



# Buncombe County Land Development and Subdivision Ordinance Proposed Text Amendments

---

*Presented by*

Gillian Phillips, AICP

Planning & Development Department



# Proposed Amendments

- ✓ **SUB2019-00477 - TRAFFIC IMPACT STUDY (TIS)**
  - Revision to when a TIS is required as part of the subdivision approval process
- ✓ **SUB2019-00478 - SPECIAL AND FAMILY SUBDIVISION**
  - Clarification to the requirements for a special subdivision
  - Revision to the requirements for a family subdivision



# Traffic Impact Study Requirements

## ✓ History

- **2017** - Required TIS for subdivisions of 300 or more lots (similar standard with a lower density threshold was added to the Zoning Ordinance at the time)
- **2018** - Zoning Ordinance was revised to require a TIS for planned unit developments with 75 or more units

## ✓ Proposed Amendment-traffic impact study required for 75 lots or more and standards regarding level of service

- Would align threshold with the Zoning Ordinance
- Reviewed by the North Carolina Department of Transportation and the City of Asheville
- Reviewed, discussed, and a public hearing held by the Planning Board

*\*Planning Board unanimously recommended the proposed amendment to the Board of Commissioners*



# Traffic Impact Study Requirements

- ✓ Changes threshold for requiring a TIS from 300 lots or more to 75 lots or more
- ✓ When a proposed development would generate a decrease in level of service D or lower, submittal of a driveway permit from NCDOT or approval from the controlling municipality would be required with application for preliminary approval

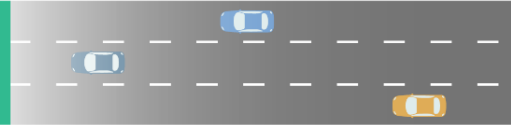


# Levels of Service

## FREE FLOW

Low volumes and no delays.

LOS  
**A**



## STABLE FLOW

Speeds restricted by travel conditions, minor delays.

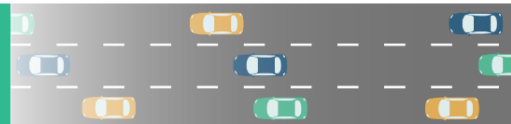
LOS  
**B**



## STABLE FLOW

Speeds and maneuverability closely controlled because of higher volumes.

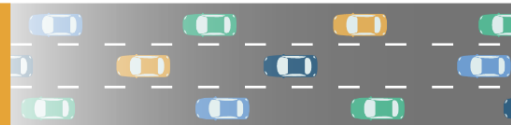
LOS  
**C**



## STABLE FLOW

Speeds considerably affected by change in operation conditions. High density traffic restricts maneuverability; volume near capacity.

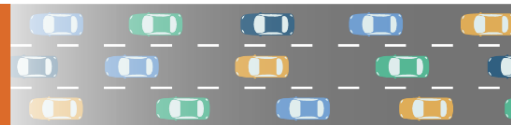
LOS  
**D**



## UNSTABLE FLOW

Low speeds; considerable delay; volume at or slightly over capacity.

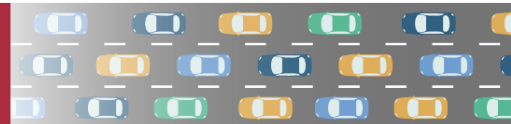
LOS  
**E**



## FORCED FLOW

Very low speeds; volumes exceed capacity; long delays with stop-and-go traffic.

LOS  
**F**



# Special and Family Subdivisions

- ✓ **Special Subdivisions**

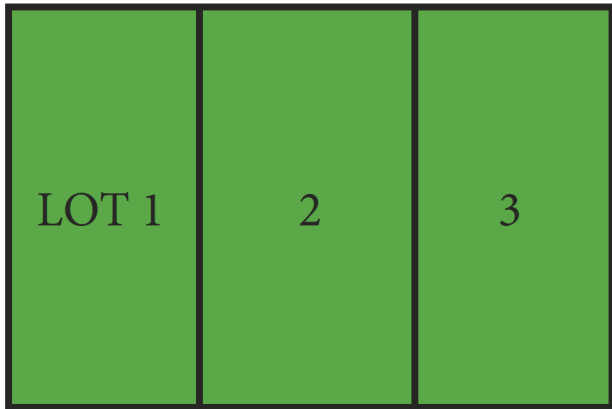
Clarification regarding when the 3 year time limitation on special subdivisions is triggered

- ✓ **Family Subdivisions**

Revision to requirements of family subdivisions so that they are utilized for their intended purpose and not for development of subdivisions with the intent for sale

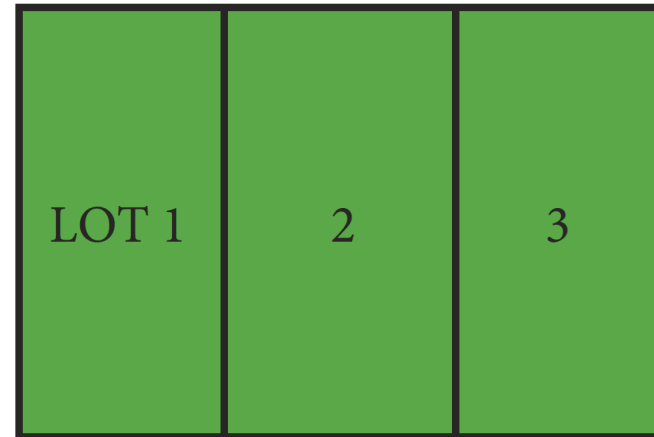
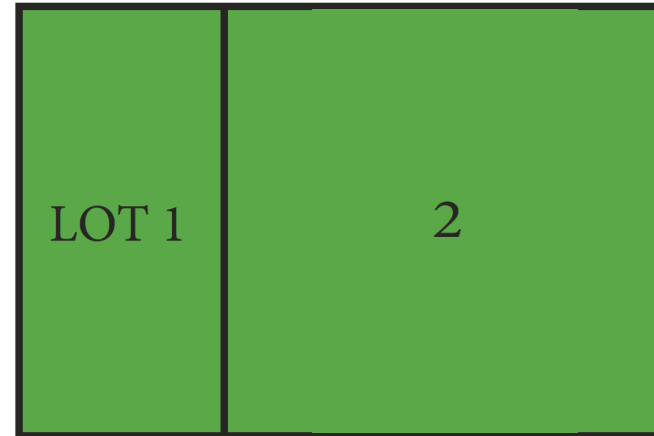


# Special Subdivisions Clarification



## Special Subdivision

A developer may subdivide **up to 3 lots** without any additional requirements (such as road construction standards) being met. There is a limitation that any further subdivision of those 3 lots within a **3 year period** must meet the requirements for a **minor subdivision**.



## Clarification

A **2 lot** special subdivision may be further subdivided to result in a **3 lot** subdivision **WITHOUT** having to meet the requirements for a **minor subdivision**.



# Family Subdivisions Revision

LOT 1 Mom	3 Sister	5 Son	7 For Sale
2 Brother	4 Daughter	6 For Sale	8 For Sale

## Current Family

Current regulations allow a family subdivision to develop 5 lots for family members plus 3 additional lots for sale. This allowed developers to avoid the subdivision development process and specific standards (such as road construction standards).

LOT 1 Self	2 Brother	4 For Sale
	3 Sister	5 For Sale

## Proposed Revision

Division of 5 or fewer lots to be conveyed to a linear relative within the 2<sup>nd</sup> degree of kinship or closer.

Maximum of 2 out of 5 lots may be for sale, and the two remaining must go to family.

