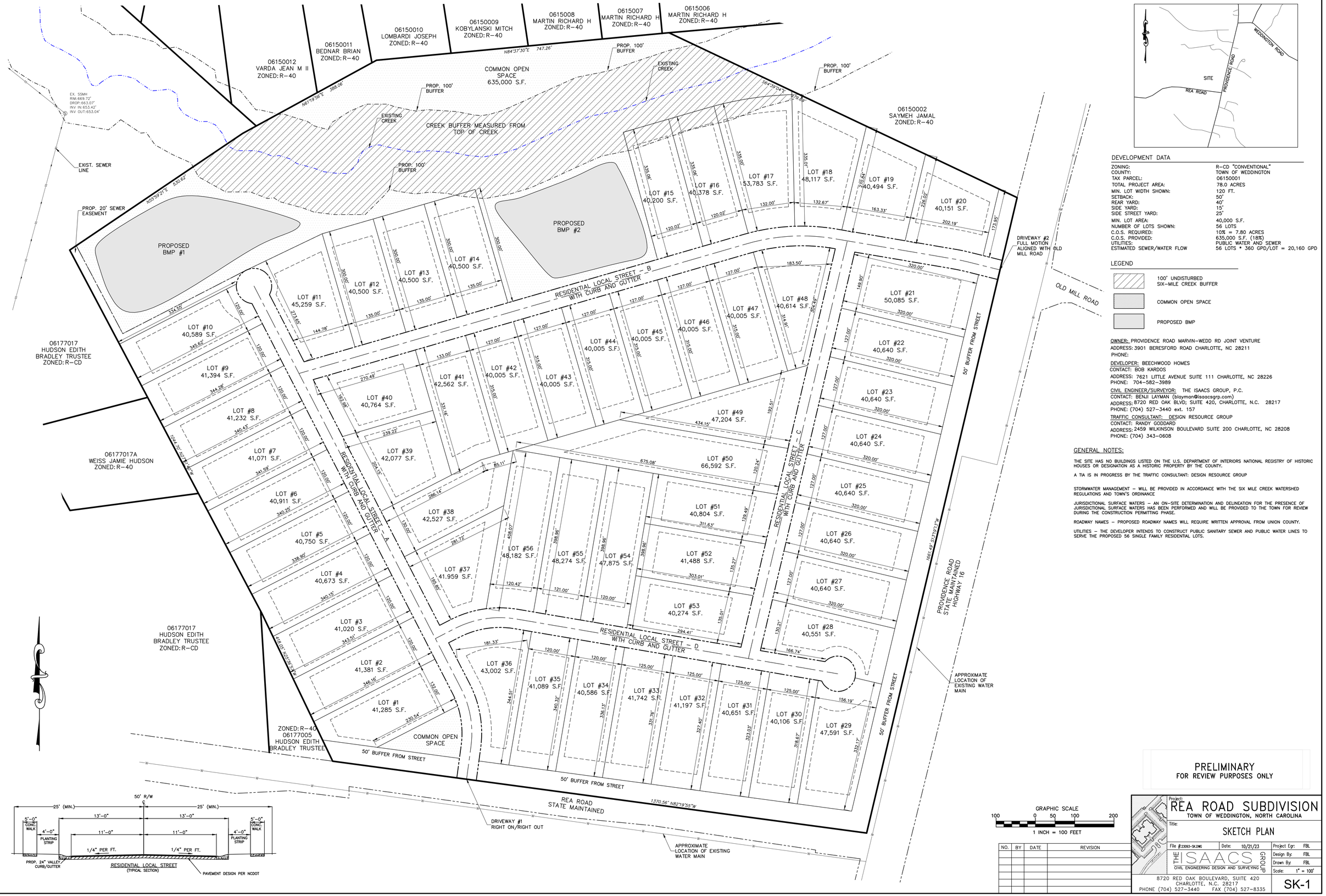
It is the recommendation of staff that the request for Conditional Zoning to allow for the development of an 54-lot major subdivision generally located at Providence Road and Rea Road, be recommended for **approval with conditions.**

1. A landscape plan shall be provided by the applicant and prepared by a licensed landscape architect or arborist for the 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.

ATTACHMENTS:

Application
Sketch Plan
Preliminary Site Plan
Land Use Map
Zoning Map
Community Meeting Report



DEVELOPMENT DATA

ZONING:	R-CD "CONVENTIONAL"
COUNTY:	TOWN OF WEDDINGTON
TAX PARCEL:	06150001
TOTAL PROJECT AREA:	78.0 ACRES
MIN. LOT WIDTH SHOWN:	120 FT.
SETBACK:	50'
REAR YARD:	40'
SIDE YARD:	15'
SIDE STREET YARD:	25'
MIN. LOT AREA:	40,000 S.F.
NUMBER OF LOTS SHOWN:	56 LOTS
C.O.S. REQUIRED:	10% = 7.80 ACRES
C.O.S. PROVIDED:	635,000 S.F. (18%)
UTILITIES:	PUBLIC WATER AND SEWER
ESTIMATED SEWER/WATER FLOW	56 LOTS * 360 GPD/LOT = 20,160 GPD

LEGEND

- 100' UNDISTURBED SIX-MILE CREEK BUFFER
- COMMON OPEN SPACE
- PROPOSED BMP

OWNER: PROVIDENCE ROAD MARVIN-WEDD RD JOINT VENTURE
ADDRESS: 3901 BERESFORD ROAD CHARLOTTE, NC 28211
PHONE:

DEVELOPER: BEECHWOOD HOMES
CONTACT: BOB KARDOS
ADDRESS: 7621 LITTLE AVENUE SUITE 111 CHARLOTTE, NC 28226
PHONE: 704-582-3989

CIVIL ENGINEER/SURVEYOR: THE ISAACS GROUP, P.C.
CONTACT: BENJI LAYMAN (blayman@isaacsgrp.com)
ADDRESS: 8720 RED OAK BLVD; SUITE 420, CHARLOTTE, N.C. 28217
PHONE: (704) 527-3440 ext. 157

TRAFFIC CONSULTANT: DESIGN RESOURCE GROUP
CONTACT: RANDY GODDARD
ADDRESS: 2459 WILKINSON BOULEVARD SUITE 200 CHARLOTTE, NC 28208
PHONE: (704) 343-0608

GENERAL NOTES:

THE SITE HAS NO BUILDINGS LISTED ON THE U.S. DEPARTMENT OF INTERIORS NATIONAL REGISTRY OF HISTORIC HOUSES OR DESIGNATION AS A HISTORIC PROPERTY BY THE COUNTY.

A TIA IS IN PROGRESS BY THE TRAFFIC CONSULTANT: DESIGN RESOURCE GROUP

STORMWATER MANAGEMENT – WILL BE PROVIDED IN ACCORDANCE WITH THE SIX MILE CREEK WATERSHED REGULATIONS AND TOWN'S ORDINANCE

JURISDICTIONAL SURFACE WATERS – AN ON-SITE DETERMINATION AND DELINEATION FOR THE PRESENCE OF JURISDICTIONAL SURFACE WATERS HAS BEEN PERFORMED AND WILL BE PROVIDED TO THE TOWN FOR REVIEW DURING THE CONSTRUCTION PERMITTING PHASE.

ROADWAY NAMES – PROPOSED ROADWAY NAMES WILL REQUIRE WRITTEN APPROVAL FROM UNION COUNTY.

UTILITIES – THE DEVELOPER INTENDS TO CONSTRUCT PUBLIC SANITARY SEWER AND PUBLIC WATER LINES TO SERVE THE PROPOSED 56 SINGLE FAMILY RESIDENTIAL LOTS.

GRAPHIC SCALE
100 0 50 100 200
1 INCH = 100 FEET

NO.	BY	DATE	REVISION

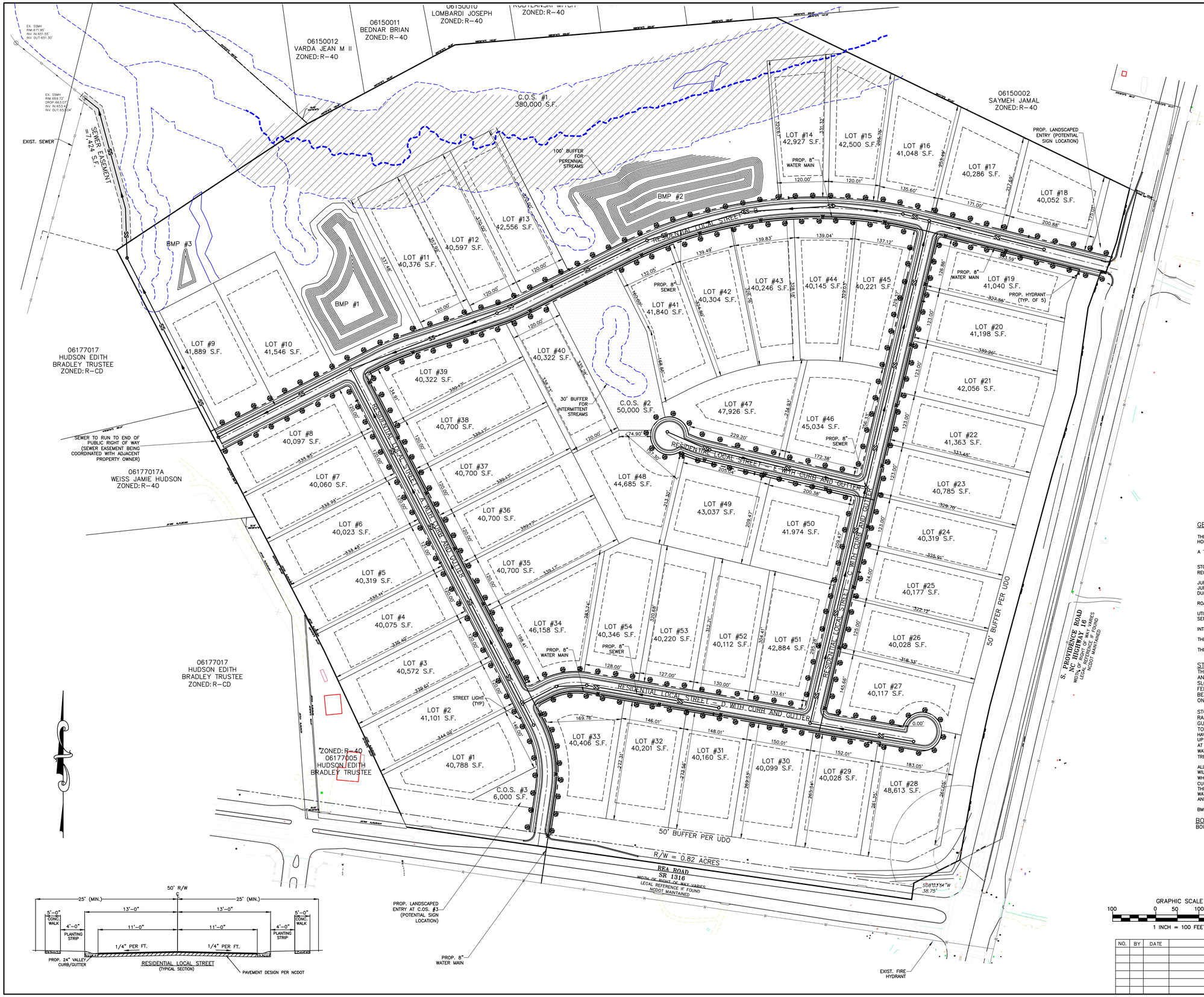
PRELIMINARY
FOR REVIEW PURPOSES ONLY

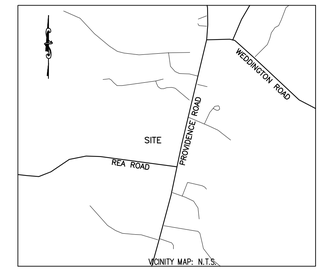
Project: REA ROAD SUBDIVISION
TOWN OF WEDDINGTON, NORTH CAROLINA
Title: SKETCH PLAN

File #:23093-SK.DWG	Date: 10/21/23	Project Egr:	FBL
		Design By:	FBL
		Drawn By:	FBL
		Scale:	1" = 100'

THE ISAACS GROUP
CIVIL ENGINEERING DESIGN AND SURVEYING
8720 RED OAK BOULEVARD, SUITE 420
CHARLOTTE, N.C. 28217
PHONE (704) 527-3440 FAX (704) 527-8335

SK-1





DEVELOPMENT DATA

ZONING:	R-CD "CONVENTIONAL"
COUNTY:	TOWN OF WEDDINGTON
TAX PARCEL:	06150001
TOTAL PROJECT AREA:	76.99 ACRES
PROJECTED REA RD R/W DEDICATION:	0.82 ACRES
AREA TO DEVELOP:	76.17 ACRES
MIN. LOT WIDTH SHOWN:	120 FT.
SETBACK:	50'
REAR YARD:	40'
SIDE YARD:	15'
SIDE STREET YARD:	25'
MIN. LOT AREA:	40,000 S.F.
NUMBER OF LOTS SHOWN:	54 LOTS (CONSTRUCTED IN ONE PHASE)
C.O.S. REQUIRED:	10% = 7.70 ACRES
C.O.S. PROVIDED:	GREATER THAN 7.70 ACRES/10.0%
UTILITIES:	PUBLIC WATER AND SEWER
ESTIMATED SEWER/WATER FLOW	54 LOTS * 190 GPD/LOT = 10,260 GPD DOMESTIC FLOW TO BE TREATED AT 6 MILE WWTP
IRRIGATION	200 GPD/LOT * 54 LOTS = 10,800 GPD

NOTE: DEVELOPMENT WILL PROVIDE AN 8" WATER MAIN TO SERVE THE 54 LOTS. THE DEVELOPMENT WILL HAVE 54 DOMESTIC METERS AND 54 IRRIGATION METERS.

LEGEND

100' UNDISTURBED SIX-MILE CREEK BUFFER

COMMON OPEN SPACE

OWNER: PROVIDENCE ROAD MARVIN-WEDD RD JOINT VENTURE
ADDRESS: 3901 BERESFORD ROAD CHARLOTTE, NC 28211
PHONE: 704-582-3989
EMAIL: BKARDOS@BEECHWOODHOMES.COM

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CONTACT: RANDY GODDARD
ADDRESS: 2459 WILKINSON BOULEVARD SUITE 200 CHARLOTTE, NC 28208
PHONE: (704) 343-0608

GENERAL NOTES:

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A TIA IS IN PROGRESS BY THE TRAFFIC CONSULTANT: DESIGN RESOURCE GROUP

STORMWATER MANAGEMENT – WILL BE PROVIDED IN ACCORDANCE WITH THE SIX MILE CREEK WATERSHED REGULATIONS AND TOWN'S ORDINANCE

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ROADWAY NAMES – PROPOSED ROADWAY NAMES WILL REQUIRE WRITTEN APPROVAL FROM UNION COUNTY.

UTILITIES – THE DEVELOPER INTENDS TO CONSTRUCT PUBLIC SANITARY SEWER AND PUBLIC WATER LINES TO SERVE THE PROPOSED 54 SINGLE FAMILY RESIDENTIAL LOTS.

INTERNAL ROADS WILL BE PUBLIC MAINTAINED BY NCDOT.

THERE WILL BE NO ON STREET PARKING ALLOWED WITHIN THE SUBDIVISION.

THERE ARE NO WELLS OR SEPTIC SYSTEMS ON THIS SITE.

STORMWATER NOTES:

THE SITE IS A VACANT PROPERTY LOCATED AT THE NORTHWEST CORNER OF PROVIDENCE ROAD AND REA ROAD. THE PROPERTY SLOPES GENERALLY FROM 2%-10% FROM THE INTERSECTION SLOPING NORTH WHERE THERE IS A PERENNIAL STREAM. THE PERENNIAL STREAM EVENTUALLY FEEDS INTO SIX MILE CREEK. THERE ARE SEVERAL OTHER INTERMITTENT STREAMS THAT HAVE BEEN LOCATED ON THE PROPERTY AS WELL. THE SITE IS MOSTLY WOODED AT THIS TIME. SOILS ON SITE CONSIST OF A MIXTURE OF APPLING, CECIL, HELENA, AND COLFAX.

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BOUNDARY SHOWN BASED ON SURVEY COMPLETED BY THE ISAACS GROUP

PRELIMINARY
FOR REVIEW PURPOSES ONLY

GRAPHIC SCALE
100 0 50 100 200
1 INCH = 100 FEET

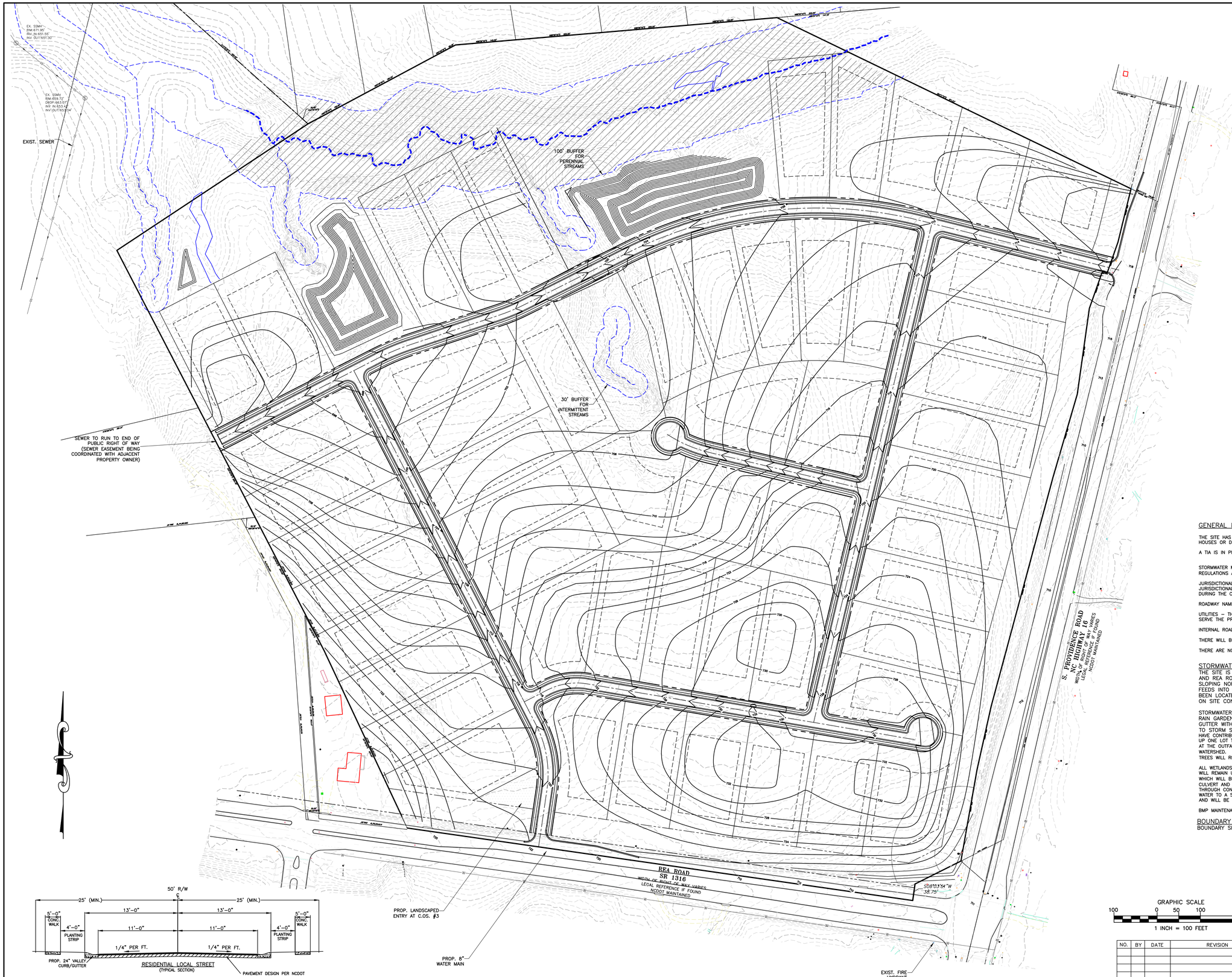
NO.	BY	DATE	REVISION

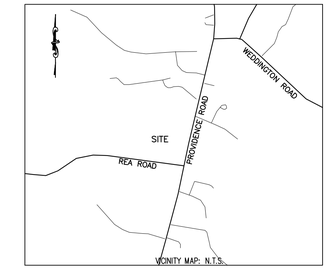
Project: REA ROAD SUBDIVISION
TOWN OF WEDDINGTON, NORTH CAROLINA
Title: SITE PLAN

File #23093-SK_RECOVER.DWG | Date: 5/1/24 | Project Egr: FBL | Design By: FBL | Drawn By: FBL | Scale: 1" = 100'

THE ISAACS GROUP
CIVIL ENGINEERING DESIGN AND SURVEYING
8720 RED OAK BOULEVARD, SUITE 420
CHARLOTTE, N.C. 28217
PHONE (704) 527-3440 FAX (704) 527-8335

SK-1





DEVELOPMENT DATA

ZONING:	R-CD "CONVENTIONAL"
COUNTY:	TOWN OF WEDDINGTON
TAX PARCEL:	06150001
TOTAL PROJECT AREA:	76.99 ACRES
PROJECTED REA RD R/W DEDICATION:	0.82 ACRES
AREA TO DEVELOP:	76.17 ACRES
MIN. LOT WIDTH SHOWN:	120 FT.
SETBACK:	50'
REAR YARD:	40'
SIDE YARD:	15'
SIDE STREET YARD:	25'
MIN. LOT AREA:	40,000 S.F.
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C.O.S. REQUIRED:	10% = 7.70 ACRES
C.O.S. PROVIDED:	GREATER THAN 7.70 ACRES/10.0%
UTILITIES:	PUBLIC WATER AND SEWER
ESTIMATED SEWER/WATER FLOW	54 LOTS * 190 GPD/LOT = 10,260 GPD DOMESTIC FLOW TO BE TREATED AT 6 MILE WWTP
IRRIGATION	200 GPD/LOT * 54 LOTS = 10,800 GPD

NOTE: DEVELOPMENT WILL PROVIDE AN 8" WATER MAIN TO SERVE THE 54 LOTS. THE DEVELOPMENT WILL HAVE 54 DOMESTIC METERS AND 54 IRRIGATION METERS.

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100' UNDISTURBED SIX-MILE CREEK BUFFER

COMMON OPEN SPACE

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PHONE: 704-582-3989
EMAIL: BKARDOS@BEECHWOODHOMES.COM

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CIVIL ENGINEER/SURVEYOR: THE ISAACS GROUP, P.C.
CONTACT: BENJI LAYMAN (blayman@isaacsgrp.com)
ADDRESS: 8720 RED OAK BLVD; SUITE 420, CHARLOTTE, N.C. 28217
PHONE: (704) 527-3440 ext. 157

TRAFFIC CONSULTANT: DESIGN RESOURCE GROUP
CONTACT: RANDY GODDARD
ADDRESS: 2459 WILKINSON BOULEVARD SUITE 200 CHARLOTTE, NC 28208
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TOWN OF WEDDINGTON, NORTH CAROLINA
Title: PRELIMINARY GRADING PLAN
File #:23093-SK_RECOVERING | Date: 5/1/24 | Project Egr: FBL | Design By: FBL | Drawn By: FBL | Scale: 1" = 100'

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PHONE (704) 527-3440 FAX (704) 527-8335

SK-1

TOWN OF WEDDINGTON – OFFICIAL ZONING MAP

WEDDINGTON N.C.

LEGEND

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

0 0.5 1 2 Miles

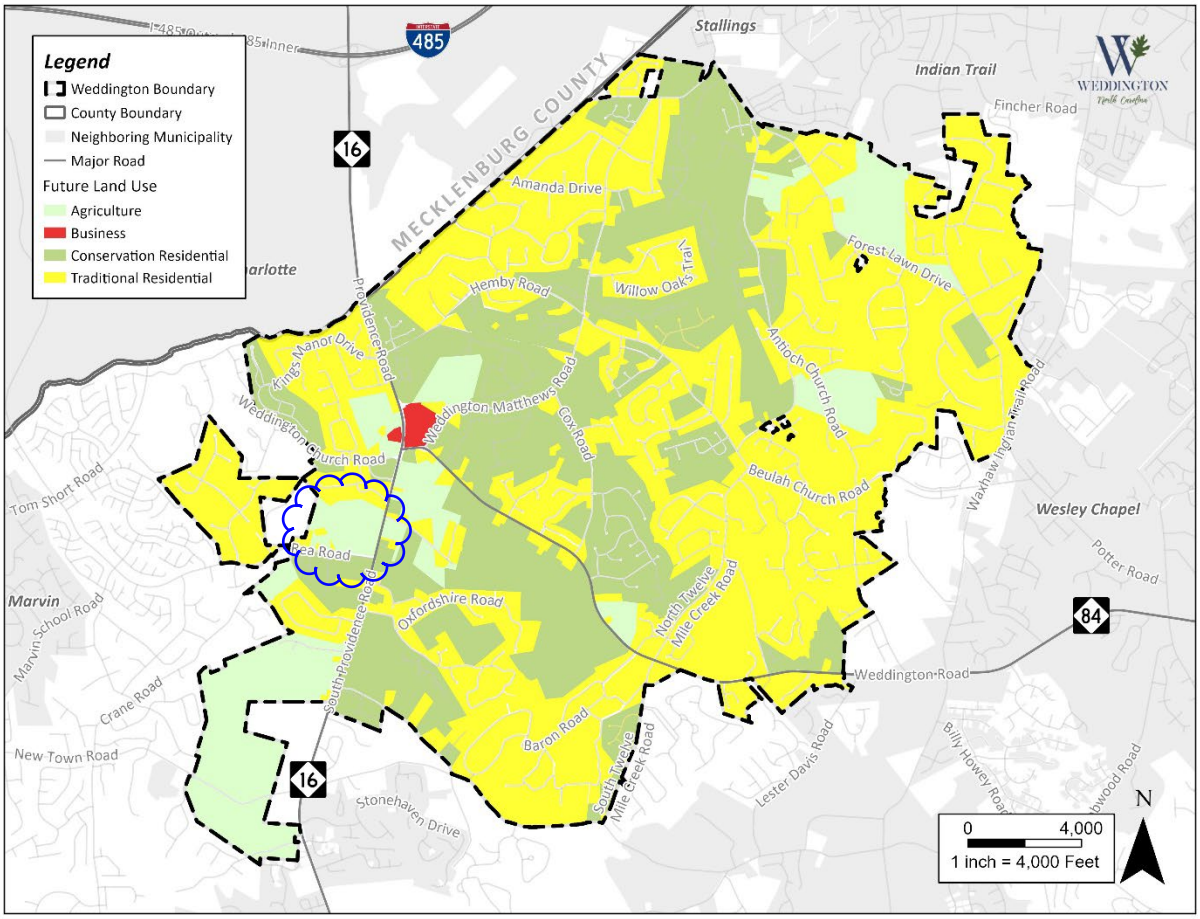
N

S

Date: 1/30/2023

This Map was produced by the Town of Weddington and is for informational purposes only. This Map may not have been prepared for, or be suitable for legal, engineering, or surveying purposes. Users of this information should review or consult the primary data and information sources to ascertain the usability of the information

Map 4 Future Land Use Map



COMMUNITY MEETING REPORT

Petitioner: Benji Layman – The Isaacs Group and Beechwood Homes

Rea Road Subdivision

This Community Meeting Report is being filed with the Town of Weddington Planning Director pursuant to the provisions of the City Code.

PERSONS AND ORGANIZATIONS CONTACTED WITH DATE AND EXPLANATION OF HOW CONTACTED:

The Town of Weddington mailed a written notice of the date, time and location of the Community Meeting to the individuals and organizations adjacent to the property as required by sending such notice via U.S. mail.

DATE, TIME AND LOCATION OF MEETING:

The Community Meeting was held Tuesday March 26, 2024 at Town Hall.

PERSONS IN ATTENDANCE AT MEETING (Town of Weddington kept record)**:**

SUMMARY OF PRESENTATION/DISCUSSION:

Benji Layman welcomed the attendees as they joined the meeting and introduced everyone to himself as well as the Beechwood Homes team. Mr. Layman gave a power point presentation to introduce the project and summarize what the zoning/subdivision request is to the city. The latest Site Plan and proposed Building Elevations were provided in the presentation. It was explained this was the first step to getting the public involved in the major subdivision process and the next steps would be to continue working with the Planning Department and then going before the Planning Board and City Council.

After the introduction of the project, there was an informal discussion between the petitioner's representatives and the citizens that were in attendance in which questions were asked relating to the project. Items that were discussed are as follows:

- Several neighbors asked about what, if any, transportation improvements would be provided with the project. Mr. Layman explained that a TIA was being completed by a third-party engineer in coordination with the Town and NCDOT. It was explained the results of the TIA were not known yet, but the petitioner understood all improvements would need to be completed as part of the project. There was also some discussion as to the timing of some of the NCDOT road projects that are in the Planning stages. Mr. Layman gave the latest update that is provided online but did not have any further information and would need to defer to the NCDOT office.

- There were many questions regarding sewer and if the plan was to have a gravity system or a septic system whether it be on individual lots or a community septic field. Mr. Layman suggested the plan was to use a gravity system but would need an easement from the adjacent property owner. Beechwood Homes would be trying to come to an agreement regarding an easement.

- One neighbor asked about price points and lot sizes. Mr. Layman answered by saying lots would be over 40,000 s.f. each as required by the ordinance. Beechwood Homes suggest the price point would be around 1.5 to 2 million dollars per home.

- There were questions regarding pedestrian access in and around the site. The plan was shown showing the internal sidewalk connectivity. The team also stated sidewalks would be provided around the perimeter of the site as required by the Town and NCDOT.

- Several neighbors asked what it would look like visually from Providence and from Rea Road. Mr. Layman described the right of width as well as showed the required 50' buffer along each road, that is not included in any individual parcel. Lots abutting the roads are approximately 300' deep so it was suggested that there could be an additional buffer provided that was platted on adjacent lots to ensure a wider landscaped area.

- One neighbor asked if the neighborhood would be gated. Beechwood said that was an option and something they were looking into, but would need to coordinate if necessary, during the permitting stage.

- Several neighbors asked what the time frame to complete would be. The approximate time frame was laid out that consists of approximately a year for permitting and then another six to 9 months for pad delivery. At that point, they would aim for 36-48 homes per year, putting the overall timeframe between 2.5-3 years.

No major changes were made to the plan as a result of the meeting. The petitioner will continue to work on the TIA and sewer easement.

The petitioner provided contact information to everyone at the meeting and will continue to work with the neighbors.

Respectfully submitted,
Benji Layman

TOWN OF WEDDINGTON

Community Meeting – Rea and Providence Subdivision
Tuesday March 26, 2024 6:00 p.m.

Please Sign In

NAME	
1. BOB GRISWOLD	6725 TREE HILL RD.
2. Bill Cathey	6734 Tree Hill Rd
3. Jane Duckwall	114 Larkfield Dr.
4. Chad Emerine	953 Eagle Rd
5. Melissa Emerine	953 Eagle Rd
6. Timothy Gregg	209 GRANTHAM PL.
7. Bill Deter	Weybridge Way
8. Jamie Weiss	268 Rea Rd
9. Brad Hudson	250 Rea Rd
10. Cathy Williams	318 Rea Rd
11. DON CUTHBERTSON	112 CHARLESTOWNE CT.
12. Phil Williams	6036 Oxfordshire Rd
13. JOHNNY VARDA	201 LARKFIELD DR.
14. Barbara Courtney	302 Rea Rd.
15. TRACY STORK	
16. JIM JESSEE	
17. Craig Bohlen	620 Cottonwood Dr
18. Nancy Anderson	Providence Rd.
19. Ellen Carney	5036 Oxfordshire Rd

TOWN OF WEDDINGTON

Community Meeting – Rea and Providence Subdivision
Tuesday March 26, 2024 6:00 p.m.

20.	Travis Manning	Rising Sun Ln
21.	Liang Wang	121 Highclere Dr.
22.	Christopher Neale	110 CHARLESTONE
23.	Haley Linton	146 Valley Glen Dr
24.		
25.		
26.		
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36.		
37.		
38.		

TRAFFIC IMPACT ANALYSIS

PROVIDENCE & REA

West side of Providence Road (NC 16) just north of the intersection with Rea Road

Weddington, North Carolina

for

Beechwood Carolinas

June 2024

1088-001 (C-2165)

NORTH CAROLINA PROFESSIONAL SEAL 16315 ENGINEER RANDY E. GODDARD
6/11/2024

1111 Hawthorne Lane
Charlotte, NC 28205

o 704.343.0608
w www.drgrp.com

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EXECUTIVE SUMMARY

Beechwood Carolinas proposes to develop a 54 single family home community located on the west side of Providence Road (NC 16) just north of the intersection with Rea Road in Weddington, NC (see Figure 1). The site was originally scoped and analyzed with 56 single family homes, which provides the most conservative analysis results. The development is expected to be completed in 2027.

Providence Road facing north at Old Mill Road/Access "A"

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 the Town of Weddington. It provides intersection improvements needed for mitigating traffic impacts. This study evaluates the following scenarios:

- Existing Conditions
- 2027 No Build Conditions
- 2027 Build-out Conditions

The area of influence of the site as defined by Town of Weddington staff includes the following six existing intersections and two access locations (See Appendix for the approved scoping information):

1. Providence Road & Weddington Road (Signalized)
2. Providence Road & Lenny Stadler Way (Signalized)
3. Providence Road & Old Mill Road/Access "A" (Unsignalized – Full Movement)
4. Providence Road & Rea Road (Signalized)
5. Providence Road & Lochaven Road (Unsignalized)
6. Rea Road & Highclere Drive (Unsignalized)
7. Rea Road & Access "B" (Unsignalized – Right-In/Right-Out)

According to the latest preliminary site plan, access to the site is expected to occur via two access locations:

- Proposed Access "A" (Full Movement): unsignalized access located on Providence Road across from Old Mill Road.
- Proposed Access "B" (Right-In/Right-Out): unsignalized access located approximately 500 feet east of Highclere Drive on Rea Road.

The trip generation results indicate that the development is expected to generate 44 AM peak hour trips and 58 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:

Build Suggested Improvements:

1. Providence Road & Weddington Road (Signalized)

- No suggested improvements

2. Providence Road & Lenny Stadler Way (Signalized)

- No suggested improvements

3. Providence Road & Old Mill Road/Access "A" (Unsignalized)

We propose the following full movement access configuration:

- One ingress lane and one egress lane (an eastbound left/thru/right turn lane) on proposed Access "A"
- Construct a southbound right turn lane with 100 feet of storage on Providence Road
- The existing northbound left turn lane is used for the left turn onto Access "A"
    - The alignment of Access "A" at the existing U-turn bulb is not expected to create a conflict since there are no existing northbound U-turns at this intersection

4. Providence Road & Rea Road (Signalized)

- No suggested improvements

5. Providence Road & Lochaven Road (Unsignalized)

- No suggested improvements

5. Rea Road & Highclere Drive (Unsignalized)

- No suggested improvements

7. Rea Road & Access "B" (Unsignalized)

We propose the following right-in/right-out access configuration:

- One ingress lane and one egress lane (a terminating southbound right turn lane) on proposed Access "B"
- Construct a westbound right turn lane with 100 feet of storage on Rea Road

In summary, even though the proposed residential development will slightly increase the amount of vehicular traffic on the adjacent roadways/corridors, the project will not materially impact adjacent roadways, intersections, or the general public traveling in the area if the site is developed according to the proposed plan and includes the suggested access configurations.

PROPOSED DEVELOPMENT

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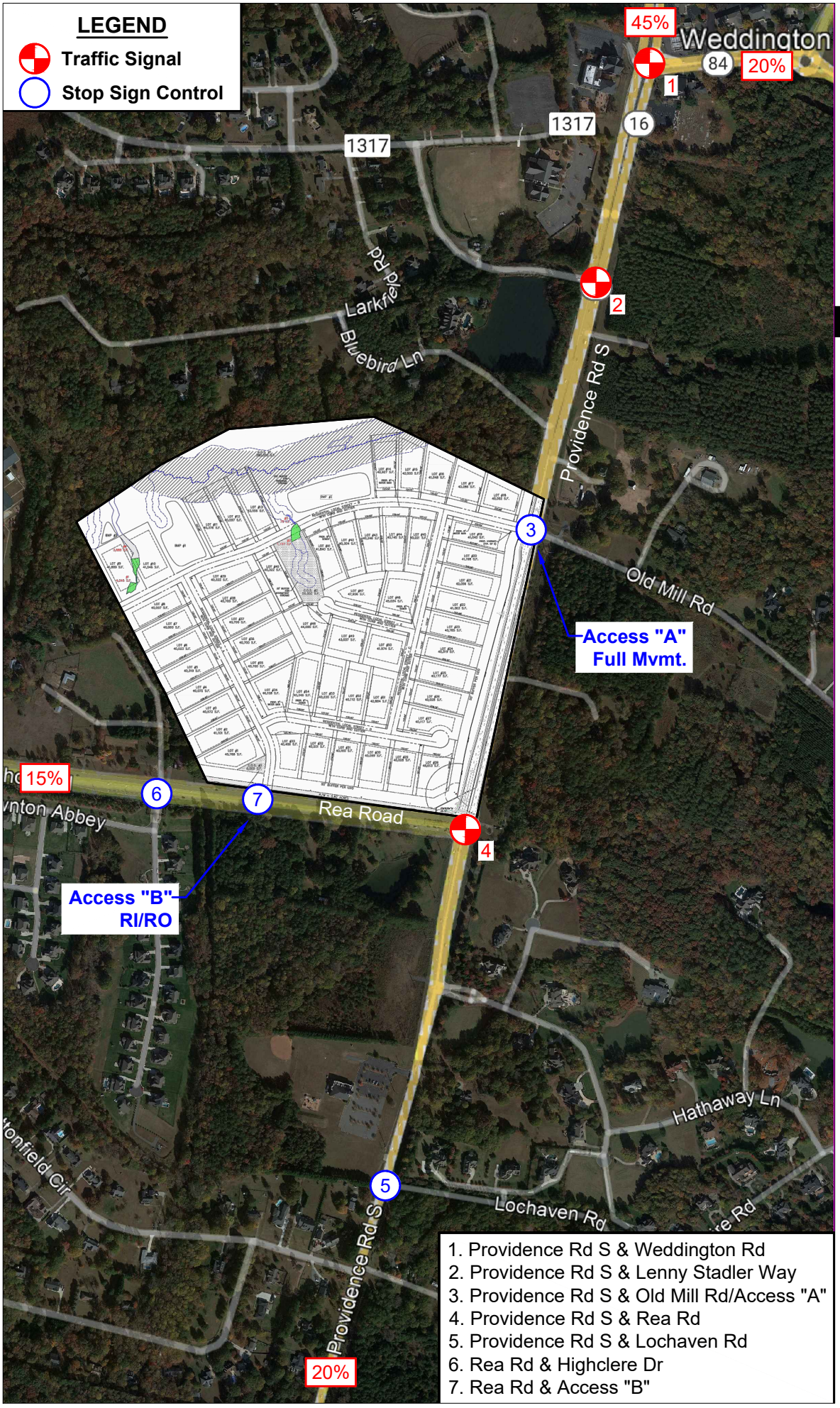

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TRANSPORTATION PLANNING
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PROVIDENCE & REA
WEDDINGTON, NC

BEECHWOOD CAROLINAS
7621 LITTLE AVENUE SUITE 111
CHARLOTTE, NC 28226

AREA OF INFLUENCE

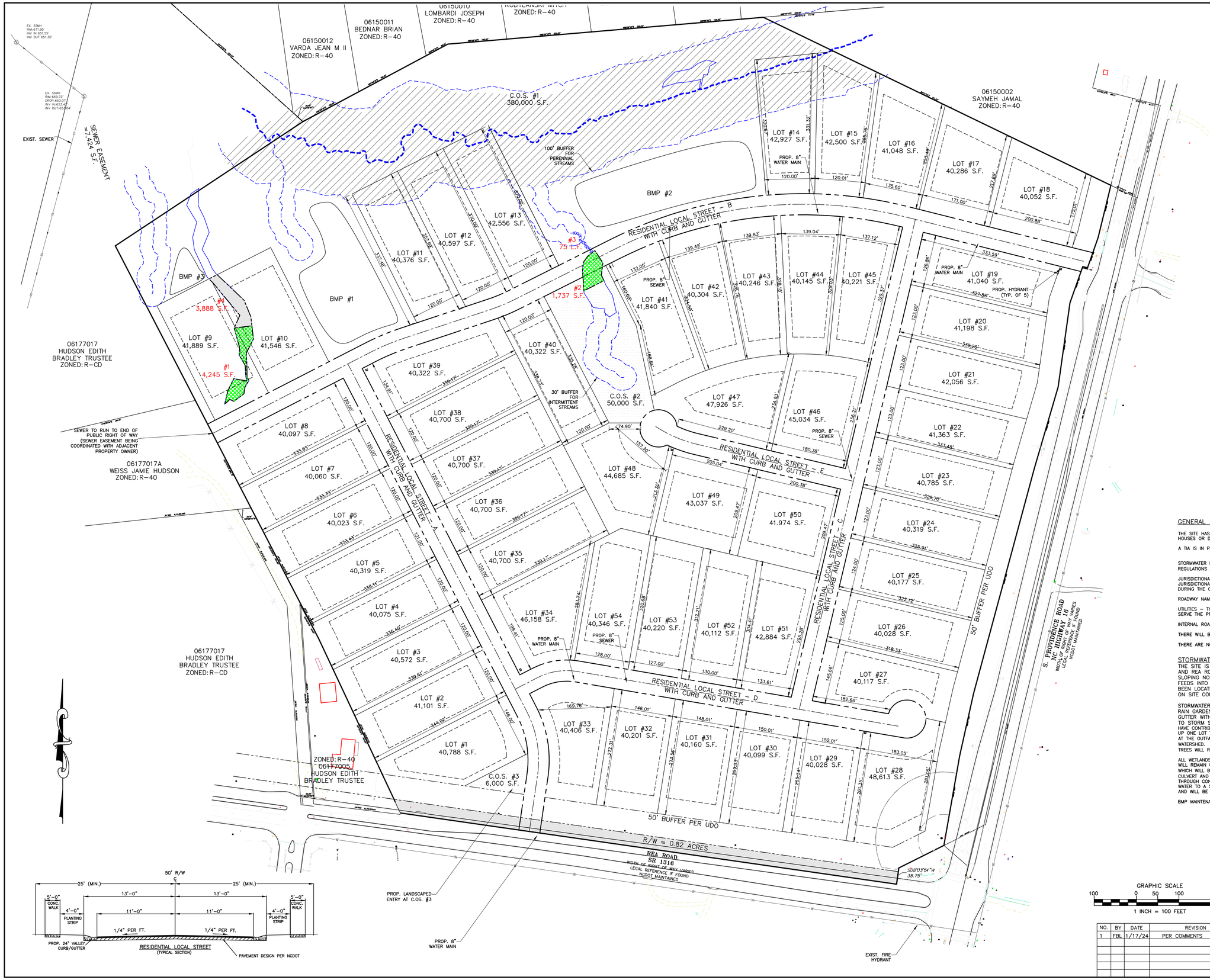
0 350' 700' N
SCALE: 1" = 700'

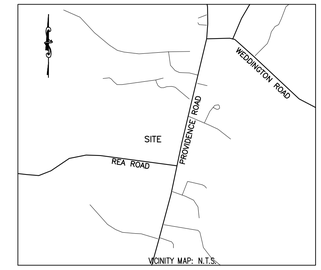
PROJECT #: 1088-001
DRAWN BY: CRB
CHECKED BY: REG

JUNE 2024

REVISIONS:
1.

Figure 1





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THE SITE IS A VACANT PROPERTY LOCATED AT THE NORTHWEST CORNER OF PROVIDENCE ROAD AND REA ROAD. THE PROPERTY SLOPES GENERALLY FROM 2%-10% FROM THE INTERSECTION SLOPING NORTH WHERE THERE IS A PERENNIAL STREAM. THE PERENNIAL STREAM EVENTUALLY FEEDS INTO SIX MILE CREEK. THERE ARE SEVERAL OTHER INTERMITTENT STREAMS THAT HAVE BEEN LOCATED ON THE PROPERTY AS WELL. THE SITE IS MOSTLY WOODED AT THIS TIME. SOILS ON SITE CONSIST OF A MIXTURE OF APPLING, CECIL, HELENA, AND COLFAX.

STORMWATER REQUIREMENTS WILL BE MET ON SITE BY WAY OF TWO WETPONDS AND ONE SMALL RAIN GARDEN. STORM WILL BE DIRECTED TO THESE LOCATIONS BY WAY OF ROAD CURB AND GUTTER WITH STORM STRUCTURES THAT WILL BE PIPED IN THE ROAD AND REAR YARD SWALES TO STORM STRUCTURES. BMP'S WERE SELECTED BASED ON DRAINAGE AREA SIZES. THE TWO WETPONDS HAVE CONTRIBUTING DRAINAGE AREAS THAT EXCEED 50 ACRES AND THE SMALL RAIN GARDEN WILL ONLY PICK UP ONE LOT THAT CAN NOT BE PIPED TO EITHER WETPOND. EACH WET POND WILL HAVE A LEVEL SPREADER AT THE OUTFALL. BMP'S WILL BE DESIGNED TO MEET THE REQUIREMENTS OF THE SIX MILE CREEK WATERSHED. MORE THAN 10% OF THE SITE WILL REMAIN UNDISTURBED DURING CONSTRUCTION (EXISTING TREES WILL REMAIN IN THESE AREAS).

ALL WETLANDS AND STREAMS HAVE BEEN DELINEATED. BUFFERS HAVE BEEN PROVIDED AS REQUIRED AND WILL REMAIN UNDISTURBED THROUGHOUT CONSTRUCTION WITH THE EXCEPTION OF TWO AREAS OF DISTURBANCE WHICH WILL BE PERMITTED THROUGH THE ARMY CORP (ONE FOR A ROAD CROSSING WHICH WILL HAVE CULVERT AND THE OTHER TO FILL IN AN UPLAND AREA). A DOUBLE ROW OF SILT FENCE WILL BE PROVIDED THROUGH CONSTUCTION. ABOVE THE DOUBLE ROW, A DIVERSION DITCH WILL BE PROVIDED THAT WILL ROUTE WATER TO A SEDIMENT BASIN. OTHER EROSION CONTROL DEVICES WILL BE PROVIDED DURING CONSTRUCTION AND WILL BE MONITORED THROUGHOUT CONSTUCTION.

BMP MAINTENANCE WILL BE THE RESPONSIBILITY OF THE DEVELOPER.

PRELIMINARY
FOR REVIEW PURPOSES ONLY

GRAPHIC SCALE
100 0 50 100 200
1 INCH = 100 FEET

NO.	BY	DATE	REVISION
1	FBL	1/17/24	PER COMMENTS

Project:
REA ROAD SUBDIVISION
TOWN OF WEDDINGTON, NORTH CAROLINA

Title:
SKETCH PLAN

File #:23093-SK_RECOVER.DWG | Date: 12/14/23 | Project Egr: FBL | Design By: FBL | Drawn By: FBL | Scale: 1" = 100'

THE ISAACS GROUP
CIVIL ENGINEERING DESIGN AND SURVEYING
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CHARLOTTE, N.C. 28217
PHONE (704) 527-3440 FAX (704) 527-8335

SK-1

AREA CONDITIONS

The area of influence of the site as defined by Town of Weddington staff includes the following six existing intersections and two access locations (See Appendix for the approved scoping information):

1. Providence Road & Weddington Road (Signalized)
2. Providence Road & Lenny Stadler Way (Signalized)
3. Providence Road & Old Mill Road/Access "A" (Unsignalized – Full Movement)
4. Providence Road & Rea Road (Signalized)
5. Providence Road & Lochaven Road (Unsignalized)
6. Rea Road & Highclere Drive (Unsignalized)
7. Rea Road & Access "B" (Unsignalized – Right-In/Right-Out)

Providence Road facing north at Rea Road

Rea Road facing south at Highclere Drive

Morning (7:00-9:00 AM) and afternoon (4:00-6:00 PM) peak hour turning movement counts (TMCs) were conducted at study intersection 1 on Wednesday, December 13, 2023 and at all other study intersections on Tuesday, February 13, 2024. 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, Rea 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.

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

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

Roadway	AADT (Year)
Providence Road north of Weddington Road	38,500 (2022)
Weddington Road east of Providence Road	19,000 (2022)
Providence Road south of Weddington Road	28,500 (2022)
Providence Road south of Rea Road	19,500 (2022)
Rea Road west of Providence Road	15,000 (2022)

Table 2: Crash Data from 2018-2022

Intersection	Severity Type			Total Crashes
	K & A Injury	B & C Injury Crashes	PDO Crashes	
Providence Road & Weddington Road	0	8	66	74
Providence Road & Lenny Stadler Way	0	3	6	9
Providence Road & Rea Road	0	5	37	42
Providence Road & Lochaven Road	0	1	5	6

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

Table 3: Crash Type from 2018-2022

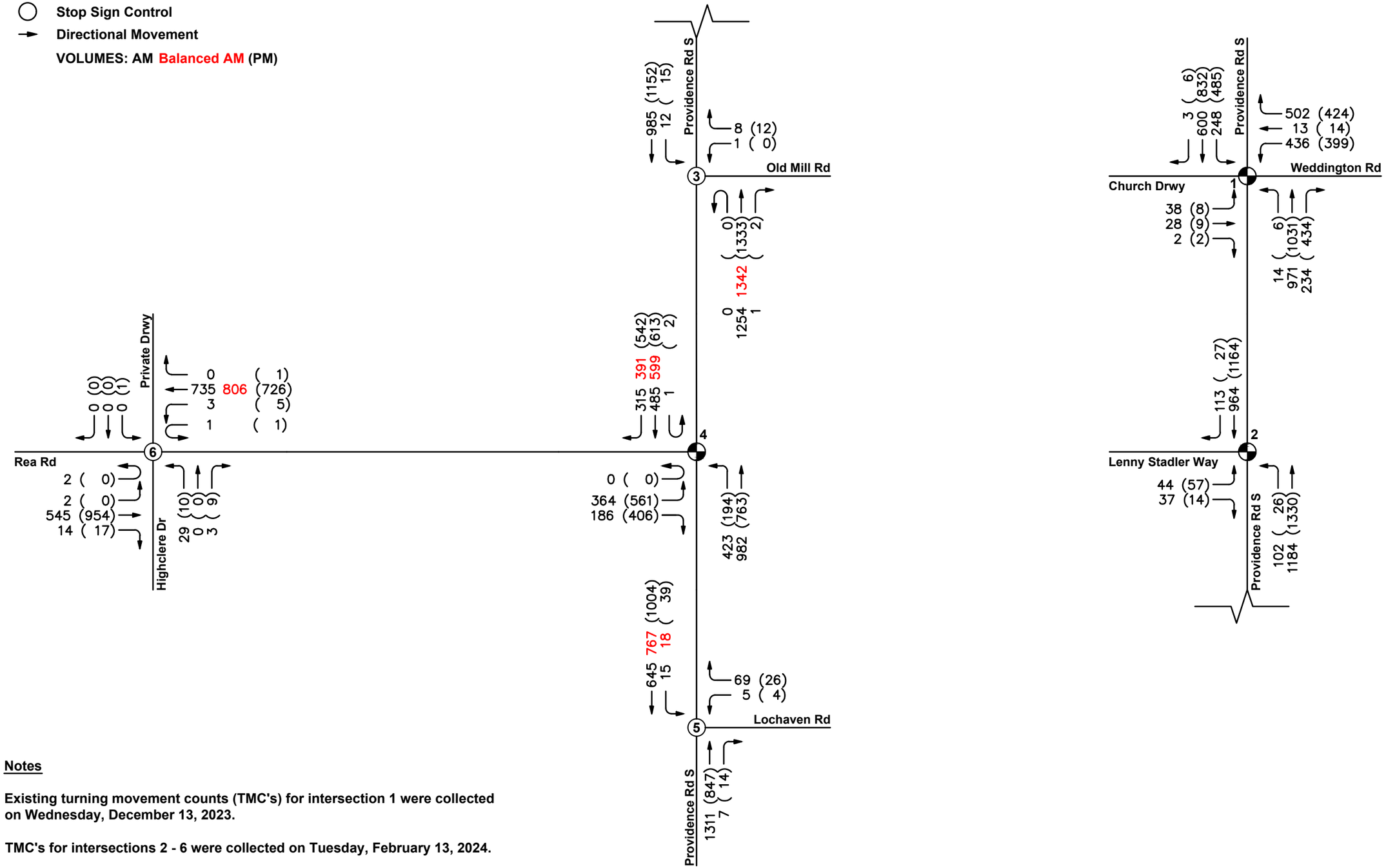
Intersection	Crash Type				
	Frontal Impact	Rear End Crashes	Sideswipe	Pedestrian	Bicycle
Providence Road & Weddington Road	8	55	8	1	0
Providence Road & Lenny Stadler Way	3	4	0	0	0
Providence Road & Rea Road	6	25	4	0	0
Providence Road & Lochaven Road	2	4	0	0	0

No data was available for the intersection of Providence Road & Old Mill Road or Rea Road & Highclere Drive. Based on the data from NCDOT's ArcGIS portal (*Go! NC*), there were no fatal or disabling crashes, 3 crashes with evident injury, and 14 crashes with possible injury. The remaining crashes were reported as property damage only. The majority of crashes at the signalized intersections are rear end crashes, which are likely due to traffic stopping at the signals. For a more thorough safety analysis, a full TEAAS analysis would be required.

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 **Balanced AM** (PM)



Notes

Existing turning movement counts (TMC's) for intersection 1 were collected on Wednesday, December 13, 2023.

TMC's for intersections 2 - 6 were collected on Tuesday, February 13, 2024.

Existing AM peak hour volumes were balanced within 5% of the directional volume between intersections and carried through all Synchro files.

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EXISTING PEAK HOUR TRAFFIC VOLUMES

0 XX' XX' N
SCALE: NTS

PROJECT #: 1088-001
DRAWN BY: CRB
CHECKED BY: REG

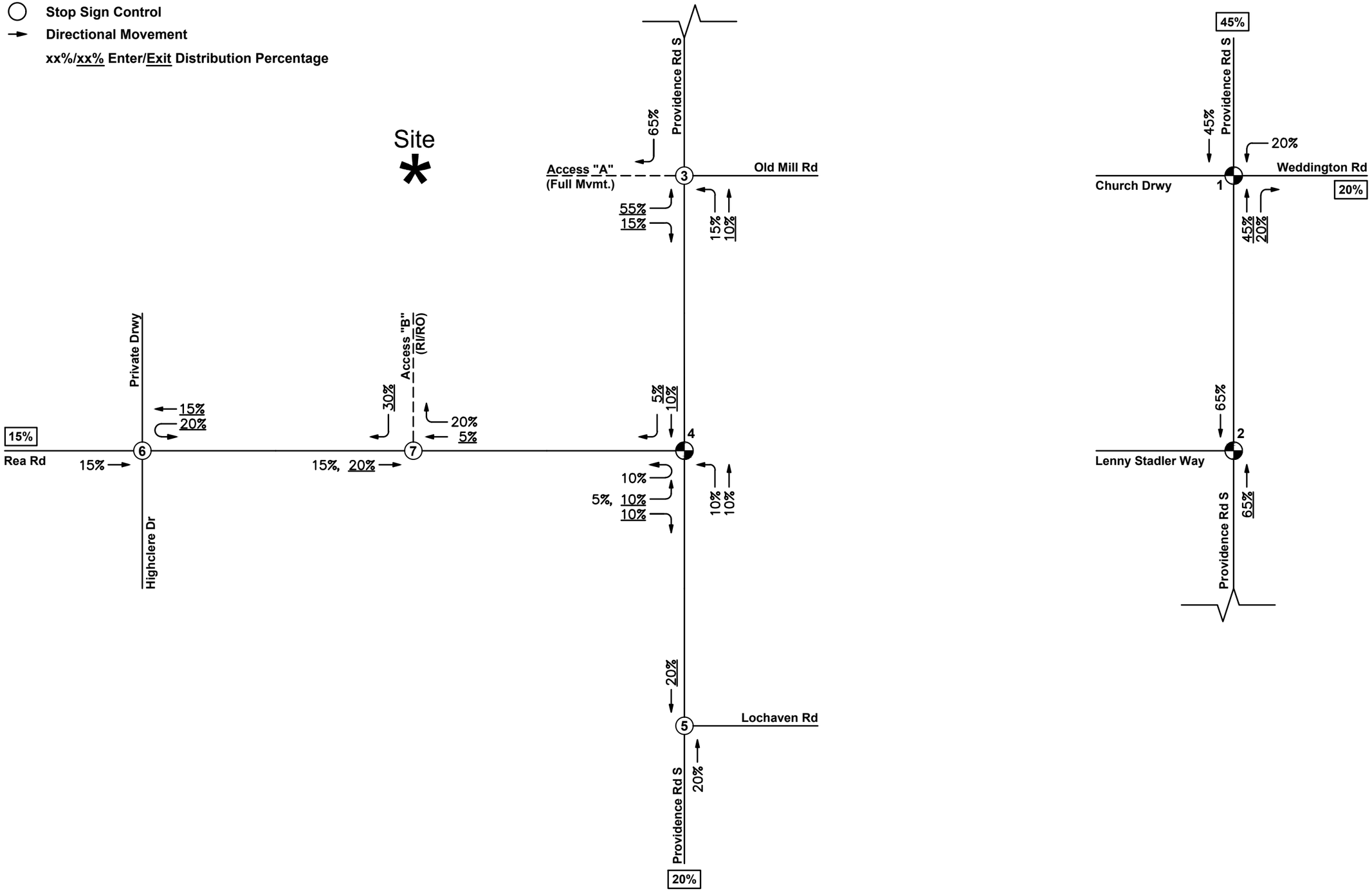
JUNE 2024

REVISIONS:
1.

Figure 2

LEGEND

- Traffic Signal
- Stop Sign Control
- Directional Movement
- xx%/xx% Enter/Exit Distribution Percentage



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SITE DIRECTIONAL DISTRIBUTION

0 XX' XX' N
SCALE: NTS

PROJECT #: 1088-001
DRAWN BY: CRB
CHECKED BY: REG

JUNE 2024

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Figure 3

PROJECTED TRAFFIC

The daily and peak-hour trip generation data for the site is presented in Table 3. 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
Single Family (Detached) [210]	56	DU	592	11	33	44	36	22	58

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

The trip generation results indicate that the development is expected to generate 44 AM peak hour trips and 58 PM peak hour trips.

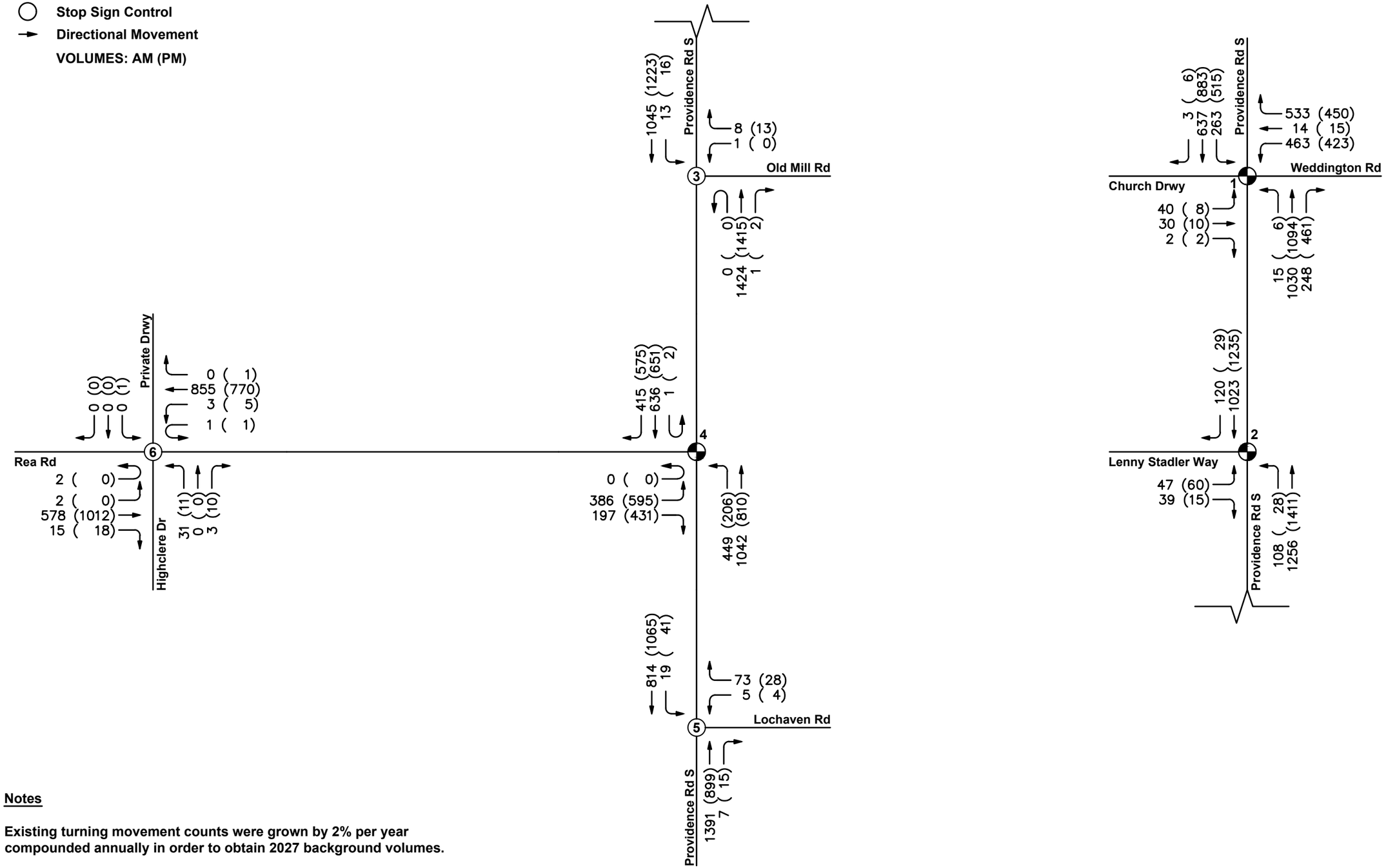
Although the latest site plan indicates only 54 single family homes, the site was originally scoped and analyzed with 56 single family homes, which provides the most conservative analysis results.

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 2027 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:

Background + (Site) = Total

LEGEND

- Traffic Signal
- Stop Sign Control
- Directional Movement
- VOLUMES: AM (PM)



Notes

Existing turning movement counts were grown by 2% per year compounded annually in order to obtain 2027 background volumes.

Existing AM peak hour volumes were balanced within 5% of the directional volume between intersections and carried through all Synchro files.

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2027 NO BUILD PEAK HOUR TRAFFIC VOLUMES

0 XX' XX' N
SCALE: NTS

PROJECT #: 1088-001
DRAWN BY: CRB
CHECKED BY: REG

JUNE 2024

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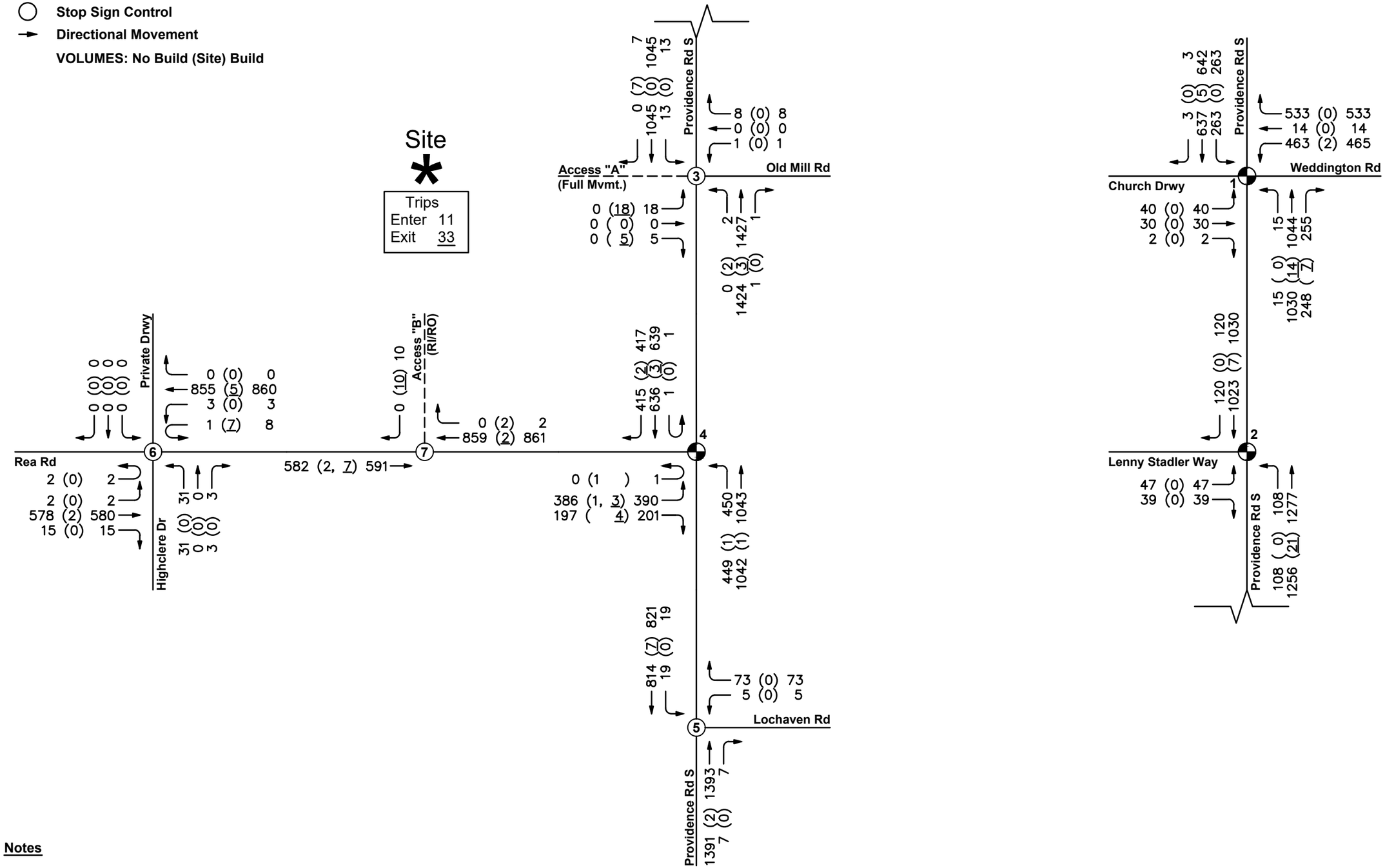
Figure 4

LEGEND

- Traffic Signal
- Stop Sign Control
- Directional Movement
- VOLUMES: No Build (Site) Build



Notes

Existing AM peak hour volumes were balanced within 5% of the directional volume between intersections and carried through all Synchro files.

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2027 BUILD
AM PEAK HOUR
TRAFFIC
VOLUMES

SCALE: NTS

PROJECT #: 1088-001
DRAWN BY: CRB
CHECKED BY: REG

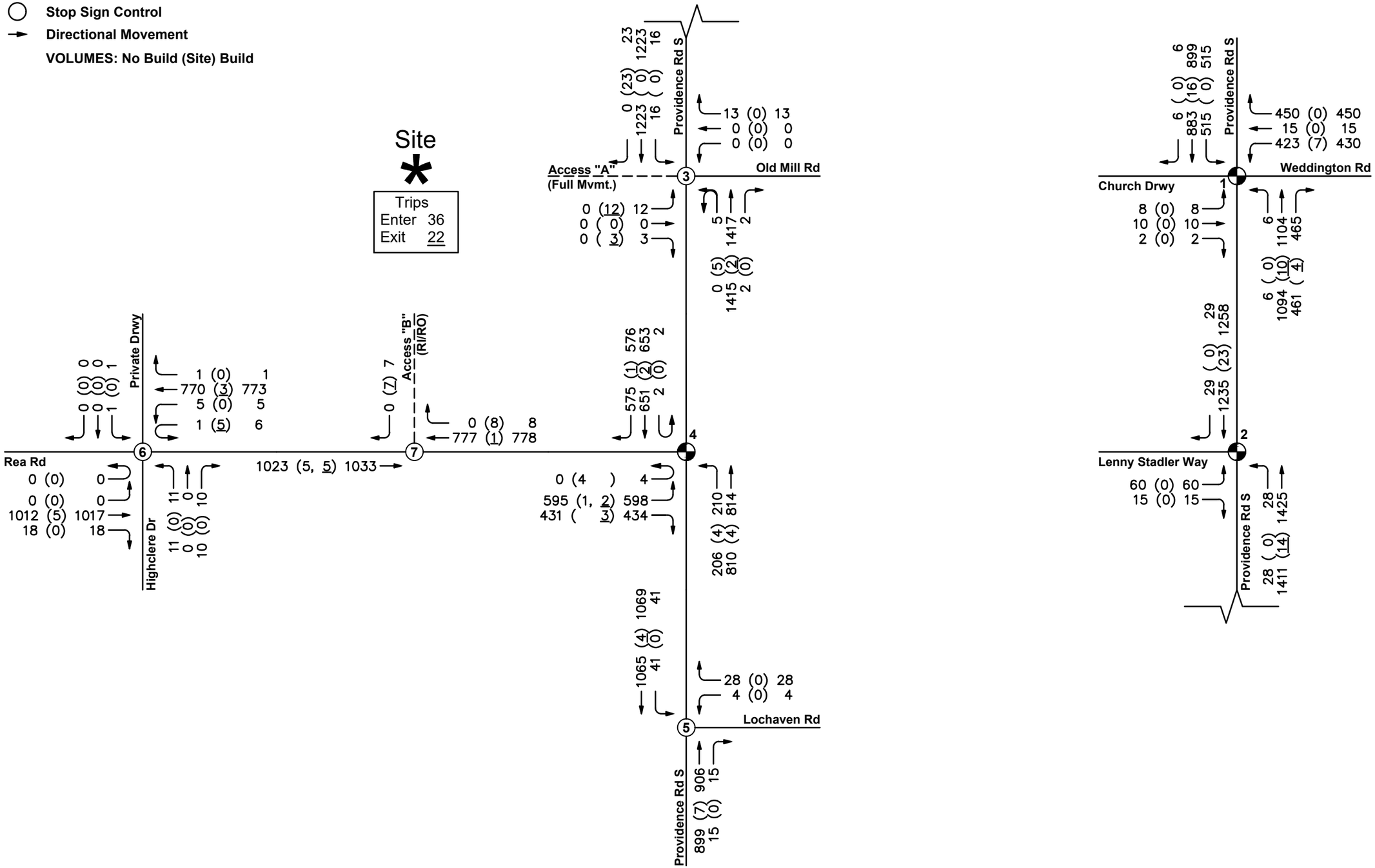
JUNE 2024

REVISIONS:
1.

Figure 5

LEGEND

- Traffic Signal
- Stop Sign Control
- Directional Movement
- VOLUMES: No Build (Site) Build



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2027 BUILD
PM PEAK HOUR
TRAFFIC
VOLUMES

0 XX' XX' N
SCALE: NTS

PROJECT #: 1088-001
DRAWN BY: CRB
CHECKED BY: REG

JUNE 2024

REVISIONS:
1.

Figure 6

TRAFFIC ANALYSIS

The study intersections identified within the area of influence were analyzed to determine the traffic impact that the development has under the build-out conditions during the morning (7:00-9:00 AM) and afternoon (4:00-6:00 PM) peak hours. The traffic analysis evaluates the following measures of effectiveness' (MOEs) and their respective criteria at the intersections assuming the future year conditions of 2027.

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 hour. The Transportation Research Board's Highway Capacity Manual[1] (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 the Town of Weddington. It provides intersection improvements needed for mitigating traffic impacts. This study evaluates the following scenarios:

- Existing Conditions
- 2027 No Build Conditions
- 2027 Build-out Conditions

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

TOWN OF WEDDINGTON ANALYSIS REQUIREMENTS - In order to determine the mitigation responsibility of the developer, this study compares 2027 Build results to the 2027 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:

- *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 – 18. Analysis software result reports per scenario are provided in the Appendix.

Base assumptions for the analysis scenarios include:

- Existing AM peak hour volumes were balanced within 5% of the directional volume between intersections and carried through all Synchro files.
- A 2% per year background growth rate between the existing and future 2027 years was used for all study intersection.
- Existing peak hour factors (PHFs) were used for all study intersections and movements, with a maximum of 0.90 PHF applied where existing PHF exceeds 0.90
- Observed heavy vehicle percentages (from TMCs) were used in all analysis for all intersections, a minimum of 2% was applied to proposed intersections.
- A minimum of 4 vehicles was assumed for all allowed movements.
- 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 in all scenarios.
- 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 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.
- Southbound right-turn overlap was removed at the intersection of Providence Road & Rea Road to remove conflict with the eastbound U-turn movement produced by the analysis software. Right turn on red was allowed for the southbound 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	37.6	0.83	C	33.3	0.85
Eastbound - Church Drwy	E	70.7	-	E	55.3	-
Westbound - Weddington Rd	D	42.6	-	D	43.8	-
Northbound - Providence Rd S	C	33.8	-	C	28.5	-
Southbound - Providence Rd S	C	34.8	-	C	31.5	-
2027 No Build Conditions						
Intersection	D	39.4	0.85	D	35.4	0.90
Eastbound - Church Drwy	E	72.6	-	E	55.5	-
Westbound - Weddington Rd	D	43.0	-	D	44.8	-
Northbound - Providence Rd S	D	36.7	-	C	31.3	-
Southbound - Providence Rd S	D	36.5	-	C	33.6	-
2027 Build Conditions						
Intersection	D	39.5	0.87	D	35.6	0.90
Eastbound - Church Drwy	E	71.6	-	E	55.5	-
Westbound - Weddington Rd	D	44.6	-	D	45.0	-
Northbound - Providence Rd S	D	36.3	-	C	32.0	-
Southbound - Providence Rd S	D	36.0	-	C	33.5	-

Existing Conditions

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

2027 No Build Conditions

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

2027 Build Conditions

When comparing the impact of the 2027 Build to the 2027 No Build conditions the intersection continues to operate at LOS “D” during both the AM and PM peak hours. The delay increases by less than 1% in the AM peak hour and 1% in the PM peak hour.

Since there is no drop in the overall intersection LOS and the delay increase is less than 25%, no developer required improvements should be deemed necessary at this study intersection.

Table 6: Providence Rd & Weddington Rd Queue Lengths

	Storage (ft)	AM PEAK		PM PEAK	
		95th % Queue	Max Queue	95th % Queue	Max Queue
2027 No Build Conditions					
Eastbound Left/Thru/Right-Turn (Church Drwy)	-	#126'	153'	46'	72'
Westbound Left-Turn (Weddington Rd)	525'	275'	428'	#327'	328'
Westbound Thru (Weddington Rd)	-	282'	598'	#322'	509'
Westbound Right-Turn (Weddington Rd)	300'	#624'	398'	#487'	400'
Northbound Left-Turn (Providence Rd S)	500'	m30'	62'	m12'	44'
Northbound Thru (Providence Rd S)	-	#536'	445'	#556'	431'
Northbound Right-Turn (Providence Rd S)	375'	48'	225'	88'	302'
Southbound Left-Turn (Providence Rd S)	375'	#184'	252'	#326'	326'
Southbound Thru/Right-Turn (Providence Rd S)	-	277'	274'	333'	260'
2027 Build Conditions					
Eastbound Left/Thru/Right-Turn (Church Drwy)	-	#121'	144'	46'	65'
Westbound Left-Turn (Weddington Rd)	525'	281'	393'	#335'	243'
Westbound Thru (Weddington Rd)	-	286'	613'	#327'	390'
Westbound Right-Turn (Weddington Rd)	300'	#634'	398'	#487'	382'
Northbound Left-Turn (Providence Rd S)	500'	m29'	60'	m12'	35'
Northbound Thru (Providence Rd S)	-	534'	400'	#572'	446'
Northbound Right-Turn (Providence Rd S)	375'	54'	106'	94'	294'
Southbound Left-Turn (Providence Rd S)	375'	#184'	199'	#326'	365'
Southbound Thru/Right-Turn (Providence Rd S)	-	275'	254'	342'	270'

Based on the results from the queueing and blocking report, no developer required improvements should be deemed necessary.

2. Providence Road & Lenny Stadler Way (Signalized)

Table 7: Providence Rd & Lenny Stadler Way 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	A	8.0	0.49	A	7.2	0.49
Eastbound - Lenny Stadler Way	D	48.4	-	D	53.2	-
Northbound - Providence Rd S	A	2.2	-	A	1.7	-
Southbound - Providence Rd S	B	11.9	-	B	10.6	-
2027 No Build Conditions						
Intersection	B	11.7	0.56	A	8.4	0.52
Eastbound - Lenny Stadler Way	D	47.4	-	D	52.6	-
Northbound - Providence Rd S	A	6.7	-	A	3.0	-
Southbound - Providence Rd S	B	14.9	-	B	11.8	-
2027 Build Conditions						
Intersection	B	11.5	0.56	A	8.5	0.53
Eastbound - Lenny Stadler Way	D	47.4	-	D	52.6	-
Northbound - Providence Rd S	A	6.7	-	A	3.1	-
Southbound - Providence Rd S	B	14.7	-	B	12.0	-

Existing Conditions

Currently the intersection operates at LOS “A” during both the AM and PM peak hours.

2027 No Build Conditions

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

2027 Build Conditions

When comparing the impact of the 2027 Build to the 2027 No Build conditions the intersection continues to operate at LOS “B” during the AM peak hour and LOS “A” during the PM peak hour. The delay does not increase in the AM peak hour and increases by 1% in the PM peak hour.

Since there is no drop in the overall intersection LOS and the delay increase is less than 25%, no developer required improvements should be deemed necessary at this study intersection.

Table 8: Providence Rd & Lenny Stadler Way Queue Lengths

	Storage (ft)	AM PEAK		PM PEAK	
		95th % Queue	Max Queue	95th % Queue	Max Queue
2027 No Build Conditions					
Eastbound Left-Turn (Lenny Stadler Way)	TERM.	80'	116'	95'	132'
Eastbound Right-Turn (Lenny Stadler Way)	50'	54'	87'	29'	71'
Northbound Left-Turn (Providence Rd S)	300'	m142'	165'	m39'	83'
Northbound Thru (Providence Rd S)	-	92'	137'	m90'	182'
Southbound Thru/Right-Turn (Providence Rd S)	-	266'	280'	447'	279'
2027 Build Conditions					
Eastbound Left-Turn (Lenny Stadler Way)	TERM.	80'	116'	95'	122'
Eastbound Right-Turn (Lenny Stadler Way)	50'	54'	92'	29'	43'
Northbound Left-Turn (Providence Rd S)	300'	m142'	186'	m40'	82'
Northbound Thru (Providence Rd S)	-	94'	146'	m92'	165'
Southbound Thru/Right-Turn (Providence Rd S)	-	267'	276'	477'	286'

Based on the results from the queueing and blocking report, no developer required improvements should be deemed necessary.

3. Providence Road & Old Mill Road/Access "A" (Unsignalized)

Table 9: Providence Rd & Old Mill Road/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	-
Westbound - Old Mill Rd	E	44.6	-	E	42.3	-
Northbound - Providence Rd S	A	0.1	-	A	0.1	-
Southbound - Providence Rd S	A	0.2	-	A	0.2	-
2027 No Build Conditions						
Intersection	NA	NA	-	NA	NA	-
Westbound - Old Mill Rd	F	53.1	-	E	49.2	-
Northbound - Providence Rd S	A	0.1	-	A	0.1	-
Southbound - Providence Rd S	A	0.2	-	A	0.2	-
2027 Build Conditions						
Intersection	NA	NA	-	NA	NA	-
Eastbound - Access "A"	F	377.4	-	F	645.5	-
Westbound - Old Mill Rd	F	203.2	-	F	271.5	-
Northbound - Providence Rd S	A	0.1	-	A	0.1	-
Southbound - Providence Rd S	A	0.2	-	A	0.2	-
2027 Build with Test Improvements Conditions						
Intersection	NA	NA	-	NA	NA	-
Eastbound - Access "A"	B	13.4	-	B	14.7	-
Westbound - Old Mill Rd	C	17.0	-	C	16.7	-
Northbound - Providence Rd S	A	0.1	-	A	0.1	-
Southbound - Providence Rd S	A	0.2	-	A	0.2	-

Existing Conditions

Currently the worst leg of the intersection (westbound) operates at LOS "E" during both the AM and PM peak hours.

2027 No Build Conditions

With the inclusion of the growth in the background traffic, the worst leg of the intersection (westbound) operates at LOS "F" during the AM peak hour and LOS "E" during the PM peak hour.

2027 Build Conditions

We propose the following full movement access configuration:

- One ingress lane and one egress lane (an eastbound left/thru/right turn lane) on proposed Access "A"
- Construct a southbound right turn lane with 100 feet of storage on Providence Road
- The existing northbound left turn lane is used for the left turn onto Access "A"
    - The alignment of Access "A" at the existing U-turn bulb is not expected to create a conflict since there are no existing northbound U-turns at this intersection

Assuming this configuration in place, the worst leg of the intersection (eastbound) operates at LOS "F" during both the AM and PM peak hours.

2027 Build with Test Improvements Conditions

Based on Town of Weddington guidelines, the results indicate the need to identify mitigation. The following improvements were tested but are not suggested since 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:

- Construct a directional crossover to restrict thru and left turn movements from Old Mill Road and Access "A"

Assuming this improvement in place, the worst leg of the intersection (westbound) operates at LOS "C" during both the AM and PM peak hours.

Table 10: Providence Rd & Old Mill Road/Access "A" Queue Lengths

	Storage (ft)	AM PEAK		PM PEAK	
		95th % Queue	Max Queue	95th % Queue	Max Queue
2027 No Build Conditions					
Westbound Left/Right-Turn (Old Mill Rd)	TERM.	13'	65'	18'	57'
Northbound U-Turn (Providence Rd S)	300'	3'	26'	3'	26'
Southbound Left-Turn (Providence Rd S)	300'	3'	61'	3'	40'
2027 Build Conditions					
Eastbound Left/Thru/Right-Turn (Access "A")	-	85'	71'	80'	81'
Westbound Left/Thru/Right-Turn (Old Mill Rd)	-	45'	58'	63'	62'
Northbound Left-Turn (Providence Rd S)	300'	3'	34'	3'	36'
Southbound Left-Turn (Providence Rd S)	300'	3'	61'	3'	39'

Based on the results from the queueing and blocking report, no developer required improvements should be deemed necessary.

4. Providence Road & Rea Road (Signalized)

Table 11: Providence Rd & Rea 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	37.8	0.88	D	41.3	0.93
Eastbound - Rea Rd	D	49.2	-	D	43.7	-
Northbound - Providence Rd S	C	27.5	-	C	30.0	-
Southbound - Providence Rd S	D	46.1	-	D	48.6	-
2027 No Build Conditions						
Intersection	D	40.7	0.91	D	45.4	0.97
Eastbound - Rea Rd	D	51.9	-	D	47.6	-
Northbound - Providence Rd S	C	29.7	-	C	33.7	-
Southbound - Providence Rd S	D	50.1	-	D	53.3	-
2027 Build Conditions						
Intersection	D	41.0	0.92	D	46.2	1.00
Eastbound - Rea Rd	D	52.5	-	D	52.1	-
Northbound - Providence Rd S	C	29.8	-	C	33.8	-
Southbound - Providence Rd S	D	50.4	-	D	51.5	-

Existing Conditions

Currently the intersection operates at LOS “D” during both the AM and PM peak hours.

2027 No Build Conditions

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

2027 Build Conditions

When comparing the impact of the 2027 Build to the 2027 No Build conditions the intersection continues to operate at LOS “D” during both the AM and PM peak hours. The delay increases by 1% in the AM peak hour and 2% in the PM peak hour.

Since there is no drop in the overall intersection LOS and the delay increase is less than 25%, no developer required improvements should be deemed necessary at this study intersection.

Table 12: Providence Rd & Rea Rd Queue Lengths

	Storage (ft)	AM PEAK		PM PEAK	
		95th % Queue	Max Queue	95th % Queue	Max Queue
2027 No Build Conditions					
Eastbound Left-Turn (Rea Rd)	TERM.	#507'	442'	#747'	625'
Eastbound Right-Turn (Rea Rd)	TERM.	157'	219'	363'	500'
Northbound Left-Turn (Providence Rd S)	400'	#297'	279'	#166'	200'
Northbound Thru (Providence Rd S)	-	284'	243'	283'	281'
Southbound U-Turn (Providence Rd S)	275'	m6'	172'	m6'	207'
Southbound Thru (Providence Rd S)	-	#750'	683'	#815'	859'
Southbound Right-Turn (Providence Rd S)	TERM.	338'	643'	430'	826'
2027 Build Conditions					
Eastbound Left-Turn (Rea Rd)	TERM.	#515'	485'	#766'	772'
Eastbound Right-Turn (Rea Rd)	TERM.	160'	238'	374'	682'
Northbound Left-Turn (Providence Rd S)	400'	#298'	329'	#170'	213'
Northbound Thru (Providence Rd S)	-	284'	263'	279'	272'
Southbound U-Turn (Providence Rd S)	275'	m6'	236'	m5'	275'
Southbound Thru (Providence Rd S)	-	#755'	706'	#808'	824'
Southbound Right-Turn (Providence Rd S)	TERM.	338'	547'	427'	809'

Based on the results from the queueing and blocking report, no developer required improvements should be deemed necessary.

5. Providence Road & Lochaven Road (Unsignalized)

Table 13: Providence Rd & Lochaven 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	NA	NA	-	NA	NA	-
Westbound - Lochaven Rd	F	72.4	-	D	28.8	-
Northbound - Providence Rd S	A	0.0	-	A	0.0	-
Southbound - Providence Rd S	A	0.3	-	A	0.4	-
2027 No Build Conditions						
Intersection	NA	NA	-	NA	NA	-
Westbound - Lochaven Rd	F	101.7	-	D	32.7	-
Northbound - Providence Rd S	A	0.0	-	A	0.0	-
Southbound - Providence Rd S	A	0.3	-	A	0.4	-
2027 Build Conditions						
Intersection	NA	NA	-	NA	NA	-
Westbound - Lochaven Rd	F	103.7	-	D	33.4	-
Northbound - Providence Rd S	A	0.0	-	A	0.0	-
Southbound - Providence Rd S	A	0.3	-	A	0.4	-

Existing Conditions

Currently the worst leg of the intersection (westbound) operates at LOS “F” during the AM peak hour and LOS “D” during the PM peak hour.

2027 No Build Conditions

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

2027 Build Conditions

When comparing the impact of the 2027 Build to the 2027 No Build conditions the worst leg of the intersection (westbound) continues to operate at LOS “F” during the AM peak hour and LOS “D” during the PM peak hour. The delay increases by 2% in both the AM and PM peak hours.

Since there is no drop in LOS and the delay increase is less than 25%, no developer required improvements should be deemed necessary at this study intersection.

Table 14: Providence Rd & Lochaven Rd Queue Lengths

	Storage (ft)	AM PEAK		PM PEAK	
		95th % Queue	Max Queue	95th % Queue	Max Queue
2027 No Build Conditions					
Westbound Left/Right-Turn (Lochaven Rd)	TERM.	108'	182'	20'	60'
Southbound Left-Turn (Providence Rd S)	200'	5'	48'	5'	60'
2027 Build Conditions					
Westbound Left/Right-Turn (Lochaven Rd)	TERM.	108'	175'	20'	66'
Southbound Left-Turn (Providence Rd S)	200'	5'	54'	5'	63'

Based on the results from the queueing and blocking report, no developer required improvements should be deemed necessary.

6. Rea Road & Highclere Drive (Unsignalized)

Table 15: Rea Rd & Highclere Dr 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 - Rea Rd	A	0.2	-	A	0.1	-
Westbound - Rea Rd	A	0.1	-	A	0.2	-
Northbound - Highclere Dr	D	33.7	-	F	50.5	-
Southbound - Private Drwy	D	29.9	-	E	43.4	-
2027 No Build Conditions						
Intersection	NA	NA	-	NA	NA	-
Eastbound - Rea Rd	A	0.2	-	A	0.1	-
Westbound - Rea Rd	A	0.1	-	A	0.2	-
Northbound - Highclere Dr	E	39.1	-	F	61.9	-
Southbound - Private Drwy	D	33.4	-	F	50.7	-
2027 Build Conditions						
Intersection	NA	NA	-	NA	NA	-
Eastbound - Rea Rd	A	0.2	-	A	0.1	-
Westbound - Rea Rd	A	0.1	-	A	0.2	-
Northbound - Highclere Dr	E	40.8	-	F	64.7	-
Southbound - Private Drwy	D	34.6	-	F	52.4	-

Existing Conditions

Currently the worst leg of the intersection (northbound) operates at LOS “D” during the AM peak hour and LOS “F” during the PM peak hour.

2027 No Build Conditions

With the inclusion of the growth in the background traffic, the worst leg of the intersection (northbound) operates at LOS “E” during the AM peak hour and LOS “F” during the PM peak hour.

2027 Build Conditions

When comparing the impact of the 2027 Build to the 2027 No Build conditions the worst leg of the intersection (northbound) continues to operate at LOS “E” during the AM peak hour and LOS “F” during the PM peak hour. The delay increases by 4% in the AM peak hour and 5% in the PM peak hour.

Since there is no drop in LOS and the delay increase is less than 25%, no developer required improvements should be deemed necessary at this study intersection.

Table 16: Rea Rd & Highclere Dr Queue Lengths

	Storage (ft)	AM PEAK		PM PEAK	
		95th % Queue	Max Queue	95th % Queue	Max Queue
2027 No Build Conditions					
Eastbound Left-Turn (Rea Rd)	275'	3'	34'	3'	27'
Westbound Left-Turn (Rea Rd)	350'	0'	31'	3'	34'
Northbound Left/Thru/Right-Turn (Highclere Dr)	-	28'	53'	30'	55'
Southbound Left/Thru/Right-Turn (Private Drwy)	-	8'	39'	13'	41'
2027 Build Conditions					
Eastbound Left-Turn (Rea Rd)	275'	3'	27'	3'	34'
Westbound Left-Turn (Rea Rd)	350'	3'	29'	3'	43'
Northbound Left/Thru/Right-Turn (Highclere Dr)	-	30'	63'	30'	53'
Southbound Left/Thru/Right-Turn (Private Drwy)	-	8'	37'	13'	48'

Based on the results from the queueing and blocking report, no developer required improvements should be deemed necessary.

7. Rea Road & Access "B" (Unsignalized)

Table 17: Rea 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)
2025 Build Conditions						
Intersection	NA	NA	-	NA	NA	-
Eastbound - Rea Rd	A	0.0	-	A	0.0	-
Westbound - Rea Rd	A	0.0	-	A	0.0	-
Southbound - Access "B"	B	11.9	-	B	11.4	-

2027 Build Conditions

We propose the following right-in/right-out access configuration:

- One ingress lane and one egress lane (a terminating southbound right turn lane) on proposed Access "B"
- Construct a westbound right turn lane with 100 feet of storage on Rea Road

Assuming this configuration in place, the worst leg of the intersection (southbound) operates at LOS "B" during both the AM and PM peak hours.

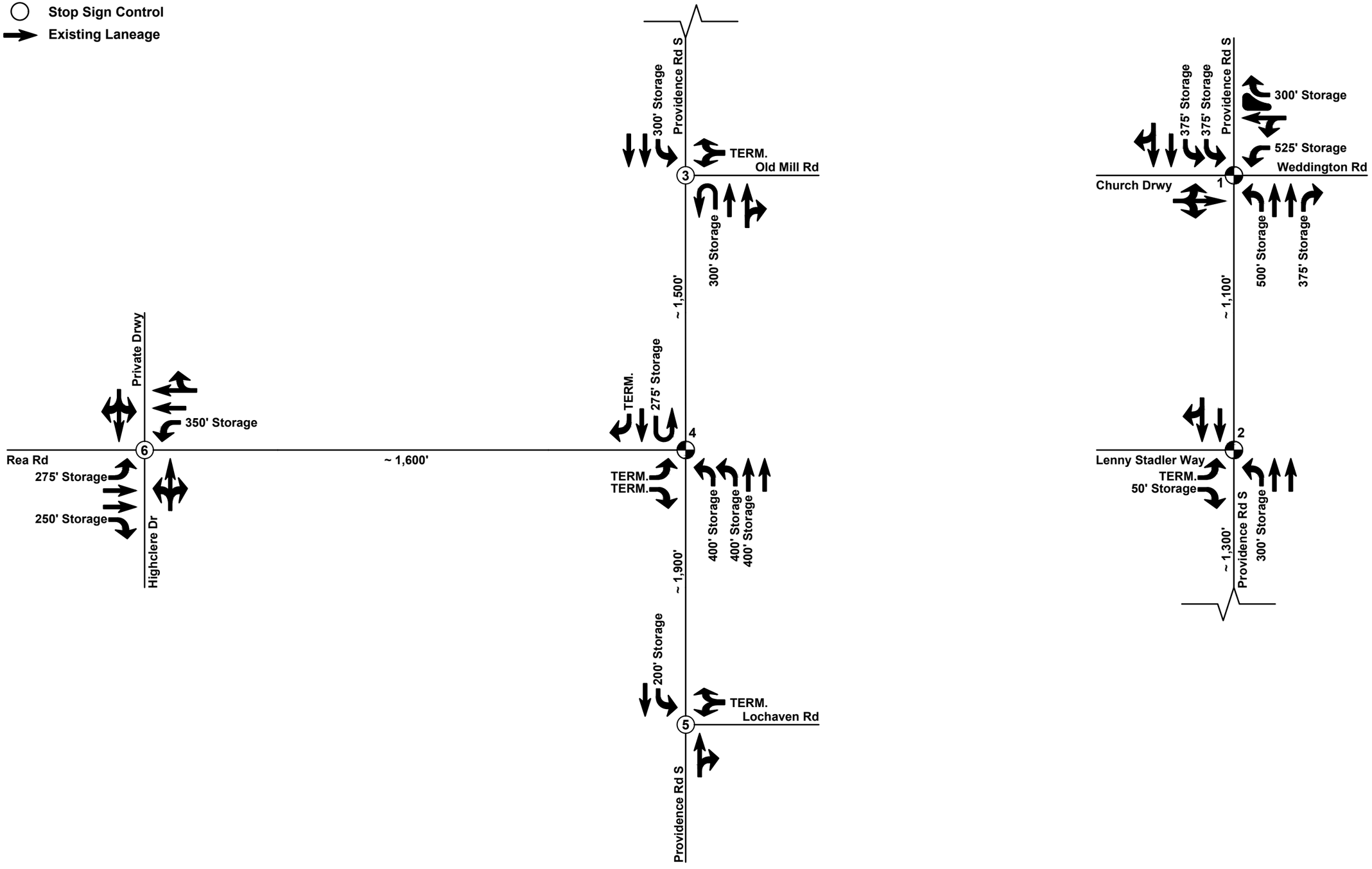
Table 18: Rea Rd & Access "B" Queue Lengths

	Storage (ft)	AM PEAK		PM PEAK	
		95th % Queue	Max Queue	95th % Queue	Max Queue
2027 Build Conditions					
Southbound Right-Turn (Access "B")	-	3'	25'	0'	25'

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

LEGEND

- Traffic Signal
- Stop Sign Control
- Existing Laneage



DESIGN RESOURCE GROUP

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PROVIDENCE & REA
WEDDINGTON, NC

BEECHWOOD CAROLINAS
7621 LITTLE AVENUE SUITE 111
CHARLOTTE, NC 28226

EXISTING LANEAGE

0 XX' XX' N

SCALE: NTS

PROJECT #: 1088-001
DRAWN BY: CRB
CHECKED BY: REG

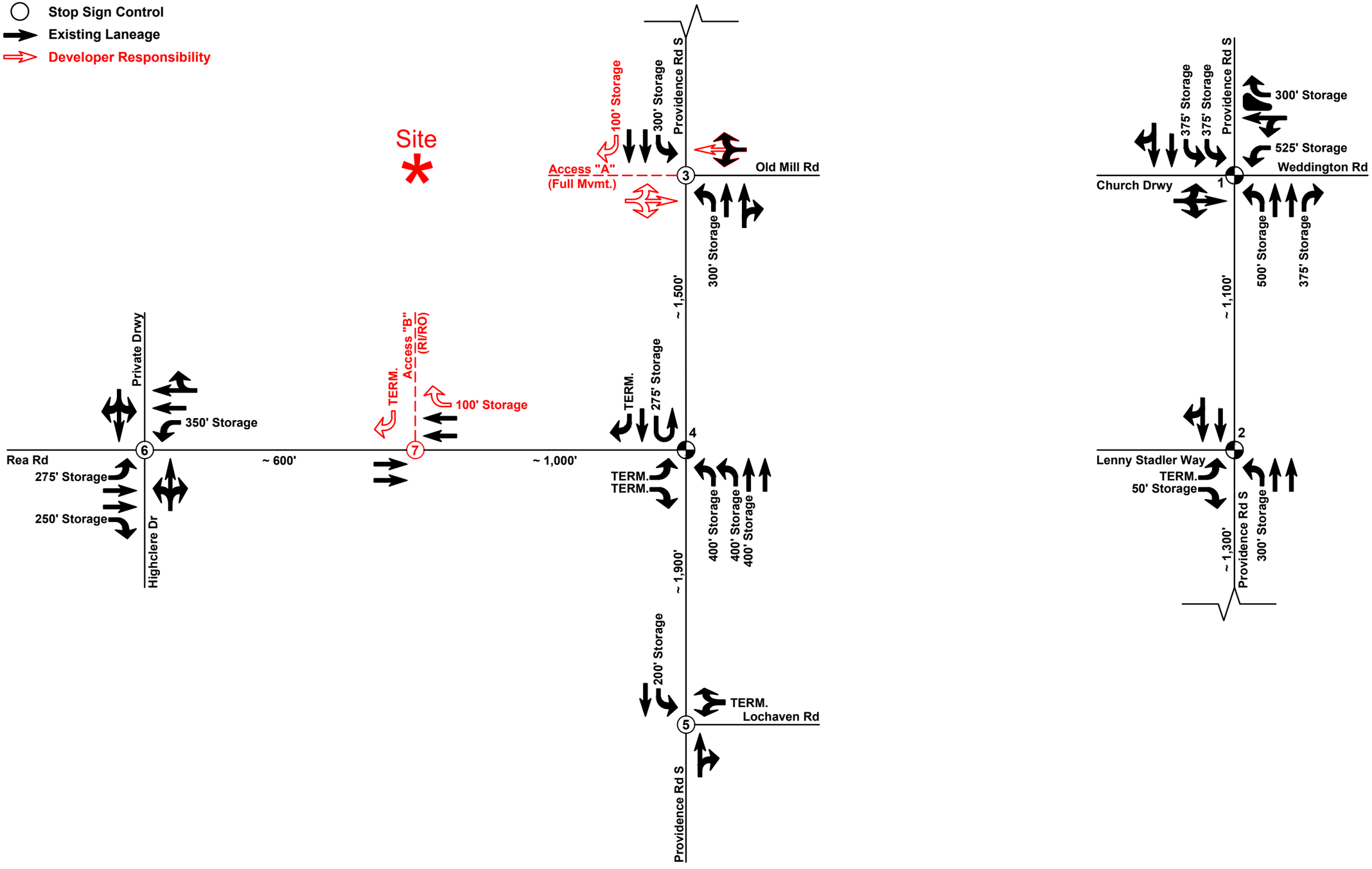
JUNE 2024

REVISIONS:
1.

Figure 7

LEGEND

- Traffic Signal
- Stop Sign Control
- Existing Laneage
- Developer Responsibility



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CHARLOTTE, NC 28226

SUGGESTED LANEAGE

0 XX' XX' N

SCALE: NTS

PROJECT #: 1088-001
DRAWN BY: CRB
CHECKED BY: REG

JUNE 2024

REVISIONS:
1.

Figure 8

CONCLUSION

In conclusion, even though the proposed residential development will slightly increase the amount of vehicular traffic on the adjacent roadways/corridors, the project will not materially impact adjacent roadways, intersections, or the general public traveling in the area if the site is developed according to the proposed plan and includes the suggested access configurations.

APPENDIX

realistic layout reflecting a development pattern that could reasonably be expected to be implemented, considering the presence of wetlands, floodplains, steep slopes, existing easements or encumbrances and, if unsewered, the suitability of soils for subsurface sewage disposal.

3. *On Site Visit and Charette Process (Conservation Residential Development Only)***.**

a. On-Site Visit/Charrette**.** After preparing the existing resources and site analysis map and prior to the submission of the site plan, the Applicant shall schedule time to walk the property with the Administrator, Planning Board members, and adjacent property owners. The purpose of this visit is to familiarize staff and Planning Board members with the property's special features, and to provide them an informal opportunity to offer guidance to the applicant regarding the tentative location of secondary conservation areas, potential house locations and street alignments. A notice giving the date, time and purpose of the meeting shall be sent by the Town to adjacent property owners at least ten days prior to the site walk. The Applicant shall distribute copies of the existing resources and site analysis plan at the on-site meeting. Applicants, their site designers, and the landowner shall participate to show the Town the property's special features. Comments made by town officials or staff and consultants shall be interpreted as being only suggestive and advisory. It shall be understood by all parties that no formal recommendations can be offered, and no official decisions can be made during this on-site visit. It is a work session of the Planning Board and is duly noticed in the standard manner for all public meetings.

b. Design Charrette**.** Immediately following the site visit the applicant shall sit down with the Administrator and on-site visit attendees to review the findings and begin the four-step process below. Sketch plans shall be prepared as "overlay sheets" to be lain on top of the existing resources and site analysis plan, both prepared at the same scale, to facilitate cross-comparison.

i. Step One: Designation of Conservation Lands**.** During the first step, all potential conservation areas, both primary and secondary, shall be identified, using the existing features/site analysis map. Primary conservation areas shall consist of those features described in section D-901(c)(20). Secondary conservation areas shall comprise at least half of the remaining land and shall include the most sensitive and noteworthy natural, scenic, and cultural resources as described in section D-901(c)(20). Guidance as to which parts of the remaining land to classify secondary conservation areas shall be based upon discussions at the on-site meeting plus the design standards and specific conservation standards in section D-901(c)(20). An overall goal is to minimize fragmentation of the conservation lands and to maximize connectivity among its parts, and with conservation lands on adjoining properties.

ii. Step Two: House Site Location**.** During the second step, potential house sites are tentatively located. Generally, house sites should be located no closer than 100 feet from primary conservation areas. Such sites may be situated 50 feet from secondary conservation areas to permit the enjoyment of scenic views without negatively impacting primary conservation areas.

iii. Step Three: Street Alignment and Trail Networks**.** The third step consists of aligning proposed streets to provide vehicular access to each house in the most reasonable and economical manner, and in laying out a network of informal trails connecting neighborhood areas with open space features within the conservation lands. When lots and access streets are laid out, they shall be located in such a way that avoids or at least minimizes impacts on both primary and secondary conservation areas.

iv. Step Four: Drawing in the Lot Lines**.** The fourth step consists of drawing in lot lines around potential house sites. Each lot must contain a buildable area of sufficient size to accommodate a single-family detached dwelling and customary accessory uses, including, but not limited to, storage buildings and garages, patios and decks, lawns, and driveways. Individual wells and septic systems, where these are to be provided, may be located within the undivided conservation lands if sufficient space is not available on the lots.

4. *Application, Including Site Plan***.** See Appendix 2 for requirements.

5. *Community Meeting***.**

a. Before the Planning Board review, the applicant must provide the Administrator with a written report of at least one community meeting held by the applicant. 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 in this Section.

b. Reasonable notice of the required community meeting must be given to nearby property owners and to affected and interested parties in accordance with public notice policies. Such notice shall, at a minimum, be given as follows:

i. A notice shall be sent by first class mail by the Town to adjacent property owners within 1,300 linear feet, as measured from the exterior boundaries of the proposed development up to the Town limits, not less than ten days prior to the date of the meeting. The notification shall contain information regarding the meeting time and locations as well as a general description of the proposal. The applicant shall reimburse the Town for all expenses incurred for such notifications.

ii. A meeting notification sign shall be posted by the Town in a conspicuous place at the property not less than ten days prior to the meeting.

c. The Applicant's report to the staff, which shall be included in the planning board report, shall include a listing of persons and organizations contacted about the meeting, a roster of the persons in attendance at the meeting, a summary of issues discussed at the meeting, and a description of any changes to the application made by the applicant as a result of the meeting.

d. The adequacy of the ~~meeting and the~~ meeting 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 applicant shall be notified in writing of these findings and a second community 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.

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 petition 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 D-803(A)(1)(A).

7. *Staff Review and Report***.** Staff shall review the site plan and all relevant information and prepare a report.

8. *Planning Board Review and Recommendation***.** The Planning Board shall review a requested zoning map change and make a recommendation to Town Council. Upon making a recommendation, the planning board shall advise and comment on whether the proposed amendment is consistent with any comprehensive plan that has been adopted and any other officially adopted plan that is applicable. The planning board shall provide a written recommendation to the Town Council that addresses plan consistency and other matters as deemed appropriate by the planning board, but a comment by the planning board that a proposed amendment is inconsistent with the comprehensive plan shall not preclude consideration or approval of the proposed amendment by the Town Council.

9. *Public Hearing Before Council (after notice as provided above; including citizen comment as noted above).*

10. *Council Decision***.**

a. Conditional zoning district decisions are a legislative process. Conditional zoning district decisions shall take into account applicable adopted land use plans for the area and other adopted land use policy documents and/or ordinances.

b. A statement analyzing the reasonableness of the proposed rezoning shall be prepared for each application for a rezoning to a conditional district and evaluated by the Town Council.

c. The Town Council shall have the authority to:

i. Approve the application as submitted.

ii. Deny approval of the application.

iii. Approve the application with modifications that are agreed to by the applicant; or

iv. Submit the application to the Planning Board for further study. The application may be resubmitted to the Planning Board with any modifications that are agreed to by the applicant. The Planning Board shall have up to 30 days from the date of such submission to make a report to the Town Council. Once the

Planning Board issues its report, or if no report is issued within that time period, the Town Council can take action on the application in accordance with this subsection.

d. In the Town Council's sole discretion, it may hold additional public hearings on an application at any time before it takes a final vote to approve or deny that application.

e. In approving an application for the reclassification of a piece of property to a conditional zoning district, the planning board may recommend, and the Town Council may request that reasonable and appropriate conditions be attached to approval of the application. Any such conditions may relate to the relationship of the proposed use to the surrounding property, to proposed support facilities (e.g., parking areas, pedestrian circulation systems), to screening and landscaping, to the timing of development, to street and right-of-way improvements, to water and sewer improvements, to provision of open space, or to any other matters that the planning board or Town Council may find appropriate or the applicant may propose. Such conditions to approval may include dedication of right-of-way or easements for streets and/or utilities to serve the development. The applicant shall have a reasonable opportunity to consider and respond to any such proposed conditions prior to final action by the Town Council.

11. *Amendment Procedures for Approved Conditional Districts.*

a. Changes to an Approved Conditional Zoning. Except as provided in Subsection B. below (Administrative Amendment Process for Minor Changes), changes to an approved Conditional Zoning or to the conditions attached to it shall be treated the same as amendments to these regulations or to the zoning maps and shall be processed as a legislative decision in accordance with the procedures in this UDO.

b. Administrative Amendment Process for Minor Changes

i. Application for an Administrative Amendment. Any request for an administrative amendment shall be pursuant to a written letter, signed by the property owner, to the planning staff detailing the requested change. Upon request, the Applicant must provide any additional information requested. Accompanying the letter shall be the applicable fee for administrative review.

ii. Authority to Approve an Administrative Amendment. The Administrator shall have the delegated authority to approve an administrative amendment change to an approved Conditional Zoning. The standard for approving or denying such a requested change shall be that the change does not significantly alter the Zoning Plan or its conditions and that the change does not have a significant impact on abutting properties. Significant changes to an approved Zoning Plan that cannot be considered through an administrative amendment include the following:

(1) Increasing the number of buildings (specifically including residential dwelling units);

(2) Adding driveways to thoroughfares.

(3) Reducing parking spaces below the minimum standards.

(4) Reducing the area or intensity of landscaped or screening buffers or yards.

(5) Reducing required open space.

(6) Increasing the total number of subdivided lots.

iii. The Administrator shall always have the discretion to decline to exercise the delegated authority either because the Administrator is uncertain about approval of the change pursuant to the standard or because a rezoning petition for a public hearing and Town Council consideration is deemed more appropriate under the circumstances. If the Administrator declines to exercise this authority, the Applicant must file a rezoning petition for conditional zoning approval l in accordance with the procedures set forth herein.

Section D-608. Weddington Specific Process Steps for Quasi-Judicial Decisions.

A. Variance. See Section D-705.

B. Appeal of Decision of Administrator. See SectionD-705.