

**BUNCOMBE COUNTY DEPARTMENT OF PLANNING AND DEVELOPMENT  
SUBDIVISION ORDINANCE AMENDMENT ANALYSIS**

**CASE NUMBER:** SUB2019-00477  
**PROPOSED TEXT AMENDMENT:** Revision to threshold for when a traffic impact analysis (TIA) is required for a major subdivision  
**PLANNING STAFF RECOMMENDATION:** Approval  
**PLANNING BOARD RECOMMENDATION:** Approval

**SUMMARY:** Based on recent development trends occurring within Buncombe County, staff has completed a detailed evaluation and felt it necessary to recommend amendments to the requirements for TIA's within the Buncombe County Land Development and Subdivision Ordinance. Additionally, staff intends to align the requirements of the Buncombe County Land Development and Subdivision Ordinance with those within the Buncombe County Zoning Ordinance.

**HISTORY:** Requirements for a TIA were first added to the Buncombe County Land Development and Subdivision Ordinance in 2017, specifically with a threshold of 300 lots or more. In 2018 the Buncombe County Zoning Ordinance was amended to require a TIA for developments of 75 dwelling units or more.

**PROPOSED LANGUAGE:** The proposed text amendment would amend the following standards within the Buncombe County Land Development and Subdivision Ordinance:

- **Require a traffic impact study for subdivisions of 75 lots or more:**  
Staff has recommended reducing the threshold for traffic impact studies for subdivision development for a few reasons. The first being that the threshold was reduced in the Buncombe County Zoning Ordinance for Planned Unit Developments, and staff seeks consistency and uniformity regarding regulations across the ordinances when possible. Additionally, by setting the threshold at 75 lots, it allows evaluation of traffic impact in terms of subdivision development to be integrated into the subdivision review process. A TIA allows the evaluation of both NCDOT roads and roads contained within municipalities that serve properties regulated by Buncombe County. The study makes findings and recommendations for traffic patterns and improvements for a particular development. This allows our boards and commissions, the NCDOT as well as the developer to make more informed decisions during the review process.
- **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 the application for preliminary approval:**  
The above proposed language would require developers to have an approved driveway permit (which is the instrument which grants access to a NCDOT or municipality road) prior to being granted preliminary approval (the first step in the subdivision development process) by the Buncombe County Planning Board. Currently most developers submit an approved driveway permit after the Planning Board has granted them preliminary approval. However, the proposed language would allow NCDOT or the controlling municipality to evaluate and propose design changes to those project that would have a significant traffic impact on the surrounding area.