STAFF REPORT

To: Planning Board of Adjustment

Agenda Title: Conditional Zoning—Altura Residential Masterplan

Presenter: Ricky Hurley, AICP

Meeting Date: May 6, 2025

Summary:

Conditional zoning review for 77.5 acres located at 36 Goodman Road from Mountain Village (MV) and Residential District R-21 to Mountain Village-Conditional Zone (MV-CZ) for the development of a 394-unit residential development. The subject properties are identified in the Buncombe County tax record as PINs 9731-31-1730, 9730-39-9432, 9731-31-1066, 9731-21-7026, with additional PINS listed in the attached PIN Roster. The applicant is Dan Mason on behalf of the owners Altura Communities, LLC and Stars and Stripes, LLC.

Background/Site Context:

The subject parcels were first recorded between 2007-2009, prior to the town's steep slope development requirements. A subsequent master plan was approved by the Planning and Zoning Board of Adjustment in 2018 and included a mix of 447 single-family and multi-family units. While the masterplan approval has since expired, the single-family and townhome lots remain.

The 77.5 acre proposed development is located approximately 750 feet east of the intersection of Riverside Drive/NC Highway 251 and Goodman Road and is accessed from two separate access points – one off Goodman Road and one via Altura Parkway (an extension of Windwhisper Drive). The properties are currently vacant and covered in woodlands with elevations ranging from 2010' to 2380', gradually rising in elevation from the western side of the property, reaching the highest point at the eastern boundary of the site. The regulated steep slope areas are situated on the eastern side of the project, overlaying most of the existing single-family lots. The rezoning request excludes approximately 5.4 acres, made up of 21 individually owned single-family lots and 20 townhouse lots. These lots are located throughout the project area but are owned by others not associated with the proposed development. Two of the parcels have been developed with single-family homes not associated with the previous or current masterplan.

Project Proposal/Staff Analysis:

The proposed development offers a variety of housing types, including 78 detached single-family homes, 91 attached single-family homes (townhomes), and 225 apartment units. The current applicant/developer controls 406 of the original 447 lots and is proposing to decrease the overall density by designating 15 of the original single-family lots as open space.

The applicant proposes the construction of three private access roads along the eastern property boundary from identified as “Drive A, B, and C” for the purpose of uphill access to the lots. The 16-foot-wide access roads will be located within a 20-foot access easement and designed with pull-offs. The applicant is requesting a modification to the steep slope limits for land disturbance and impervious surface in these areas, offering to reduce the total number of lots within the steep slope zone by 16 parcels to offset the additional land disturbance and impervious surface needed for the construction of the access roads.

The zoning classifications for surrounding properties include R-21 Residential District to the east, Mountain Village zoning to the north, south, and west, and a small area of R-10 Residential District to the southwest across Goodman Road. Land uses in the area include the previously approved Charter Mountain subdivision development to the west, scattered residential homes, and the Metropolitan Sewerage District’s wastewater treatment facility to the south. To the east, there are several residential subdivisions, including North Ridge Estates, Town & Country Estates, and Running Ridge, as well as vacant properties to the north.

The site is accessible via two publicly maintained roads: Goodman Road from the west and Windwhisper Drive from the southeast. Additionally, there is one planned stub street to facilitate a future connection with Charter Mountain development. The subdivision streets are planned to be a combination of public and privately maintained.

The area is currently served by Woodfin Water, Asheville Water Department, and MSD sewer services. The applicant has indicated that the sewer and water lines were installed during previous development efforts but will require inspection, testing, and final connection to the respective utility systems. A significant portion of the project's roadway system serving the single-family lots has already been constructed, although additional paving is required. The project will need to submit a detailed stormwater plan, including calculations, to ensure compliance with the Town's Stormwater ordinance. A separate application for an erosion control permit must also be submitted to Buncombe County.

The developer is providing 31.3 acres of open space scattered throughout the project with a mix of trails, sidewalks, and side paths within the development for exclusive use by residents, except for a sidewalk and bicycle climbing lane from the Goodman Road entrance that will continue along Altura Parkway. The site plan reflects a staff requested connection of the public pedestrian facility from Charter Mountain development to this project.

The project is requesting several development modifications, including:

- Sidewalks to be required only along new road infrastructure related to the multi-family and townhome phases. Use of a trail network elsewhere within the development is proposed in lieu of sidewalk.
- Use of LED fixtures for streetlights and will be dark sky compliant.
- An allowance of 2.22 acres of land disturbance and 1.19 acres impervious surfaces within the steep slope zone to allow installation of three access drives identified as Drives A, B, & C, located along the uphill/eastern project boundary. Such an allocation will not utilize any individual lot's allowance for land disturbance or impervious surfaces. The developer will designate 16 lots identified on the Disturbance & Impervious plan as Open Space to offset the requested disturbance and impervious surface.
- A maximum height limit of 5 stories/60 feet and not to exceed 12 feet per occupiable story.
- To extend the validity of the conditional zoning for up to five years and require the first building permit to be obtained within 24 months after the technical plans have been approved.

Staff Recommendation:

Staff supports approval of the proposed conditional zoning of the subject property to Mountain Village-Conditional Zone (MV-CZ) subject to the conditions identified in the Exhibit D – Project Conditions; however, the Board may recommend additional conditions to mitigate the anticipated impacts.

Suggested Motion:

I move to approve the conditional zoning of 77.5 acres as shown on Exhibits A, B, & C from Mountain Village and Residential District R-21 to Mountain Village Conditional Zone, subject to the conditions identified in the Exhibit D - Project Conditions and subject to the following additional conditions:

1) (*Board to add conditions here, if applicable.)*
2) ….

and find that the request is reasonable, is in the public interest, is consistent with the Woodfin Together Comprehensive Plan, and meets the development needs of the community in that the request:

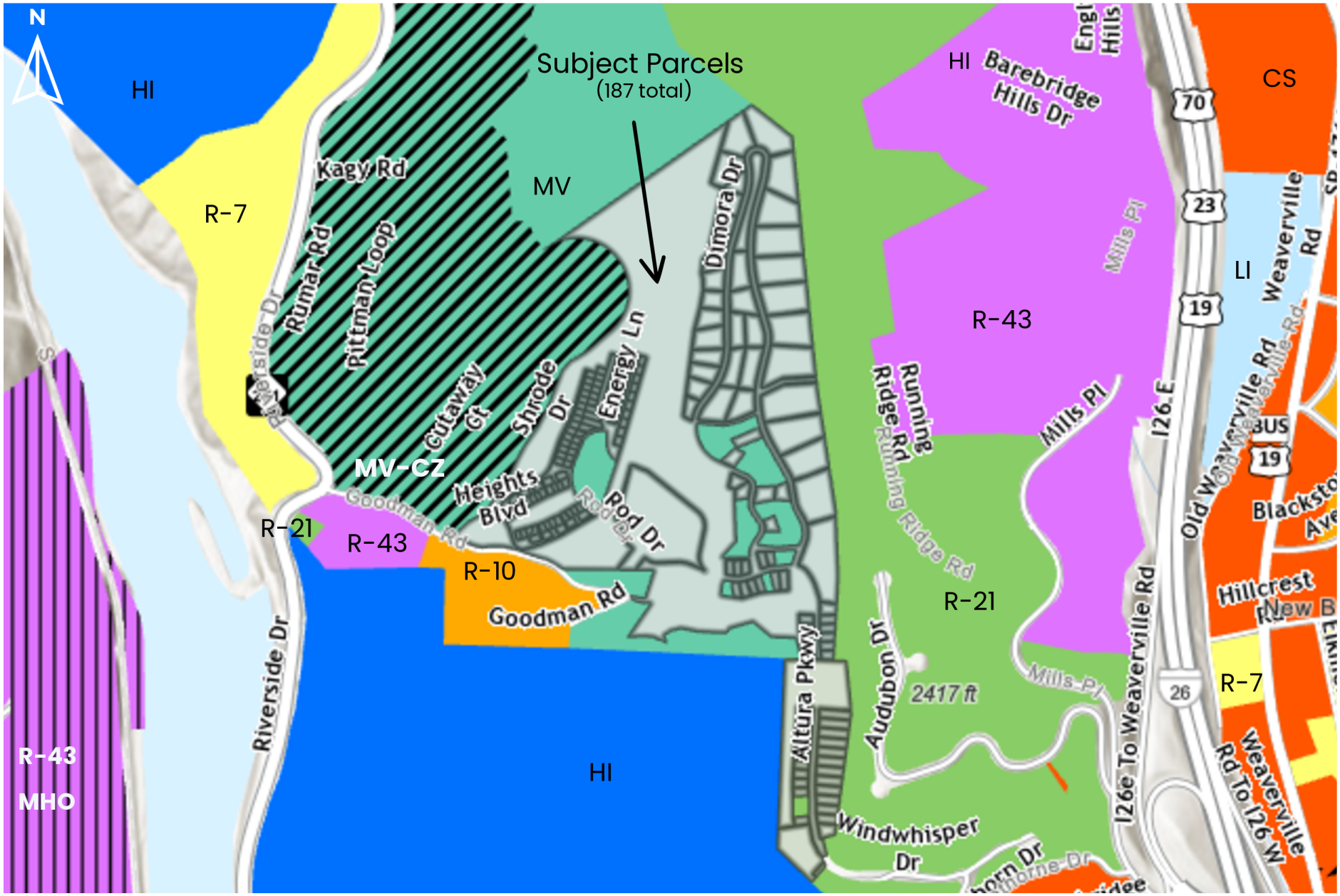
1. Uses the Future Land Use Map to guide development decisions and connect existing and future activity centers with multimodal transportation for all users. (1.1.1 & 1.1.3)
2. Promotes an integrated mix of housing types and affordability options while connecting existing and future activity centers with well-designed multimodal transportation connections. (1.1.2 & 1.1.3)
3. Extends or improves infrastructure needed to support residents and sustainable growth while promoting long-term fiscal responsibility by growth in areas with existing services. (1.1.8 & 1.2.6)
4. Protects environmentally sensitive areas such as floodplains, wetlands, and areas adjacent to streams and creeks while also encouraging accessibility to green spaces. (5.1.1 & 5.1.2)

Attachments:

(1) Exhibit A – Zoning Map

(2) Exhibit B – Future Land Use Map
(3) Exhibit C – Aerial
(4) Exhibit D – Proposed Project Conditions
(5) Exhibit E – Master Plan
(6) View Corridors
(7) Stream Delineation Survey
(8) Traffic Impact Analysis
(9) TIA Scope Review
(10) TIA NCDOT Response
(11) PIN Roster
(12) Disturbance & Impervious Plan
(13) Technical Review Report
(14) Draft Planning Board Recommendation

Exhibit A - Woodfin Zoning Map

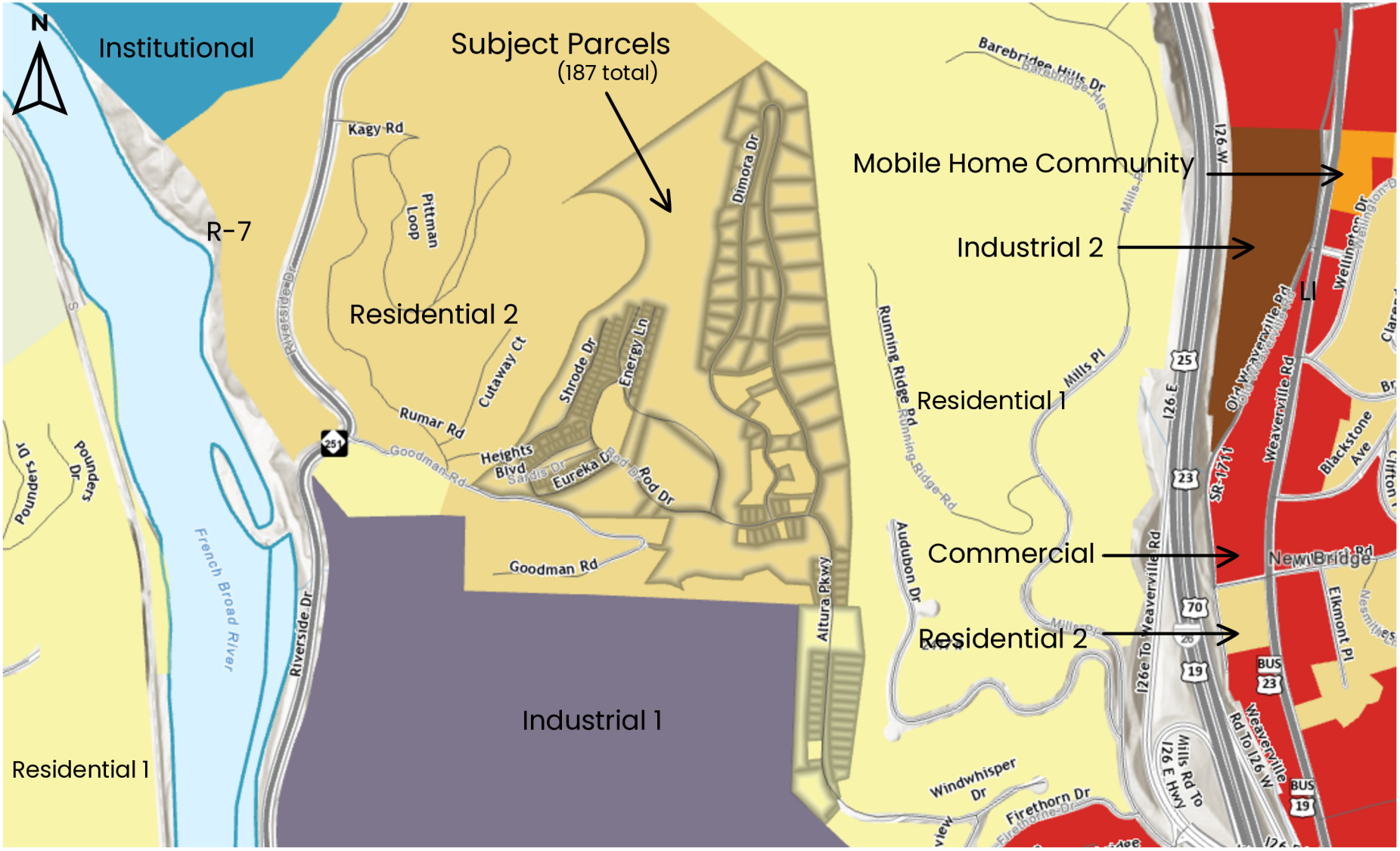


Woodfin Zoning 2025

- MV - Mountain Village
- HI - Heavy Industrial
- LI - Light Industrial
- R-43
- MVCZ - Mountain Village Conditional Zone
- R43 with Manufactured Housing Overlay
- CS - Community Shopping
- R-10
- R-7

Sources: Esri, TomTom, Garmin, FAO, NOAA SGS, (c) OpenStreetMap contributors, and the GIS User Community, North Carolina Department of Information Technology - Transportation, GIS Unit, Sources: Esri, Maxar, Airbus DS, USGS, NGA, NASA, CGIAR, N Robinson, NCEAS, NLS, OS, NMA, Geodatastyrelsen, Rijkswaterstaat, GSA, Geoland, FEMA, Intermap, and the GIS user community.

Exhibit B - Future Land Use Map



Woodfin Future Land Use Map

- Residential 1
- Residential 2
- Industrial 1
- Industrial 2
- Commercial
- Institutional
- Mobile Home Community

Sources: Esri, TomTom, Garmin, FAO, NOAA SGS, (c) OpenStreetMap contributors, and the GIS User Community, North Carolina Department of Information Technology - Transportation, GIS Unit, Sources: Esri, Maxar, Airbus DS, USGS, NGA, NASA, CGIAR, N Robinson, NCEAS, NLS, OS, NMA, Geodatastyrelsen, Rijkswaterstaat, GSA, Geoland, FEMA, Intermap, and the GIS user community.

Exhibit C - Aerial Map



Sources: NC CGIA, Mazar, Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community, North Carolina Department of Technology - Transportation, GIS Unit

EXHIBIT D - PROJECT CONDITIONS
Altura – Conditional Zoning

1. The property included in the rezoning is shown on the proposed conceptual plan and is identified in the Buncombe County tax record as PINs 9731-31-1730, 9730-39-9432, 9731-31-1066, 9731-21-7026, with additional PINS listed in the PIN Roster and is 77.5 acres.
2. Pursuant to this ordinance, the entire subject property is rezoned to Mountain Village-Conditional Zone (MV-CZ), but approval is limited to the proposed project ("Project") described herein.
3. The Project will include a maximum of 394 units consisting of 78 single-family home lots, 91 townhouse lots, and 225 multi-family units along with proposed subdivision infrastructure including road, sewer, water, and utilities as shown on the proposed conceptual plan.
4. Open space and off-road trails are included in the development as community amenities and shall be maintained by the homeowner association.
5. Multiple separate stormwater facilities are proposed and shall be maintained by the homeowner association or apartment owner.
6. Separate zoning compliance permits shall be required for homes to be constructed on the individual home sites with the only restriction being that all individual applications must comply with the applicable provision contained in this Ordinance.
7. Setbacks for the lots will be 10 feet front from edge of pavement, 0 feet rear, 5 feet side, and 25 feet when abutting exterior project boundary.
8. A minimum of 25 acres of open space shall be provided, as shown on the approved site plan. No land disturbance or tree removal shall be permitted in these areas other than what is necessary to maintain trails and park area.
9. No more than 37 acres or 48% of disturbance is proposed and limited to the areas shown on the proposed grading plan.
10. No more than 19.50 acres or 25% of impervious surfaces will be included in the development.
11. The maximum height of all multi-family structures shall not exceed 5 stories/12 feet per occupiable story, being a cumulative maximum not to exceed 60 vertical feet.
12. Access into the community shall be from one of two entrances located on Goodman Road and Windwhisper Drive/Altura Parkway.
13. Access to the home sites and multi-family complex shall be approved and permitted via the internal public and private streets, as shown on the proposed site plan.
14. A future road connection to the adjacent project, known as Charter Mountain, shall be included, as shown on the approved site plan.
15. A designated bicycle climbing lane and share the road bicycle routes shall be provided along Altura Parkway connecting Goodman Road and Windwhisper Drive.
16. The pedestrian facilities shall connect to the Charter Mountain trail easement at Goodman Road.
17. Street trees for new road infrastructure are required at a rate of 1 large maturing tree per 40 feet of road frontage, to be verified during a field inspection. Existing trees may satisfy all or part of this requirement, specifically for existing road and single-family development.
18. Signage shall be permitted separately and must comply with Chapter 34 of the Town of Woodfin Code of Ordinances.
19. The Project includes the following technical modifications:

a. Sidewalks are included only along new road infrastructure related to multi-family and townhome phases, as shown on the site plan, including Energy Lane, Altura Parkway and Heights Blvd.
b. Use of LED lighting for streetlights (will be dark sky compliant).
c. An allowance of 2.22 acres of land disturbance and 1.19 acres impervious surfaces within the steep slope zone to allow installation of three access drives identified as Drives A, B, & C, located along the uphill/eastern project boundary. Such an allocation will not utilize any individual lot's allowance for land disturbance or impervious surfaces. The developer will designate 16 lots identified on the Disturbance & Impervious plan as Open Space to offset the requested disturbance and impervious surface.
d. A maximum height limit of 5 stories/60 feet and not to exceed 12 feet per occupiable story.

20. All recommendations from the updated Traffic Impact Analysis (TIA) shall be followed and implemented, as required by NCDOT.
21. The Project will undergo final technical review prior to issuance of any permits.
22. All proposed site lighting must meet the outdoor lighting requirements found in *Section 46-119(c) Street Lights* of the Town of Woodfin Ordinances except as modified by this ordinance. Residential building lighting must be dark sky compliant.
23. The Project will provide a 20-foot easement measured from the edge of pavement along property's Goodman Road frontage for future multi-modal improvements.
24. The site design must substantially comply with the approved preliminary plat and site plans, which are incorporated herein by reference.
25. All applicable required local, state, and federal permits and approvals must be obtained prior to initiation of construction.
26. The conditional zoning will be valid for five years from the date of approval by the Town Council with the first building permit obtained within 24-month period after technical review plans have been approved by all regulatory agencies. Failure to obtain the first building permit within this time frame shall render the plan approval null and void.

Agreed to and accepted this the 20th day of May 2025, by the Property Owner/Applicant:

_____

LOT TYPE

#	SINGLE FAMILY (STEEP SLOPE)	65 UNITS
#	SINGLE FAMILY	13 UNITS
		78 UNITS
	MULTI-FAMILY	225 UNITS
	TOWNHOMES	91 UNITS
	TOTAL UNITS	394 UNITS

STEEP SLOPE AREA (Above 2200' & 20% slope)

OPEN SPACE CALCULATION = 31.31 ACRES

STREET TREE

RECOMMENDED STREET TREE SPECIES

Key		Large Deciduous Trees
AS		Acer saccharum Sugar Maple
BN		Betula nigra River Birch
LT		Liriodendron tulipfera Tulip Tree
PA		Platanus acerifolia London Plane Tree
QP		Quercus phellos Willow Oak

SIDEWALK

TRAILS

DESIGNATED "CLIMBING" BIKE LANE

SIGNED / STRIPED "SHARE THE ROAD" BIKE FACILITY



VICINITY MAP

North

0 60 120 240 360

Scale: 1"=120'

April 30, 2025

North

Altura

Rendered Master Plan

28 Hi Landa Acres
Weaverville, NC 28787
828.545.5989
www.sds-la.com

SITE DESIGN STUDIO

landscape architecture
planning
project management
construction observation

LOT TYPE

#	SINGLE FAMILY (STEEP SLOPE)	65 UNITS
#	SINGLE FAMILY	13 UNITS
		78 UNITS
	MULTI-FAMILY	225 UNITS
	TOWNHOMES	91 UNITS
	TOTAL UNITS	394 UNITS
	OPEN SPACE	31.31 AC

OUTPARCELS

SINGLE FAMILY

ALAM: 7105
BARRY: 4550
BITTON: 7925
BUNCOMBE LAND HOLDINGS: 8553, 8558
CANDIANO: 8936
ISI ENTERPRISES: 7893, 7843, 4668
OSTROW: 6299
SEMMEN FRANCES: 5849, 6919
SKINNER GUY: 6780, 6014, 5191
WILSON: 6504, 4482, 6452, 6315, 7352, 8033

MULTI-FAMILY

BB ENTERPRISES: 8347
MJC HOLDINGS: 7274, 7291, 9304, 8391, 8288, 8275, 8262, 8250
JOHN CUMMINGS: 8471, 8464, 8457, 8550, 8418, 8405, 7493, 7480, 7377, 7364, 7350, 7267



STEEP SLOPE AREA (Above 2200' & 20% slope)

STREET TREE

RECOMMENDED STREET TREE SPECIES

Key		Large Deciduous Trees
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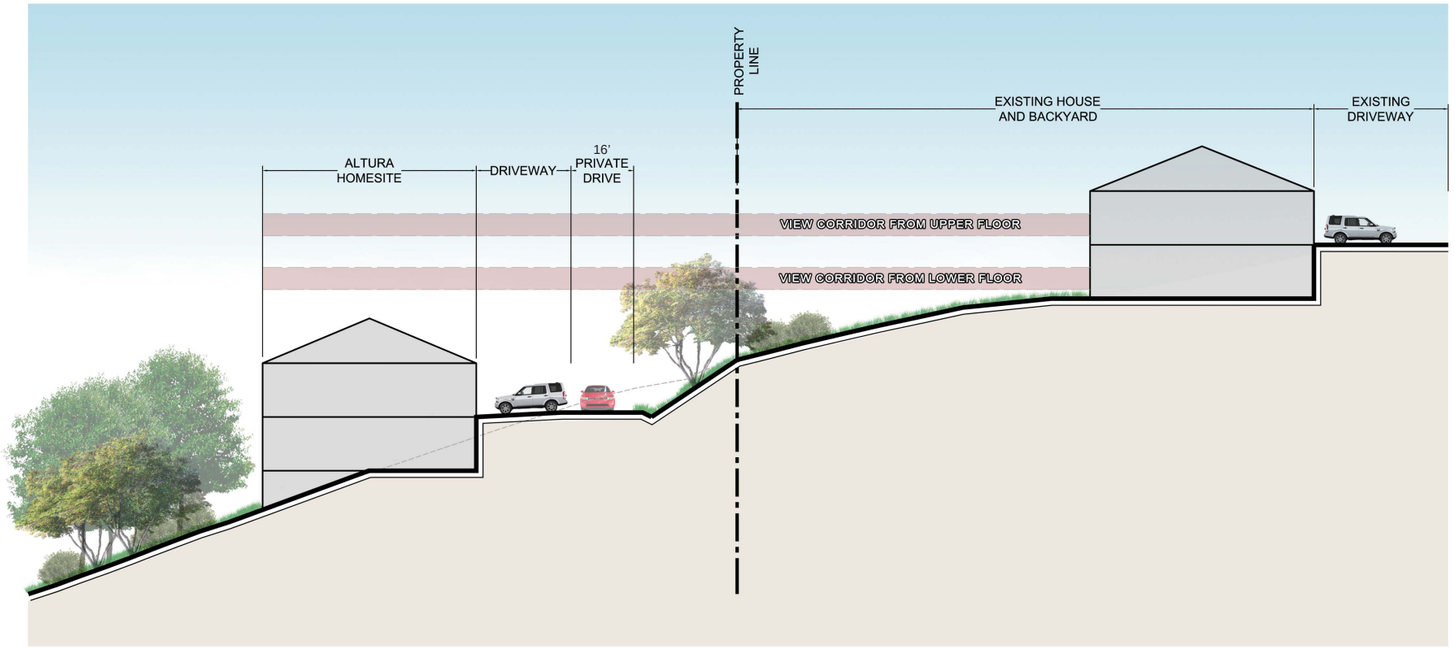
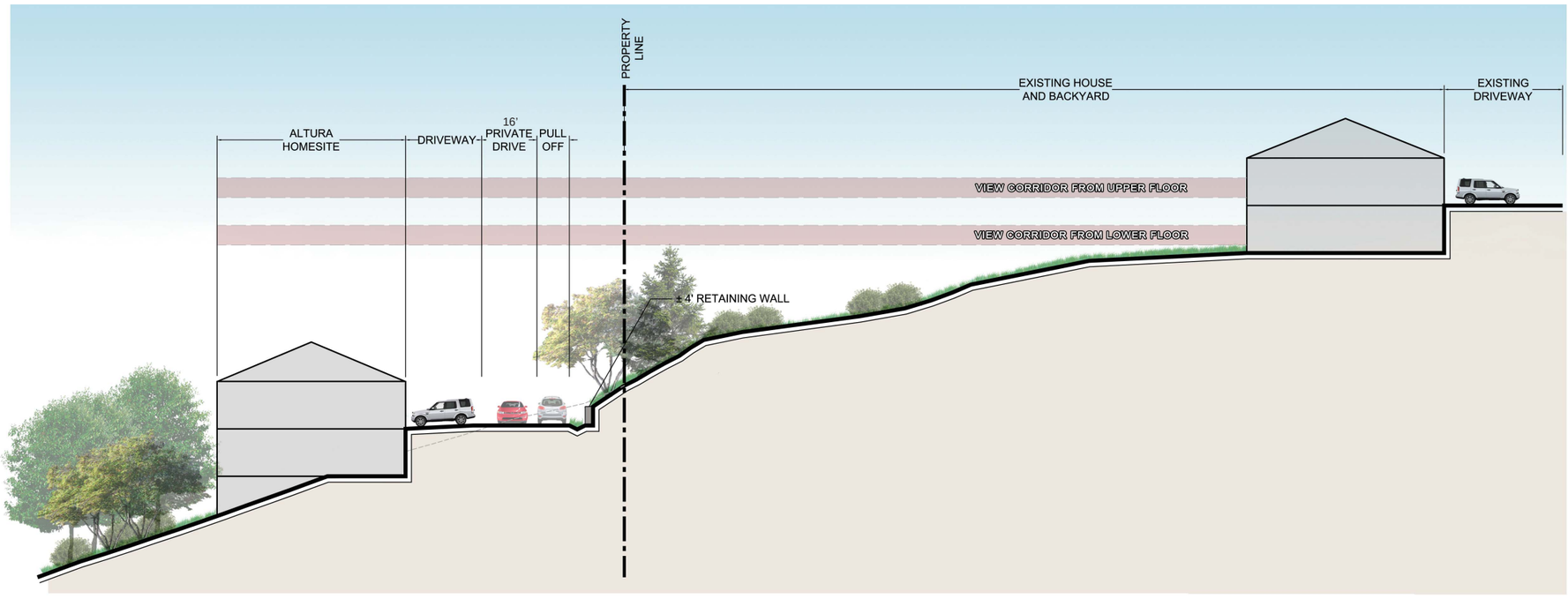




Section 1

Scale: 1/16” = 1’-0”



Section 2

Scale: 1/16” = 1’-0”

Altura

View Corridor Exhibits

April 30, 2025

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SITE DESIGN STUDIO

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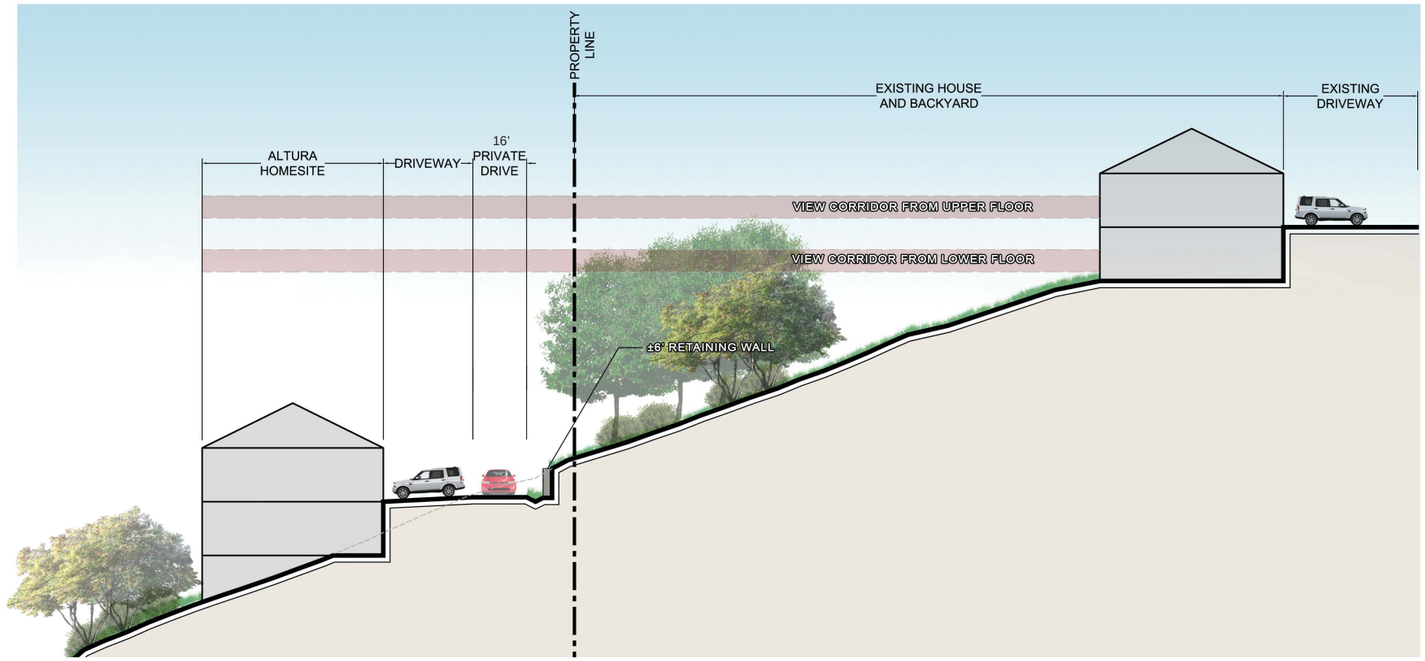

Section 3

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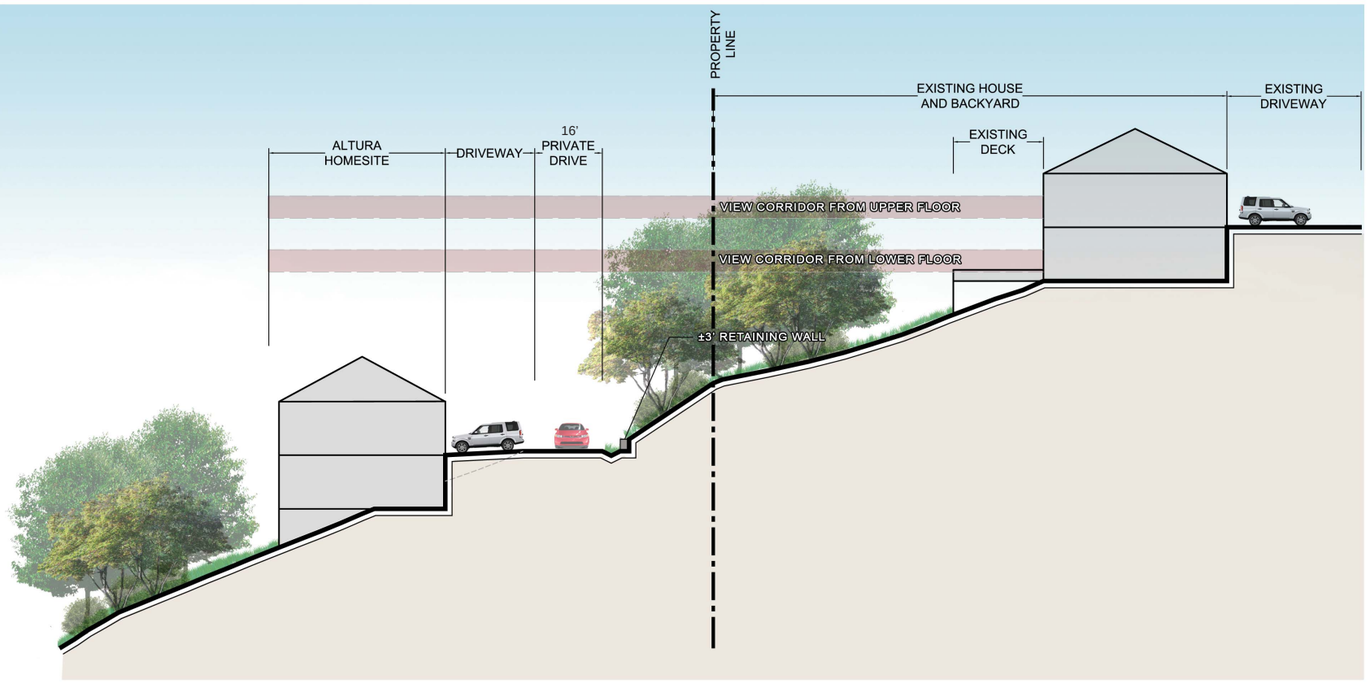

Section 4

Scale: 1/16” = 1’-0”



Altura

View Corridor Exhibits

drapac capital partners

ST. BOURKE ASSET MANAGEMENT

April 30, 2025

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Altura (+/- 77 AC)

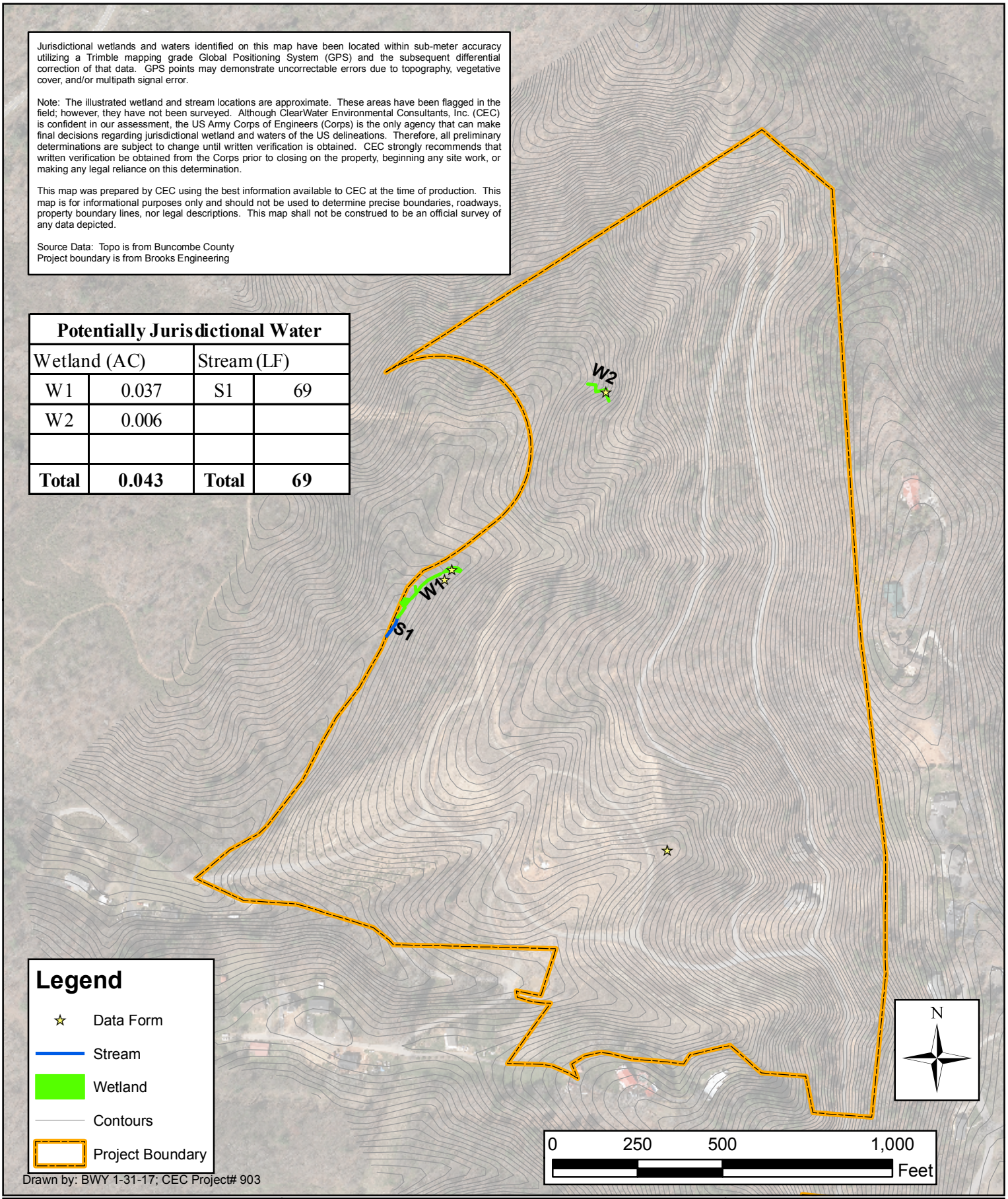
Jurisdictional wetlands and waters identified on this map have been located within sub-meter accuracy utilizing a Trimble mapping grade Global Positioning System (GPS) and the subsequent differential correction of that data. GPS points may demonstrate uncorrectable errors due to topography, vegetative cover, and/or multipath signal error.

Note: The illustrated wetland and stream locations are approximate. These areas have been flagged in the field; however, they have not been surveyed. Although ClearWater Environmental Consultants, Inc. (CEC) is confident in our assessment, the US Army Corps of Engineers (Corps) is the only agency that can make final decisions regarding jurisdictional wetland and waters of the US delineations. Therefore, all preliminary determinations are subject to change until written verification is obtained. CEC strongly recommends that written verification be obtained from the Corps prior to closing on the property, beginning any site work, or making any legal reliance on this determination.

This map was prepared by CEC using the best information available to CEC at the time of production. This map is for informational purposes only and should not be used to determine precise boundaries, roadways, property boundary lines, nor legal descriptions. This map shall not be construed to be an official survey of any data depicted.

Source Data: Topo is from Buncombe County
Project boundary is from Brooks Engineering

Potentially Jurisdictional Water			
Wetland (AC)		Stream (LF)	
W1	0.037	S1	69
W2	0.006		
Total	**0.043**	**Total**	**69**



Drawn by: BWY 1-31-17; CEC Project# 903

Buncombe County,
North Carolina

ClearWater

32 Clayton Street
Asheville, North Carolina 28801

Stream & Wetland
Delineation Map
Delineated January 27, 2017
Figure 5

McAdams
80 Charlotte Street
Suite 40
Asheville, NC 28801
919. 361. 5000

STB25001.00

March 14, 2025

Dan Mason
St. Bourke Development

RE: Altura Riverside Development – Woodfin, North Carolina – Trip Generation

Dear Dan,

Trip Generation

This letter presents a summary of the trip generation comparison for the Altura Riverside Development to reflect the change in land use density. The project is located east of Riverside Drive (SR 0251) and north of Altura Parkway in the town of Woodfin, Buncombe County, North Carolina. A Traffic Impact Analysis (TIA) was completed for the Altura Residential Development (SC 2018-146) on November 1, 2019. The land use density of the development has been changed, and this letter provides the new site plan with density in **Attachment 1**.

Based on the previous TIA, the proposed development was expected to consist of:

- 340 multi-family residential units
- 100 single family residential units
- 440 Total residential units

The proposed new land use density is as follows:

- 227 multi-family residential units
- 82 single family residential units
- 91 Townhomes
- 400 Total residential units

Site Data

Based on the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition, and the suggested method of trip calculations provided in North Carolina Department of Transportations' (NCDOT) Rate vs. Equation spreadsheet, trips for the proposed development were calculated for weekday daily, weekday AM peak hour, and weekday PM peak hour. Refer to **Table 1** below, for a summary of the trip generation for the previous TIA land use. The 2019 TIA for the development is included in **Attachment 2**.

TABLE 1: TRIP GENERATION (BASED ON PREVIOUS TIA)

Land Use (ITE Code)	Density	Calculation Methodology	Daily Trips	AM Peak Hour			PM Peak Hour		
				Enter	Exit	Total	Enter	Exit	Total
Single Family-Detached (210)	100	DU	1040	19	57	76	64	38	102
Multi-Family (221)	340	DU	2530	35	118	153	111	65	176
Total	**440**	**DU**	**3570**	**54**	**175**	**229**	**175**	**103**	**278**

Refer to Table 2 below, for a summary of the trip generation for the proposed land use.

TABLE 2: TRIP GENERATION (BASED ON NEW LAND USE DESNSITY)

Land Use (ITE Code)	Density	Calculation Methodology	Daily Trips	AM Peak Hour			PM Peak Hour		
				Enter	Exit	Total	Enter	Exit	Total
Single Family-Detached (210)	82	DU	841	16	46	62	52	30	82
Signal Family -Attached (215)	91	DU	643	10	32	42	30	21	51
Multi-Family (221)	227	DU	1036	20	68	88	54	35	89
Total	**400**	**DU**	**2520**	**46**	**146**	**192**	**136**	**86**	**222**

Refer to Table 3 below, for a comparison of the trip generation for the previous land use and the proposed land use.

TABLE 3: TRIP GENERATION COMAPRISON

Condition	Density	Calculation Methodology	Daily Trips	AM Peak Hour			PM Peak Hour		
				Enter	Exit	Total	Enter	Exit	Total
Previous Land Usage	440	DU	3570	54	175	229	175	103	278
Proposed Land Usage	400	DU	2520	46	146	192	136	86	222
Difference	**-40**	**DU**	**1050**	**8**	**29**	**37**	**39**	**17**	**56**
% Difference	**-9%**	**DU**	**-29%**	**-14%**	**-17%**	**-16%**	**-22%**	**-17%**	**-20%**

Summary

The proposed development is expected to have 40 fewer residential units. Based on review of the ITE trip generation calculations, the proposed development is expected to generate approximately 37 fewer external trips (8 entering and 29 exiting) during the weekday AM peak hour and 56 fewer external trips (39 entering and 17 exiting) during the weekday PM peak hour and 1050 fewer daily trips. This represents 16 percent fewer AM peak hour trips and 20 percent few PM peak hour trips during an average weekday. With the anticipated trip generation for the proposed development, recommendations from the previous TIA are not expected to change significantly.

If you should have any questions or comments relative to this analysis, please feel free to contact me at 919.361.5000.

Sincerely,

McAdams

Signed by:
S. Colin Kinton
34B9AEEC3663481...

Colin Kinton, PE | Senior Project Engineer
ckinton@mcadamsco.com | 919. 361. 5000

Attachment:
1. Site Plan
2. 2019 TIA

LOT TYPE

(#) SINGLE FAMILY (STEEP SLOPE)	69 UNITS
(#) SINGLE FAMILY	13 UNITS
	82 UNITS
MULTI-FAMILY	225 UNITS
TOWNHOMES	91 UNITS
TOTAL UNITS	398 UNITS
OPEN SPACE	29.22 AC
OWNED BY OTHERS	

STEEP SLOPE AREA (Above 2200' & 20% slope)

STREET TREE

RECOMMENDED STREET TREE SPECIES

Key		Large Deciduous Trees
AS		Acer saccharum Sugar Maple
BN		Betula nigra River Birch
LT		Liriodendron tulipifera Tulip Tree
PA		Platanus acerifolia London Plane Tree
QP		Quercus phellos Willow Oak



VICINITY MAP

North

0 60 120 240 360

Scale: 1"=120' MARCH 7, 2025 North

Altura
Rendered Master Plan

28 Hi Landa Acres
Weaverville, NC 28787
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SITE DESIGN STUDIO

Altura Riverside Development

Woodfin, NC

Site Plan

Figure 2

McADAMS

ALTURA RESIDENTIAL DEVELOPMENT
TRANSPORTATION IMPACT ANALYSIS

FOR SUBMISSION TO:

Town of Woodfin, NC

Prepared For:
St. Bourke Development
1123 Zonolite Road NE, Suite 30
Atlanta, Georgia 30306

November 1, 2019
TPD # STBD.00001

Est. 1989
TRAFFIC PLANNING AND DESIGN, INC.

Prepared By:
Traffic Planning and Design, Inc.
1293 Hendersonville Road
Building A, Suite 9
Asheville, NC 28803

Phone: (828) 575-0133
E-mail: TPD@TrafficPD.com
Website: www.trafficpd.com

NC Business License #C-4448



Christy Staudt, P.E.
Project Manager

North Carolina License Number PE045387-E

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TECHNICAL APPENDICES

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EXECUTIVE SUMMARY

The purpose of this analysis is to examine the potential traffic impact associated with the proposed Altura Residential development on the roadway network in the Town of Woodfin, Buncombe County, NC. Based on this evaluation, the following conclusions were reached:

1. A project scoping request was sent to NCDOT on October 23, 2018. Final scoping approval was received on March 20, 2019.
2. The study area intersections included in this TIA are as follows:
   - Riverside Drive (SR 0251) and Goodman Road
   - Mills Place and Firethorne Drive
   - Mills Place and Newbridge Parkway
   - Newbridge Parkway and the Future I-26 Eastbound Ramps (US 19 Business)
   - Future I-26 Westbound Ramps with US 19 Business (& Future I-26 EB Ramps)
   - US 19 Business/Future I-25 EB Ramps & Weaverville Road (US 25/US 19 Business)
3. The project site is located east of Riverside Drive, north of Goodman Road. The proposed site will consist of 340 multi-family homes and 100 single-family homes.
4. Upon full build-out, the proposed development is expected to generate 229 new vehicle-trips during the weekday A.M. peak hour, and 278 new vehicle-trips during the weekday P.M. peak hour.
5. Access to the site is proposed via two existing driveways: one access to Goodman Road and one full-access driveway to Altura Parkway. In addition, an internal connection between the Altura Residential Development and the proposed Riverside Community Development will provide additional access to Riverside Drive.
6. Under the 2022 and 2025 projected conditions, with implementation of the site-related recommendations, all approaches and turning movements at the site driveway intersections with the external roadway network will operate at LOS B or better during weekday A.M. and P.M. peak hours.
7. Under 2022 projected conditions, all study area intersection movements will operate at the same LOS as under background (no-build) conditions or fall within NCDOT's allowable 25% delay increase between background (no-build) and projected (build) condition scenarios with the exception of the future I-26 WB Ramps/US 19 Business intersection during the P.M. peak hour which will be mitigated under 2025 conditions with implementation of the NCDOT planned interchange improvements.
8. Under 2025 projected (full-build) conditions, with implementation of NCDOT TIP programmed improvements and improvements identified as part of this study, all study area intersection movements will operate at the same LOS under projected (build) conditions as under background (no-build) conditions or will fall within NCDOT's allowable 25% delay increase between background (no-build) and projected (build) condition scenarios.
9. SIDRA roundabout analysis completed for the Future I-26 EB Ramps (US 19 Bus) & Newbridge Parkway intersection utilizing Year 2040 based projections developed for the TIP I-26 improvement project indicate acceptable operations and no approach failures
10. Traffic Planning and Design Inc. (TPD) recommends the following roadway improvements as outlined at the study area intersections:

Goodman Road & Riverside Drive (SR 0251)

» Evaluate re-alignment of Goodman Road to improve available sight distance

Altura Parkway & Dimora Drive/Driveway

» Provide a stop sign to control exiting traffic on Dimora Drive

Firethorn Drive & Stillview Drive (not studied due to low cul-de-sac volumes)

» The cul-de-sac on the western end of Firethorn Drive only serves one home. Given that Stillview Drive has a steep approach grade and is the main traffic movement, stop compliance is anticipated to be an issue. As such, the stop control should be reversed to provide stop control on the Firethorn Drive approaches, instead of Stillview Drive.

INTRODUCTION

Traffic Planning and Design, Inc. (TPD) has completed a Transportation Impact Analysis (TIA) for the proposed Altura Residential development in the Town of Woodfin in Buncombe County, North Carolina. The project site is located east of Riverside Drive (SR 0251), and north of Altura Parkway as shown in **Figure 1**. As shown in **Figure 2**, the proposed site will consist of 340 multi-family residential units and 100 single-family residential units.

This report has been prepared in accordance with NCDOT's *Policy on Street and Driveway Access to North Carolina Highways, 2003* and the *NCDOT Congestion Management Capacity Analysis Guidelines, 2015*. The project scope and the extent of the study area were submitted to NCDOT. Background growth rates and intersections of study were verified. All relevant correspondence pertaining to this project has been included in **Appendix A**.

Site Access Locations

The proposed site will be served by extension of the existing Altura Parkway via Wind Whisper Drive, an internal connection between Altura Residential and the proposed Riverside Community and connection to Goodman Road off of Riverside Drive. The proposed residential development will connect into or extend from existing local neighborhood streets rather than NCDOT maintained collector or arterial roadways. As such, the 100-foot minimum stem length requirement is not applicable for this development.

Please note, the applicant is aware of sight distance issues related to the Goodman Road intersection with Riverside Drive and is working on realignment plans that may include combining Goodman Road with the Riverside Community Development's Site Access A. Once a realignment configuration is available, plans will be submitted to NCDOT for review and approval.

BASE CONDITIONS

Existing Roadway Network

A field review of the existing roadway system in the study area was conducted. The existing roadway characteristics within the study area are summarized in **Table 1**. The existing lane configuration and intersection controls for the study area intersections are shown in **Figure 3**. The future lane configuration and intersection controls for the study area intersections are shown in **Figure 4**.

TABLE 1
ROADWAY CHARACTERISTICS WITHIN STUDY AREA

Roadway	Roadway Maintenance	Predominant Directional Orientation	Posted Speed Limit
Riverside Drive (SR 0251)	NCDOT	North-South	35 mph
Goodman Drive	Local	East-West	20 mph
Mills Place	Local	North-South	25 mph
Firethorn Drive	Local	East-West	Not Posted
Newbridge Parkway	Local	East-West	Not Posted
Future I-26 EB Ramps (US 19 Business)	NCDOT	North-South (@ Newbridge Parkway)	Not Posted
Weaverville Highway (US 25)	NCDOT	North-South	35 mph

Bicycle and Pedestrian Facilities

Based on observations during field visits at the study area intersections, there are no pedestrian accommodations present in the vicinity of the proposed development.

Mass Transit Facilities

There are no scheduled bus routes in the vicinity of the proposed development

Crash Data Investigation

Crash data were requested from NCDOT for the study area intersections. The data has not yet been received.

Existing Traffic Conditions

Manual Turning Movement Counts

Manual traffic counts were conducted on 15-minute intervals during the weekday morning (7:00 to 9:00 A.M.), and weekday evening (2:30 to 6:00 P.M.) peak periods. Data pertaining to heavy vehicles, pedestrians and transit vehicles were observed during the manual counts. Peak hours and count dates for the study area intersections are identified in **Table 2**.

TABLE 2
MANUAL TRAFFIC COUNT INFORMATION

Intersection	Date of Traffic Counts	Time Period	Intersection Peak Hour[1]
Riverside Drive (SR251) & Goodman Road	Tuesday October 30, 2018	Weekday A.M.	7:15 to 8:15 AM
		Weekday P.M.	4:30 to 5:30 PM
Mills Place & Firethorne Drive	Tuesday October 30, 2018	Weekday A.M.	7:30 to 8:30 AM
		Weekday P.M.	4:45 to 5:45 PM
Mills Place & Newbridge Parkway	Tuesday October 30, 2018	Weekday A.M.	7:30 to 8:30 AM
		Weekday P.M.	4:45 to 5:45 AM
Future I-26 EB Ramps (US 19 Bus) & Newbridge Parkway	Tuesday October 30, 2018	Weekday A.M.	7:30 to 8:30 AM
		Weekday P.M.	4:30 to 5:30 PM
Future I-26 WB Ramps & US 19 Business	Tuesday October 30, 2018	Weekday A.M.	7:30 to 8:30 AM
		Weekday P.M.	4:30 to 5:30 PM
Weaverville Road (US 25) & US 19 Business	Tuesday October 30, 2018	Weekday A.M.	7:45 to 8:45 AM
		Weekday P.M.	4:30 to 5:30 AM

(1) Peak Hour consists of the four consecutive 15-minute intervals where the highest traffic volumes occur.

Existing condition traffic volumes for the weekday A.M. and weekday P.M. peak hours are illustrated in **Figures 5 and 6**, respectively. Manual traffic count data sheets are provided in **Appendix B**.

Automatic Traffic Recorder Counts

Automatic Traffic Recorder (ATR) counts were conducted along Riverside Drive (SR 0251) in the vicinity of the proposed site driveways in order to determine the existing traffic volumes on a 24-hour weekday basis and speeds.

The ATR counts were conducted from Tuesday October 30, 2018 to Monday November 5, 2018. ATR counts are provided in **Appendix B**.

BACKGROUND CONDITIONS

Annual Background Growth

Background growth factors for the roadways in the study area were provided to TPD by NCDOT staff. A background growth trend factor of 1% per year was utilized. As such, the background growth factors were applied annually to yield overall growth percentages of 4.06% (1% per year, compounded over 4 years) for the 2022 future year and 7.21% (1% per year, compounded over 7 years) for the 2025 future year, where applicable.

Nearby Proposed Developments

Background (no-build) traffic conditions were calculated to include traffic volumes from proposed developments, though not operating under existing conditions, may be operating by the opening year (2022) of the proposed development. The following nearby planned development was included in this study:

Riverside Community is proposed to consist of 278 single-family homes and 40 multi-family homes to be constructed in two phases. Phase I will consist of 149 single-family homes and Phase II will consist of 129 single-family homes and 40 multi-family homes. The proposed development will be located on the north side of Goodman Road, east of Riverside Drive. Trip generation and distributions were for this development were based on the *Riverside Community Development TIA*, prepared by TPD and submitted to NCDOT on July 25, 2019 (resubmitted on October 1, 2019). Consistent with the submitted TIA, Phase I is anticipated to be built out by 2022 with full build-out by 2025.

The additional traffic volumes due to background growth and the background development were added to the existing traffic data to produce 2022 and 2025 background (no-build) condition traffic volumes. Background condition volumes for the weekday A.M. and weekday P.M. peak hours are illustrated in **Figures 7 and 8** for the 2022 future year conditions and **Figures 9 and 10** for the 2025 future year conditions.

Programmed Improvements

TIP A-0010AA & U 4715 B: These projects incorporate Future I-26 modernization and interchange/intersection upgrades in the study area. Improvements are anticipated at the Future I-26 Interchange at Weaverville Road (US 25 & US 19 Business) Exit 25 in Asheville. Based on figures provided by NCDOT's project consultant, AECOM, the identified interchange improvements within the study area are as follows:

- Newbridge Parkway and Route 19/I-26 EB Ramps: Construction of a single lane roundabout
- I-26 WB Off-Ramp: relocate the ramp to intersect with Route 19 opposite Weaverville Road (Business Route 25/19). The existing northbound Weaverville Road will merge with Merrimon Avenue, to become the new westbound approach.
- Weaverville Road (Business Route 25/19) and Relocated I-26 WB Off-Ramp: A separate right turn lane and thru lane on the eastbound approach. Two thru lanes and a separate right turn lane on the westbound approach. Separate left, thru and right turn lane on the northbound approach. Dual lefts and dual rights on the southbound Weaverville Road approach.

Year 2025 volumes with implementation of the TIP were developed based on the 2040 future volumes and I-26 interchange improvements identified by NCDOT's consultant AECOM. TPD developed 2025 base (no-build) volumes by interpolating between the existing 2018 volumes and 2040 future year volumes, and then adding the Altura Residential Development site traffic. Study area intersections, which were not included in AECOM's TIP analysis, were assumed to experience a growth rate of 1% per year, consistent with the 2022 future year analyses.

Relevant volume projection and future lane configuration figures provided by AECOM as well as TPD calculations are included in **Appendix C**.

PROJECT CONDITIONS

Trip Generation

The trip generation rates for the proposed development were obtained from the manual *Trip Generation*, 10th Edition, 2017, an Institute of Transportation Engineers (ITE) Informational Report. The statistics in *Trip Generation* are empirical data based on more than 4,800 trip generation studies. The data are categorized by Land Use Codes, with total vehicular trips for a given land use estimated using an independent variable and statistically generated rates or equations.

For the proposed development, Land Use Codes 210 (Single-Family Detached Housing) and 220 (Multi-Family Housing, Low Rise) from *Trip Generation* was used to calculate the number of vehicular trips the development will generate during the following time periods: (1) average weekday; (2) weekday A.M. peak hour; and (3) weekday P.M. peak hour. **Table 3** shows the rates/equations and directional percentages for the analyzed time periods.

TABLE 3
ITE TRIP GENERATION DATA

Land Use	ITE #	Time Period	Equations/Rates	Entering %
Single-Family Detached Housing	210	Weekday A.M. Peak Hour	T = 0.71*(X) + 4.8	25%
		Weekday P.M. Peak Hour	Ln(T) = 0.96*Ln(X) + 0.20	63%
		Weekday	Ln(T) = 0.92*Ln(X) + 2.71	50%
Multi-Family Housing (Low Rise)	220	Weekday A.M. Peak Hour	Ln(T) = 0.95*Ln(X) – 0.51	23%
		Weekday P.M. Peak Hour	Ln(T) = 0.89*Ln(X) – 0.02	63%
		Weekday	T = 7.56*(X) – 40.86	50%

T = number of site-generated vehicular trips
X = independent variable (dwelling units)

The calculated trip generation for the proposed development is shown in **Table 4**.

TABLE 4
TRIP GENERATION SUMMARY

Time Period	Land Use	Size	Altura Residential Development		
			Total	Enter	Exit
A.M. Peak Hour	Single-Family	100 du	76	19	57
	Multi-Family	340 du	153	35	118
	Total	**440 du**	**229**	**54**	**175**
P.M. Peak Hour	Single-Family	100 du	102	64	38
	Multi-Family	340 du	176	111	65
	Total	**440 du**	**278**	**175**	**103**
Weekday	Single-Family	100 du	1040	520	520
	Multi-Family	340 du	2530	1265	1265
	Total	**440 du**	**3570**	**1785**	**1785**

Based on the trip generation analysis summarized in **Table 4**, the proposed development will generate approximately 229 new trips during the weekday A.M. peak hour, and 278 new trips during the weekday P.M. peak hour at full build out.

Trip Distribution

The distribution of trips generated by the proposed development was based on the local road network, the existing traffic patterns, the proposed use of the site, and the site driveway locations. The new trips for the proposed development were distributed to the local roadway network based on the percentages shown in **Table 5**.

TABLE 5
TRIP DISTRIBUTION PERCENTAGES

Direction - To/From	Assignment (To/From)	AM Distribution Percent		PM Distribution Percent	
		Enter	Exit	Enter	Exit
North	Via Future I-26	15%	10%	15%	20%
	via Weaverville Road (US Bus 19)	5%	5%	5%	5%
South	via Riverside Drive (SR 0251)	5%	5%	5%	5%
	via Future I-26	45%	50%	40%	45%
	via Weaverville Road (US 25)	30%	30%	35%	25%

Trip assignment percentages for the 2022 opening year are shown in **Figures 11 and 12**, for the weekday A.M. peak hour, respectively. The assignment of site-generated trips for the 2022 opening year of the proposed development during the weekday A.M. and P.M. peak hours are shown in **Figures 13 and 14**, respectively.

Trip assignment percentages for the 2025 design year are shown in **Figures 15 and 16**, for the weekday A.M. peak hour, respectively. The assignment of site-generated trips for the 2025 design year of the proposed development during the weekday A.M. and P.M. peak hours are shown in **Figures 17 and 18**, respectively.

Projected (Build) Condition Traffic Volumes

The site-generated trips for the proposed development were added to the 2022 base (no-build) condition traffic volumes to develop 2022 projected (build) condition traffic volumes.

Projected condition traffic volumes for the future year of 2022 for the weekday A.M. and P.M., peak hours are shown in **Figures 19 and 20**, respectively. Projected condition traffic volumes for the design year of 2025 for the weekday A.M. and P.M., peak hours are shown in **Figures 21 and 22**, respectively. Traffic volume development worksheets are contained in **Appendix C**.

LEVELS OF SERVICE FOR AN INTERSECTION

For analysis of intersections, level of service is defined in terms of delay, which is a measure of driver discomfort and frustration, fuel consumption, and lost travel time. LOS criteria is stated in terms of control delay per vehicle for a one-hour analysis period. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. The criteria are shown in **Table 6**. Delay, as it relates to level of service, is a complex measure and is dependent upon a number of variables. For signalized intersections, these variables include the quality of vehicle progression, the cycle length, the green time ratio, and the volume/capacity ratio for the lane group in question. For unsignalized intersections, delay is related to the availability of gaps in the flow of traffic on the major street and the driver's discretion in selecting an appropriate gap for a particular movement from the minor street (straight across, left or right turn).

TABLE 6
LEVEL OF SERVICE CRITERIA
UNSIGNALIZED AND SIGNALIZED INTERSECTIONS[1]

Level of Service	Control Delay Per Vehicle (Seconds)	
	Signalized	Unsignalized
A	< 10	< 10
B	> 10 and < 20	> 10 and < 15
C	> 20 and < 35	> 15 and < 25
D	> 35 and < 55	> 25 and < 35
E	> 55 and < 80	> 35 and < 50
F	> 80 or v/c > 1.0	> 50 or v/c > 1.0

1 Obtained from Exhibits 18-4 and 19-1 of the Transportation Research Board's Highway Capacity Manual 2010

CAPACITY ANALYSIS METHODOLOGY

Capacity analyses were conducted for the weekday A.M. and P.M., peak hours at the study area intersections. These analyses were conducted according to the methodologies contained in the 2010 *Highway Capacity Manual* (HCM) using *Synchro 10* software, a Trafficware product. The NCDOT TIP planned roundabout at the intersection of Newbridge Parkway at I-26 Eastbound Ramps and US 19 Business has been analyzed utilizing *SIDRA Intersection 8.0* software by Akcelik and Associates Pty Ltd.

The following conditions were analyzed, as applicable:

- Existing conditions;
- 2022 Background conditions (build-out year without development);
- 2022 Projected conditions (build-out year with development);
- 2025 Background conditions (NCDOT TIP project implementation without development);
- 2025 Projected conditions (NCDOT TIP project implementation with build-out of development);
- 2040 Background conditions (NCDOT TIP project implementation without development for the Newbridge Parkway at I-26 Eastbound Ramps and US 19 Business intersection only); and
- 2040 Projected conditions (NCDOT TIP project implementation with full build-out of both Riverside Community and Altura Residential developments for the Newbridge Parkway at I-26 Eastbound Ramps and US 19 Business intersection only).

In addition, capacity analyses were conducted at the proposed site driveway intersections under the 2022 and 2025 projected conditions. In accordance with NCDOT's *Policy on Street and Driveway Access to North Carolina Highways*, the following default factors have been utilized:

- Future year 2022 and 2025 analysis peak hour factors have been adjusted to 0.90 at all study area intersections.
- Under existing condition analyses, truck percentages were entered for each movement based on the existing turning movement counts. Under 2022 and 2025 future-year analyses, truck percentages were increased as necessary to show a minimum of 2% trucks.
- The right turns on red (RTOR) option has not been utilized at signalized intersections;
- Where signalized intersections have left-turn signal phasing, future year 2022 and 2025 analyses have assumed phasing to be protected only.
- Pedestrian timings have not been utilized for this analysis.

- When pedestrian signal equipment is present and/or proposed, the default walk times have been set to 7.0 seconds.
- For existing signalized intersections, the signal timing settings indicated on NCDOT record traffic signal plans were utilized.
- Under existing conditions, yellow and all red timings are consistent with the NCDOT record traffic signal plans.
- Under future conditions, yellow and all red timings are equal to 7 seconds (5 seconds for yellow, 2 seconds for red), per NCDOT guidelines.
- Total lost time for all conditions is equal to 5 seconds; the lost time adjust is calculated based on the corresponding yellow + all red timing and a startup lost time of 2 seconds.

The capacity analysis worksheets are included in **Appendix D.** Existing NCDOT traffic signal plans are included in **Appendix E.**

NCDOT's Transportation Impact Study Guidelines outlined in NCDOT's *Policy on Street and Driveway Access to North Carolina Highways*, dated July, 2003 contain the following criteria regarding levels of service:

- Page 21-22 of the Guidelines state that the applicant will 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 individual approach increases by 25% or greater, while maintaining the same level of service;
- The Level of Service degrades by at least one level;
- Level of Service is "F"; and
- Page 22 of the Guidelines state that for turning lanes, improvements shall be identified when the analysis indicates that 95th percentile queue exceeds the storage capacity of the existing lane.

2022 OPENING YEAR ANALYSIS

LEVELS OF SERVICE IN THE STUDY AREA

Level of service (LOS) matrices for the study area intersections are shown in **Table 7** for the weekday A.M., and weekday P.M. peak hours.

TABLE 7
LEVEL OF SERVICE DELAY (SECONDS) SUMMARY

Intersection	Move-ment	Weekday A.M. Peak Hour							Weekday P.M. Peak Hour						
		Existing Condition		2022 Conditions					Existing Condition		2022 Conditions				
				Background		Projected		%			Background		Projected		%
		LOS	Delay	LOS	Delay	LOS	Delay	Change[1]	LOS	Delay	LOS	Delay	LOS	Delay	Change[1]
Riverside Drive (SR 0251) & Goodman Rd	WB LR	A	9.3	A	9.5	A	9.5	0%	A	9.9	B	10.2	B	10.2	0%
	SB L	A	8.4	A	8.5	A	8.5	0%	A	8.1	A	8.2	A	8.2	0%
Mills Place & Firethorne Drive	EB LR	A	8.6	A	8.7	A	9.6	10%	A	8.6	A	8.7	A	9.1	5%
	NB L	A	7.3	A	7.3	A	7.4	1%	A	7.3	A	7.4	A	7.7	4%
Mills Place & Newbridge Parkway[2]	EB LTR	A	6.3	A	4.8	A	5	4%	A	5.4	A	6.6	A	4.4	-33%
	WB LTR	A	0.4	A	0.1	A	0.8	700%	A	0.6	A	1.2	A	1.3	8%
	NB LTR	A	3.1	A	4.6	A	4.4	-4%	A	3.8	A	3.9	A	4.2	8%
	SB LTR	A	4.4	A	4.8	A	3.8	-21%	A	4.3	A	4.7	A	5.5	17%
Newbridge Parkway & I-26 EB Ramps/US 19 Business	EB L	B	11.9	B	12.8	C	16.7	30%	B	13	B	13.7	C	22.4	64%
	EB R	A	9.9	B	10.1	B	10.8	7%	A	9.6	A	9.5	A	9.9	4%
	NB L	A	8.1	A	8.2	A	8.3	1%	A	7.8	A	7.9	A	8.3	5%
Future I-26 WB Ramps & US 19 Business	EB L	A	8.25	A	8.4	A	8.5	1%	A	9.2	A	9.7	B	10.2	5%
	NB L	B	13.3	B	14.2	C	16.8	18%	B	14	C	17	D	27.6	62%
	NB TR	B	13.8	B	14.9	C	16.5	11%	B	12	B	13.5	B	14.2	5%
US 19 Business (Future I-26 WB Ramps) & Weaverville Road (US 25/US 19 Business)	EB L	B	18.2	C	22	C	22.6	3%	B	18.8	C	30	D	36.7	22%
	EB TR	B	13.7	B	16	B	16.3	2%	B	12.9	B	18.7	C	21.2	13%
	WB LT	B	13.5	B	15.9	B	16.1	1%	B	13.2	B	19.2	C	21.8	14%
	WB R	B	13.2	B	15.4	B	15.6	1%	B	12.8	B	18.4	C	20.9	14%
	NB L	B	10.5	C	28.1	C	29.4	5%	B	12.5	D	40	D	43	8%
	NB TR	B	10.7	B	13.2	B	13.5	2%	B	14.2	B	18.6	B	18.2	-2%
	SB L	B	10.5	B	28.7	C	29.7	3%	B	15.1	D	38.3	D	43	12%
	SB T	B	17.4	C	22.2	C	23.3	5%	C	20.9	C	32.2	D	40.1	25%
	SB R	A	0	A	0	A	0	0%	A	0	A	0	A	0	0%
	ILOS	**B**	**15.5**	**C**	**21.0**	**C**	**21.9**	**4%**	**B**	**15.9**	**C**	**28.3**	**C**	**32.4**	**14%**
Altura Parkway & Dimora Drive	EB L	--	--	A	7.3	A	7.4	1%	--	--	A	7.3	A	7.7	5%
	SB LR	--	--	A	8.8	A	10	14%	--	--	A	8.8	B	10	14%
Riverside Drive & Charter Mountain Access A	WB LR	--	--	B	10.6	B	10.8	2%	--	--	B	10.3	B	10.5	2%
	SB L	--	--	A	7.4	A	7.4	0%	--	--	A	7.6	A	7.7	1%
Riverside Drive & Charter Mountain Access B	WB LR	--	--	B	10.5	B	10.6	1%	--	--	B	10.2	B	10.2	0%
	SB L	--	--	A	7.4	A	7.4	0%	--	--	A	7.6	A	7.6	0%
Dimora Drive & Altura Access	EB LR	--	--	--	--	A	9.3	--	--	--	--	--	A	9	--
	NB L	--	--	--	--	A	7.3	--	--	--	--	--	A	7.6	--

Background = No-Build scenario; Projected = Build scenario
[1]Percent increase in delay from background to projected conditions
[2]Due to unconventional stop control and HCM2010 limitations, this intersection was analyzed utilizing SimTraffic

As shown in **Table 7**, under 2022 projected conditions with the development of the proposed site, all movements at the study area intersections will operate at the same level of service (LOS) as under 2022 background (no-build) conditions or fall within NCDOT's allowable 25% delay increase during the weekday A.M. and P.M. peak hours with the exception of Newbridge Parkway at I-26 EB Ramps/US 19 Business and

Future I-26 WB Ramps at US 19 Business. These two intersections are expected to have acceptable delay and levels-of-service; however, the increase in delay exceeds the allowable limit of 25 percent. Both of these intersections are expected to be reconfigured with implementation of the NCDOT TIP A-0010AA & U-4715B projects.

QUEUE ANALYSIS

Queue analyses were conducted at the study area intersections using *Synchro 10* software. For this analysis, both the 95th percentile Synchro queue and the maximum SimTraffic queue were evaluated. The higher of the two is reported in **Table 8.** The 95th percentile queue is defined as the queue length that is exceeded in 5% of the signal cycles. As an example, for a signal with a 90-second cycle, this means that the 95th percentile queue length will be exceeded during 2 of the 40 signal cycles that occur during the peak hour. The queue analysis results are summarized in **Table 8** for the analyzed peak hours.

TABLE 8
MAXIMUM SIMTRAFFIC QUEUE (FEET) ANALYSIS YEAR 2022

Intersection	Move-ment	Available Storage	Weekday A.M. Peak Hour			Weekday P.M. Peak Hour		
			Existing Condition	2022 Conditions		Existing Condition	2022 Conditions	
				Background	Projected		Background	Projected
Riverside Drive (SR 0251) & Goodman Road	WB LR	100+	0	28	28	0	52	28
	SB L	100+	0	67	0	0	0	0
Mills Place & Firethorne Drive	EB LR	100+	0	5[3]	23[3]	0	3[3]	13[3]
	NB L	100+	0	0	30	29	3[3]	29
Mills Place & Newbridge Parkway[2]	EB LTR	100+	48	50	47	48	27	27
	WB LTR	65[1]	0	0	0	56	56	93
	NB LTR	100+	30	28	30	54	31	54
	SB LTR	190[1]	55	78	31	31	30	31
Newbridge Parkway & I-26 EB Ramps/US 19 Business	EB L	65[1]	52	50	52	51	53	55
	EB R	65[1]	55	79	31	53	31	52
	NB L	170	26	27	27	26	49	75
Future I-26 WB Ramps & US 19 Business	EB L	200	21	20	20	103	42	41
	NB L	200+	27	48	64	50	714	714
	NB TR	200+	306	284	690	367	732	714
US 19 Business (Future I-26 WB Ramps) & Weaverville Road (US 25/US 19 Business)	EB L	100[1]	168[3]	220[3]	233[3]	185[3]	298[3]	343[3]
	EB TR	200+	148	152	133	113	140	137
	WB LT	75	20[3]	34	34	99	79	78[3]
	WB R	100+	3[3]	5	6	29	25	18[3]
	NB L	350+	122	95[3]	150	258	365[3]	460[3]
	NB TR	350+	113	90[3]	115	230[3]	335[3]	350[3]
	SB L	120	52	52	52	31	47	30
	SB T	300+	328	320[3]	330[3]	180[3]	283[3]	323[3]
	SB R	300+	0	0	0	0	124	203
Altura Parkway & Dimora Drive	EB L	50+	--	0	0	--	0	0
	WB LR	50+	--	55	54	--	30	55
Riverside Drive & Charter Mountain Access A	WB LR	600	--	16	31	--	30	31
	SB L	50+	--	0	0	--	0	0
Riverside Drive & Charter Mountain Access B	WB LR	230	--	31	52	--	57	29
	SBL	50+	--	0	0	--	0	0
Dimora Drive & Altura Access	EB LR	230	--	0	76	--	0	56
	NB L	50+	--	0	3	--	0	13[3]

Background = No-Build scenario; Projected = Build scenario
[1]Distance to adjacent intersection
[2]Due to unconventional stop control and HCM2010 limitations, this intersection was analyzed utilizing SimTraffic
[3]95th percentile Synchro queue

As shown in **Table 8,** adequate queue storage will be provided for the turn lanes in 2022 with construction of the proposed development or there will be no discernable change from background to projected conditions with exception of US 19 Business (Future I-26 WB Ramps) at Weaverville Road (US 25/US 19 Business). As previously indicated, these issues should be resolved with the planned NCDOT TIP projects. Queue analysis worksheets are included with the capacity analysis worksheets provided in **Appendix D**.

2025 BUILD OUT ANALYSIS WITH TIP IMPROVEMENTS

TPD analyzed the 2025 future year scenario with build-out of the proposed site and implementation of the anticipated TIP improvements at the I-26 interchange intersections with US 19. For the future intersection of US 19 Business (Future I-26 WB Ramps) and Weaverville Road (US 25/US 19 Business), signal timings were optimized for both Background and Projected conditions under Year 2025 conditions as actual timings are not known at this time. Future lane configurations are shown in **Figure 4**. Capacity and queueing analysis results are summarized in **Tables 9 and 10**.

Level of Service Analysis

As shown in **Table 9**, under 2025 projected conditions with full build-out of the proposed site, all movements at the study area intersections will operate at the same level of service (LOS) as under 2025 background (no-build) conditions or fall within NCDOT's allowable 25% delay increase during the weekday A.M. and P.M. peak hours with the following exception:

- Newbridge Parkway/Future I-26 EB Ramps (US 19 Business) during the A.M. and P.M. peak hours. The anticipated roundabout, with the I-26 TIP improvements, is expected to operate at ILOS B during the A.M. peak hour with a 31 percent increase in overall delay. The intersection is anticipated to operate at ILOS B during the P.M. peak hour with a 51 percent increase in delay for the northbound approach, 36 percent increase for the southbound approach and a 44 percent increase overall; however, additional mitigation or improvements are not recommended at this time.

See next page for Table 10.

TABLE 9
LEVEL OF SERVICE DELAY (SECONDS) SUMMARY

Intersection	Move-ment	Weekday A.M. Peak Hour							Weekday P.M. Peak Hour						
		Existing Condition		2025 Conditions[4]					Existing Condition		2025 Conditions[4]				
				Background		Projected		%			Background		Projected		%
		LOS	Delay	LOS	Delay	LOS	Delay	Change[1]	LOS	Delay	LOS	Delay	LOS	Delay	Change[1]
Riverside Drive (SR 0251) & Goodman Road	WB LR	A	9.3	A	9.7	B	9.7	0%	A	9.9	B	10.6	B	10.7	1%
	SB L	A	8.4	A	8.5	A	8.5	0%	A	8.1	A	8.4	A	8.4	0%
Mills Place & Firethorne Drive	EB LR	A	8.6	A	8.9	A	9.8	10%	A	8.6	A	8.8	A	9.3	6%
	NB L	A	7.3	A	7.4	A	7.5	1%	A	7.3	A	7.5	A	7.8	4%
Mills Place & Newbridge Parkway[2]	EB LTR	A	6.3	A	4.9	A	4.5	-8%	A	5.4	A	4.7	A	7.3	55%
	WB LTR	A	0.4	A	0.1	A	0.3	200%	A	0.6	A	0.4	A	0.9	125%
	NB LTR	A	3.1	A	3.3	A	3	-9%	A	3.8	A	3.2	A	2.5	-22%
	SB LTR	A	4.4	A	3.9	A	4.3	10%	A	4.3	A	6.1	A	4.2	-31%
Newbridge Parkway & I-26 EB Ramps/US 19 Business[3]	EB L	B	11.9	A	6.7	B	10.1	51%	B	13	A	5.5	A	6.8	24%
	EB R	A	9.9						A	9.6					
	NB L(T)	A	8.1	A	7.4	A	9.7	31%	A	7.8	A	8.4	B	12.7	51%
	SB TR	--	--	A	6.2	A	6.8	10%	--	--	A	5.5	A	7.5	36%
	ILOS	**--**	**--**	**A**	**6.8**	**B**	**8.9**	**31%**	**--**	**--**	**A**	**7**	**B**	**10.1**	**44%**
Future I-26 WB Ramps & US 19 Business	EB L	A	8.25	A	8.7	A	9	3%	A	9.2	B	10.4	B	11.5	11%
	NB L	B	13.3	--	--	--	--	--	B	14	--	--	--	--	--
	NB TR	B	13.8	--	--	--	--	--	B	12	--	--	--	--	--
US 19 Business (Future I-26 WB Ramps) & Weaverville Road (US 25/US 19 Business	EB L	B	18.2	C	20.3	C	21	3%	B	18.8	C	23.4	C	26.8	15%
	EB T(R)	B	13.7	B	19.5	C	20.2	4%	B	12.9	B	17.1	B	17.4	2%
	WB (L)T	B	13.5	B	16.5	B	16.5	0%	B	13.2	B	17.8	B	18.8	6%
	WB R	B	13.2	B	19.5	B	18.9	-3%	B	12.8	C	23.4	C	23.2	-1%
	NB L	B	10.5	C	24.1	C	25.9	7%	B	12.5	C	31.2	C	31.9	2%
	NB T	--	--	C	20.4	C	22.1	8%	--	--	C	26	C	26.7	3%
	NB R	B	10.7	B	16.6	B	17.9	8%	B	14.2	B	19	B	19.4	2%
	SB L	B	10.5	C	21.8	C	23.4	7%	B	15.1	C	29.3	C	29.9	2%
	SB T	B	17.4	--	--	C	--	--	C	20.9	--	--	--	--	--
	SB R	A	0	A	0	C	0	0%	A	0	A	0	A	0	0%
	ILOS	**B**	**15.5**	**B**	**19.7**	**C**	**20.4**	**4%**	**B**	**15.9**	**C**	**22.6**	**C**	**22.9**	**1%**
Altura Parkway & Dimora Drive	EB L	--	--	A	7.3	C	7.4	1%	--	--	A	7.4	A	7.8	5%
	SB LR	--	--	A	9	C	10.3	14%	--	--	A	9.1	B	10.4	14%
Riverside Drive & Charter Mountain Access A	WB LR	--	--	B	11.4	C	11.5	1%	--	--	B	11.1	B	11.3	--
	SB L	--	--	A	7.5	C	7.5	0%	--	--	A	7.8	A	7.8	--
Riverside Drive & Charter Mountain Access B	WB LR	--	--	B	11.1	C	11.2	1%	--	--	B	10.9	B	11	--
	SB L	--	--	A	7.5	C	7.5	0%	--	--	A	7.7	A	7.7	--
Riverside Drive & Charter Mountain Access C	WB R	--	--	A	8.8	C	8.8	0%	--	--	A	9.2	A	9.2	--
Dimora Drive & Altura Access	EB LR	--	--	--	--	C	9.5	--	--	--	--	--	A	9.2	--
	NB L	--	--	--	--	C	7.4	--	--	--	--	--	A	7.7	--

Background = No-Build scenario; Projected = Build scenario; [1]Percent increase in delay from background to projected conditions
[2]Due to unconventional stop control and HCM2010 limitations, this intersection was analyzed utilizing SimTraffic
[3]This intersection was analyzed utilizing SIDRA Intersection 8.0 software for Background and Projected scenarios
[4]Analysis includes NCDOT TIP improvements summarized earlier in this report.

Queue Analysis

TABLE 10
MAXIMUM SIMTRAFFIC QUEUE (FEET) ANALYSIS YEAR 2025

Intersection	Move-ment	Available Storage	Weekday A.M. Peak Hour			Weekday P.M. Peak Hour		
			Existing Condition	2025 Conditions[5]		Existing Condition	2025 Conditions[5]	
				Background	Projected		Background	Projected
Riverside Drive (SR 0251) & Goodman Road	WB LR	100+	0	0	28	0	51	28
	SB L	100+	0	0	0	0	0	0
Mills Place & Firethorne Drive	EB LR	100+	0	8[3]	28[3]	0	5[3]	15[3]
	NB L	100+	0	3[3]	5[3]	29	29	29
Mills Place & Newbridge Parkway[2]	EB LTR	100+	48	44	45	48	27	47
	WB LTR	65[1]	0	0	0	56	0	20
	NB LTR	100+	30	9	11	54	38	11
	SB LTR	190[1]	55	52	31	31	49	54
Newbridge Parkway & I-26 EB Ramps/US 19 Business[4]	EB L	65[1]	49	29	77	50	29	50
	EB R	65[1]	31			77		
	NB L(T)	170 (575)	28	78	101	26	95	175
	SB TR	100+	--	57	64	--	33	46
Future I-26 WB Ramps & US 19 Business	EB L	200	21	30	31	103	53	96
	NB L	200+	27	--	--	50	--	--
	NB TR	200+	306	--	--	367	--	--
US 19 Business (Future I-26 WB Ramps) & Weaverville Road (US 25/US 19 Business)	EB L	200[1]	168[3]	83	58[3]	185[3]	40[3]	48[3]
	EB T(R)	200+	148	228[3]	270[3]	113	160[3]	183[3]
	WB (L)T	400+	20[3]	183	141	99	195[3]	243[3]
	WB R	375	3[3]	283[3]	293[3]	29	518[3]	525[3]
	NB L	100	122	61	87	258	200	199
	NB T	400+	113	210[3]	223[3]	230[3]	338	339
	NB R	150		92	89		250	113
	SB L	300	52	160	161	31	146	161
	SB T	300+	328	--	--	180[3]	--	--
	SB R	275	0	150	163	0	165	164
Altura Parkway & Dimora Drive	EB L	50+	--	0	0	--	0	0
	WB LR	100+	--	74	54	--	30	30
Riverside Drive & Charter Mountain Access A	WB LR	600	--	49	55	--	48	78
	SB L	50+	--	0	0	--	0	0
Riverside Drive & Charter Mountain Access B	WB LR	230	--	30	32	--	30	77
	SB L	50+	--	0	0	--	0	31
Riverside Drive & Charter Mountain Access C	WB R	230	--	0	29	--	0	0
Dimora Drive & Altura Access	EB LR	50+	--	0	76	--	0	54
	NB L	50+	--	0	5[3]	--	0	15[3]

Background = No-Build scenario; Projected = Build scenario
[1]Distance to adjacent intersection
[2]Due to unconventional stop control and HCM2010 limitations, this intersection was analyzed utilizing SimTraffic
[3]95th percentile Synchro queue
[4]This intersection was analyzed utilizing SIDRA Intersection 8.0 software for Background and Projected scenarios
[5]Analysis includes NCDOT TIP improvements summarized earlier in this report.

As shown in **Table 10,** adequate queue storage will be provided for the turn lanes in 2025 with construction and full build-out of the proposed development or there will be no discernable change from background to projected conditions. Queue analysis worksheets are included with the capacity analysis worksheets provided in **Appendix D**.

2040 BUILD OUT ANALYSIS WITH TIP IMPROVEMENTS

At the request of NCDOT, TPD performed a Future Year 2040 analysis for the NCDOT planned roundabout at the intersection of the I-26 EB Ramps at Newbridge Parkway. For this analysis, TPD developed traffic projections as follows:

- Future 2040 "no-build" (without Riverside or Altura Developments) volumes were developed by utilizing the 2040 projections developed by AECOM for the anticipated TIP improvements at the I-26 interchange.
- Future 2040 "build" volumes include the future 2040 "no-build" volumes, described above, plus the Altura Residential Development and Riverside Community Development projections.

TPD analyzed the 2040 future year scenario with full build-out of the proposed site and implementation of the anticipated TIP improvements at the I-26 interchange intersections with US 19. The additional analyses were completed only for the proposed TIP roundabout based on based on NCDOT *Congestion Management Capacity Analysis Guidelines*. Capacity and queueing analysis results are summarized in Tables **11** and **12**.

TABLE 11
YEAR 2040 SIDRA ROUNDABOUT ANALYSIS – LEVEL OF SERVICE SUMMARY

Intersection	Movement	2040 Conditions							
		Weekday A.M. Peak Hour				Weekday P.M. Peak Hour			
		Background		Projected		Background		Projected	
		LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
Newbridge Parkway & I-26 EB Ramps/US 19 Business	EB L	A	6.9	B	14.1	A	5.4	A	7.7
	EB R								
	NB L(T)	A	9.9	C	18.2	A	9.4	C	21.5
	SB TR	A	8.4	B	10.5	A	5.4	A	9.1
	ILOS	**A**	**9.0**	**B**	**14.9**	**A**	**7.8**	**C**	**16.0**

As shown in **Table 11**, all movements and the overall intersection will operate at acceptable levels of service during year 2040 with implementation of the planned TIP improvement and development of the proposed site. Based on the summarized analysis, this intersection is not anticipated to fail prior to 2040.

TABLE 12
YEAR 2040 SIDRA ROUNDABOUT ANALYSIS – 95TH PERCENTILE QUEUE (FEET) SUMMARY

Intersection	Movement	2040 Conditions			
		Weekday A.M. Peak Hour		Weekday P.M. Peak Hour	
		Background	Projected	Background	Projected
Newbridge Parkway & I-26 EB Ramps/US 19 Business	EB L	21	123	23	55
	EB R				
	NB L(T)	161	479	133	679
	SB TR	90	115	37	63

As shown in **Table 12**, projected queue storage lengths are indicated for 2040 with construction and full build-out of the proposed development. As the design plans for the interchange are not yet available, adjustments can be made to ensure adequate storage is provided.

RECOMMENDATIONS

TPD has made the following recommendations in relation to the proposed Altura Residential Development:

Goodman Road & Riverside Drive (SR 02510)

- Evaluate re-alignment of Goodman Road to improve available sight distance

Altura Parkway & Dimora Drive/Driveway

- Provide a stop sign to control exiting traffic on Dimora Drive

Firethorn Drive & Stillview Drive (not studied due to low cul-de-sac volumes)

- The cul-de-sac on the western end of Firethorn Drive only serves one home. Given that Stillview Drive has a steep approach grade and is the main traffic movement, stop compliance is anticipated to be an issue. As such, the stop control should be reversed to provide stop control on the Firethorn Drive approaches, instead of Stillview Drive.

CONCLUSIONS

Based on the results of the transportation impact study, TPD offers the following conclusions:

- The project site is located east of Riverside Drive, north of Goodman Road. The proposed site will consist of 340 multi-family homes and 100 single-family homes;

- Upon full build-out, the proposed development is expected to generate 229 new vehicle-trips during the weekday A.M. peak hour, and 278 new vehicle-trips during the weekday P.M. peak hour;

- Access to the site is proposed via two existing driveways: one access to Goodman Road and one full-access driveway to Altura Parkway. In addition, an internal connection between the Altura Residential Development and the proposed Riverside Community Development will provide additional access to Riverside Drive;

- Under the 2022 and 2025 projected conditions, with implementation of the site-related recommendations, all approaches and turning movements at the site driveway intersections with the external roadway network will operate at LOS B or better during weekday A.M. and P.M. peak hours;

- Under 2022 projected conditions, all study area intersection movements will operate at the same LOS as under background (no-build) conditions or fall within NCDOT's allowable 25% delay increase between background (no-build) and projected (build) condition scenarios with the exception of the future I-26 WB Ramps/US 19 Business intersection during the P.M. peak hour which will be mitigated under 2025 conditions with implementation of the NCDOT planned interchange improvements;

- Under 2025 projected (full-build) conditions, with implementation of NCDOT programmed improvements and improvements identified as part of this study, all study area intersection movements will operate at the same LOS under projected (build) conditions as under background (no-build) conditions or will fall within NCDOT's allowable 25% delay increase between background (no-build) and projected (build) condition scenarios. However, the Future I-26 EB Ramps (US 19 Bus) & Newbridge Parkway roundabout is expected to operate at ILOS B during the A.M. peak hour with a 31 percent increase in overall delay and during the P.M. peak hour with a 44 percent increase overall. Additional mitigation or improvements are not recommended at this time.

- SIDRA roundabout analysis completed for the Future I-26 EB Ramps (US 19 Bus) & Newbridge Parkway intersection utilizing Year 2040 based projections developed for the TIP I-26 improvement project indicate acceptable operations and no approach failures.

Altura Riverside Development

TIA SCOPING REVIEW

BULLET LIST OF CONGESTION MGMT. COMMENTS AND CONCERNS (SC-2023-242)

March 12, 2025

The Congestion Management Section (CMS) has performed a review of the scoping document for the proposed Altura Riverside Development prepared by McAdams (received March 11, 2025). According to the document, the proposed development is to be located in the northwest quadrant of Altura Pkwy and Dimora Dr east of NC 251 (Riverside Dr) in Woodfin, Buncombe County. The scoping document states that the full build-out of the development is to be constructed by 2031 and is to consist of residential land use generating 2,520 unadjusted daily trips. Based on our review, we have the following comments at this time:

Trip Generation

- The trip generation appears reasonable.

Trip Distribution and Growth Rate

- Trip distribution appears reasonable; however, we defer to the District office and local authorities for the final trip distribution.
- Growth factor of 2 percent appears too high based on AADT growth trends in this area, particularly on the eastern side of the study area; it is suggested to rather use a 0-1 percent growth factor.

Study Intersections

- Study intersections appear reasonable.

Site Plan and Proposed Driveways

- Site plan appears reasonable and appears to match with the trip generation.
- Please ensure that the proposed driveway(s) are in accordance with the NCDOT Driveway Manual and Internal Protected Stem lengths are provided with the TIA.

NOTE: This list should not be considered all-inclusive. Further review may identify additional areas of concern.

Est. 1989
TRAFFIC PLANNING AND DESIGN, INC.

WWW.TRAFFICPD.COM

Memorandum

To: Christopher D. Medlin, PE
NCDOT Division 13, District 2

From: Colin Kinton, PE
Traffic Planning and Design, Inc. (TPD)

cc: Dan Mason
St. Bourke Development

Date: March 6, 2020

Re: Altura Residential Development
Sensitivity Analysis: I-26 Westbound Off Ramp Left Turn Lane to US-19 Business
Buncombe County, NC
TPD# STBD.00001

Purpose of Sensitivity Analysis

The Traffic Impact Analysis (TIA) completed for the Altura Residential Development (SC 2018-146) completed November 1, 2019 indicated that the I-26 Off Ramp approach to US-19 Business will experience delay increases exceeding 25 percent at build-out during the PM Peak Hour. Per NCDOT guidelines, delays greater than 25 percent increase necessitate mitigation. The mitigation identified to improve operations at this intersection is to lengthen the existing left turn lane on the I-26 Off Ramp approach to accommodate the increased queue length.

In order to better define the development's impacts over a phased construction schedule, a sensitivity analysis has been completed for the proposed development. The purpose would be to determine the point when turning volumes do not exceed the 25 percent delay increase that would necessitate the need for geometric improvement. This would allow the project to move forward while the improvements are phased and constructed to be in place when necessary.

Analysis Results

Based on the TIA results, the site impacts during the AM Peak Hour did not exceed the 25percent threshold for the site build conditions; therefore, only PM Peak Hour was included in this analysis. During the PM Peak Hour, the proposed development is anticipated to add 70 left turns to the I-26 Off Ramp turning left onto US-19 Business.

The results of this sensitivity analysis determined that an initial Phase 1 of the development can build out to a level that will generate up to 50 percent of the full buildout trip generation. At 50 percent of the trip generation, the site will have only 24.7 percent increase in delay during the PM Peak Hour, which is within the NCDOT allowable limits. The Level-of-Service Delay Summary is indicated in **Table 1** with the Synchro output attached.

TABLE 1

LEVEL-OF-SERVICE DELAY (SECONDS) SUMMARY

Intersection	Movement	Weekday A.M. Peak Hour									
		Existing Condition		2022 Conditions							
				Background		Projected		%	50% Phase 1		%
		LOS	Delay	LOS	Delay	LOS	Delay	Change	LOS	Delay	Change
I-26 WB Ramp & US-19 Business	NB L	C	14	C	17	D	27.6	62%	C	21.2	24.7%

At 50 percent of the full build out trip generation, the site will generate 144 PM Peak Hour trips (91 entering / 53 exiting). Utilizing the NCDOT approved trip distribution, the proposed Phase 1 development will result in the addition of 36 left turns exiting WB I-26 onto US-19 Business during the PM Peak Hour. **Figure 14** illustrates the Phase 1 PM peak hour site trips. **Figure 20** illustrates the proposed Phase 1 projected traffic volumes in Year 2020.

With a planned combination of both single-family homes and townhomes, an iterative evaluation was completed in order to determine the number of units of each type that would result in a 50 percent trip generation reduction. The following **Table 2** summarizes the maximum number of dwelling units that can be built prior to meeting this 50 percent trip generation threshold.

TABLE 2

PHASE 1 TRIP GENERATION SUMMARY

Time Period	Land Use	Size	Altura Residential Development		
			Total	Enter	Exit
P.M. Peak Hour	Single-Family	60 du	62	39	23
	Multi-Family (Low Rise)	145 du	82	52	30
	Total	**205 du**	**144**	**91**	**53**

RECOMMENDATIONS

TPD has made the following Phase 1 development recommendations based on the results of the above sensitivity analysis completed for the proposed Altura Residential Development.

I-26 Westbound Off Ramp and US-19 Business

Phase 1 Construction - Prior to left turn lane extension: Maximum of 60 single-family homes and 145 multi-family homes.

Phase 2 Construction – Allowed after left turn lane extension: Full site build out would be permitted for development after construction of the NCDOT required left turn lane improvement.

If you have any questions or comments related to this analysis, please contact Colin Kinton, at ckinton@trafficpd.com.

Attachments: Synchro Analysis Results
Traffic Volume Figures

Intersection	
Int Delay, s/veh	5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	60	238	0	0	426	335	92	4	360	0	0	0
Future Vol, veh/h	60	238	0	0	426	335	92	4	360	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	-	-	-	0	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	16965	-
Grade, %	-	-4	-	-	2	-	-	-6	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	67	264	0	0	473	372	102	4	400	0	0	0

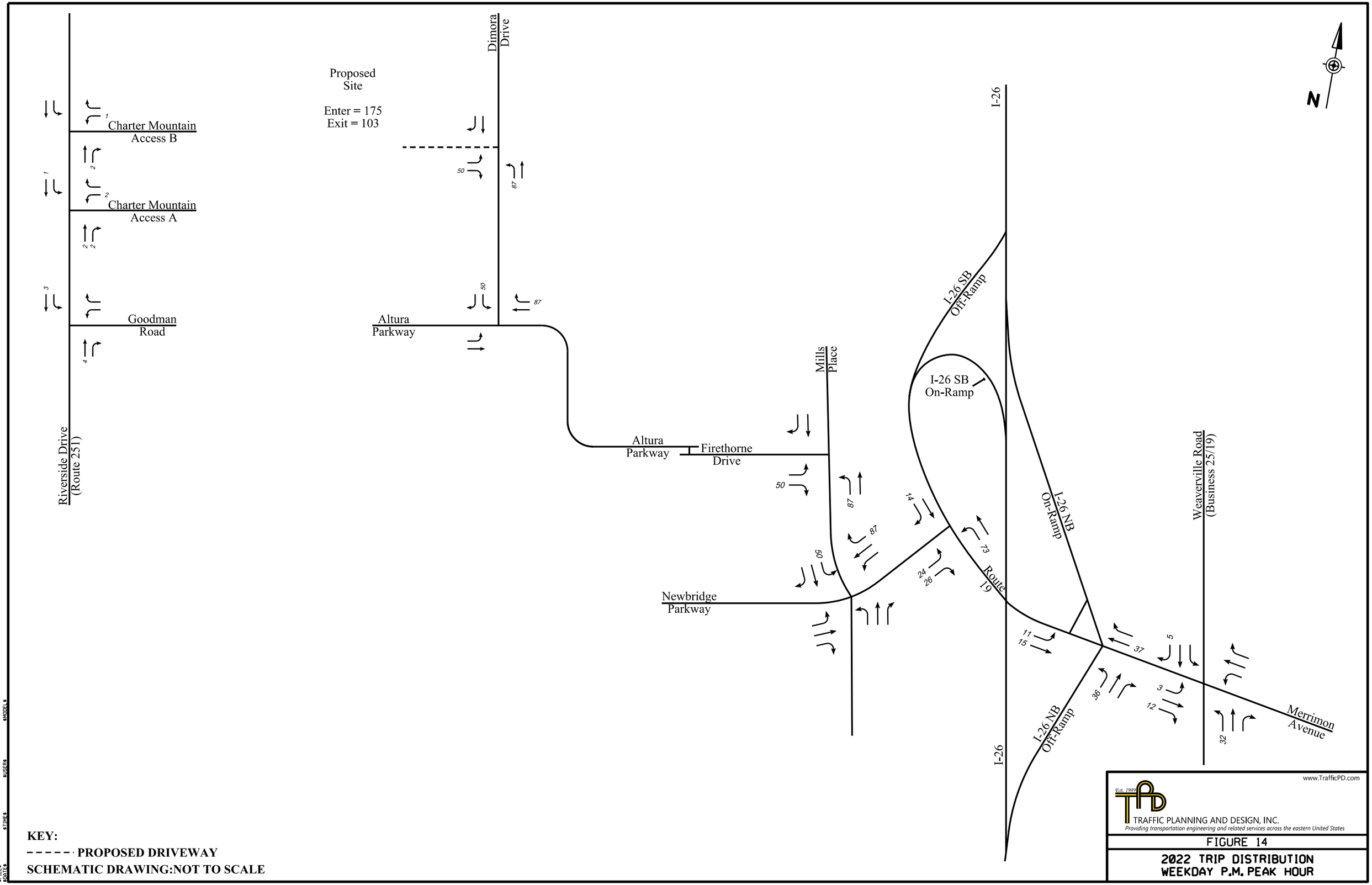
Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	845	0	-	-	-	0	1057	1243	264
Stage 1	-	-	-	-	-	-	398	398	-
Stage 2	-	-	-	-	-	-	659	845	-
Critical Hdwy	4.12	-	-	-	-	-	5.22	5.32	5.62
Critical Hdwy Stg 1	-	-	-	-	-	-	4.22	4.32	-
Critical Hdwy Stg 2	-	-	-	-	-	-	4.22	4.32	-
Follow-up Hdwy	2.218	-	-	-	-	-	3.518	4.018	3.318
Pot Cap-1 Maneuver	792	-	0	0	-	-	354	264	809
Stage 1	-	-	0	0	-	-	775	688	-
Stage 2	-	-	0	0	-	-	641	502	-
Platoon blocked, %		-			-	-			
Mov Cap-1 Maneuver	792	-	-	-	-	-	324	0	809
Mov Cap-2 Maneuver	-	-	-	-	-	-	324	0	-
Stage 1	-	-	-	-	-	-	709	0	-
Stage 2	-	-	-	-	-	-	641	0	-

Approach	EB	WB	NB
HCM Control Delay, s	2	0	15.3
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	WBT	WBR
Capacity (veh/h)	324	809	792	-	-	-
HCM Lane V/C Ratio	0.316	0.5	0.084	-	-	-
HCM Control Delay (s)	21.2	13.8	10	-	-	-
HCM Lane LOS	C	B	A	-	-	-
HCM 95th %tile Q(veh)	1.3	2.8	0.3	-	-	-

Intersection: 5: I-26 NB Off-Ramp/I-29 NB On-Ramp & Route 19

Movement	EB	EB	WB	NB	NB
Directions Served	L	T	TR	L	TR
Maximum Queue (ft)	68	101	87	162	603
Average Queue (ft)	22	28	5	64	249
95th Queue (ft)	51	76	32	120	454
Link Distance (ft)		295	91	698	698
Upstream Blk Time (%)			0		
Queuing Penalty (veh)			0		
Storage Bay Dist (ft)	200				
Storage Blk Time (%)					
Queuing Penalty (veh)					



KEY:

- - - - - PROPOSED DRIVEWAY

SCHEMATIC DRAWING:NOT TO SCALE

$FILE$ $DATE$ $TIME$ $USER$ $MODEL$

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Providing transportation engineering and related services across the eastern United States

FIGURE 14

2022 TRIP DISTRIBUTION
WEEKDAY P.M. PEAK HOUR

Charter Mountain Access C

Charter Mountain Access B

Charter Mountain Access A

Goodman Road

Riverside Drive (Route 251)

Proposed Site

Dimora Drive

Altura Parkway

Altura Parkway

Firethorne Drive

Newbridge Parkway

Mills Place

I-26

I-26 SB Off-Ramp

I-26 SB On-Ramp

I-26 NB On-Ramp

Route 19

I-26 NB Off-Ramp

Weaverville Road (Business 25/19)

Merrimon Avenue

N

KEY:

- - - - - PROPOSED DRIVEWAY

SCHEMATIC DRAWING:NOT TO SCALE

$FILE$ $DATE$ $TIME$ $USER$ $MODEL$

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FIGURE 20

2022 PROJECTED CONDITIONS WEEKDAY P.M. PEAK HOUR TRAFFIC VOLUMES

PIN Roster – Additional Buncombe County Tax Record Parcel Identification Numbers

PINs for Altura CZ
973121966700000
973132564200000
973132551200000
973039959400000
973131918600000
973131063800000
973121742500000
973121427400000
973132448300000
973132437300000
973132425300000
973121977000000
973132414300000
973132509500000
973132404300000
973121853900000
973131495300000
973121863300000
973121863600000
973131586500000
973131484400000
973121874000000
973121962900000
973121875300000
973121973200000
973121876600000
973121974600000
973131379600000
973121978400000
973121887000000
973131467600000
973121975900000
973121888300000
973121986200000
973131363600000
973121889600000
973121987500000
973121988800000

973121999200000
973039959900000
973131074200000
973121741200000
973121523700000
973131534700000
973131527500000
973039865300000
973131810900000
973131070700000
973131519900000
973131710900000
973049060400000
973131076700000
973121730800000
973121539000000
973131703300000
973039865800000
973131081000000
973049060900000
973131933500000
973131087100000
973039943200000
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973131082400000
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973131089600000
973039876800000
973131083700000
973049072900000
973131190100000
973039887200000
973131094000000
973049082400000
973131858000000
973121645000000
973039887700000
973131095300000
973049083800000

973121647300000
973039898100000
973131642800000
973049094300000
973121648600000
973121957000000
973121851700000
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973140005300000
973131867800000
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973130809500000
973131569700000
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973131173000000
973121754900000
973121766200000
973131886800000
973121767500000
973131685500000
973121768800000
973121779200000
973140038200000
973121870500000
973130938600000
973140038700000
973132808500000
973121871800000
973130999100000
973121958400000
973121757400000
973039948300000
973132608400000
973140047200000
973121882100000
973130947200000

PIN Roster – Additional Buncombe County Tax Record Parcel Identification Numbers

973140047700000
973121884400000
973130946700000
973140056100000
973132825100000
973130956100000
973132623000000
973140056700000
973121964100000
973132833600000
973132631600000
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973130689300000
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973130685200000
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973131061300000
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973121625700000
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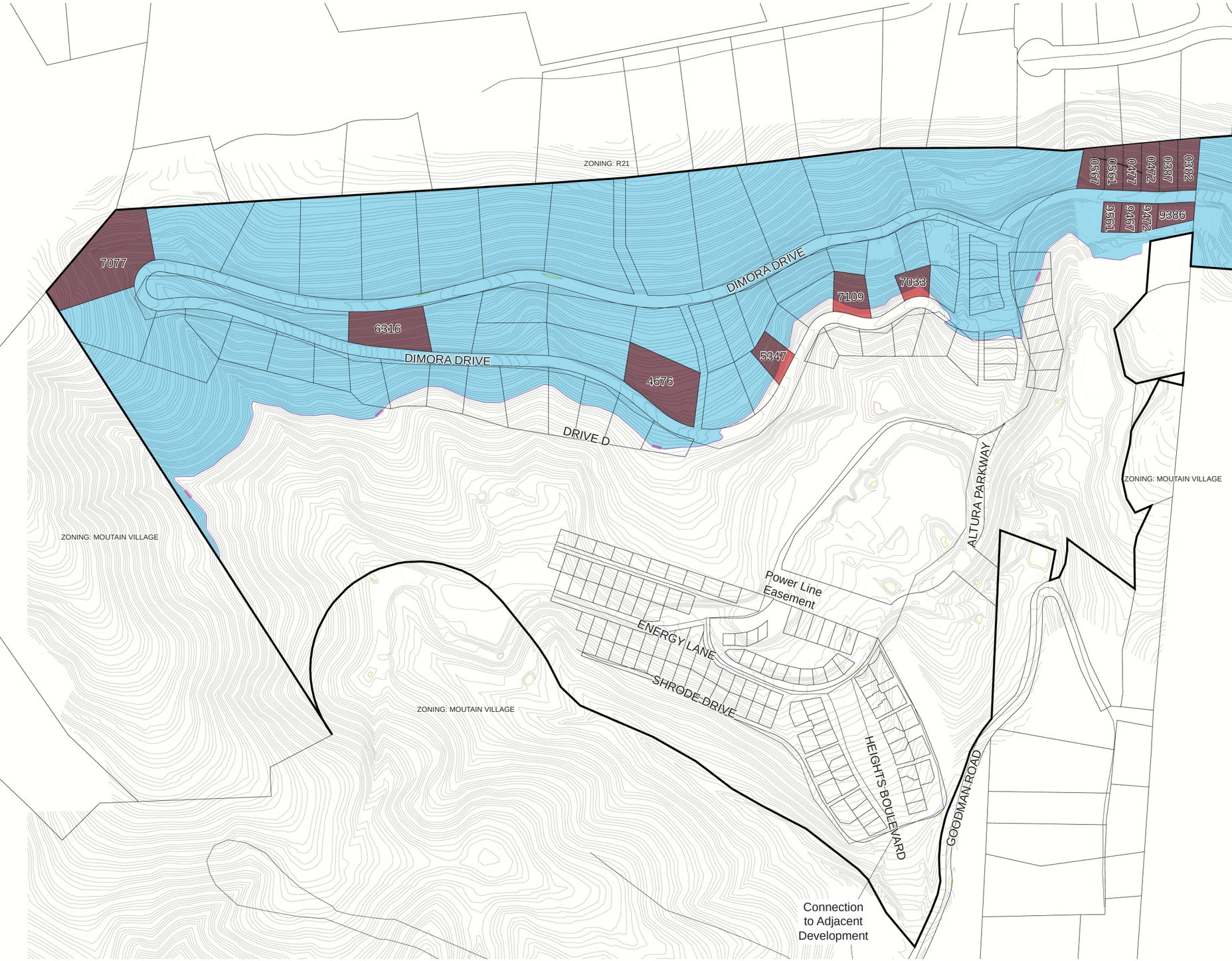
973121712400000

STEEP SLOPE AREA (Above 2200' & 20% slope)

UNDEVELOPMENT EXISTING PLATTED PARCELS



LAST 4# PIN	ALLOW DIST.	ALLOW IMP.
7077	.30	.16
6316	.30	.16
4676	.30	.16
5347	.17	.09
7109	.21	.11
7033	.13	.07
9561	.08	.04
9467	.08	.04
9472	.07	.04
9386	.12	.06
0567	.13	.07
0561	.09	.05
0477	.09	.05
0472	.09	.05
0387	.08	.04
0382	.08	.04
Total	2.32 AC	1.23 AC

DRIVE		DIST.	IMP.
A (25')	700 LF	.40	.26
B (25')	170 LF	.10	.06
C (30')	2,360 LF	1.63	.87
Total		2.22 AC	1.19 AC

0 60 120 240 360

Scale: 1"=120'

April 30, 2025

North

Altura

Disturbance & Impervious Exhibit

28 Hi Landa Acres
Weaverville, NC 28787
828.545.5989
www.sds-la.com

SITE DESIGN STUDIO

landscape architecture
planning
project management
construction observation

TECHNICAL REVIEW REPORT

DATE: March 19, 2025
PREPARED BY: Ricky Hurley, Planning Director
OWNERS/APPLICANT: Stars & Stripes, LLC, Altura Communities, John Cummings, MJS Holdings, et al/Dan Mason
SUBJECT: Conditional Zoning – Altura

PROJECT SUMMARY: A conditional zoning review of a residential mixed-use development for 82 single family homes, 91 townhomes, and 225 multi-family units located at 2 Altura Parkway, 36 and 99999 Goodman Road being PIN's 9731-31-1730, 9731-31-1066, 9730-39-9432, and 230 others(?).

REVIEW NOTES:

- The project site is 77.5 acres located at the intersection Altura Parkway and Goodman Rd.
- Property is currently zoned Mountain Village and is requesting a conditional rezoning to Mountain Village-Conditional Zone (MV-CZ).
- All lots will be served by public water and sewer.
- All roads within the community are proposed to be publicly maintained. Goodman Road is state maintained road, with access from Windwhisper Drive maintained by the Town
- 394 units are proposed with a combination of single family, multi-family, and townhouse units proposed, being 78 single family units, 225 multi-family units, and 91 townhouse units.
- The subdivision was previously platted at various times from 2008
- Any proposed Mountain Village-CZ zoning district setbacks will be regulated by the proposed conditional zoning ordinance. Any proposed?
- There are no minimum lot width, lot size, or structure size standards in the Mountain Village zoning district. Dimensional requirements are set by the proposed conditional zoning.
- The maximum height of all structures shall be limited to 35', as noted in the Draft Exhibit D.
- Multiple stormwater ponds are proposed and will require a separate stormwater permit to be reviewed and issued by the Town of Woodfin.
- Noted the overall reduction in single family lots. For townhouses, will the number of lots/ units be the same, less/more?

PLANNING:
Changes required to plans:

- Provide a detailed landscape plan or provide a statement as the intent to comply. Street trees will be required along all streets within the proposed subdivision. Street trees are required at a rate of one tree for every 40 linear feet of road with a 10' wide, undisturbed, planting zone unless modified in Exhibit D - Conditions.
- Provide calculations for density, land disturbance, and impervious area for the area above 2,200 feet in elevation and subject to Steep Slope as well as the remainder of the site.
- Provide open space calculations. Recreational open space is required at a rate of 500 square feet per residence, resulting in a total requirement of 199,000 square feet or approximately 4.6 acres. *Note: Exhibit D conditions associated with the rezoning may hold the project to a higher standard.*
- Provide justification for any modification related to sidewalks, greenways, and trails. Pedestrian connectivity (sidewalks/trails) are required in Mountain Village. Please evaluate and explain the lack of sidewalks along Goodman Road frontage. The Charter Mountain development will be connecting a trail near the entrance to this project Significant development is expected in this area and connectivity to future development will be important. Areas along Altura Parkway, multi-family, and townhouses should have sidewalks at a minimum.
- Confirm with the Buncombe County fire marshal the proposed road layout and access.
- Indicate the maintenance for all proposed streets. Recommend that a maintenance agreement be included in the POA documents for smaller access streets which are likely to remain private.
- Does Altura Communities represent ALL property owners listed on the ownership parcel sheet? Or is the application only for those properties owned by Stars & Stripes and Altura Communities? A narrative would clarify this as well as the general scope of the proposal.
- A sheet or exhibit showing properties specifically excluded from the request besides listing as "owned by others".
- The applicant is requesting a modification to the Steep Slope standards to reallocate the allowed disturbance and impervious surface area from 13 individual lots within the Steep Slope for the purpose of constructing a one-way access drive behind the uppermost lots. This was discussed but not clarified in the plan documents.

Requirements to be noted (no change required to plans):

- If the rezoning plan anticipates phasing of the project. Applicant will be required to provide a preliminary subdivision plat for each phase and follow the processes outlined in *Chapter 46 Subdivision* of the Town of Woodfin Code of Ordinances. The conditional zoning process for this project is conceptual in design.
- The Building and Grading & Erosion Control permits are reviewed and issued by Buncombe County.
- Connection to Goodman Road will require a driveway permit and reviewed/issued by the NCDOT.

EMERGENCY ADDRESSES:

Addresses and street names will be assigned by the Buncombe County E-911 Address Coordinator prior to issuance of any individual single-family permits. Applicant is advised to submit early in the development review process.

ROADS/ACCESS/LIGHTING:

- One connection to Goodman Road and Windwhisper Drive are planned with a stub street to the adjacent Charter Mountain development located to the west of the project. Clarify if streets shown to be public/private or combination of maintenance?.
- No lighting plan was provided and will be required prior to issuance of a zoning compliance permit. Commercial buildings and street lighting must comply with Chapter 26-Lighting.
- Will NCDOT require an updated TIA??

To ensure this development will meet the current NC Fire Code, I will need several other additions to this.

- A road profile showing grades and widths. Two access points to the multi-family apartments must meet aerial fire apparatus standards of 26 feet in width.
- The road grades and profiles must meet Chapter 5 and Appendix D of the 2018 NC Fire Code.
- Proof of adequate water, meeting the fire flow requirements and domestic demand. This will include any proposed additions of pump stations and tanks.
- No drive to any structure may be more than 600 feet from a fire hydrant.
- Please let them know this must be submitted prior to any fire code approval.

UTILITIES:

City of Asheville Water had previously issued two different allocations serve the development although both of these have since expired. A new allocation is required from either Woodfin Water or Asheville Water.

> We had issued an allocation for the project on 2 different occasions but all are expired. No application to renew has been received. Don't know the issues that Woodfin W&S would have serving the development but it appears they have existing infrastructure closer to this development then we do.
>
> COA WRD does have issues with providing service to this development. They had originally proposed extension from our existing line off Windwhisper but it cannot fully support the development without negative impacts to existing customers. So they were being required to extend down from our line on Riverside, near the old landfill entrance and connect the water all the way through to Windwhisper. It made more sense for them to do that in the last iteration because they had a pocket development closer to the end of the line on Riverside that did not connect to the part further south so they had to extend down some anyway to get water service into that pocket. That pocket is not included with this most recent concept so not sure of the willingness to make the extension from Riverside Dr.
>
> Summary, we will not approve their allocation unless they commit to the off site extension down riverside and loop the waterline to the end of our existing on Windwhisper.

Metropolitan Sewerage District will provide sanitary sewer to the project. Provide MSD allocation letter.

SW/EC/FLOOD:

The respective permit applications shall be reviewed and approved by Buncombe County prior to any construction or land disturbance occurring. A Town of Woodfin Storm Water review and permit will be required prior to issuance of the zoning compliance permit by the Town. Are there any intermittent or perennial streams?

RECOMMENDATION FROM
TOWN OF WOODFIN PLANNING BOARD
OF ADJUSTMENT TO
WOODFIN TOWN COUNCIL

Having reviewed the **Zoning Map Amendment** to rezone properties at 36 Goodman Road (PINs 9731-31-1730, 9730-39-9432, 9731-31-1066, 9731-21-7026, with additional PINS listed in PIN Roster) from MV Mountain Village and Residential District R-21 to Mountain Village MV-CZ on **May 6, 2025**, and having considered information from planning staff of the Town of Woodfin and comments from the other persons, pursuant to 160D-604(d), the Town of Woodfin Planning Board of Adjustment hereby adopts the following motion, effective May 6, 2025:

The Town of Woodfin Planning Board of Adjustment recommends approval of the proposed map amendment and finds that it is reasonable, in the public interest, and consistent with the Woodfin Together Comprehensive Plan in that the proposed rezoning will:

1. Use the Future Land Use Map to guide development decisions and connect existing and future activity centers with multimodal transportation for all users. (1.1.1 & 1.1.3)
2. Promote an integrated mix of housing types and affordability options while connecting existing and future activity centers with well-designed multimodal transportation connections. (1.1.2 & 1.1.3)
3. Extend or improve infrastructure needed to support residents and sustainable growth while promoting long-term fiscal responsibility by growth in areas with existing services. (1.1.8 & 1.2.6)
4. Protect environmentally sensitive areas such as floodplains, wetlands, and areas adjacent to streams and creeks while also encouraging accessibility to green spaces. (5.1.1 & 5.1.2)

Vote:

Ayes/No

This document is a true and accurate statement of the findings and recommendations of the Woodfin Planning Board of Adjustment.

_____ _____

Chair Date

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STAFF REPORT

To: Planning Board of Adjustment

Agenda Title: Major Subdivision—Riverside Drive Subdivision

Presenter: Ricky Hurley, AICP

Meeting Date: May 6, 2025

Summary:

An administrative (ministerial) review for a 13-lot major subdivision located on three parcels totaling 2.84 acres. The site is currently vacant and located at 99999 Old Marshall Highway, being identified in the Buncombe County tax record as PINs 9731-05-8955, 9731-06-7164, and 9731-06-6324.

Background/Site Context:

The applicant is requesting a concept plan approval as part of an administrative review for a major subdivision. Administrative (ministerial) reviews conducted by the Planning Board of Adjustment must be approved when the applicant demonstrates they have complied with all technical standards found within Chapter 46 Subdivision and Chapter 54 Zoning codes. Although review of the application occurs as part of a public meeting, the Board may not require a public hearing or solicit public comment as part of their review when determining compliance with the Woodfin Town Code. The subject properties are currently vacant and covered in woodlands with elevations of 2,055 feet to 2,110 feet, that gradually slope from Riverside Drive towards a small creek along the northeastern property line. The project is not subject to Steep Slope regulations since the elevation is less than 2,200 feet. The Town of Woodfin Chapter 46 Subdivision, Article III Subdivision Plats, will require a preliminary subdivision plat review by this board.

Major subdivisions are divisions of land in which five or more lots are created for the purposes of development. Additionally, any previous development within 1,500 feet of this property is also considered for determining the threshold for review. A minor subdivision creating three lots was reviewed and subsequently recorded on July 15, 2024, and is now incorporated into the current application for further division.

Staff Analysis:

The proposed development is located along Riverside Drive, with most of the surrounding properties being developed for detached single-family homes and undeveloped land. A total of 13 detached single-family units on individual lots are planned. Zoning classifications for the development and adjacent

properties to the east of site are Mountain Village District, Heavy Industrial District to the west across Riverside Drive, and Buncombe County R-3 Residential District to the north and south.

Riverside Drive will provide the principal means of access to the development by way of shared driveways. The development will be served by the City of Asheville public water and MSD sewer services.

Each lot will be served by an individual stormwater device as required to comply with the Town's adopted stormwater ordinance.

The developer is providing approximately 0.5 acres of open space which includes the required 30-foot stream buffer, represents approximately 17% of the project area and exceeds the required open space for the Mountain Village zoning district. The Mountain Village zoning district does not specify a minimum lot size, width, or setbacks.

Considerations:

- The proposed development is allowed as a "use by right" within the Mountain Village zoning district for up to 19 dwelling units/lots.
- The area is a mixture of on-site and manufactured single family dwellings.

Woodfin Together/Future Land Use:

The comprehensive plan's Future Land Use Map (FLUM) designates this parcel as a Residential 1 land use, with primary land uses being small-scale single family and duplexes, manufactured homes, and existing multifamily. These areas are generally older, historic, in-town neighborhoods with a variety of modest single-family housing types. Most neighborhood streets and street rights-of way are relatively narrow and do not have sidewalks. Steps should be taken to minimize gentrification and displacement, while also offering opportunities for infill housing. The Conceptual Growth Framework map also identifies this area as part of a larger Mixed Residential area.

Staff Recommendation:

Staff has reviewed the proposed concept plan and notes the applicant must address the following prior to submission of the preliminary subdivision plan:

- Revise so that the "open space" should be a separate land parcel.
- Provide an easement for the trail where it crosses private property to be accessed for all residents of development.
- Provide a landscaping easement for buffer yard areas outside the common open space area.

Suggested Motion:

I move to approve the conceptual subdivision plan for 2.84 acres as shown on Exhibit 1, conditioned upon correction of the items identified and find that the request is reasonable, is in the public interest, is consistent with the ***Woodfin Together*** Comprehensive Plan, and meets the development needs of the community in that the request:

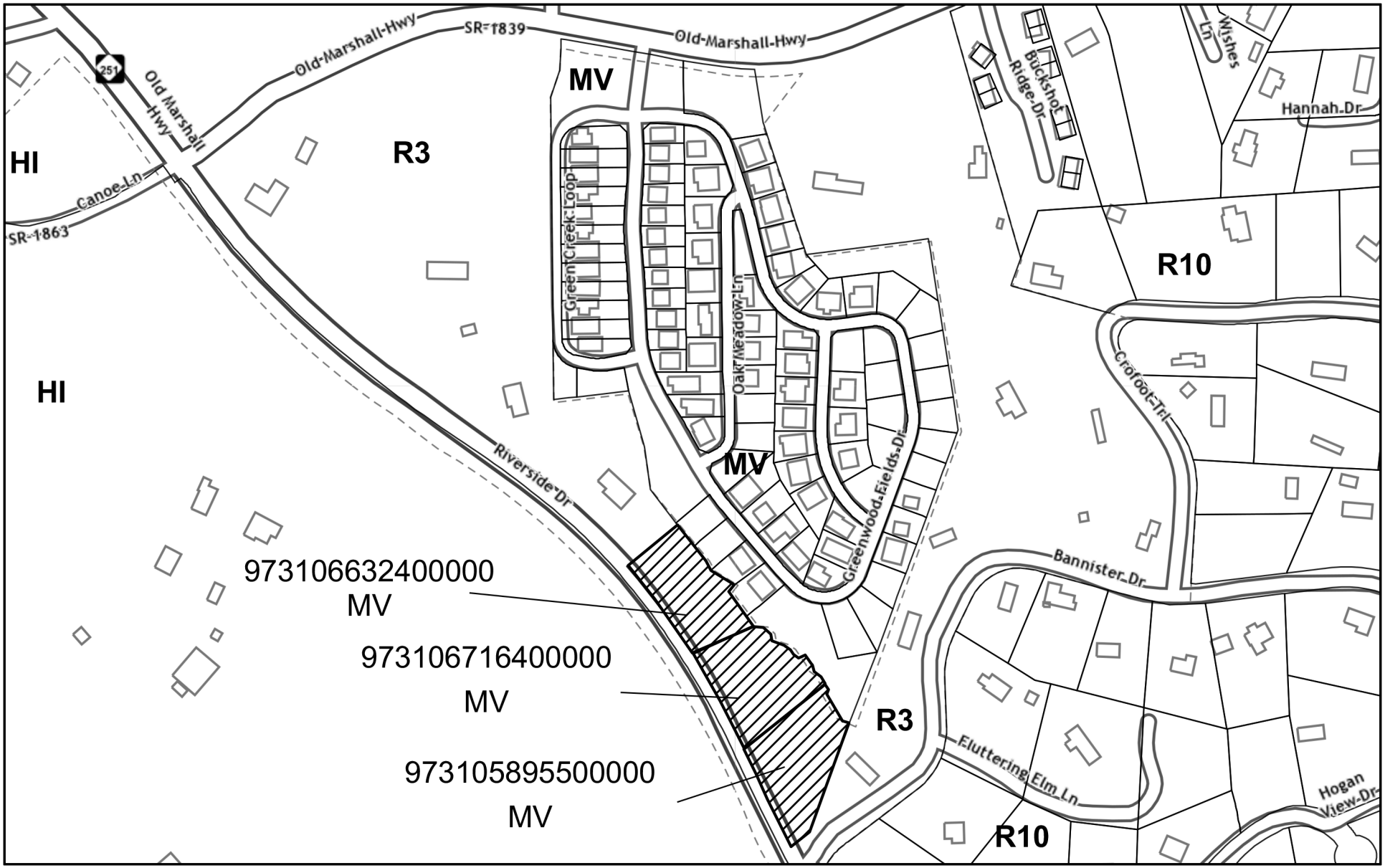
1. Uses the Future Land Use Map to guide development decisions. (1.1.1)

2. Promotes long-term fiscal responsibility by growth in areas with existing services. (1.2.6)
3. Protects floodplains, steep slopes, wetlands, wildlife habitat, and other environmentally valuable and sensitive areas. (5.1.1).

Attachments:

(1) Zoning Map
(2) Existing Conditions/Aerial Map
(3) Future Land Use Map
(4) Subdivision Concept Plan
(5) Technical Report

Exhibit A - Zoning Map



4/29/2025

Woodfin Parcels - MV, HI, R-10

Buncombe County Parcels - R3

Subject Parcels

1:4,514

0 0.03 0.06 0.12 mi

0 0.05 0.1 0.2 km

NCDOT GIS Unit, Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, (c) OpenStreetMap contributors, and the GIS User Community, NC Center for



4/29/2025

1:4,514

0 0.03 0.07 0.13 mi

0 0.05 0.1 0.2 km

Woodfin Parcels

World Imagery

Low Resolution 15m Imagery

High Resolution 60cm Imagery

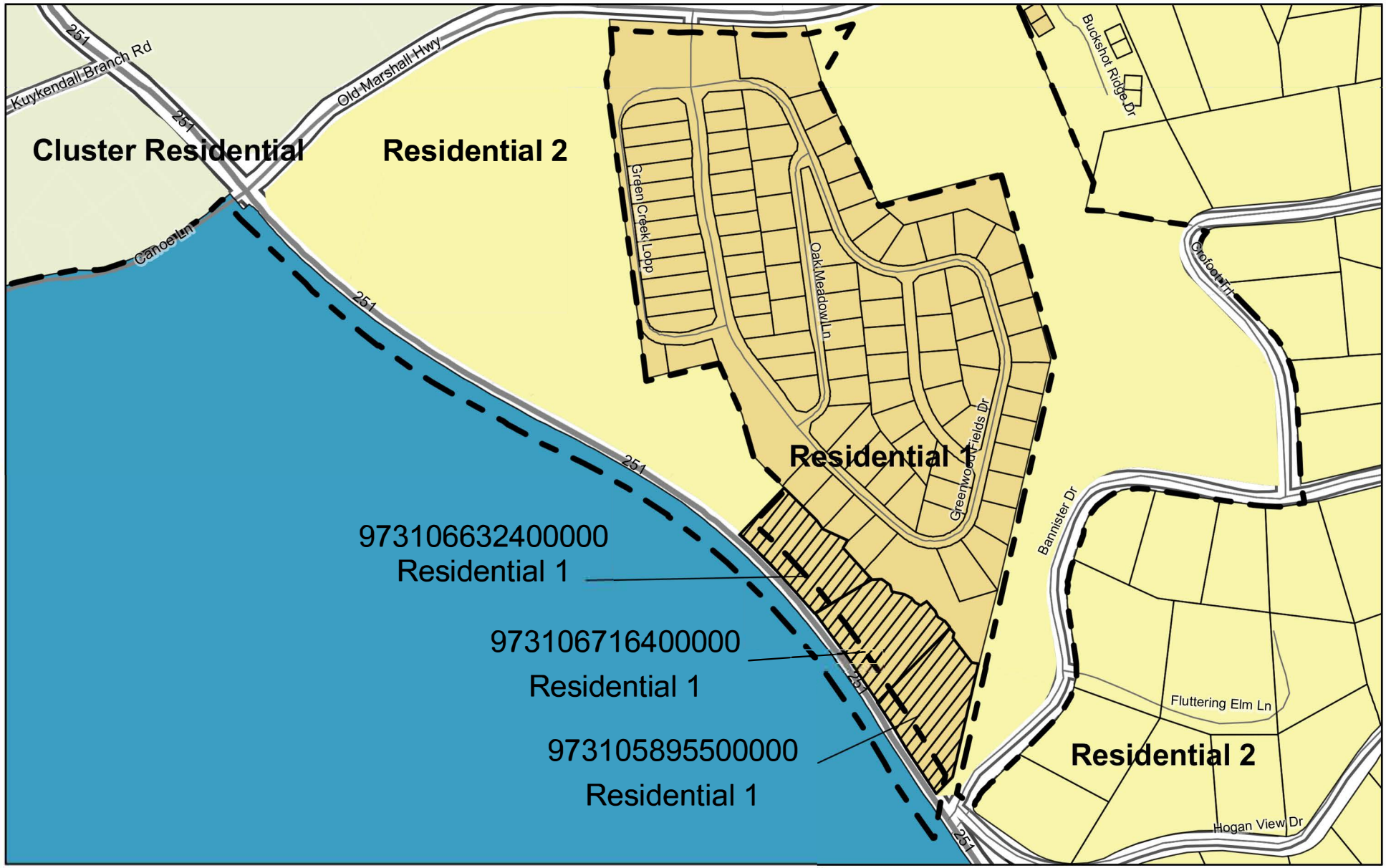
High Resolution 30cm Imagery

Citations

1.2m Resolution Metadata

NC CGIA, Maxar, Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, (c) OpenStreetMap contributors, and the GIS User Community, NC Center for

Exhibit B - FLUM Map



4/29/2025

Woodfin Parcels
Town of Woodfin PlanningArea

Institutional
Residential 1
Cluster Residential
Residential 2

1:4,514

0 0.03 0.07 0.13 mi
0 0.05 0.1 0.2 km

Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, (c) OpenStreetMap contributors, and the GIS User Community, NC Center for Geographic

Site Development Plan For

Riverside Drive Subdivision

BUNCOMBE COUNTY, NORTH CAROLINA

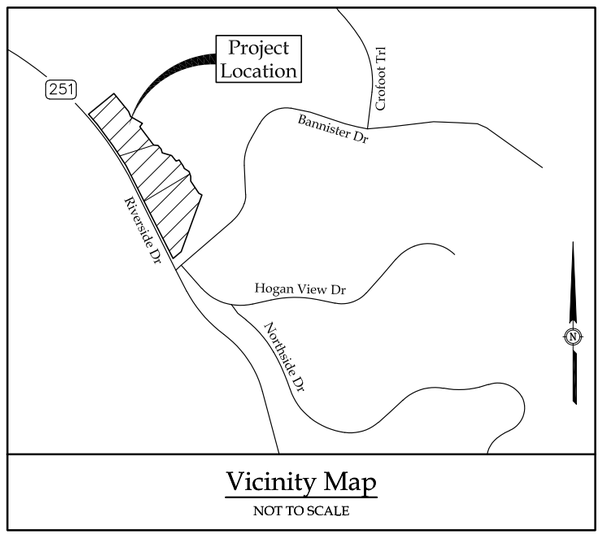
Owner/Developer: Black Tie Group, Inc

Contact: Oleg Romashchuk
828.215.0576
5 Woodpecker Ridge Lane
Asheville, NC 28806

PIN: 9731-06-6324
9731-06-7164
9731-05-8955

COA WPFY#: 24-25-064

MSD Project#: 2025065



Vicinity Map
NOT TO SCALE

Index of Drawings

G1. Cover Sheet
C1. Existing Conditions
C2. Layout
C3. Grading, Stormwater, and Erosion Control
C4. Utilities
C5. Sewer Plan & Profile
C6. Landscaping & Open Space
D1. Details
D2. Details
D3. Details
D4. Details
D5. Details
D6. Details
D7. Details
D8. StormTech Details
D9. StormTech Details
D10. StormTech Details
D11. NCG01 Details
D12. NCG01 Details
E1. Stormwater Easements

Davis CivilSolutions, PA
Site/Infrastructure • Engineering/Planning
135-A Charlotte Highway• Asheville, North Carolina 28803
828.299.9449 PH• www.daviscivilsolutions.com

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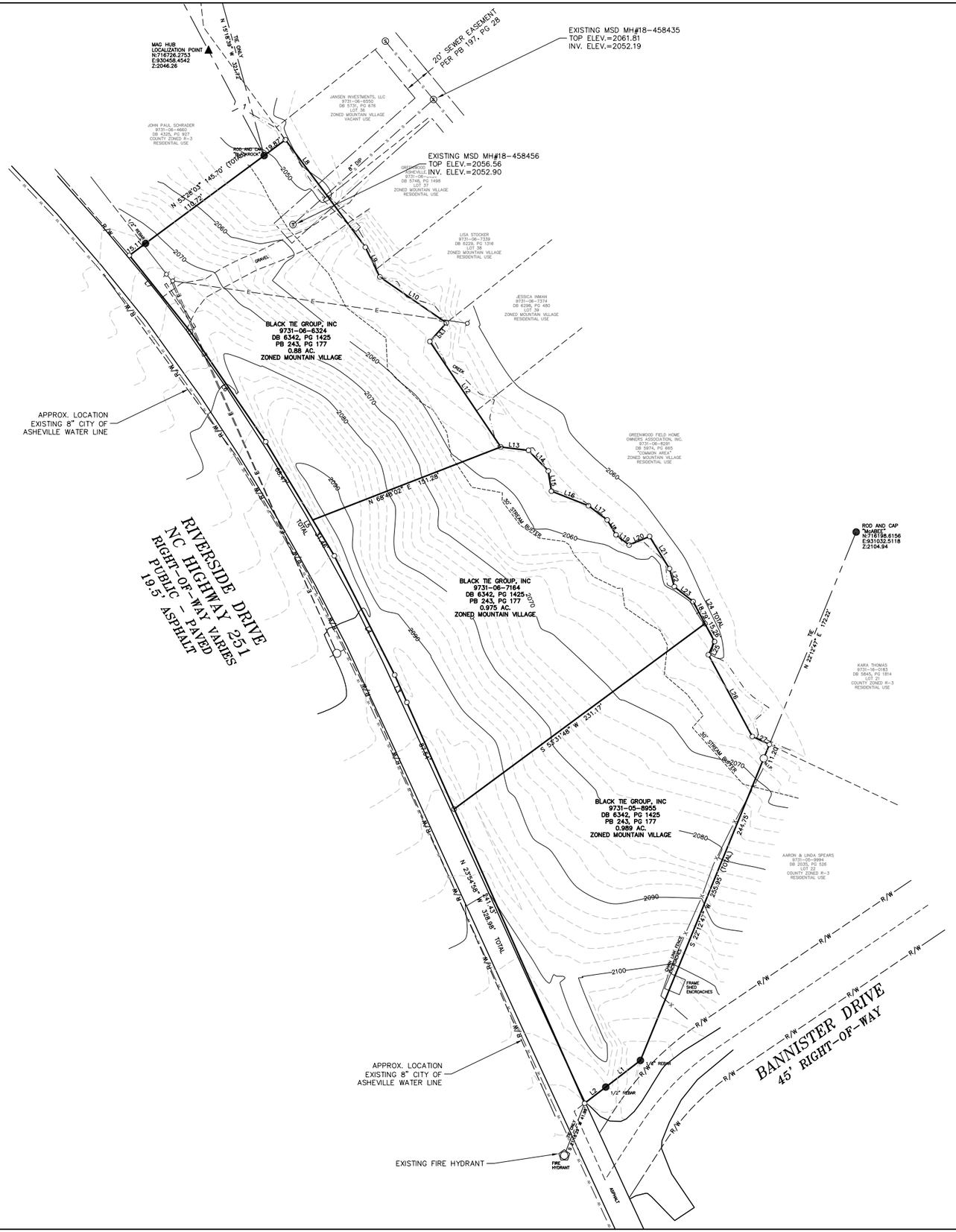
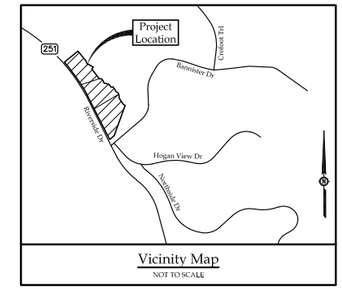
For
Review

February 25, 2025

Revision	Date	Description

LINE	BEARING	DISTANCE
L1	S 52°28'21" W	32.78'
L2	S 52°28'21" W	19.96'
L3	N 23°54'58" W	22.64'
L4	N 28°57'01" W	100.10'
L5	N 31°03'12" W	99.93'
L6	N 34°21'12" W	99.89'
L7	N 38°40'17" W	73.39'
L8	S 36°40'11" E	100.45'
L9	S 25°52'04" E	24.77'
L10	S 55°24'15" E	60.63'
L11	S 41°25'18" W	18.68'
L12	S 33°53'06" E	95.36'
L13	S 83°02'06" E	20.93'
L14	S 43°51'36" E	21.43'
L15	S 09°00'58" E	15.34'
L16	S 68°31'48" E	29.81'
L17	S 52°48'45" E	17.63'
L18	S 30°41'31" E	12.93'
L19	S 56°02'29" E	12.59'
L20	N 67°00'08" E	16.62'
L21	S 31°40'45" E	28.40'
L22	S 15°14'33" E	13.96'
L23	S 51°32'22" E	18.02'
L24	S 28°07'44" E	34.05'
L25	S 25°08'15" W	10.88'
L26	S 28°13'57" E	69.61'
L27	S 64°47'02" E	14.18'





DEVELOPMENT DATA BLOCK

OWNER/DEVELOPER:	BLACK TIE GROUP, INC.
CONTACT:	OLEG ROMASHCHUK
PHONE:	828.215.0576
ADDRESS:	5 WOODPECKER RIDGE LANE ASHEVILLE, NC 28806
PIN:	9731-06-6324, 9731-06-7164, 9731-05-8955
PHYSICAL ADDRESS:	RIVERSIDE DRIVE ASHEVILLE, NC 28804
PROPERTY SIZE:	2.84 AC. (TOTAL)
ZONING DISTRICT:	MOUNTAIN VILLAGE

Davis CivilSolutions, PA
Site/Infrastructure Engineering/Planning
135 Cumberland Highlands Drive, Asheville, North Carolina 28803
828.299.9449 PH • www.daviscivilsolutions.com

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For Review

Site Development Plan For
Riverside Drive Subdivision
BUNCOMBE COUNTY, NORTH CAROLINA

Job No.: 23165
Date: February 25, 2025
Scale: 1"=40'
Revision:

Existing Conditions

Sheet
C1

LINE	BEARING	DISTANCE
L1	S 52°28'21" W	32.78'
L2	S 52°28'21" W	19.98'
L3	N 23°54'58" W	22.54'
L4	N 26°52'01" W	100.10'
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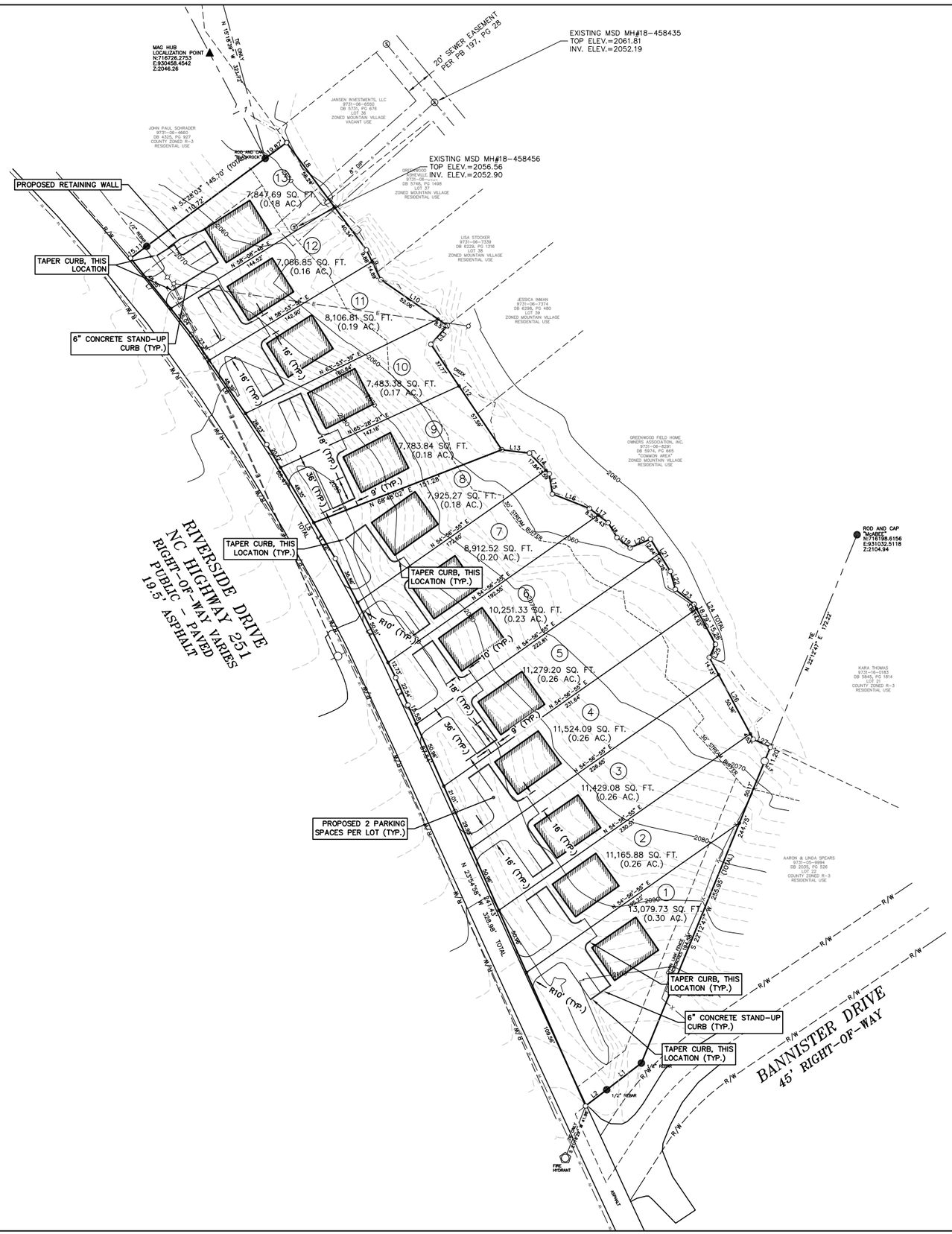

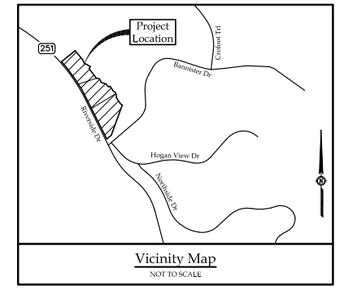

Vicinity Map
NOT TO SCALE

DEVELOPMENT DATA BLOCK

OWNER/DEVELOPER:	BLACK BE GROUP, INC.
CONTACT:	OLEG ROMASHCHUK
PHONE:	828.215.0576
ADDRESS:	5 WOODPECKER RIDGE LANE ASHEVILLE, NC 28806
PIN:	973906632.4, 973906786.4, 973805985.5
PHYSICAL ADDRESS:	RIVERSIDE DRIVE ASHEVILLE, NC. 28804
PROPERTY SIZE:	2.84 AC. (TOTAL)
ZONING DISTRICT:	MOUNTAIN VILLAGE
SETBACKS:	NONE REQUIRED
DENSITY CALCULATIONS:	
MOUNTAIN VILLAGE DENSITY REQUIREMENTS:	
8 UNITS PER ACRE, MAXIMUM	
TOTAL ALLOWABLE DWELLING UNITS:	
TOTAL AREA = 2.84 ACRES 2.84 X 8 = 22.72	
ALLOWABLE DENSITY = 23 UNITS	
PROPOSED DENSITY:	
TOTAL LOTS = 13 13 / 2.84 = 4.6	
PROPOSED DENSITY = 4.6 UNITS PER ACRE	
PARKING PROVIDED:	2 SPACES PER LOT

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For Review

Site Development Plan For
Riverside Drive Subdivision
BUNCOMBE COUNTY, NORTH CAROLINA

Job No.: 23165
Date: February 25, 2025
Scale: 1"=40'
Revision:

Layout

Sheet
C2

LINE	BEARING	DISTANCE
L1	S 52°28'21" W	32.78'
L2	S 52°28'21" W	19.98'
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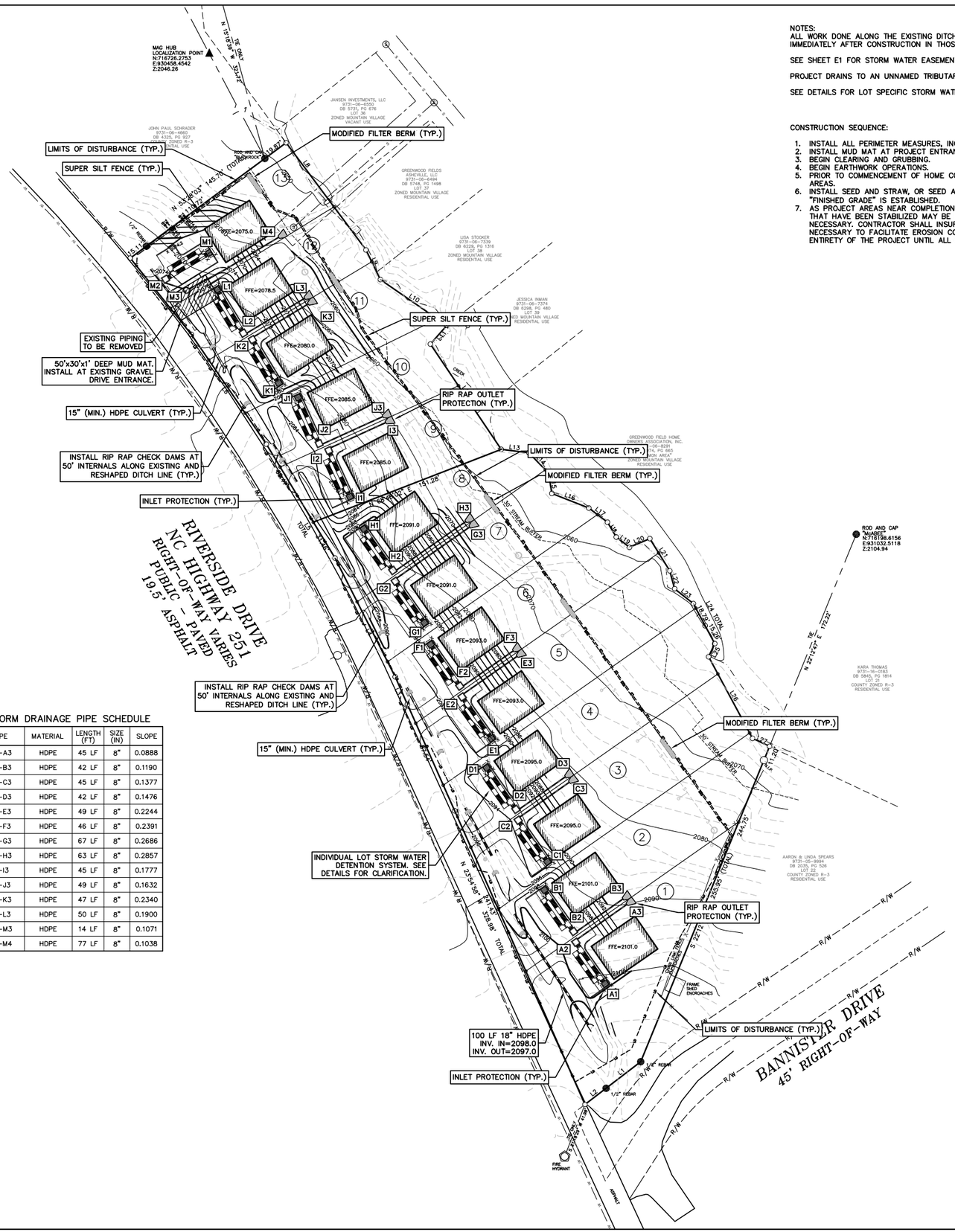
L27	S 64°47'02" E	14.18'

STORM DRAINAGE STRUCTURE SCHEDULE

DRAINAGE STRUCTURE	TYPE	TOP ELEVATION	INV. ELEV.
A1	3x4 CURB INLET	2099.5	2094.0
A2	DETENTION CONTROL BOX	2099.5	2094.0
A3	OUTLET	---	2090.0
B1	3x4 CURB INLET	2099.5	2094.0
B2	DETENTION CONTROL BOX	2099.5	2094.0
B3	OUTLET	---	2089.0
C1	3x4 CURB INLET	2093.5	2088.2
C2	DETENTION CONTROL BOX	2093.7	2088.2
C3	OUTLET	---	2082.0
D1	3x4 CURB INLET	2093.5	2088.2
D2	DETENTION CONTROL BOX	2093.7	2088.2
D3	OUTLET	---	2082.0
E1	3x4 CURB INLET	2091.5	2086.0
E2	DETENTION CONTROL BOX	2091.5	2086.0
E3	OUTLET	---	2075.0
F1	3x4 CURB INLET	2091.5	2086.0
F2	DETENTION CONTROL BOX	2091.5	2086.0
F3	OUTLET	---	2075.0
G1	3x4 CURB INLET	2089.5	2084.0
G2	DETENTION CONTROL BOX	2090.0	2084.0
G3	OUTLET	---	2066.0
H1	3x4 CURB INLET	2089.5	2084.0
H2	DETENTION CONTROL BOX	2090.0	2084.0
H3	OUTLET	---	2066.0
I1	3x4 CURB INLET	2083.5	2078.0
I2	DETENTION CONTROL BOX	2083.8	2078.0
I3	OUTLET	---	2071.0
J1	3x4 CURB INLET	2083.5	2078.0
J2	DETENTION CONTROL BOX	2083.8	2078.0
J3	OUTLET	---	2070.0
K1	3x4 CURB INLET	2078.5	2073.0
K2	DETENTION CONTROL BOX	2079.0	2073.0
K3	OUTLET	---	2062.0
L1	3x4 CURB INLET	2077.0	2071.5
L2	DETENTION CONTROL BOX	2079.0	2071.5
L3	OUTLET	---	2062.0
M1	3x4 CURB INLET	2073.0	2067.5
M2	DETENTION CONTROL BOX	2074.3	2067.5
M3	JUNCTION BOX	2075.0	2066.0
M4	OUTLET	---	2058.0

STORM DRAINAGE PIPE SCHEDULE

PIPE	MATERIAL	LENGTH (FT)	SIZE (IN)	SLOPE
A2–A3	HDPE	45 LF	8"	0.0888
B2–B3	HDPE	42 LF	8"	0.1190
C2–C3	HDPE	45 LF	8"	0.1377
D2–D3	HDPE	42 LF	8"	0.1476
E2–E3	HDPE	49 LF	8"	0.2244
F2–F3	HDPE	46 LF	8"	0.2391
G2–G3	HDPE	67 LF	8"	0.2686
H2–H3	HDPE	63 LF	8"	0.2857
I2–I3	HDPE	45 LF	8"	0.1777
J2–J3	HDPE	49 LF	8"	0.1632
K2–K3	HDPE	47 LF	8"	0.2340
L2–L3	HDPE	50 LF	8"	0.1900
M2–M3	HDPE	14 LF	8"	0.1071
M3–M4	HDPE	77 LF	8"	0.1038



NOTES:
ALL WORK DONE ALONG THE EXISTING DITCH LINE SHALL BE SEEDED AND MATTED IMMEDIATELY AFTER CONSTRUCTION IN THOSE AREAS.

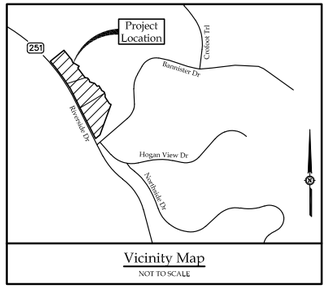
SEE SHEET E1 FOR STORM WATER EASEMENT INFORMATION.

PROJECT DRAINS TO AN UNNAMED TRIBUTARY TO THE FRENCH BROAD RIVER.

SEE DETAILS FOR LOT SPECIFIC STORM WATER INFORMATION.

CONSTRUCTION SEQUENCE:

1. INSTALL ALL PERIMETER MEASURES, INCLUDING, SILT FENCE AND MODIFIED FILTER BERMS.
2. INSTALL MUD MAT AT PROJECT ENTRANCE.
3. BEGIN CLEARING AND GRUBBING.
4. BEGIN EARTHWORK OPERATIONS.
5. PRIOR TO COMMENCEMENT OF HOME CONSTRUCTION, INSTALL CONCRETE WASHOUT AREAS.
6. INSTALL SEED AND STRAW, OR SEED AND MATTING, AT ALL EXPOSED AREAS WHERE "FINISHED GRADE" IS ESTABLISHED.
7. AS PROJECT AREAS NEAR COMPLETION, ALL MEASURES LOCATED ADJACENT TO AREAS THAT HAVE BEEN STABILIZED MAY BE REMOVED AND BROUGHT TO GRADE, AS NECESSARY. CONTRACTOR SHALL INSURE THAT ALL EROSION CONTROL MEASURES NECESSARY TO FACILITATE EROSION CONTROL PREVENTION ARE MAINTAINED FOR THE ENTIRETY OF THE PROJECT UNTIL ALL CONTRIBUTING AREAS HAVE BEEN STABILIZED.

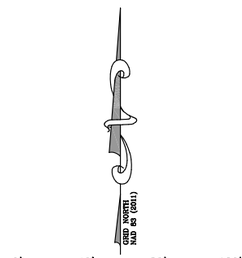


Vicinity Map
NOT TO SCALE

DEVELOPMENT DATA BLOCK

OWNER/DEVELOPER:	BLACK TIE GROUP, INC.
CONTACT:	OLEG ROMASHCHUK
PHONE:	828.215.0576
ADDRESS:	5 WOODPECKER RIDGE LANE ASHEVILLE, NC 28806
PIN:	9739-06-6324, 9739-06-7164, 9739-05-8955
PHYSICAL ADDRESS:	RIVERSIDE DRIVE ASHEVILLE, NC 28804
PROPERTY SIZE:	2.84 AC. (TOTAL)
ZONING DISTRICT:	MOUNTAIN VILLAGE
PERVIOUS AREAS:	PRE DEVELOPMENT: IMPERVIOUS AREA = 2,173.98 SQ. FT. (0.05 AC.) % SITE IMPERVIOUS = 1.76% PERVIOUS AREA = 121,708.66 SQ. FT. (2.79 AC.) % SITE PERVIOUS = 98.24% POST DEVELOPMENT: IMPERVIOUS AREA = 26,769.27 SQ. FT. (0.61 AC.) % SITE IMPERVIOUS = 21.61% PERVIOUS AREA = 97,113.37 SQ. FT. (2.23 AC.) % SITE PERVIOUS = 78.39% INCREASE/DECREASE: INCREASE AREAS = 24,593.29 SQ. FT. (0.56 AC.) % INCREASE = 1985%
LAND DISTURBANCE:	93,644.67 SQ. FT. (2.15 AC.)
SOIL TYPES:	2.6% CkC2, 97.0% EvD2, 0.4% TaB
VOLUMES:	FILL: 3,660 CU. YD. CUT: 1,720 CU. YD.

THESE NUMBERS ARE RAW NUMBERS AND ARE PROVIDED ONLY FOR THE GENERAL ESTIMATION OF THE MAGNITUDE OF THE PROJECT. THEY DO NOT TAKE INTO ACCOUNT REMOVAL OF TOPSOIL, UNSUITABLE SOILS, ROCK, DEBRIS, ETC. NOR DO THEY TAKE INTO ACCOUNT PROPER COMPACTION OF FILL MATERIAL. THE CONTRACTOR SHALL MAKE HIS OWN DETERMINATION OF EARTHWORK QUANTITIES BASED ON THE INFORMATION PROVIDED. THE VOLUMES LISTED SHALL NOT BE CONSIDERED ACTUAL ESTIMATED FOR THE WORK OF THE PROJECT.



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For Review

Site Development Plan For
Riverside Drive Subdivision
BUNCOMBE COUNTY, NORTH CAROLINA

Job No.: 23165
Date: February 25, 2025
Scale: 1"=40'
Revision:

Grading, Stormwater, and Erosion Control

Sheet C3

LINE	BEARING	DISTANCE
L1	S 52°28'21" W	32.78'
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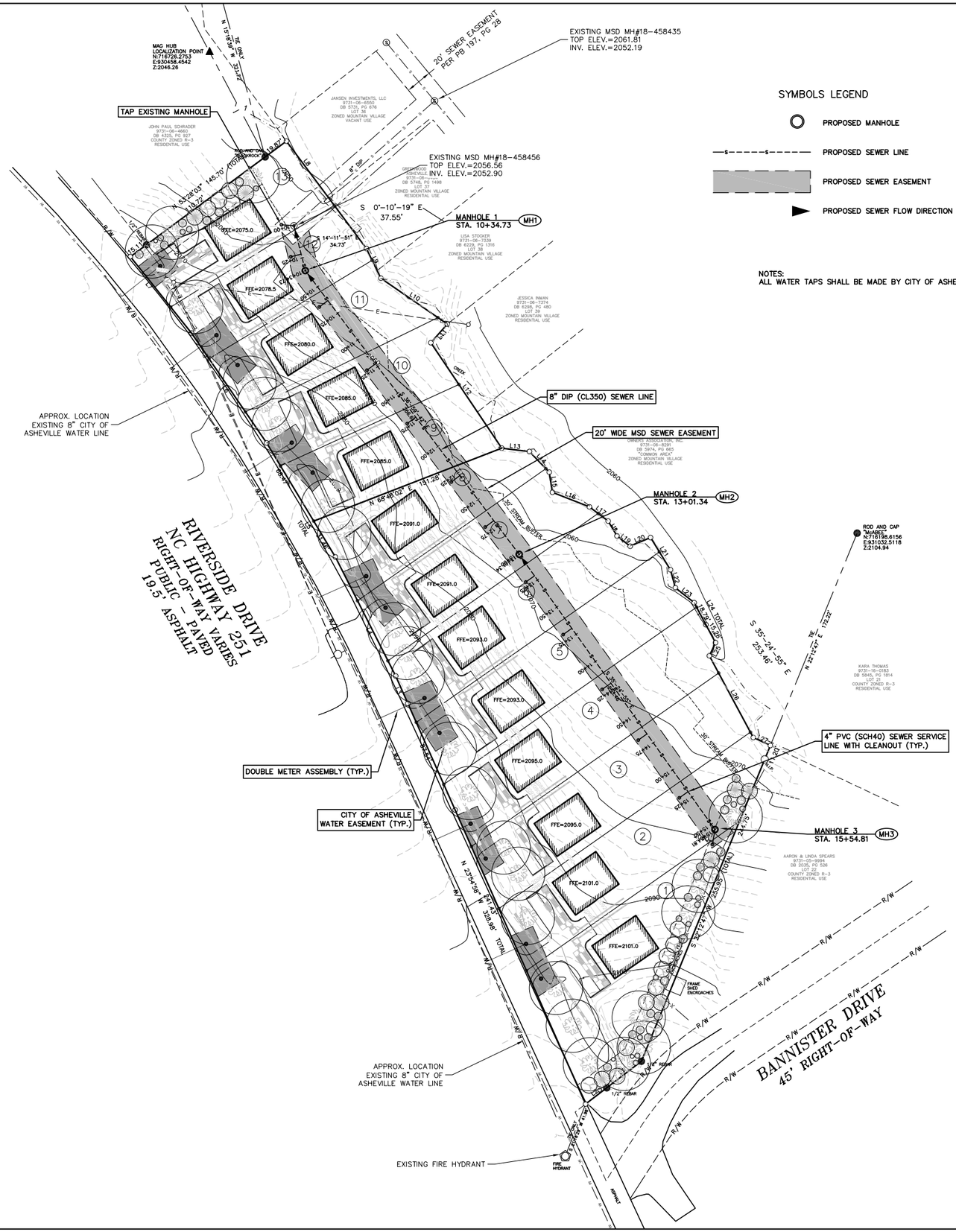
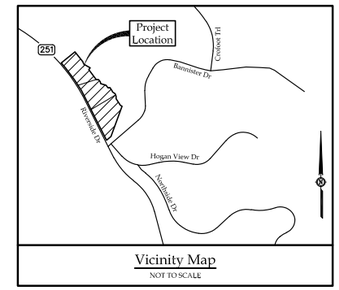


SYMBOLS LEGEND

- PROPOSED MANHOLE
- PROPOSED SEWER LINE
- PROPOSED SEWER EASEMENT
- PROPOSED SEWER FLOW DIRECTION

NOTES:
ALL WATER TAPS SHALL BE MADE BY CITY OF ASHEVILLE WATER DEPARTMENT PERSONNEL.



Vicinity Map
NOT TO SCALE

DEVELOPMENT DATA BLOCK

OWNER/DEVELOPER:	BLACK TIE GROUP, INC.
CONTACT:	OLEG ROMASHCHUK
PHONE:	828.215.0576
ADDRESS:	5 WOODPECKER RIDGE LANE ASHEVILLE, NC 28806
PIN:	973906963241, 973906786141, 973805985955
PHYSICAL ADDRESS:	RIVERSIDE DRIVE ASHEVILLE, NC. 28804
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ZONING DISTRICT:	MOUNTAIN VILLAGE

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For Review

Site Development Plan For
Riverside Drive Subdivision
BUNCOMBE COUNTY, NORTH CAROLINA

Job No.: 23165
Date: February 25, 2025
Scale: 1"=40'
Revision:

Utilities

Sheet
C4

LINE	BEARING	DISTANCE
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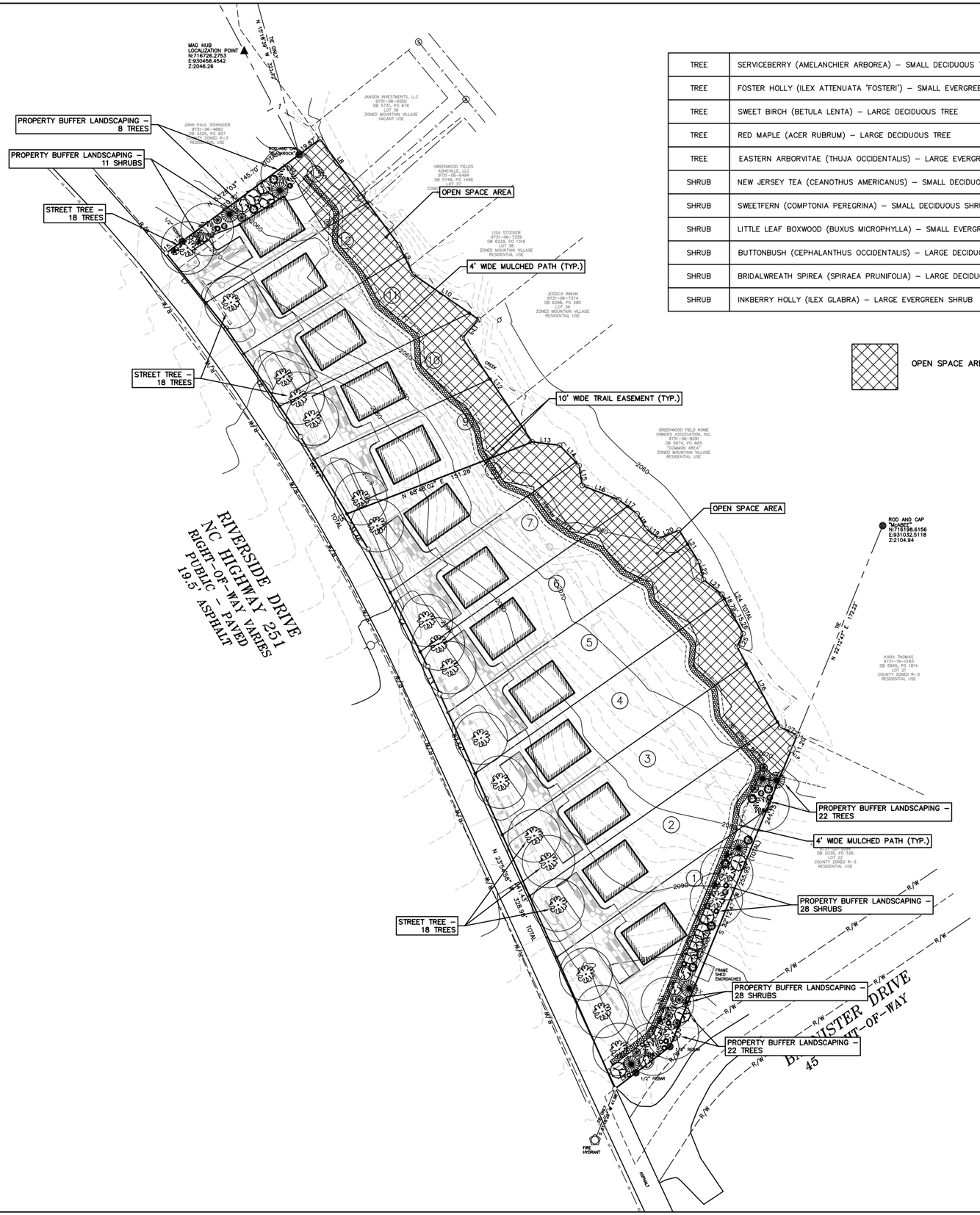
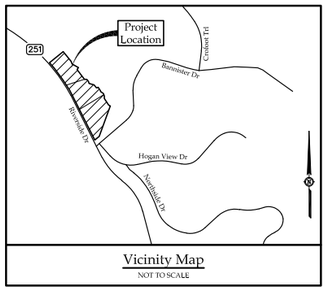


TREE	SERVICEBERRY (AMELANCHIER ARBOREA) – SMALL DECIDUOUS TREE	
TREE	FOSTER HOLLY (ILEX ATTENUATA 'FOSTERI') – SMALL EVERGREEN TREE	
TREE	SWEET BIRCH (BETULA LENTA) – LARGE DECIDUOUS TREE	
TREE	RED MAPLE (ACER RUBRUM) – LARGE DECIDUOUS TREE	
TREE	EASTERN ARBORVITAE (THUJA OCCIDENTALIS) – LARGE EVERGREEN TREE	
SHRUB	NEW JERSEY TEA (CEANOTHUS AMERICANUS) – SMALL DECIDUOUS SHRUB	
SHRUB	SWEETFERN (COMPTONIA PEREGRINA) – SMALL DECIDUOUS SHRUB	
SHRUB	LITTLE LEAF BOXWOOD (BUXUS MICROPHYLLA) – SMALL EVERGREEN SHRUB	
SHRUB	BUTTONBUSH (CEPHALANTHUS OCCIDENTALIS) – LARGE DECIDUOUS SHRUB	
SHRUB	BRIDALWREATH SPIREA (SPIRAEA PRUNIFOLIA) – LARGE DECIDUOUS SHRUB	
SHRUB	INKBERRY HOLLY (ILEX GLABRA) – LARGE EVERGREEN SHRUB	

OPEN SPACE AREA



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DEVELOPMENT DATA BLOCK

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CONTACT:	OLEG ROMASHCHUK
PHONE:	828.215.0576
ADDRESS:	5 WOODPECKER RIDGE LANE ASHEVILLE, NC 28806
PIN:	973906963241, 973906786141, 973805958955
PHYSICAL ADDRESS:	RIVERSIDE DRIVE ASHEVILLE, NC. 28804
PROPERTY SIZE:	2.84 AC. (TOTAL)
ZONING DISTRICT:	MOUNTAIN VILLAGE
LANDSCAPING REQUIREMENTS	STREET TREES 1 LARGE MATURING PER 40 LF OF PROPERTY LINE

724.83 LINEAR FEET
724.83 / 40 = 18.1 = 18 TREES

STREET TREE TOTALS:
18 TREES

PROPERTY BUFFER LANDSCAPING

NO LANDSCAPING MATERIAL BASED REQUIREMENT
15' WIDE BUFFER

BUFFER REQUIREMENT:
NORTHERN BOUNDARY LINE
SOUTHERN BOUNDARY LINE

75% OF THE REQUIRED PLANT MATERIAL SHALL BE NATIVE SPECIES.

TOTAL LANDSCAPING REQUIRED

STREET TREES:	PROPERTY BUFFER:
TREES = 18	15' WIDTH

PROPOSED PROPERTY BUFFER LANDSCAPING

2 LARGE TREES, 2 SMALL TREES, 5 SHRUBS
PER 50 LF OF BUFFER REQUIRED

NORTHERN PROPERTY LINE (LESS EXISTING STREAM BUFFER AREA):
112.46 LINEAR FEET
112.46/50 = 2.2
2.2 X 2 = 5.1 = 4 LARGE TREES
2.2 X 2 = 4.4 = 4 SMALL TREES
2.2 X 5 = 11 SHRUBS

SOUTHERN PROPERTY LINE (LESS EXISTING STREAM BUFFER AREA):
274.75 LINEAR FEET
274.75/50 = 5.5
5.5 X 2 = 11 LARGE TREES
5.5 X 2 = 11 SMALL TREES
5.5 X 5 = 27.5 = 28 SHRUBS

TOTAL LANDSCAPING PROVIDED

STREET TREES:	PROPERTY BUFFER:
TREES = 18	TREES = 30 SHRUBS = 39

COMBINED TOTALS
TREES = 48
SHRUBS = 39

OPEN SPACE REQUIREMENTS:

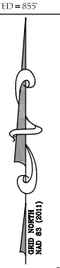
500 SQ. FT. PER DWELLING UNIT

OPEN SPACE REQUIRED:
TOTAL DWELLING UNITS = 13
13 X 500 = 6,500 SQ. FT.

OPEN SPACE PROVIDED:
21,073.65 SQ. FT.

SIDEWALKS/TRAIL REQUIREMENTS:

MULCHED TRAIL PROVIDED. SEE PLANS FOR CLARIFICATION.
TOTAL TRAIL LENGTH INDICATED = 855'



0' 40' 80' 120'
GRAPHIC SCALE 1"=40'

Davis CivilSolutions, PA
Site/Infrastructure Engineering/Planning
215 Coxe Avenue ■ Asheville, North Carolina 28801
828.299.9449 PH ■ www.daviscivilsolutions.com

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For Review

Site Development Plan For
Riverside Drive Subdivision
BUNCOMBE COUNTY, NORTH CAROLINA

Job No.: 23165
Date: February 25, 2025
Scale: 1"=40'
Revision:

Landscaping & Open Space

Sheet
C6

TECHNICAL REVIEW REPORT

DATE: April 25, 2025
PREPARED BY: Ricky Hurley, Planning Director
APPLICANT: Nicholas Bowman
SUBJECT: Major Subdivision/Concept Plan Review – Riverside Drive

PROJECT SUMMARY: An administrative zoning review of a new 13-unit single-family major subdivision located at 99999 Old Marshall Highway (PINs: 9731-05-8955, 9731-06-7164, and 9731-06-6324).

REVIEW NOTES:

- The project site is 2.84 acres located approximately 1,500 feet southeast of the intersection of Riverside Drive and Old Marshall Highway. The maximum density is 8 units per acre, which limits the project to 22 units.
- All lots will be served by public water and sewer.
- All lots will front Riverside Drive, which is a state-maintained road.
- Each lot will be occupied by one single family house.
- The subdivision is proposed to be completed in one phase.
- The subdivision includes one common area of 0.5 acres and located behind the proposed lots. A minimum area of 6,500 square feet is required.
- The property is zoned Mountain Village zoning district and setbacks are: 0 feet front from edge of right of way, 0 feet rear, 0 feet side.
- The proposed subdivision will meet the minimum lot width, lot size, and structure size standards in the Mountain Village zoning district.
- The maximum height of all structures shall be limited to 35’.
- Each lot will be served by an individual stormwater device and will require a stormwater permit to be reviewed and issued by the Town of Woodfin.
- The project is not subject to Steep Slope regulations as the parcel is less than the 2,200-foot elevation contour line.
- Ensure all landscaping along southern property line will not interfere with line of sight for vehicles exiting Bannister on Riverside Drive

PLANNING:
Changes required to plans:

- Although a sidewalk is not required per Article VIII – Sidewalks, pedestrian connectivity is required as part of any development within the Mountain Village zoning district. A mulched trail is proposed along the common area and behind the lots. Provide an easement where the trail crosses individual lots.
- Open space should be located on a separate parcel.
- Provide an easement for buffer yard landscape areas where located on individual lots.

Requirements to be noted (no change required to plans):

- The applicant will be required to provide a preliminary subdivision plat and follow the processes outlined in *Chapter 46 Subdivision* of the Town of Woodfin Code of Ordinances.
- The Building and Grading & Erosion Control permits are reviewed and issued by Buncombe County.
- Driveway permits may be required and are reviewed and issued by the NC Dept of Transportation for connection to Riverside Drive as determined by the agency.

EMERGENCY ADDRESSES:

Addresses and street names will be assigned by the Buncombe County E-911 Address Coordinator prior to issuance of any individual single-family permits. Applicant is advised to submit early in the development review process.

ROADS/ACCESS/LIGHTING:

- Shared driveway are proposed for homes. NCDOT Driveway permit may be required – applicant will need to verify.
- No lighting plan submitted. Any new street lighting must be submitted for review by the Town prior to installation by developer or Duke Energy.
- A TIA is not required.

UTILITIES:

City of Asheville Water will serve the development and a water allocation letter may be required as part of the submittal for the preliminary plat review. Metropolitan Sewerage District will provide sanitary sewer to the project, an Allocation Approval was received. Contact MSD regarding Non-Discharge Permit and development fees.

SW/EC/FLOOD:

The respective permit applications shall be reviewed and approved by Buncombe County prior to any construction or land disturbance occurring. A Town of Woodfin Storm Water review and permit will be required prior to issuance of the zoning compliance permit by the Town. The property is not located within a regulated flood hazard zone or steep slope zone.

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STAFF REPORT

To:	Planning Board of Adjustment
Agenda Title:	Chapter 54 – Floodway District
Staff Contact:	Ricky Hurley, Planning Director
Meeting Date:	May 6, 2025

Summary:

A request to remove the entirety of Section 54. - 213 Floodway District regulations to eliminate conflicts with the Town's recently updated Flood Damage Prevention Ordinance.

Background:

Periodic updates to ordinances regulating land use are necessary in response to changing economic conditions, addressing inconsistencies with ordinances, and to streamline processes. When applying the current land use regulations to new development applications, code sections should not conflict or unnecessarily duplicate standards to ensure compliance with federal and state laws.

Staff Analysis:

The proposed amendment aims to remove an unused zoning classification that conflicts with Chapter 14-Flood Damage Prevention in the Town's Code of Ordinances. By eliminating duplicate or conflicting standards, the development process is streamlined, reducing the need for staff interpretation. Additionally, Senate Bill 382/SL 2024-57 prohibits local governments from downzoning commercial properties without the property owner's consent, whether by map or text amendment. The Town's recent update to Chapter 14 surpasses the minimum requirements for the National Flood Insurance Program (NFIP). Rezoning areas outside the mapped flood zones could appear arbitrary and imprecise without extensive modeling data. Typically, these smaller streams and creeks outside regulated floodplains are fast-moving with lower flows, situated in small drainage areas on steep terrain.

Considerations:

- The Town currently regulates construction and development activities within mapped regulatory floodplains by Chapter 14-Flood Damage Prevention.
- Applying the district would require rezoning properties and is recognized as a downzoning and may not be possible along commercial corridors without property owner permission under current state law.
- Most of the existing developed areas within a regulated floodplain are currently zoned as Community Shopping or Heavy Industrial districts.

- Watercourses outside of the mapped regulatory floodplains are extremely small with respect to length, width, and flow, resulting in extremely narrow corridors requiring independent modeling.

Staff Recommendation:

Staff recommends approval of the text amendment, as proposed.

Suggested Motion:

I move to approve the proposed amendment and find that it is reasonable, is in the public interest, is consistent with the ***Woodfin Together*** comprehensive plan, and meets the development needs of the community in that the request:

1. Supports local small businesses and ensure an adequate supply of appropriately located and sized spaces for industries. (3.2.5)
2. Makes government decision-making accessible and transparent to all residents while updating development standards to minimize risk from new development. (4.4.3, 5.4.2)

Attachments:

(1) Draft Ordinance – Sec. 54. – 213. Reserved
(2) Current Sec. 54. – 213. Floodway District
(3) Draft PBOA Recommendation

ORDINANCE AMENDING CHAPTER 54 OF THE CODE OF ORDINANCES OF THE TOWN OF WOODFIN TO UPDATE ENVIRIONMENTAL STANDARDS

Ordinance: 2025—00X

Passed _____

WHEREAS, the Town of Woodfin has the authority pursuant to Article 1 of Chapter 160D of the North Carolina General Statutes to adopt development regulations; and

WHEREAS, the Woodfin Town Council may amend said regulations from time to time in the interest of the public health, safety, and welfare; and

WHEREAS, the Town initiated a recommendation to amend Chapter 54-Floodway District of the Town of Woodfin Code of Ordinances; and

WHEREAS, the public hearing for this text amendment has been noticed in compliance with the North Carolina General Statutes; and

WHEREAS, the Woodfin Planning Board reviewed this text amendment at its May 6, 2025, public meeting and voted 5-0 to find the amendment reasonable considering the potential benefits to development of the Town of Woodfin and surrounding community; and

WHEREAS, the Woodfin Town Council held the public hearing on May 20, 2025, and, after hearing such, made the following required findings:

The development code text amendment is consistent with the comprehensive plan in the following ways:

1. Balances the supply of land for housing and employment and protect land for economic development and ensure an adequate supply of appropriately located and sized employment space (3.1.5, 3.2.5)
2. Makes government decision-making accessible and transparent to all residents while updating development standards to minimize risk from new development. (4.4.3, 5.4.2)

NOW, THEREFORE, BE IT ORDAINED by the Town Council of the Town of Woodfin, that Chapter 54-Floodway District is hereby amended as follows:

Section 1:

a. Delete **Sec. 43 – 213. Floodway District.** in its entirety:

Sec. 54-213. ~~Floodway District regulations~~ Reserved.

~~(a) *Statutory authorization, finding of fact, purpose, and objective.*~~

~~(1) *Finding of fact.*~~

~~a. The flood hazard areas of the town are subject to periodic inundation which potentially can result in loss of life, property, health and safety hazards, disruption of commerce and governmental services, extraordinary public expenditures for flood protection and relief, and impairment of the tax base, all of which adversely affect the public health, safety, and general welfare.~~

~~b. These flood losses are caused by the cumulative effect of obstructions in floodplains causing increases in flood heights and velocities, and by the occupancy in flood hazard areas by uses vulnerable to floods or hazardous to other properties which are inadequately elevated, floodproof or otherwise protected from flood damages.~~

~~(2) *Statement of purpose.* It is the purpose of this section to promote the public health, safety, and general welfare and to minimize public and private losses due to flood conditions in specific areas by provisions designed to:~~

~~a. Restrict or prohibit uses which are dangerous to health, safety, and property due to water or erosion in flood heights or velocities;~~

~~b. Require that uses vulnerable to floods, including facilities which serve such uses, be protected against flood damage at the time of initial construction;~~

~~c. Control the alteration of natural floodplains, stream channels, and natural protective barriers, which are involved in the accommodation of floodwaters;~~

~~d. Control filling, grading, dredging and other development which may increase erosion or flood damage; and~~

~~e. Prevent or regulate the construction of flood barriers which will unnaturally divert floodwaters or which may increase flood hazards to other lands.~~

~~(3) *Objectives.* The objectives of this section are:~~

~~a. To protect human life and health;~~

~~b. To minimize expenditure of public money for costly flood control projects;~~

~~c. To minimize the need for rescue and relief efforts associated with flooding and generally undertaken at the expense of the general public;~~

~~d. To minimize long business interruptions;~~

~~e. To minimize damage to public facilities and utilities such as water and gas mains, electric, telephone and sewer lines, and street and bridges located in floodplains;~~

~~f. To help maintain a stable tax base by providing the sound use and development of flood prone areas in such a manner as to minimize future flood blight areas; and~~

~~g. To ensure that potential home buyers are notified that property is in a flood area.~~

~~(b) *Definitions.* The following definitions are directly related to the flood management regulations and shall supplement the definitions listed in section 54-10. The following words, terms, and phrases, when used in this article, shall have the meanings ascribed to them in this section, except where the context clearly indicates a different meaning:~~

~~*Addition (to an existing building)* means any walled or roofed expansion to the perimeter of a building In which the addition is connected by a common load-bearing wall other than a firewall. Any walled and~~

roofed addition which is connected by a firewall or is separated by independent perimeter load-bearing walls in new construction.

Appeal means a request for a review of the local administrator's interpretation of any provision of article IX or a request for a variance.

Area of shallow flooding means a designated AO or VO Zone on a community's flood insurance rate map (FIRM) with base flood depths from one to three feet where a clearly defined channel does not exist, where the path of flooding is unpredictable and indeterminate, and where velocity flow may be evident.

Area of special flood hazard means the land in the floodplain within a community subject to a 15 percent or greater chance of being equaled or exceeded in any given year.

Base flood means the flood having a one percent chance of being equaled or exceeded in any given year.

Basement means the lowest level or story which has its floor below grade on all sides.

Breakaway wall means a wall that is not part of the structural support of the building and is Intended, through its design and construction, to collapse under specific lateral loading forces without causing damage to the elevated portion of the building or the supporting foundation system. A breakaway wall shall have a design safe loading resistance of not less than ten or no more than 20 pounds per square foot and requires an architecture professional engineer's certificate.

Building means any structure built for support shelter or enclosure for any occupancy or storage.

Development means any manmade change to improved or unimproved real estate, including, but not limited to, buildings or other structures, mining, dredging, filling, grading, paving, excavation, or drilling operations.

Elevated building means a non-basement building built to have the lowest floor elevated above the ground level by means of fill, solid foundation perimeter walls, pilings, columns (posts and piers), shear walls, or breakaway walls.

Existing manufactured home parks or *manufactured home subdivision* means a parcel (or contiguous parcels) of land divided into two or more manufactured home lots for rent or sale for which the construction of facilities for servicing the lot on which the manufactured home is to be affixed (including at a minimum, the installation of utilities, whether final site grading or the pouring of concrete pads, or the construction of streets) is completed before September 16, 1973.

Flood, 100-year recurring interval means a hypothetical flood anticipated to be reached or exceeded on the average of once during a 100-year period. For the purpose of this section, the 100-year recurring interval flood shall be as shown on the flood insurance rate maps.

Flood fringe areas means those areas outside the F-1 Floodway District that lie below the elevation of the 100-year recurring interval flood.

Flood hazard boundary map (FHBM) means an official map of a community, issued by the Federal Emergency Management Agency, where the boundaries of the areas of special flood hazard have been defined as Zone A.

Flood insurance rate map (FIRM) means the most recent adopted version of an official map of a community, on which the Federal Emergency Management Agency has delineated both the areas of special flood hazard and the risk premium zones applicable to the community.

Flood insurance study means the official report provided by the Federal Emergency Management Agency. The report contains flood profiles, as well as the flood boundary floodway map and the water surface elevation of the base flood.

Flood or flooding means a general and temporary condition of partial or complete inundation of normally dry land areas from:

(1) The overflow of inland or tidal waters;
(2) The unusual and rapid accumulation of runoff of surface waters from any source.

Flood profile means a graph showing the relationship of the floodwater surface elevation for a flood event of a specific recurrence interval to the streambed and other significant natural and manmade features along a stream.

Flood stage means the elevation of the floodwater surfaces above an officially established datum plane.

Floodway means the channel of a river that other watercourse and the adjacent land areas that must be reserved in order to discharge the base flood without cumulatively increasing the water surface elevation more than one foot.

Floor means the top surface of an enclosed area in a building (including basement), i.e., top of slab in concrete slab construction or top of wood flooring in wood frame construction. The term "floor" does not include the floor of a garage used solely for parking vehicles.

Functionally dependent facility means a facility which cannot be used for its intended purpose unless it is located or carried out in close proximity to water, such as a docking or port facility necessary for the loading and unloading of cargo or passengers, shipbuilding ship repair, or seafood processing facilities. The term "functionally dependent facility" does not include long-term storage, manufacture, sales, or service facilities.

Habitable floor means any floor useable for living purposes, which includes working, sleeping, eating, cooking or recreation, or a combination thereof. A floor used only for storage purposes in not a habitable floor.

Highest adjacent grade means the highest natural elevation of the ground surface, prior to construction, next to the proposed wall of the structure.

Levee means a manmade structure, usually an earthen embankment, designed and constructed in accordance with sound engineering practices to contain, control, or divert the flow of water so as to provide protection from temporary flooding.

Levee system means a flood protection system which consists of a levee and associated structures, such as closure and drainage devices, which are reconstructed and operated in accordance with sound and engineering practices.

Lowest floor means the lowest floor of the lowest enclosed area (including basement). An unfinished or floor resistant enclosure, unable solely for parking of vehicles, building access or storage in an area other than a basement area is not considered a building's lowest floor, provided that such enclosure is not built so as to render the structure in violation of the applicable non-elevation design requirements of this section.

Manufactured home means a structure, transportable in one or more sections, which is built on a permanent chassis and designed to be used with or without a permanent foundation when connected to the required utilities. The term "manufactured home" also includes park trailers, travel trailers, and similar transportable structures placed on a site for 180 consecutive days or longer and intended to be improved property.

Manufactured home park or subdivision means a parcel (or contiguous parcels) of land divided into two or more manufactured home lots for rent or sale.

Mean sea level means the average height of the sea for all stages of the tide. Mean sea level is used as a reference for establishing various elevations within the floodplain. For purposes of this section, the term "mean sea level" is synonymous with National Geodetic Vertical Datum (NGVD).

National Geodetic Vertical Datum (NGVD), as corrected in 1929, means a vertical control used as a reference for establishing varying elevations within the floodplain.

New construction means structures for which the start of construction commenced on or after September 16, 1973.

Remedy a violation means to bring the structure or other development into compliance with state or local floodplain management regulations, or, if this is not possible, to reduce the impacts of its noncompliance ways that impacts may be reduced, substantial improvements shall be constructed with materials and utility equipment resistant to flood damage.

Start of construction means substantial improvement, and means the date the building permit was issued, provided the actual start of construction, repair, reconstruction, or improvement was within 180 days of the permit date. The actual start means the first placement of permanent construction of a structure (including a manufactured home) on a site, such as the pouring of slabs or footings, installation of piles, construction of columns, or any work beyond the stage of excavation or the placement of a manufactured home on a foundation. Permanent construction does not include land preparation, such as clearing, grading, and filling; nor does it include the installation of street and/or walkways; nor does it include excavation for a basement, footings, piers or foundations or the erection of temporary forms; nor does it include the installation of the property of accessory buildings, such as garages or sheds not occupied as dwelling units or not part of the main structure.

Structure means a walled and roofed building that is principally above ground. A manufactured home, a gas or liquid storage tank, or other manmade facilities or infrastructures.

Substantial improvement means:

(1) Any repair, reconstruction, or improvement of a structure, the cost of which equals or exceeds 50 percent of the market value of the structure, either:

a. Before the improvement or repair is started; or
b. If the structure has been damaged and is being restored before the damage occurred.

(2) For the purposes of this definition, the term "substantial improvement" is considered to occur when the first alteration of any wall, ceiling, floor, or other structural part of the building commences, whether or not that alteration affects the external dimensions of the structure. The term "substantial improvement" does not, however, include either:

a. Any project for improvement of a structure to comply with existing state and local health, sanitary, or safety code specifications which are solely necessary to ensure safe living conditions; or
b. Any alterations of a structure listed on the National Register of Historic Places or a state inventory of historic places.

(3) The term "substantial improvement" shall be cumulative for the life of the structure.

Variance means a grant of relief to a person from the requirements of this article which permits construction in a manner otherwise prohibited by this article where specific enforcement would result in unnecessary hardship.

Violation means the failure of a structure or other development to be fully compliant with the community's floodplain management regulations. A structure or other development without the elevation certificate, other certifications, or other evidence of compliance required in sections 54-4 and 54-119 through 54-122 is presumed to be in violation until such time as that documentation is provided.

(c) *General provisions.*

(1) *Lands to which this article applies.* This article shall apply to all areas of special flood hazard within the jurisdiction of the town.

(2) *Basis for establishing the areas of special hazard.* The areas of special flood hazard identified by the Federal Insurance Administration in its flood hazard boundary map (FHBM) 370380 1 and 2, dated February 1, 1980, and any revisions thereto are adopted by reference and declared part of this article.

(3) *Establishment of development permit.* A development permit shall be required in conformance with the provisions of this article prior to the commencement of any development activities.

(4) *Compliance.* No structure or land shall hereafter be located, or extended, converted, or structurally altered without full compliance with the terms of this article and other applicable regulations.

(5) *Abrogation and greater restrictions.* This article is not intended to repeal, abrogate, or impair any existing casements, covenants, or deeds restrictions. However, where this article and another law conflict or overlay, whichever imposes a more stringent restriction shall prevail.

(6) *Interpretation.* In the interpretation and application of this article, all provisions shall be:

a. Considered as minimum requirements.
b. Liberally construed in favor of the board of alderman; and
c. Deemed neither to limit nor repeal any other powers granted under state statutes.

(7) *Warning and disclaimer of liability.* The degree of flood protection required by this article is considered reasonable for regulatory purposes and is based on scientific and engineering considerations. Larger floods can and will occur on rare occasions. Flood heights may be increased by manmade or natural causes. This article does not imply that land outside the areas of special flood hazard or uses permitted within such areas will be free from flooding or flood damages. This article shall not create liability on the part of the town or by any officer or employee thereof for any flood damages that result from reliance on this article, or any administrative decision lawfully made thereunder.

(d) *Administration.*

(1) *Designation of local administrator.* The zoning administrator is hereby appointed to administer and implement the provisions of this article.

(2) *Permit procedures.* Application for a development permit shall be made to the local administrators on forms furnished by him prior to any development activities, and may include, but not be limited to, the following plans in duplicate drawn to scale showing the nature, location, dimensions, and elevations of the area in question; existing or proposed structures, fill, storage of materials, drainage facilities, and the location of the foregoing. Specifically, the following information is required:

a. Elevation in relation to mean sea level of the proposed lowest floor (including basement) of all structures.
b. Elevation in relation to mean sea level to which any nonresidential structure will be floodproof.
c. A certificate from a registered professional engineer or architect that the nonresidential floodproof structure meets the floodproofing criteria in this article.
d. Description of the extent to which any watercourse will be altered or relocated as a result of proposed development; and
e. A floor elevation or floodproofing certification after the lowest floor is completed, or floodproofing by whatever construction means, or upon placement of the horizontal structural members of the lowest floor, whichever is applicable, it shall be the duty of the permit holder to submit to the local administrator certification of the elevation of the lowest

floor, floodproof elevation, or the elevation of the bottom of the horizontal structural members of the lowest floor, whichever is applicable, as built, in relation to mean sea level. The certification shall be prepared by or under the direct supervision of a registered land surveyor or professional engineer and certified by same. When floodproofing is utilized for a particular building, the certification shall be prepared by or under the direct supervision of a professional engineer or architect and certified by same. Any work done within the 21-day calendar period and prior to submission of the certification shall be at the permit holder's risk. The local administrator shall review the holder's risk. The local administrator shall review the floor elevation survey data submitted. Deficiencies detected by such review shall be corrected by the permit holder immediately and prior to further progressive work being permitted to proceed. Failure to submit the survey or failure to make the corrections required hereby, shall be caused to issue a stop work order for the project.

(e) *Local administrator.* Duties of the zoning administrator shall include, but not be limited to:

(1) Review of all development permits to ensure that the permit requirements of this article have been satisfied.

(2) Advise permittee that additional federal or state permits may be required, and if specific federal or state permits are known, require that copies of such permits be provided and maintained on file with the development permit.

(3) Notify adjacent communities and the state department of crime control and public safety, division of emergency management, state coordinator for the National Flood Insurance Program prior to any alteration or relocation of a watercourse and submit evidence of such notification to the Federal Emergency Management Agency.

(4) Ensure that maintenance is provided within the altered or relocated portion of the watercourse so that the flood carrying capacity is not diminished.

(5) Prevent encroachments within flood fringes unless the certification and flood hazard reduction provisions of chapter 14 are met.

(6) Verify and record the actual elevation (in relation to mean sea level) of the lowest floor (including basement) of all new or substantially improved structures, in accordance with section 54-216(b).

(7) With assistance from the county building inspector verify and record the actual elevation (in relation to mean sea level) to which the new or substantially improved structures have been floodproofed, in accordance with section 54-216(b).

(8) When floodproofing is utilized for a particular structure, the local administrator shall obtain certifications from a registered professional engineer or architect in accordance with section 54-216(b).

(9) Where interpretation is needed as to the exact location of boundaries of the areas of special flood hazard (for example, where there appears to be a conflict between a mapped boundary and actual field conditions the local administrator shall make the necessary interpretation). The person contesting the location of the boundary shall be given a reasonable opportunity to appeal the interpretation as provided in this article.

(10) When base flood elevation data has not been provided in accordance with section 54-216 then the local administrator shall obtain, review and reasonably utilize any base flood elevation data available from a federal, state, or other source, including data, floodway data and preliminary map developed in order to administer the provisions of this article.

(11) All records pertaining to the provisions of this article shall be maintained in the office of the local administrator and shall be open for public inspection.

(f) *Variance procedures.*

(1) The planning board of adjustment, as established by the town, shall hear and decide appeals and requests for variances from the requirements of this article.

(2) The planning board of adjustment shall hear and decide appeals when it is alleged there is an error in any requirement, decision, or determination made by the local administrator in the enforcement or administration of this article.

(3) Any person aggrieved by the decision of the planning board of adjustment, or any taxpayer may appeal such decision to superior court, as provided in G.S. ch. 7A.

(4) Variances may be issued for the reconstruction, rehabilitation or restoration of structures listed on the National Register of Historic Places or the state inventory of historic places without regard to the procedures set forth in the remainder of this section.

(5) In passing upon such applications, the planning board of adjustment shall consider all technical evaluations, all relevant factors, all standards specified in other sections of this article, and:

a. The danger that materials may be swept onto other lands to the injury of others.
b. The danger to life and property due to flooding or erosion damage.
c. The susceptibility of the proposed facility and its contents to flood damage and the effect of such damage on the individual owner.
d. The importance of the services provided by the proposed facility to the community.
e. The necessity to the facility of a waterfront location, where applicable.
f. The availability of alternative locations, not subject to flooding or erosion damage for the proposed use.
g. The compatibility of the proposed use with existing and anticipated development.
h. The relationship of the proposed use to comprehensive plan and floodplain management program for that area.
i. The safety of access to the property in times of flood for ordinary and emergency vehicles.
j. The expected heights, velocity, duration, rate of rise and sediment transport of the floodwaters and the effects of wave action, if applicable, expected at the site; and
k. The costs of providing governmental services during and after flood conditions including maintenance and repair of public utilities and facilities such as sewer, gas, electrical, and water systems, and streets and bridges.

(6) Upon consideration of the factors listed above and the purposes of this article, the planning board of adjustment may attach such conditions to the granting of variances as it deems necessary to further the purpose of this article.

(7) Variances shall not be issued within any designated floodway if any increase in flood levels during the base flood discharge would result.

(8) Conditions for variances.

a. Variances shall only be issued upon a determination that the variance complies with the findings listed in G.S. 160D-705.
b. In addition to satisfying statutory findings, variances to flood protection shall only be issued upon providing sufficient material and competent evidence that demonstrates the following:

i. A showing of good and sufficient cause.

ii. ~~A determination that failure to grant the variance would result in exceptional hardship; and~~

iii. ~~A determination that the granting of a variance will not result in increased flood heights, additional threats to public safety, extraordinary public expense, create nuisance, cause fraud on or victimization of the public, or conflict with existing local laws or ordinances.~~

c. ~~Any applicant to whom a variance is granted shall be given written notification of the difference between the base flood elevation and the elevation to which the structure is to be built and a written statement that the cost of flood insurance will be commensurate with the increased risk resulting from the reduced lowest floor elevation. Such notification shall be maintained with a record of all variance actions.~~

d. ~~The local administrator shall maintain the records of all appeal actions and report any variances to the Federal Emergency Management Agency upon request.~~

Section 2: If any provisions of this Ordinance are for any reason held invalid or unconstitutional by any court of competent jurisdiction, such provision shall be deemed a separate, independent provision and such holding shall not affect the validity of any other provision thereof, and to that end, the provisions of this Ordinance are hereby declared to be severable.

Section 3: This Ordinance is adopted on this 20th day of Mayl, 2025 and shall become effective immediately upon adoption.

Section 4. This ordinance shall be deemed published as of the day of its adoption and approval by the Town Council and the Clerk of the Town of Woodfin is hereby authorized and ordered to file a copy of said ordinance in the Office of the Town Clerk.

Section 5. Except as modified herein, this ordinance shall be in full force and effect immediately on the date of its publication and filing thereof in the Office of the Clerk, and said ordinance shall be presumptive evidence in all courts and places of the ordinances and all provisions, sections, penalties and regulations therein contained and of the date of passage, and that the same is properly signed, attested recorded and approved and that any public hearings and notices thereof as required by law have been given.

Ayes _____
Nays _____

_____

Attest: James C. McAllister, Mayor

_____
Town Clerk

Sec. 54-213. Floodway District regulations

(a) *Statutory authorization, finding of fact, purpose, and objective.*

(1) *Finding of fact.*

a. The flood hazard areas of the town are subject to periodic inundation which potentially can result in loss of life, property, health and safety hazards, disruption of commerce and governmental services, extraordinary public expenditures for flood protection and relief, and impairment of the tax base, all of which adversely affect the public health, safety, and general welfare.

b. These flood losses are caused by the cumulative effect of obstructions in floodplains causing increases in flood heights and velocities, and by the occupancy in flood hazard areas by uses vulnerable to floods or hazardous to other properties which are inadequately elevated, floodproof or otherwise protected from flood damages.

(2) *Statement of purpose.* It is the purpose of this section to promote the public health, safety, and general welfare and to minimize public and private losses due to flood conditions in specific areas by provisions designed to:

a. Restrict or prohibit uses which are dangerous to health, safety, and property due to water or erosion in flood heights or velocities;

b. Require that uses vulnerable to floods, including facilities which serve such uses, be protected against flood damage at the time of initial construction;

c. Control the alteration of natural floodplains, stream channels, and natural protective barriers, which are involved in the accommodation of floodwaters;

d. Control filling, grading, dredging and other development which may increase erosion or flood damage; and

e. Prevent or regulate the construction of flood barriers which will unnaturally divert floodwaters or which may increase flood hazards to other lands.

(3) *Objectives.* The objectives of this section are:

a. To protect human life and health;

b. To minimize expenditure of public money for costly flood control projects;

c. To minimize the need for rescue and relief efforts associated with flooding and generally undertaken at the expense of the general public;

d. To minimize long business interruptions;

e. To minimize damage to public facilities and utilities such as water and gas mains, electric, telephone and sewer lines, and street and bridges located in floodplains;

f. To help maintain a stable tax base by providing the sound use and development of flood prone areas in such a manner as to minimize future flood blight areas; and

g. To ensure that potential home buyers are notified that property is in a flood area.

(b) *Definitions.* The following definitions are directly related to the flood management regulations and shall supplement the definitions listed in section 54-10. The following words, terms, and phrases, when used in this article, shall have the meanings ascribed to them in this section, except where the context clearly indicates a different meaning:

Addition (to an existing building) means any walled or roofed expansion to the perimeter of a building In which the addition is connected by a common load-bearing wall other than a firewall. Any walled and

roofed addition which is connected by a firewall or is separated by independent perimeter load-bearing walls in new construction.

Appeal means a request for a review of the local administrator's interpretation of any provision of article IX or a request for a variance.

Area of shallow flooding means a designated AO or VO Zone on a community's flood insurance rate map (FIRM) with base flood depths from one to three feet where a clearly defined channel does not exist, where the path of flooding is unpredictable and indeterminate, and where velocity flow may be evident.

Area of special flood hazard means the land in the floodplain within a community subject to a 15 percent or greater chance of being equaled or exceeded in any given year.

Base flood means the flood having a one percent chance of being equaled or exceeded in any given year.

Basement means the lowest level or story which has its floor below grade on all sides.

Breakaway wall means a wall that is not part of the structural support of the building and is Intended, through its design and construction, to collapse under specific lateral loading forces without causing damage to the elevated portion of the building or the supporting foundation system. A breakaway wall shall have a design safe loading resistance of not less than ten or no more than 20 pounds per square foot and requires an architecture professional engineer's certificate.

Building means any structure built for support shelter or enclosure for any occupancy or storage.

Development means any manmade change to improved or unimproved real estate, including, but not limited to, buildings or other structures, mining, dredging, filling, grading, paving, excavation, or drilling operations.

Elevated building means a non-basement building built to have the lowest floor elevated above the ground level by means of fill, solid foundation perimeter walls, pilings, columns (posts and piers), shear walls, or breakaway walls.

Existing manufactured home parks or *manufactured home subdivision* means a parcel (or contiguous parcels) of land divided into two or more manufactured home lots for rent or sale for which the construction of facilities for servicing the lot on which the manufactured home is to be affixed (including at a minimum, the installation of utilities, whether final site grading or the pouring of concrete pads, or the construction of streets) is completed before September 16, 1973.

Flood, 100-year recurring interval means a hypothetical flood anticipated to be reached or exceeded on the average of once during a 100-year period. For the purpose of this section, the 100-year recurring interval flood shall be as shown on the flood insurance rate maps.

Flood fringe areas means those areas outside the F-1 Floodway District that lie below the elevation of the 100-year recurring interval flood.

Flood hazard boundary map (FHBM) means an official map of a community, issued by the Federal Emergency Management Agency, where the boundaries of the areas of special flood hazard have been defined as Zone A.

Flood insurance rate map (FIRM) means the most recent adopted version of an official map of a community, on which the Federal Emergency Management Agency has delineated both the areas of special flood hazard and the risk premium zones applicable to the community.

Flood insurance study means the official report provided by the Federal Emergency Management Agency. The report contains flood profiles, as well as the flood boundary floodway map and the water surface elevation of the base flood.

Flood or flooding means a general and temporary condition of partial or complete inundation of normally dry land areas from:

(1) The overflow of inland or tidal waters;

(2) The unusual and rapid accumulation of runoff of surface waters from any source.

Flood profile means a graph showing the relationship of the floodwater surface elevation for a flood event of a specific recurrence interval to the streambed and other significant natural and manmade features along a stream.

Flood stage means the elevation of the floodwater surfaces above an officially established datum plane.

Floodway means the channel of a river that other watercourse and the adjacent land areas that must be reserved in order to discharge the base flood without cumulatively increasing the water surface elevation more than one foot.

Floor means the top surface of an enclosed area in a building (including basement), i.e., top of slab in concrete slab construction or top of wood flooring in wood frame construction. The term "floor" does not include the floor of a garage used solely for parking vehicles.

Functionally dependent facility means a facility which cannot be used for its intended purpose unless it is located or carried out in close proximity to water, such as a docking or port facility necessary for the loading and unloading of cargo or passengers, shipbuilding ship repair, or seafood processing facilities. The term "functionally dependent facility" does not include long-term storage, manufacture, sales, or service facilities.

Habitable floor means any floor useable for living purposes, which includes working, sleeping, eating, cooking or recreation, or a combination thereof. A floor used only for storage purposes in not a habitable floor.

Highest adjacent grade means the highest natural elevation of the ground surface, prior to construction, next to the proposed wall of the structure.

Levee means a manmade structure, usually an earthen embankment, designed and constructed in accordance with sound engineering practices to contain, control, or divert the flow of water so as to provide protection from temporary flooding.

Levee system means a flood protection system which consists of a levee and associated structures, such as closure and drainage devices, which are reconstructed and operated in accordance with sound and engineering practices.

Lowest floor means the lowest floor of the lowest enclosed area (including basement). An unfinished or floor resistant enclosure, unable solely for parking of vehicles, building access or storage in an area other than a basement area is not considered a building's lowest floor, provided that such enclosure is not built so as to render the structure in violation of the applicable non-elevation design requirements of this section.

Manufactured home means a structure, transportable in one or more sections, which is built on a permanent chassis and designed to be used with or without a permanent foundation when connected to the required utilities. The term "manufactured home" also includes park trailers, travel trailers, and similar transportable structures placed on a site for 180 consecutive days or longer and intended to be improved property.

Manufactured home park or subdivision means a parcel (or contiguous parcels) of land divided into two or more manufactured home lots for rent or sale.

Mean sea level means the average height of the sea for all stages of the tide. Mean sea level is used as a reference for establishing various elevations within the floodplain. For purposes of this section, the term "mean sea level" is synonymous with National Geodetic Vertical Datum (NGVD).

National Geodetic Vertical Datum (NGVD), as corrected in 1929, means a vertical control used as a reference for establishing varying elevations within the floodplain.

New construction means structures for which the start of construction commenced on or after September 16, 1973.

Remedy a violation means to bring the structure or other development into compliance with state or local floodplain management regulations, or, if this is not possible, to reduce the impacts of its noncompliance ways that impacts may be reduced, substantial improvements shall be constructed with materials and utility equipment resistant to flood damage.

Start of construction means substantial improvement, and means the date the building permit was issued, provided the actual start of construction, repair, reconstruction, or improvement was within 180 days of the permit date. The actual start means the first placement of permanent construction of a structure (including a manufactured home) on a site, such as the pouring of slabs or footings, installation of piles, construction of columns, or any work beyond the stage of excavation or the placement of a manufactured home on a foundation. Permanent construction does not include land preparation, such as clearing, grading, and filling; nor does it include the installation of street and/or walkways; nor does it include excavation for a basement, footings, piers or foundations or the erection of temporary forms; nor does it include the installation of the property of accessory buildings, such as garages or sheds not occupied as dwelling units or not part of the main structure.

Structure means a walled and roofed building that is principally above ground. A manufactured home, a gas or liquid storage tank, or other manmade facilities or infrastructures.

Substantial improvement means:

(1) Any repair, reconstruction, or improvement of a structure, the cost of which equals or exceeds 50 percent of the market value of the structure, either:

a. Before the improvement or repair is started; or

b. If the structure has been damaged and is being restored before the damage occurred.

(2) For the purposes of this definition, the term "substantial improvement" is considered to occur when the first alteration of any wall, ceiling, floor, or other structural part of the building commences, whether or not that alteration affects the external dimensions of the structure. The term "substantial improvement" does not, however, include either:

a. Any project for improvement of a structure to comply with existing state and local health, sanitary, or safety code specifications which are solely necessary to ensure safe living conditions; or

b. Any alterations of a structure listed on the National Register of Historic Places or a state inventory of historic places.

(3) The term "substantial improvement" shall be cumulative for the life of the structure.

Variance means a grant of relief to a person from the requirements of this article which permits construction in a manner otherwise prohibited by this article where specific enforcement would result in unnecessary hardship.

Violation means the failure of a structure or other development to be fully compliant with the community's floodplain management regulations. A structure or other development without the elevation certificate, other certifications, or other evidence of compliance required in sections 54-4 and 54-119 through 54-122 is presumed to be in violation until such time as that documentation is provided.

(c) *General provisions.*

(1) *Lands to which this article applies.* This article shall apply to all areas of special flood hazard within the jurisdiction of the town.

(2) *Basis for establishing the areas of special hazard.* The areas of special flood hazard identified by the Federal Insurance Administration in its flood hazard boundary map (FHBM) 370380 1 and 2, dated February 1, 1980, and any revisions thereto are adopted by reference and declared part of this article.

(3) *Establishment of development permit.* A development permit shall be required in conformance with the provisions of this article prior to the commencement of any development activities.

(4) *Compliance.* No structure or land shall hereafter be located, or extended, converted, or structurally altered without full compliance with the terms of this article and other applicable regulations.

(5) *Abrogation and greater restrictions.* This article is not intended to repeal, abrogate, or impair any existing easements, covenants, or deeds restrictions. However, where this article and another law conflict or overlay, whichever imposes a more stringent restriction shall prevail.

(6) *Interpretation.* In the interpretation and application of this article, all provisions shall be:

a. Considered as minimum requirements.

b. Liberally construed in favor of the board of alderman; and

c. Deemed neither to limit nor repeal any other powers granted under state statutes.

(7) *Warning and disclaimer of liability.* The degree of flood protection required by this article is considered reasonable for regulatory purposes and is based on scientific and engineering considerations. Larger floods can and will occur on rare occasions. Flood heights may be increased by manmade or natural causes. This article does not imply that land outside the areas of special flood hazard or uses permitted within such areas will be free from flooding or flood damages. This article shall not create liability on the part of the town or by any officer or employee thereof for any flood damages that result from reliance on this article, or any administrative decision lawfully made thereunder.

(d) *Administration.*

(1) *Designation of local administrator.* The zoning administrator is hereby appointed to administer and implement the provisions of this article.

(2) *Permit procedures.* Application for a development permit shall be made to the local administrators on forms furnished by him prior to any development activities, and may include, but not be limited to, the following plans in duplicate drawn to scale showing the nature, location, dimensions, and elevations of the area in question; existing or proposed structures, fill, storage of materials, drainage facilities, and the location of the foregoing. Specifically, the following information is required:

a. Elevation in relation to mean sea level of the proposed lowest floor (including basement) of all structures.

b. Elevation in relation to mean sea level to which any nonresidential structure will be floodproof.

c. A certificate from a registered professional engineer or architect that the nonresidential floodproof structure meets the floodproofing criteria in this article.

d. Description of the extent to which any watercourse will be altered or relocated as a result of proposed development; and

e. A floor elevation or floodproofing certification after the lowest floor is completed, or floodproofing by whatever construction means, or upon placement of the horizontal structural members of the lowest floor, whichever is applicable, it shall be the duty of the permit holder to submit to the local administrator certification of the elevation of the lowest floor, floodproof elevation, or the elevation of the bottom of the horizontal structural members of the lowest floor, whichever is applicable, as built, in relation to mean sea level. The certification shall be prepared by or under the direct supervision of a registered land surveyor or professional engineer and certified by same. When floodproofing is utilized for a particular building, the certification shall be prepared by or under the direct supervision of a professional engineer or

architect and certified by same. Any work done within the 21-day calendar period and prior to submission of the certification shall be at the permit holder's risk. The local administrator shall review the holder's risk. The local administrator shall review the floor elevation survey data submitted. Deficiencies detected by such review shall be corrected by the permit holder immediately and prior to further progressive work being permitted to proceed. Failure to submit the survey or failure to make the corrections required hereby, shall be caused to issue a stop work order for the project.

(e) *Local administrator.* Duties of the zoning administrator shall include, but not be limited to:

(1) Review of all development permits to ensure that the permit requirements of this article have been satisfied.

(2) Advise permittee that additional federal or state permits may be required, and if specific federal or state permits are known, require that copies of such permits be provided and maintained on file with the development permit.

(3) Notify adjacent communities and the state department of crime control and public safety, division of emergency management, state coordinator for the National Flood Insurance Program prior to any alteration or relocation of a watercourse and submit evidence of such notification to the Federal Emergency Management Agency.

(4) Ensure that maintenance is provided within the altered or relocated portion of the watercourse so that the flood carrying capacity is not diminished.

(5) Prevent encroachments within flood fringes unless the certification and flood hazard reduction provisions of chapter 14 are met.

(6) Verify and record the actual elevation (in relation to mean sea level) of the lowest floor (including basement) of all new or substantially improved structures, in accordance with section 54-216(b).

(7) With assistance from the county building inspector verify and record the actual elevation (in relation to mean sea level) to which the new or substantially improved structures have been floodproofed, in accordance with section 54-216(b).

(8) When floodproofing is utilized for a particular structure, the local administrator shall obtain certifications from a registered professional engineer or architect in accordance with section 54-216(b).

(9) Where interpretation is needed as to the exact location of boundaries of the areas of special flood hazard (for example, where there appears to be a conflict between a mapped boundary and actual field conditions the local administrator shall make the necessary interpretation). The person contesting the location of the boundary shall be given a reasonable opportunity to appeal the interpretation as provided in this article.

(10) When base flood elevation data has not been provided in accordance with section 54-216 then the local administrator shall obtain, review and reasonably utilize any base flood elevation data available from a federal, state, or other source, including data, floodway data and preliminary map developed in order to administer the provisions of this article.

(11) All records pertaining to the provisions of this article shall be maintained in the office of the local administrator and shall be open for public inspection.

(f) *Variance procedures.*

(1) The planning board of adjustment, as established by the town, shall hear and decide appeals and requests for variances from the requirements of this article.

(2) The planning board of adjustment shall hear and decide appeals when it is alleged there is an error in any requirement, decision, or determination made by the local administrator in the enforcement or administration of this article.

(3) Any person aggrieved by the decision of the planning board of adjustment, or any taxpayer may appeal such decision to superior court, as provided in G.S. ch. 7A.

(4) Variances may be issued for the reconstruction, rehabilitation or restoration of structures listed on the National Register of Historic Places or the state inventory of historic places without regard to the procedures set forth in the remainder of this section.

(5) In passing upon such applications, the planning board of adjustment shall consider all technical evaluations, all relevant factors, all standards specified in other sections of this article, and:

a. The danger that materials may be swept onto other lands to the injury of others.

b. The danger to life and property due to flooding or erosion damage.

c. The susceptibility of the proposed facility and its contents to flood damage and the effect of such damage on the individual owner.

d. The importance of the services provided by the proposed facility to the community.

e. The necessity to the facility of a waterfront location, where applicable.

f. The availability of alternative locations, not subject to flooding or erosion damage for the proposed use.

g. The compatibility of the proposed use with existing and anticipated development.

h. The relationship of the proposed use to comprehensive plan and floodplain management program for that area.

i. The safety of access to the property in times of flood for ordinary and emergency vehicles.

j. The expected heights, velocity, duration, rate of rise and sediment transport of the floodwaters and the effects of wave action, if applicable, expected at the site; and

k. The costs of providing governmental services during and after flood conditions including maintenance and repair of public utilities and facilities such as sewer, gas, electrical, and water systems, and streets and bridges.

(6) Upon consideration of the factors listed above and the purposes of this article, the planning board of adjustment may attach such conditions to the granting of variances as it deems necessary to further the purpose of this article.

(7) Variances shall not be issued within any designated floodway if any increase in flood levels during the base flood discharge would result.

(8) Conditions for variances.

a. Variances shall only be issued upon a determination that the variance complies with the findings listed in G.S. 160D-705.

b. In addition to satisfying statutory findings, variances to flood protection shall only be issued upon providing sufficient material and competent evidence that demonstrates the following:

i. A showing of good and sufficient cause.

ii. A determination that failure to grant the variance would result in exceptional hardship; and

iii. A determination that the granting of a variance will not result in increased flood heights, additional threats to public safety, extraordinary public expense, create nuisance, cause fraud on or victimization of the public, or conflict with existing local laws or ordinances.

c. Any applicant to whom a variance is granted shall be given written notification of the difference between the base flood elevation and the elevation to which the structure is to be built and a written statement that the cost of flood insurance will be commensurate with the increased risk

~~resulting from the reduced lowest floor elevation. Such notification shall be maintained with a record of all variance actions.~~

~~d. The local administrator shall maintain the records of all appeal actions and report any variances to the Federal Emergency Management Agency upon request.~~

RECOMMENDATION FROM
TOWN OF WOODFIN PLANNING BOARD
OF ADJUSTMENT TO
WOODFIN TOWN COUNCIL

Having reviewed the **Floodway District Amendment** of the Woodfin Code of Ordinances for amendments to the Zoning (Ch. 54) Ordinance on **May 6, 2025**, and having considered information from planning staff of the Town of Woodfin and comments from the other persons, pursuant to 160D-604(d), the Town of Woodfin Planning Board of Adjustment hereby adopts the following motion, effective May 6 2025:

The Town of Woodfin Planning Board of Adjustment recommends approval of the proposed text amendment and finds that it is reasonable, in the public interest, and consistent with the Woodfin Together Comprehensive Plan in that the proposed rezoning will:

1. Supports local small businesses and ensure an adequate supply of appropriately located and sized spaces for industries. (3.2.5)
2. Makes government decision-making accessible and transparent to all residents while updating development standards to minimize risk from new development. (4.4.3, 5.4.2)

Vote:

Ayes/No

This document is a true and accurate statement of the findings and recommendations of the Woodfin Planning Board of Adjustment.

_____ _____

Chair Date