

TA 21-12 – TIA Ordinance Modification

PART 1: DESCRIPTION

TA21-12 is a request by the Huntersville Engineering Department to amend the requirements of Article 14 of the Huntersville Zoning Ordinance to modify the Traffic Impact Analysis (TIA) requirements for the Town.

PART 2: BACKGROUND

On June 21, 2021 and August 2, 2021, the Town Board was presented information on the Town's TIA Ordinance performance over the past several years. Based on direction received from the Town Board at the August 2, 2021 Town Board Meeting, two options for modification to Article 14 of the Zoning Ordinance were prepared.

One option (Option 1) is to raise the threshold to require a Town TIA from 100 peak hour or 1,000 daily trips to 150 peak hour or 1,500 daily trips. Additionally, as presented, language was added to provide the Town Engineer the ability to waive a Town TIA if a TIA for the development was being required by the North Carolina Department of Transportation (NCDOT). Additional changes are also proposed to raise the thresholds on intersections to be studied when a TIA is required from 30 site trips on an intersection approach or 50 site trips at an intersection to 40 site trips on an intersection approach or 70 site trips at an intersection.

A second option (Option 2) is to repeal Article 14 of the Town Zoning Ordinance in its entirety.

The draft Ordinance language for Options 1 and 2 are attached. Language to be removed is indicated with a strike through and new language is underlined.

PART 4: STAFF RECOMMENDATION

Engineering staff recommends Option 1 to raise the threshold to require a TIA, provide the Town Engineer the option to waive a TIA if NCDOT requires a TIA, and to raise the threshold for required study at intersections.

PART 5: HUNTERSVILLE ORDINANCE ADVISORY BOARD

The Huntersville Ordinances Advisory Board (HOAB) reviewed the proposed text on September 2nd, 2021. After discussion, the HOAB recommended approval (6 for, 3 against) of raising the study threshold to 150 peak hour trips/1500 daily trips and provide the Town Engineer the ability to waive a Town required TIA if NCDOT required one. The HOAB recommendation did not include the portion of the option to increase the thresholds for intersections to be studied.

PART 6: PUBLIC HEARING

The Public Hearing is scheduled for October 4, 2021.

PART 7: PLANNING BOARD RECOMMENDATION

The Planning Board is scheduled to consider this text amendment on October 26, 2021.

PART 8: ATTACHMENTS AND ENCLOSURES

- Draft Language Ordinance

AN ORDINANCE TO AMEND ARTICLE 14 OF THE ZONING ORDINANCE TO MODIFY THE THRESHOLD TO REQUIRE A TIA, THE THRESHOLD TO REQUIRE AN INTERSECTION TO BE STUDIED, AND OTHER VARIOUS CLARIFICATIONS

Section 1. Be it ordained by the Board of Commissioners of the Town of Huntersville that Article 14.2.1(a) of the **Zoning Ordinance** is hereby amended as follows:

- a) A TIA is required for any development or portion thereof, which is expected to create one hundred **fifty** (~~100~~ **150**) or more peak hour vehicle trips or one thousand **five hundred** (~~1,000~~ **1,500**) or more daily vehicle trips except as provided in subsections (c) through (f) below or when road improvements are excluded by North Carolina State Law. Daily trips are those occurring on peak days on the roadway adjacent to the proposed development, based on the current edition of the ITE (Institute of Transportation Engineers) Trip Generation Manual, with the exception of public and private schools which will be based on the **North Carolina Department of Transportation's** (NCDOT's) most recent MSTC School Traffic Calculator. Alternative trip generation rates/equations for non-standard uses may be utilized subject to Town Engineering staff approval. **The Town Engineer may waive the TIA requirement set forth herein when a TIA is required by NCDOT and completed pursuant to NCDOT standards.**

Section 2. Be it ordained by the Board of Commissioners of the Town of Huntersville that Article 14.2.1(d) of the **Zoning Ordinance** is hereby amended as follows:

- d) Where a development is expected to generate less than one hundred **fifty** (~~100~~ **150**) peak hour trips, but is anticipated to adversely impact intersections within the Town, a TIA may be required as determined by the Town Engineer.

Section 3. Be it ordained by the Board of Commissioners of the Town of Huntersville that Article 14.2.3 of the **Zoning Ordinance** is hereby amended as follows:

Once the Town has made a Determination of Need for a TIA, the applicant may proceed with the TIA **scoping**. **Once the TIA scoping is complete, the applicant may proceed with the TIA report**, in accordance with the terms of the most recent version of the *Town of Huntersville TIA Process and Procedures Manual*, as approved by the Town Engineer and all applicable Zoning Ordinance and Subdivision Ordinance requirements. The draft TIA shall be submitted to Town staff 30 days prior to either the Town Board Public Hearing (for rezoning cases) or the Planning Board Meeting (subdivisions). Resubmittals of TIAs ~~are to be received~~ **shall be submitted** a minimum of 20 business days prior to the scheduled Town Board final action. The final sealed TIA shall be completed and accepted by Town staff prior to final action by the Town Board or permit issuing authority.

Section 4. Be it ordained by the Board of Commissioners of the Town of Huntersville that Article 14.3 of the **Zoning Ordinance** is hereby amended as follows:

The impact study area designates the intersections for a TIA study where potential increases in traffic from the development may cause degradation of levels of service. Where traffic from the proposed development is anticipated to increase a signalized or major unsignalized intersection single approach by ~~30~~ **40** vehicles in a peak hour or increase the total of all approaches by ~~50~~ **70** vehicles in a peak hour, the intersection shall be studied in the TIA. Should an intersection be considered at its ultimate buildout laneage or configuration or within the delivery portion of the current NCDOT State Transportation Investment Program (STIP) prior to final action taken by the Town Board, the Town Engineer may waive the requirement to include the intersection for study in the TIA.

Section 5. Be it ordained by the Board of Commissioners of the Town of Huntersville that Article 14.4.2 of the **Zoning Ordinance** is hereby amended as follows:

Infrastructure shall be considered sufficient if the ICU percentage is at or below those established in Section 14.4.1 or when, as a result of proposed development, an increase in the ICU percentage is three (3) percent or less.

Where an ICU percentage is above those established in Section 14.4.1 or, as a result of proposed development, becomes greater than the adopted standard and ~~AND~~ has increased by more than 3 percent; a development application may be approved if the applicant proposes measures that fully mitigate the transportation impacts of the proposed development.

Proposed mitigation shall fully reduce the ICU percentage of the impacted intersection to either the adopted standard in Section 14.4.1 or to within 3 percent of the no-build ICU percentage.

Proposed mitigation measures ~~required~~ to meet the ICU percentage standards of Article 14.4.1 may be modified, subject to Town Board approval, in order to substantially achieve the intent of this ordinance with input provided by the Town Engineer.

A modification to the proposed mitigation, which may be considered by the Town Board as meeting the intent of the ordinance, is where proposed mitigation at an impacted intersection provides measurable and beneficial surplus capacity (above and beyond ~~that required to meet the minimum~~ **ICU percentage standards requirements**) such that the surplus capacity may be counted toward credit in the mitigation of other impacted intersections. The method of measurement considered in determining the acceptability of such modifications will be the net effect on the cumulative ICU percentage totals.

Proposed mitigation may also include the provision of funding for transportation improvements on planned or funded Town or NCDOT projects previously adopted such that the improvements can be advanced to mitigate the impacts of the proposed development. This funding mitigation may be accepted by the Town Board only where it is shown that such mitigation is a reasonable substitute for actual construction based on the ICU percentage totals and anticipated construction schedules of the projects. Proposed mitigation shall be included as a condition of approval.

Transportation improvements provided through mitigation, pursuant to this Article, shall be completed and available within three (3) years of the approval of the development proposal, unless expressly provided otherwise by the Town Board or other applicable Town permitting authority. Any improvements not completed prior to the issuance of a Certificate of Occupancy, shall be secured by a performance guarantee at 115 percent of the cost **to complete** ~~of~~ the remaining ~~required~~ improvement(s), as reviewed and approved by the Town Engineer. All necessary right-of-way for the ~~required~~ transportation improvements shall be acquired prior to the issuance of a Certificate of Occupancy, **whenever practicable**.

Mitigation measures shall be consistent with the Standards found within the Town of Huntersville TIA Process and Procedures Manual and the Town Engineering Standards and Procedures Manual.

Section 6. Be it ordained by the Board of Commissioners of the Town of Huntersville that Article 14.5.3b) of the **Zoning Ordinance** is hereby amended as follows:

Roadway and intersection improvements funded by the Town in the current year Capital Improvement Plan, NCDOT, or other party, scheduled to be completed ~~and available within three (3) years of the approval of the development proposal~~ or within the delivery portion of the current NCDOT State Transportation Investment Program (STIP) and which

either have or are reasonably certain to have all necessary governmental approvals and funding such that these timeframes can be met.

Section 7. That this ordinance shall become effective upon approval by the Huntersville Town Board.

HUNTERSVILLE ORDINANCE ADVISORY BOARD: September 2, 2021

PUBLIC HEARING DATE: October 4, 2021

PLANNING BOARD MEETING: October 26, 2021

TOWN BOARD DECISION: November 1, 2021

ARTICLE 14: TRAFFIC IMPACT ANALYSIS

14.1 Overview

To lessen congestion in the streets and to facilitate the efficient and adequate provision of transportation and other public services pursuant to N.C.G.S § 160D-701, proposed development plans shall be subject to a determination of the sufficiency of infrastructure as defined by predetermined levels of service in accordance with this Article.

When a Traffic Impact Analysis (TIA) is required to determine the sufficiency of infrastructure pursuant to Section 14.2, the TIA will be prepared by a qualified traffic engineering consultant retained by the applicant or petitioner and reviewed and approved by the Town.

Infrastructure shall be considered sufficient where it is demonstrated to have available capacity to accommodate the demand generated by the proposed development, as well as other approved developments and the Comprehensive Transportation Plan.

Pursuant to subsection 14.4.2, when infrastructure is determined to have insufficient capacity to accommodate the demand generated by the proposed development, the applicant or petitioner may propose to mitigate the impact of the development by constructing, or providing sufficient funding for the construction of, infrastructure or facilities necessary to provide sufficient capacity to accommodate the development. The commitment to construct or fund the construction of infrastructure or facilities shall be included as a condition of development.

14.2 Applicability

14.2.1 Generally.

- a) A TIA is required for any development or portion thereof, which is expected to create one hundred fifty (150~~00~~) or more peak hour vehicle trips or one thousand five hundred (1,500~~000~~) or more daily vehicle trips except as provided in subsections (c) through (f) below or when road improvements are excluded by North Carolina State Law. Daily trips are those occurring on peak days on the roadway adjacent to the proposed development, based on the current edition of the ITE (Institute of Transportation Engineers) Trip Generation Manual, with the exception of public and private schools which will be based on the North Carolina Department of Transportation's (NCDOT's) most recent MSTA School Traffic Calculator. Alternative trip generation rates/equations for non-standard uses may be utilized subject to Town Engineering staff approval. The Town Engineer may waive the TIA requirement set forth herein when a TIA is required by NCDOT and completed pursuant to NCDOT standards.
- b) The determination of the number of trips generated also shall take into account pass-by trips, internal trip capture for integrated mixed-use projects (e.g., roadway and/or pedestrian connectivity) and any proposed transportation demand management system where adequate warranties are provided by the applicant to the Town, which ensure the proposed demand management system will function as proposed for the life of the project. In addition, if the proposed development is designed and integrated with an adjacent mixed-use project, a credit for trips may be permitted.
- c) For redevelopment projects, including changes of use, trip generation thresholds shall be defined as the number of net new trips anticipated to be generated by the proposed development over and above the number of trips generated by the current use of the site.
- d) Where a development is expected to generate less than one hundred fifty (150~~00~~) peak hour trips, but is anticipated to adversely impact intersections within the Town, a TIA may be required as determined by the Town Engineer.

- e) No TIA shall be required for special events, which either are temporary in nature, consistent with the Town Zoning Ordinance, or which generate trips that meet or exceed the thresholds set forth in (a), but which do not occur during the peak hours of the roadways adjacent to the proposed development.
- f) A “Determination of Need” for a TIA shall be made by the Town in accordance with the trip generation standards set forth in subsection 14.2.1. (See the *Town of Huntersville TIA Process and Procedures Manual* for additional information.).
- g) Nothing herein shall prohibit the Town from determining the sufficiency of infrastructure as defined by the predetermined levels of service in accordance with this Article, regardless of whether the thresholds set forth above for requiring a TIA have been met.
- h) The provisions of this Article shall not be interpreted or deemed to affect any rights that have vested prior to the effective date of this Article, nor shall any provision of this Article be applied to a specific property or applicant in a manner that would result in a taking of property.
- i) The provisions of this Article shall not apply to any development proposal that was part of a conditional zoning plan or subdivision plan submitted prior to the effective date of this Article.

14.2.2 Consecutive or Sequential Applications.

Proposed developments may not be phased or subdivided in piecemeal fashion to avoid application of this Article. Two or more developments represented to be separate developments shall be aggregated and treated as a single development under this Article if the Administrator determines them to be part of a unified plan of development and physically proximate to one another, based on the following factors:

- a) There is unified ownership, indicated by the fact that:
 - 1) The same person has retained or shared control of the developments;
 - 2) The same person has ownership or a significant legal or equitable interest in the developments; or
 - 3) There is common management of the developments controlling the form of physical development or disposition of parcels of the development.
- b) There is a reasonable closeness in time between the completion of eighty (80) percent or less of one development and the submission to the Town of a development proposal for a subsequent development that is indicative of a common development effort.
- c) The voluntary sharing of infrastructure that is indicative of a common development effort or is designated specifically to accommodate the developments.
- d) There is a common advertising scheme or promotional plan in effect for the developments.
- e) Any information provided by the applicant that the project is not being phased or subdivided to avoid the requirements of this Article.

14.2.3 TIA Submission and Completion Requirement

Once the Town has made a Determination of Need for a TIA, the applicant may proceed with the TIA scoping. Once the TIA scoping is complete, the applicant may proceed with the TIA study report, in accordance with the terms of the most recent version of the *Town of Huntersville TIA Process and Procedures Manual*, as approved by the Town Engineer and all applicable Zoning Ordinance and Subdivision Ordinance requirements. The draft TIA shall be submitted to Town staff 30 days prior to either the Town Board Public Hearing (for rezoning cases) or the Planning Board Meeting (subdivisions). Resubmittals of TIAs ~~are to be received~~ shall be submitted a minimum of 20 business days prior to the scheduled Town Board final action. The final sealed TIA shall be completed and accepted by Town staff prior to final action by the Town Board or permit issuing authority.

14.3 Impact Study Area

The impact study area designates the intersections for a TIA study where potential increases in traffic from the development may cause degradation of levels of service. Where traffic from the proposed development is anticipated to increase a signalized or major unsignalized intersection single approach by ~~30-40~~ vehicles in a peak hour or increase the total of all approaches by ~~50-70~~ vehicles in a peak hour, the intersection shall be studied in the TIA. Should an intersection be considered at its ultimate buildout laneage or configuration or within the delivery portion of the current NCDOT State Transportation Investment Program (STIP) prior to final action taken by the Town Board, the Town Engineer may waive the requirement to include the intersection for study in the TIA.

14.4 Intersection Capacity Utilization Percentage Standards; Mitigation; Compliance; Excess Capacity

14.4.1 Intersection Capacity Utilization Percentage Standards

The following Intersection Capacity Utilization (ICU) percentage standards, measured using the most recent methodology, shall be used when determining the adequacy of intersections within the applicable impact area:

| Zoning District | Adopted ICU Percentage* |
|------------------------|-------------------------|
| Rural and TR Districts | 73.0 (LOS C) |
| Town Center and TOD | 91.0 (LOS E) |
| All other Districts | 82.0 (LOS D) |

**ICU percentage relates to the relative capacity of an intersection to accommodate vehicular traffic where a value of 100 percent means that the intersection is at capacity and likely experiences congestion periods of 60 minutes.*

Where an intersection is located within more than one zoning district, the less restrictive ICU percentage shall apply to the entire intersection for purposes of complying with this Article.

14.4.2 Mitigation

Infrastructure shall be considered sufficient if the ICU percentage is at or below those established in Section 14.4.1 or when, as a result of proposed development, an increase in the ICU percentage is three (3) percent or less.

Where an ICU percentage is above those established in Section 14.4.1 or, as a result of proposed development, becomes greater than the adopted standard ~~and~~AND has increased by more than 3 percent; a development application may be approved if the applicant proposes measures that fully mitigate the transportation impacts of the proposed development.

Proposed mitigation shall fully reduce the ICU percentage of the impacted intersection to either the adopted standard in Section 14.4.1 or to within 3 percent of the no-build ICU percentage.

Proposed mitigation measures ~~required~~ to meet the ICU percentage standards of Article 14.4.1 may be modified, subject to Town Board approval, in order to substantially achieve the intent of this ordinance with input provided by the Town Engineer.

A modification to the proposed mitigation, which may be considered by the Town Board as meeting the intent of the ordinance, is where proposed mitigation at an impacted intersection provides measurable and beneficial surplus capacity (above and beyond ~~that required to meet the minimum ICU percentage standards requirements~~) such that the surplus capacity may be counted toward credit in the mitigation of other impacted intersections. The method of measurement considered in determining the acceptability of such modifications will be the net effect on the cumulative ICU percentage totals.

Proposed mitigation may also include the provision of funding for transportation improvements on planned or funded Town or NCDOT projects previously adopted such that the improvements can be advanced to mitigate the impacts of the proposed development. This funding mitigation may be accepted by the Town Board only where it is shown that such mitigation is a reasonable substitute for actual construction based on the ICU percentage totals and anticipated construction schedules of the projects. Proposed mitigation shall be included as a condition of approval.

Transportation improvements provided through mitigation, pursuant to this Article, shall be completed and available within three (3) years of the approval of the development proposal, unless expressly provided otherwise by the Town Board or other applicable Town permitting authority. Any improvements not completed prior to the issuance of a Certificate of Occupancy, shall be secured by a performance guarantee at 115 percent of the cost ~~to complete~~ of the remaining ~~required~~ improvement(s), as reviewed and approved by the Town Engineer. All necessary right-of-ways for the ~~required~~ transportation improvements shall be acquired prior to the issuance of a Certificate of Occupancy, whenever practicable.

Mitigation measures shall be consistent with the Standards found within the Town of Huntersville TIA Process and Procedures Manual and the Town Engineering Standards and Procedures Manual.

14.4.3 Compliance

- a) If the ICU percentage for an impacted intersection is greater than the adopted ICU percentage identified in Section 14.4.1 or, as a result of the proposed development, is anticipated to be greater than the adopted ICU percentage in Section 14.4.1, no application or petition subject to the requirements of this Article shall be approved unless the applicant or petitioner proposes sufficient mitigation of the impact of the proposed development. This determination shall be based on methodology identified in section 14.4.2
- b) In the alternative to mitigation, the developer may elect to phase the project, reduce its intensity, or delay the project until the ICU percentage standards have been met as a result of a constructed transportation improvement by the Town, NCDOT or other party.

14.5 Contents of TIA

14.5.1 General.

TIAs shall generally follow the guidelines set forth by the ITE’s publication entitled *Transportation Impact Analysis for Site Development* and be consistent with the *Town of Huntersville TIA Process and Procedures Manual*, or guidelines as required by the Town Engineer, and may include, but are not limited to, the following:

- a) traffic analysis information related to trip generation, peak hour impacts, and other factors evaluated to determine compliance with applicable ICU percentage standards for intersections within the impact area;
- b) site location map and site layout;
- c) existing and proposed land uses;
- d) timing and phasing of the proposed development, by month and/or year;
- e) a narrative describing the project, including any special transportation-related impacts or considerations; and
- f) other information determined by the Town’s Traffic Engineer to be necessary in order to determine whether the proposed project complies with the requirements of this Article and the requirements of the ITE guidelines for the preparation of transportation impact analysis for site development.

14.5.2 Demand Measures. TIAs shall take into account the following demand factors:

- a) Existing traffic volumes;
- b) Background traffic, including, historical growth traffic and projected trips associated with approved, but unbuilt development(s); and
- c) The trips to be generated by the proposed development.

14.5.3 Capacity Measures. TIAs shall take into account the following existing or anticipated capacity measures:

- a) Existing road segments and intersections;
- b) –Roadway and intersection improvements funded by the Town in the current year Capital Improvement Plan, NCDOT, or other party, scheduled to be completed ~~and available within three (3) years of the approval of the development proposal,~~ or within the delivery portion of the current NCDOT State Transportation Investment Program (STIP) and which either have or are reasonably certain to have all necessary governmental approvals and funding such that these timeframes can be met.

14.5.4 Description-

TIAs shall describe what, if any, transportation facility improvements within the impact area are needed in order for the proposed development to comply with Section 14.4 of this Article. A TIA that does not identify the transportation facility improvements within the impact area to comply with Section 14.4 will be returned to the applicant or petitioner as incomplete.

14.6 Intergovernmental Coordination

While the Town coordinates with NCDOT and other appropriate governmental agencies on development proposals, it is the responsibility of the applicant or petitioner to contact NCDOT to discuss access and traffic impact issues on state roads.

14.7 Appeals and Variances

An applicant may seek a variance from the terms of this Article or appeal a determination by the Zoning Administrator or other administrative official-, made pursuant to the terms of this Article, to the Board of Adjustment, as provided in Article 11.3 of the Zoning Ordinance.

AN ORDINANCE TO AMEND SECTION 6 OF THE HUNTERSVILLE SUBDIVISION ORDINANCE

BE IT ORDAINED by the Board of Commissioners of the Town of Huntersville, North Carolina, that Section 6 of the Subdivision Ordinance is hereby amended as follows:

Section 1. Section 6.200(19) shall be amended to read as follows:

19. Impact of Development on Public Facilities

When reviewing certain subdivisions, the town shall consider the impacts the proposed development will have on public facilities in light of the requirements of Section 6.300(13) and Article 14 of the Town Zoning Ordinance, as applicable. The developer shall demonstrate the proposed subdivision does not adversely affect the health, safety and welfare of the community, and where applicable, the developer may provide mitigation measures to minimize adverse impacts. Examples of mitigation measures include altering development layout and plans, providing improvements at nearby intersections to address impacts of that development (not existing deficiencies), and providing street connections to adjoining property for safe and efficient movement of traffic, as further provided in Section 6.300(13) and Article 14 of the Zoning Ordinance.

Section 2. Section 6.300(13) shall be amended to read as follows:

13. ~~Traffic Impact Assessments;~~ Physical Analysis.

~~1. a Traffic Impact Assessment for certain subdivisions, as required by Article 14 of the Town Zoning Ordinance, which is hereby incorporated by this reference.~~

~~2.1.~~ for developments of twenty (20) or more residential units or equivalent traffic generation a Physical Analysis (type of units expected including number of bedrooms, projected values, size and timing of phases, etc.).

Section 3. Section 6.850 shall be amended to read as follows:

~~6.850 TRAFFIC IMPACT ASSESSMENTS~~

~~Where required, Traffic Impact Assessment shall be provided by the applicant, in accordance with Article 14 of the Town Zoning Ordinance, which are incorporated by this reference.~~

Section 4. That this ordinance shall become effective upon approval by the Huntersville Town Board.

HUNTERSVILLE ORDINANCE ADVISORY BOARD: September 2, 2021

PUBLIC HEARING DATE: October 4, 2021

PLANNING BOARD MEETING: October 26, 2021

TOWN BOARD DECISION: November 1, 2021

AN ORDINANCE REPEALING ARTICLE 14 OF THE ZONING ORDINANCE AND AMENDING ARTICLES 9 AND 11 OF THE HUNTERSVILLE ZONING ORDINANCE

BE IT ORDAINED by the Board of Commissioners of the Town of Huntersville, North Carolina, that Article 14 of the Huntersville Zoning Ordinance is repealed, and Articles 9 and 11 of the Huntersville Zoning Ordinance is amended as follows:

Section 1. Article 14 of the Zoning Ordinance entitled "Traffic Impact Analysis (TIA)" is repealed in its entirety.

Section 2. Be it ordained by the Board of Commissioners of the Town of Huntersville that Article 9.23b of the **Zoning Ordinance** is hereby amended as follows:

~~b. That the proposed or existing use will be in compliance with the rules and regulations as established by Traffic Impact Analysis (TIA) Article 14.~~

Section 3. Be it ordained by the Board of Commissioners of the Town of Huntersville that Article 11.6.1b4) of the **Zoning Ordinance** is hereby amended as follows:

~~4) if required under Article 14, no Traffic Impact Assessment has been approved by the Town.~~

Section 4. Be it ordained by the Board of Commissioners of the Town of Huntersville that Article 11.6.2a) of the **Zoning Ordinance** is hereby amended as follows:

a) Site plans shall be required from applicants prior to issuance of any Permit (building, zoning, special use permit, variance) if deemed necessary by the Zoning Administrator to determine zoning compliance. ~~If required by Article 14, a Traffic Impact Assessment shall be submitted with the residential or nonresidential site plan.~~

Section 5. That this ordinance shall become effective upon approval by the Huntersville Town Board.

HUNTERSVILLE ORDINANCE ADVISORY BOARD: September 2, 2021

PUBLIC HEARING DATE: October 4, 2021

PLANNING BOARD MEETING: October 26, 2021

TOWN BOARD DECISION: November 1, 2021