



TOWN OF WAYNESVILLE

Planning Board

9 South Main Street
Suite 110
Waynesville, NC 28786
Phone (828) 456-8647 • Fax (828) 452-1492
www.waynesvillenc.gov

Ginger Hain (Chair)
Travis Collins (Vice Chair)
John Baus
Michael Blackburn
Tommy Thomas
John Mason
Alex McKay
Tommy Rose
Kathy Lalonde

Interim Development
Services Director
Olga Grooman

Regular Meeting of the Planning Board

Town Hall, 9 South Main Street, Waynesville, NC 28786
Monday, September 21, 2026, 5:30 p.m.

A. CALL TO ORDER

1. Welcome/Calendar/Announcements
 - Next regular Planning Board meeting: October 19, 2026
 - Potential Planning Board-initiated text amendments: Ginger Hain, Chair
2. Approval of Minutes as presented (or as amended)
 - July 20, 2026, Regular Meeting

B. BUSINESS

1. Election of Chair/Vice Chair.
2. **Legislative Hearing:** Text amendments to Stormwater Ordinance (LDS 12.5), based on the recommendations from the 2026 Comprehensive Stormwater Plan.
3. **Legislative Hearing:** Text amendments to remove the minimum parking requirements, as required by recently passed House Bill 162, the Parking Lot Reform and Stormwater Control Act (LDS Chapter 9).
4. **Legislative Hearing:** Text amendments to remove the screening requirement for Outdoor Storage in Commercial Industrial districts (LDS 3.5.8).

C. PUBLIC COMMENT/CALL ON THE AUDIENCE

D. ADJOURN

The Town's Land Development Standards (LDS) may be found at:
<https://www.waynesvillenc.gov/departments/development-services/land-use-zoning-ordinances>

Minutes and agendas from Planning Board and Town Council meetings may be found at:
<https://www.egovlink.com/waynesville/>

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Development Services
Director
Elizabeth Teague

MINUTES OF THE TOWN OF WAYNESVILLE PLANNING BOARD

Regular Meeting

Town Hall – 9 South Main St., Waynesville, NC 28786

Monday, July 20th, 2026

THE WAYNESVILLE PLANNING BOARD held a Regular Meeting on July 20th, 2026, at 5:30 p.m., in the boardroom of the Town Hall at 9 South Main Street, Waynesville, NC 28786.

A. CALL TO ORDER

1. Welcome/Calendar/Announcements

The following members were present:

Ginger Hain (Chair)
John Baus
Michael Blackburn
John Mason
Alex McKay
Tommy Rose
Tommy Thomas
Kathy Lalonde

The following members were absent:

Travis Collins (Vice Chair)

The following Staff were present:

Elizabeth Teague, Development Services Director
Olga Grooman, Assistant Development Services Director
Alex Mumby, Land Use Administrator
Esther Coulter, Administrative Assistant
Ron Sneed, Attorney

Chair Ginger Hain welcomed everyone and called the meeting to order at 5:30 p.m. Ms. Hain asked if there were announcements from Assistant Development Services Director Olga Grooman. Ms. Grooman

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stated that there will be a possible big hearing in September for a multi-family development that will be quasi-judicial.

A motion was made by Board member Tommy Thomas, seconded by Board member Tommy Rose to approve the minutes of the April 20th, 2026, meeting as amended. The motion passed unanimously.

A motion was made by Board member Tommy Rose, seconded by Board member John Baus to approve the minutes of the May 11th, 2026, meeting as amended. The motion passed unanimously.

Board member Tommy Thomas made a statement regarding the Haywood Community College application. Mr. Thomas expressed concern that the referenced attachments were not sent with the original package and were sent on the day of the meeting. Because there were many attachments to review, Mr. Thomas proposed to reschedule this hearing.

A motion was made by Board member Tommy Thomas to table the HCC application to a future meeting, seconded by Board member John Baus. The vote failed, 3 to 5 against.

Chair Ginger Hain read through the process and procedure of Administrative Hearings. Ms. Hain mentioned the large new posters that staff designed to describe the different hearings and how they work. She opened the public hearing at 5:48 p.m.

B. BUSINESS

1. **Administrative Hearing:** Major Site Plan for Haywood Community College located at 144 Industrial Park Drive, Waynesville, NC 28786 (PINs 8616-96-6627, 8616-96-8970, and 8626-06-1969).

The Applicants:

Greg Hoffman with Civil Design Concepts, Ethan Ward with McMillan, and Ian Cernak with Haywood Community College presented their site plan to the Board. The existing building is roughly a 17,000-square-foot building. It is used for workforce training, and this project is about a 19,000 square-foot addition. It's going to expand into an existing parking lot and parking lots on the east side of the building, and it also involves some rework of the western parking lot that will otherwise remain untouched.

The primary program for this addition will build on the existing programming, including welding, electrical training lab, classrooms, and support spaces. The college will also add manual machining, advanced machining, and a grinding lab. There's going to be some new restrooms, student gathering spaces, flexible classrooms, computer lab, and a new faculty office suite as well. Right now, there's about 170 students that use this facility, and there's anticipated growth of about 100 with this expansion.

The project will be reconfiguring the eastern parking lot to make space. The stormwater control will be providing treatment and detention. It's going to be in that eastern parking lot underground. The site is designed to meet all the Town's requirements, except for the variance for the facade. But with adequate landscaping, there are setbacks.

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Ian Cernak- Director of Campus Development- explained that the project was an expansion of Hayward Community College's Workforce and Industry Training Center. The existing building is currently housing their construction trades program, welding lab, electrical systems technology, and industrial systems technology. The expansion is going to be the relocation of their manufacturing programs, advanced machining, manual machining, and methodology.

Board member Mr. Mason inquired whether the college anticipated more than 100 additional students in the next decade. He asked whether the addition is going to be big enough.

Ms. Grooman presented the staff's analysis of the proposed expansion and stated that the project is consistent with the intent of the Industrial designation of the Comprehensive Plan as it adds to and reuses the existing HCC campus through building and courtyard additions and reconfiguration of the parking areas. The project complements the surrounding industrial character of the area by supporting workforce development that would serve manufacturing, logistics, transportation, and commercial sectors in the area.

The expansion reflects the following goals of the 2035 Comprehensive Land Use Plan:

Goal 1: Continue to promote smart growth principles in land use planning and zoning.

- Encourage infill, mixed-use and context-sensitive development.

Goal 5: Create opportunities for sustainable economy.

- Strengthen Waynesville's current and future workforce through education and training.
- Promote the growth of existing local businesses and Waynesville's "maker economy"

Ms. Grooman added that the plan shows general compliance with the ordinance, except for the façade issue which can be addressed pending a hearing with the ZBA. A draft site plan was reviewed by the Town's technical review committee - Planning & Zoning, Public Works, Fire, and Building Inspections. The proposed site plan incorporates input from those departments.

The Town also has infrastructure as required by the ordinance to support the plan as proposed. Water and sewer are already on site, and the project will not impact the Town's SOC with the State.

The proposed development remains subject to all applicable building and fire codes, as well as all State of North Carolina and NCDOT requirements.

Board member Kathy Lalonde asked why is metal not allowed. That's a pretty modern-looking material. This is a welding school.

Development Services Director, Elizabeth Teague, clarified that in commercial buildings, the ordinances did not allow metal siding at all before, and the Town changed the guidelines to allow metal siding as one element of multiple elements. In the industrial area, the one provision was, as Olga noted, some allowance for additional types of material facing a public right-of-way. So, the design guidelines don't apply to all four sides of the building necessarily, but only the ones that face the street. That idea was for aesthetics, purely aesthetics, from the public right-of-way.

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Chairman Ginger Hain closed the public hearing at 6:10 p.m.

A motion was made by Board member Tommy Rose, seconded by Board member Alex McKay, to approve the Haywood Community College major site plan, subject to receiving a variance from the Town's architectural standards or complying with design guidelines by adding a facade treatment to the facade-facing Industrial Park Drive, as determined by administrative staff. The motion passed unanimously, 8:0.

2. **Quasi-Judicial Hearing:** Special Use Permit modification request for the expansion of one storage building located at 187 W. Marshall St., Waynesville, NC 28786 (PIN 8616-40-9101).

Chairman Ginger Hain read the process and procedure of the special use permit for the quasi-judicial hearings. Special uses are permitted as land uses in their zoning district, but require individual consideration in their location, design, configuration, and operation based on specific criteria.

Chairman Ms. Hain opened the public hearing at 6:19 p.m. Ms. Hain swore in all parties with interest.

Assistant Development Services Director, Olga Grooman, presented the staff's analysis with the original approved plan called for the expansion of two buildings. The updated plan is calling for only one addition, so there's a change in the site plan. The Board is reviewing this again because our ordinance has certain provisions. In this case, there were two substantial changes.

One of them is a decrease in setbacks. Every decrease in setbacks by at least 10% requires the applicant to go back to the Board. The proposed project went from a 40-foot setback to 30 feet, which is a 25% decrease in setback.

The second substantial change is the building expansion. If it's at least 10% or more of the gross floor area, then the change is considered substantial and triggers Board's review. In this case, the proposed addition is 12,600 square feet, which is 26.5% expansion of the gross floor area from what was approved previously. So, this is the second reason why it's back to the Board.

Mr. Steve Coffey, architect and authorized agent, told the Board he was able to come up with a compressed design solution where the owner was able to build a singular structure of lower height, so there was less impact visually on the site. With being a singular structure, the construction costs for the building were decreased. The modified design was also able to change the impervious quantity of land significantly. The project went from 7,800 square feet of impervious pavement down to 1,900 square feet.

Board member Kathy Lalonde stated to Mr. Coffey before that before the previously proposed doors opened toward the railroad, to the apartment units, and now there will not be any openings. She said that's a big improvement to the design.

Board member John Baus asked if there was any discussion about the fact that most of the building is going to be in the 100-year floodplain.

Mr. Coffey said they would have to be one foot above the floodplain, and the project is in compliance with that.

A motion was made by Board member John Baus, seconded by Tommy Rose to close the public hearing at 6:29 p.m. The motion passed unanimously, 8:0.

A motion was made by Board member John Baus, seconded by Board member John Mason, to adopt the six findings of fact that the proposed Special Use Permit conforms to the character of the neighborhood, that adequate measures are taken to provide ingress and egress, that adequate utilities are available for the proposed use, that the use is not noxious or offensive, that the establishment of the proposed use does not impede the orderly development and improvement of the surrounding properties, and that the proposed use is not detrimental to the public health, safety, or general welfare. The motion passed unanimously; 8:0.

A motion was made by Board member John Baus, seconded by Board member John Mason, to approve the Special Use Permit with the condition that the applicant shall obtain permission from the railroad to confirm the location and limits of the railroad and right-of-way and ensure that construction near the right-of-way is allowed. The motion passed unanimously; 8:0.

3. **Legislative Hearing:** Text amendment to update the symbology of the Table of Uses, Land Development Standards 2.5.3.

Chairman Ms. Hain opened the public hearing at 6:40 p.m.

Land Use Administrator Alex Mumby presented the staff's analysis of the Rural Conservation District. In it, it included the history of establishment of the Rural Conservation District along with some other changes to the zoning code that were either recommended by the consultant or came out of the density work group. The Council supported the Rural Conservation District and directed staff to separate other text amendments from it and go back to the Planning Board for discussion and individual vote on each text amendment.

One of these amendments is the chart revisions to the table of permitted uses. This is not a regulatory change, but simply symbology changes to help improve the readability of the table. The goal of the table of uses is to show every potential land use within the Town of Waynesville, and whether it's permitted outright, permitted with additional standards, permitted in mixed-use districts, permitted on corner lots, permitted with a special use permit, or not permitted. Some of the existing symbols were unclear and staff propose to amend the chart to help it reflect accurately the uses that are permitted in Waynesville and where they're permitted.

Board members gave different ideas for better clarification.

Chairman Ms. Hain closed the public hearing at 6:50 p.m.

A motion was made by Board member Kathy Lalonde, seconded by Michael Blackburn, to find the proposed text amendment, as amended, to be consistent with the 2035 Comprehensive Plan and reasonable and in the public interest. The motion passed unanimously; 8:0.

A motion was made by Board member Kathy Lalonde, seconded by Michael Blackburn, to recommend the proposed text amendment, as amended, to the Town Council. The motion passed unanimously; 8:0.

4. **Legislative Hearing:** Text amendment to reduce the maximum building height in low density districts to 45 feet, Land Development Standards 2.4.1.

Chairman Ms. Hain opened the public hearing at 6:52 p.m.

Land Use Administrator Alex Mumby told the Board that currently the maximum building height for all properties in residential districts in Waynesville is 60 feet. The proposed text amendment would lower the maximum building height in low-density districts to 45 feet.

The newly adopted R-CON District included the 45-foot maximum building height, and the density committee thought that this would also be appropriate in low-density districts as well. Staff believe that this change is an architectural design guideline and not a reduction in use.

Chairman Hain made a statement that the original intention was to work within the environment.

Board member Mr. Mason questioned whether the text amendment was reasonable.

Board member Kathy Lalonde asked if single-family houses or big commercial buildings being built were a concern.

The board deliberated about the tradeoffs, loss of views, variances, special use permits, and what is reasonable as it relates to building height.

Ms. Teague asked the Board whether they wanted staff to continue to work on this and bring some other scenarios and options, or whether the Board wanted to table this text amendment and move on to something else.

Chairman Ms. Hain closed the public hearing at 7:00 p.m.

A motion was made by Board member John Mason, seconded by Board member John Baus, to table the text amendment reducing the maximum building height in low density districts to 45 feet. The motion passed unanimously; 8:0.

5. **Legislative Hearing:** Text amendment to reduce the maximum base density by two (2) units in residential districts (Low Density, Medium Density, Neighborhood Residential, and Urban Residential), Land Development Standards 2.4.1.

Chairman Ms. Hain opened the public hearing at 7:02 p.m.

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A motion was made by Board member Tommy Rose, seconded by Board member Michael Blackburn, to table the text amendment until the Board gets more public input. The motion passed unanimously; 8:0.

C. AJOURN

A motion to adjourn was made by Board member Michael Blackburn, seconded by Board member John Baus. All voted in favor, 8:0.

The meeting adjourned at 8:00 p.m.

Ginger Hain, Chair

Esther Coulter, Administrative Assistant

Planning Board Staff Report

Subject: Text amendments to stormwater ordinance
Ordinance Section: Land Development Standards (LDS) section 12.5
Applicant: Staff-initiated text amendment, Development Services Department
Meeting Date: September 21, 2026
Presenters: Olga Grooman, Interim Development Services Director

Background:

The Town of Waynesville holds a National Pollutant Discharge Elimination System Permit (NPDES) issued by the NC Department of Environmental Quality (NC DEQ). The permit is valid for five (5) years. Its purpose is to manage stormwater runoff, reduce the discharge of pollutants, and protect water quality within the Town's jurisdiction. To achieve these goals, the Town diligently complies with the NPDES permit requirements, promotes and enhances its stormwater program via partnership with Haywood Waterways, and has started the implementation of its recently completed Comprehensive Stormwater Management Plan.

In 2023, Waynesville received a \$400,000 Stormwater Planning Grant funded by the American Rescue Plan Act (ARPA) and administered by the NC DEQ. The Town hired the engineering firm WithersRavenel to develop a Comprehensive Stormwater Plan. The plan was based on community input gathered through workshops, as well as input from staff and stakeholders and recommendations from the engineering firm. The proposed amendments are chosen from the recommendations of the Comprehensive Stormwater Plan for their potential to impact on the Town's efforts to protect water quality and the Town's natural resources.

Additionally, the North Carolina General Assembly recently passed House Bill 162, the Parking Lot Reform and Stormwater Control Act. These amendments to North Carolina stormwater law address the treatment of existing built-upon areas and redevelopment. State law now provides that stormwater programs generally may not require private property owners to install new or increased stormwater controls for existing built-upon areas or certain redevelopment activities, except as otherwise required by federal law. The proposed text amendment aligns the Town's Stormwater Ordinance with this new law.

At the Special Called Planning Board meeting held on August 24, 2026, staff presented some of the recommendations from the recently adopted Comprehensive Stormwater Plan. The Planning Board directed staff to incorporate all of the Plan's recommendations into the proposed text amendment and return with updated ordinance language for Board's consideration.

Since many of the Plan's recommendations are technical, Development Services staff are working with WithersRavenel to prepare and refine the proposed ordinance revisions. Additional time is needed to complete this work and ensure that the proposed amendments accurately reflect the Plan's recommendations and are easily understandable. Therefore, staff is requesting that the Board continue today's public hearing to the regular Planning Board meeting on November 16, 2026.

Suggested Motions:

- Motion to continue the public hearing regarding the proposed text amendments to the Stormwater Ordinance until the regular meeting of the Planning Board on November 16, 2026, at 5:30 p.m. The meeting will be held in the Board Room at 9 S. Main St., Waynesville, North Carolina.

Planning Board Staff Report

Subject: Text Amendment Related to Parking Minimums
Ordinance Section: Land Development Standards (LDS), Chapter 9.
Hearing Type: Legislative
Applicant: Staff-Initiated, Mandatory Change per NC House Bill 162
Presenter: Olga Grooman, Interim Development Services Director
 Alex Mumby, Land Use Administrator

Recommended Motions:

1. The proposed amendment is consistent / inconsistent with the 2035 Comprehensive Plan and is (or is not) in the public interest.
2. To recommend / not recommend the proposed amendment to the Town Council.

This is a Legislative Hearing to remove parking minimum standards from the Land Development Standards to stay in compliance with State Statutes. As this is a legislative proceeding, the Planning Board will provide a motion to recommend or not recommend the proposed ordinance for approval by the Town Council.

Background:

With House Bill 162, the North Carolina General Assembly removed the ability for local municipalities to require minimum parking amounts based on uses. Waynesville's current parking requirements are already fairly low, with one (1) parking space required per 600 sqft of commercial space and one (1) parking space required per residential home. Additionally, parking requirements are already waived for all developments in the Central Business District, which includes Main Street and Frog Level. In these areas, ample parking is already provided on street and in Town-maintained parking lots.

Developers have rarely negotiated for lower parking requirements, often far exceeding what was required by the Town. The new development at 1897 South Main Street, for example, was required to only provide 13 spaces based on its square footage, but chose to provide 48 spaces. This new law now allows for the market to dictate the needed amount of parking, rather than government regulation.

While the proposed changes to the ordinance would remove parking minimums, it would not remove other standards that the Town has related to parking minimums. Landscaping and tree coverage requirements will still be in effect, such as requiring one tree per 12 parking spaces and requiring no parking space be farther than 40 feet from a tree. Parking lots will still be required to be screened using landscaping or a fence and paved in most cases. Interconnectivity of parking lots will still be required, as well as for one (1) bike parking space to be required for every 20 parking spaces provided.

Staff Recommendation:

Staff do not expect that the proposed changes will have a great effect on new development. Parking minimums are often a greater burden on urban development where land is at a premium with small lots and stronger walkability. Waynesville's parking requirements are very lenient, and the developments in Waynesville tend to provide far more parking spaces that we require by the ordinance to meet their market demand.

Lack of parking requirements allows for property owners to utilize more of their property for additional uses. Western North Carolina and Waynesville are still heavily car-dependent, and it is likely that developers will continue to provide ample parking where it is necessary. In the more central areas of Waynesville, which are more walkable, the proposed changes will remove a burden and additional cost of development.

Compliance with the Comprehensive Plan

The proposed changes are consistent with the following goals of the 2035 Comprehensive Plan:

Goal 1: Continue to promote smart growth principles in land use planning and zoning

- Create Walkable and attractive neighborhoods and commercial centers
- Encourage infill, mixed-use and context-sensitive development

Goal 5: Create opportunities for a sustainable economy

- Encourage creatively designed, mixed-use, walkable centers and commercial districts that appeal to residents and visitors

Newspaper Notice

Staff duly advertised this hearing in the Mountaineer Newspaper on August 30th and September 6th. The notice was also submitted to the local media and posted on the Town's bulletin boards.

Attachments:

- Draft Ordinance
- House Bill 162
- Consistency Statement
- Newspaper Notice

DRAFT ORDINANCE FOR PLANNING BOARD CONSIDERATION

ORDINANCE NO.

**AN ORDINANCE AMENDING THE TEXT OF THE
TOWN OF WAYNESVILLE LAND DEVELOPMENT STANDARDS**

WHEREAS, the Town of Waynesville has the authority, pursuant to Article 7 of Chapter 160D of the North Carolina General Statutes, to adopt land development regulations, clarify such regulations, and may amend said regulations from time to time in the interest of the public health, safety, and welfare; and,

WHEREAS, the Town of Waynesville adopted the 2035 Comprehensive Land Use Plan, which sets goals and provides a Future Land Use map to identify where certain types of growth and density should be allowed, and where growth should be restricted; and,

WHEREAS, the Town of Waynesville Planning Board has reviewed the proposed text amendments to the Land Development Standards (LDS) and recommends that they are consistent with the 2035 Comprehensive Plan and that they are reasonable and in the public interest because they meet the following goals of the 2035 Comprehensive Plan:

Goal 1: Continue to promote smart growth principles in land use planning and zoning

- Create Walkable and attractive neighborhoods and commercial centers
- Encourage infill, mixed-use and context-sensitive development
-

Goal 5: Create opportunities for a sustainable economy

- Encourage creatively designed, mixed-use, walkable centers and commercial districts that appeal to residents and visitors

WHEREAS, the Planning Board held a public hearing on September 21st, 2026, and recommends the proposed text amendments for enactment by the Town Council; and

WHEREAS, the Town Council find this Ordinance is consistent with the Town's 2035 Comprehensive Plan and that it is reasonable and in the public interest to "make decisions about resources and land use in accordance with North Carolina General Statutes;" and

WHEREAS, after notice duly given, a public hearing was held on September 21st, 2026, at a regularly scheduled meeting of the Waynesville Planning Board, and on _____, at the regularly scheduled meeting of the Town Council;

NOW, THEREFORE, BE IT ORDAINED BY THE WAYNESVILLE TOWN COUNCIL, MEETING IN REGULAR SESSION ON _____, AND WITH A MAJORITY OF THE BOARD MEMBERS VOTING IN THE AFFIRMATIVE, THE FOLLOWING:

CHAPTER 9: Parking and Driveways

9.1 Purpose and Intent.

Parking lots and similar facilities are necessary elements in the urban environment. However, these facilities have been known to cause the following negative impacts:

- Increased storm water volume and velocity;
- Increased surface pollutants;
- Increased surface level heat and glare;
- Reduction in the efficiency of the connecting street system; and
- Reduction in the operations of the surrounding pedestrian and bicycle network.

9.2 Required Parking Standards.

Permanent off-street parking (including on-street parking in accordance with the requirements below) is required subject to the table below. If required, parking shall be provided at the time of erection, alteration, enlargement, establishment or change of use of any building or open use of land which require additional off-street parking.

9.2.1 Parking Requirements by Use Table. Reserved

The following table details the required minimum and maximum (where applicable) parking ratios by major land use. All area calculations use gross leasable area (GLA). For uses not covered in this table, the parking requirements shall be those of the most similar use as determined by the Administrator. For bicycle parking, the use of a single "inverted U" bicycle parking rack will count as two bicycle parking spaces. The minimum required shall be two spaces or one rack and the maximum required shall be 20 spaces.

Use Category	Minimum Required Auto Spaces	Bicycle Parking Spaces Required
Residential		
— Dwelling—Single Family and Two-Family	One per unit	No requirement
— Dwelling—Townhome and Multifamily	1.5 per unit	1 per 20 auto spaces
— Dwelling—Accessory	One space per unit	No requirement
— Live—Work Units	One per 600 s.f.	1 per 20 auto spaces
— Residential Care Facilities	One per 2 units	1 per 20 auto spaces
— All Other Residential Uses	No requirement	No requirement
Lodging		
— All Lodging Uses	One per room	1 per 50 auto spaces
Office/Service		
— Child/Adult Day Care Centers (More than 8 persons)	One space per employee	1 per 20 auto spaces
— Medical Services	One per Examination Room	1 per 20 auto spaces
— All Other Office/Service Uses	One per 600 s.f.	1 per 20 auto spaces
Commercial		
— Restaurant	One per eight (8) seats	1 per 20 auto spaces
— All Other Commercial Uses	One per 600 s.f.	1 per 20 auto spaces
Entertainment/Recreation		
— Amusements (Indoor)	No requirement	1 per 20 auto spaces

—Amusements (Outdoor)	No requirement	1 per 20 auto spaces
—Recreational Facility (Indoor)	No requirement	1 per 20 auto spaces
—Theater (Indoor & Outdoor)	One (1) per eight (8) seats	1 per 20 auto spaces
—All Other Entertainment/Recreation Indoor Uses	No requirement	1 per 20 auto spaces
—All Other Entertainment/Recreation Outdoor Uses	No requirement	1 per 20 auto spaces
Civic/Institutional		
—Religious Institution (Town Centers & Regional Mixed-use Districts)	No requirement	1 per 20 auto spaces
—Religious Institution (All Other Districts)	One per 8 seats in the main assembly hall	1 per 20 auto spaces
—All Other Civic/Institutional Uses	No requirement	1 per 20 auto spaces
Manufacturing/Wholesale/Storage		
—Mini Warehouses	No requirement	No requirement
—All Other Manufacturing/Wholesale/Storage Uses	No requirement	1 per 50 auto spaces
Agricultural		
—All Agricultural Uses	No requirement	No requirement
—Infrastructure		
—All Infrastructure Uses	No requirement	No requirement

9.2.2 Exemptions and Adjustments, Reserved

- A. Exemptions: Uses in the Central Business District are exempt from the minimum parking requirements of this subsection.
- B. Commercial Uses in N Districts: All commercial uses in RL, RM, NR, and UR Districts shall provide all required parking on-site at a rate of 1 space per 400 square feet. The use of on-street spaces shall not be permitted in this calculation.
- C. Residential Care Facilities: The Administrator may authorize a reduction in off-street parking requirements for multifamily dwellings that provide Residential Care Facilities (including duplexes and multifamily buildings of four or more units) to no less than three (3) off-street parking spaces for each four dwelling units or fraction thereof. Should a change of use occur such that the building is no longer providing Residential Care Facilities as the primary use, parking requirements shall meet the minimum ratio for residential uses as required in the table above.
- D. Tree Preservation: The minimum number of parking spaces required may be adjusted by the Administrator when it has been determined that the reductions are necessary to preserve a healthy tree or trees (with a 12-inch or greater diameter at breast height) from being damaged or removed, and where the site plan provides for the retention of said tree or trees.

9.2.3 Remote Parking, Reserved

- A. If the off-street parking spaces required by this section cannot be reasonably provided on the same lot on which the principal use is located, such space may be provided on any land within six hundred (600) feet. Such measurement shall be taken from the edge of the parking area on the lot to the entryway of the remote parking area.
- B. Parking for Permitted Uses Only: If remote parking is utilized to fulfill parking requirements, the owner or authorized agent for the land upon which such remote parking is located shall restrict the use of such parking area for parking only in connection with the use or structure for which such remote parking is provided. Such restriction shall be recorded by a declaration of restrictions properly filed with the Register of Deeds of Haywood County, which may be released

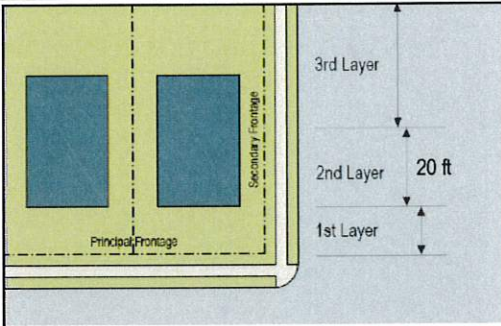
~~only by written consent of the town. Remote parking for a particular use shall not be established in any district that does not allow that use.~~

9.2.4 Accessible Parking.

Accessible parking shall be provided in accordance with Chapter 4 of the North Carolina Accessibility Code, as amended.

9.3 Permitted Parking Locations.

The following table details the permitted parking locations (by Building Type/District Category):

	Civic/Monument	House—Street	House—Alley	Townhouse	Apartment	Mixed-Use	Commercial	All Other Bldgs	
RL	IV	V	II	III	—	—	—	—	
RM	IV	V	II	III	III	III	—	—	
NR	IV	V	II	II	II	II	—	—	
UR	IV	V	II	II	II	II	—	—	
NC	IV	V	II	II	II	II	II	—	II 2nd and 3rd Layer Only
BD	IV	—	II	II	II	II	II	—	III 2nd and 3rd Layer permitted and parking in 1st Layer restricted to one drive aisle with one bay
RC	IV	—	II	III	III	IV	IV	—	IV 2nd and 3rd Layer permitted and parking in 1st Layer restricted to one drive aisle with one bay, except that more parking in the 1st Layer may be achieved with a Special Use Permit (3.10.7)
CI	V	—	—	—	—	V	V	V	
									V Unrestricted

9.4 Off-Street Parking Design Specifications.

All off-street parking areas shall conform to the following standards.

9.4.1 Surfacing.

Off-street parking ~~areas developed to meet the minimum requirements of this section and all off-street parking facilities in the Central Business District~~, shall be properly graded, marked and located on improved lots or within parking structures. The material for surface parking spaces and corresponding access drives ~~required by this section~~, except for single-family detached and duplex residences, shall consist of suitable material as set forth below.

- A. Suitable paving material for ~~required~~ parking areas includes, but is not limited to asphalt, porous asphalt, concrete, compacted stone (road bond), and gravel.
- B. Accessible Spaces: All accessible spaces and corresponding access paths shall consist of concrete or asphalt.
- C. Gravel Containment: When gravel is used it must be maintained on site with a concrete apron at the traveled way.
- D. Pervious Surfaces: Porous paving blocks and pervious paving materials are permitted and encouraged as material for parking lots. The use of grass as a parking lot surface is permitted for overflow parking.
- E. Parking Space Marking: The individual parking spaces in a lot shall be delineated in all parking lots

except those utilizing road bond, gravel, grass or other vegetative surfacing.

- F. Residential Parking Areas: Parking for single family and duplex residences shall be on prepared surfaces only. Prepared surfaces include concrete, asphalt, brick, gravel, or other similar materials, but shall not include landscaped areas or dirt. No more than 25 percent of the front yard or the width or two parking spaces (20 feet), whichever is less, may be used for motor vehicle parking.
- G. Exceptions: The following situations are exempted from the paving requirements of this Section:
 - 1. A parking lot used only for occasional use (Use that occurs on two or fewer days per week) or is temporary in nature (not exceeding 24 months).
 - 2. Whenever a proposed development involves only one of the following: an accessory structure, or, a change in use which will not increase the number of **required** parking spaces by more than 25 percent and the existing parking lot is not paved.
 - 3. Up to 75 percent of the **required** employee parking spaces in **an** the Commercial Industrial zone provide that the employee parking area is not visible, either by effective buffer screening or because of the grade of the site, from any public right-of-way or a residentially or commercially zoned property.
- H. Non-paved Areas: Whenever a permanent parking area is exempt from the paved parking requirements or otherwise not required to be paved, the Administrator shall:
 - 1. Require that landscape aisles or spatial separations be provided where it finds it is desirable to ensure that the parking spaces will be readily identifiable to the users; and,
 - 2. Require the perimeter of the parking area encompassing the parking stalls and the side of any unpaved drive or aisle leading to said stalls, to be edged with brick, pressure treated timbers, or cast in place concrete, and anchored into place. Alternate borders may be considered on a case by case basis.



Pervious pavers and other pervious paving techniques allow stormwater to infiltrate into the ground below.

9.4.2 Layout and Circulation.

- A. Size of Spaces: The minimum size of one parking space shall be nine (9) feet in width and eighteen (18) feet in depth. Refer to Architectural Graphic Standards, latest edition, or a similarly recognized reference manual for additional guidance regarding parking space design.
- B. Maneuvering and Circulation: All parking areas shall be designed so that there is sufficient area for access to all parking spaces and safe maneuvering within the parking area.
 - 1. The minimum aisle width for ninety (90) degree parking shall be twenty (20) feet. Widths for other parking arrangements shall conform to industry-standard specification and approved by the

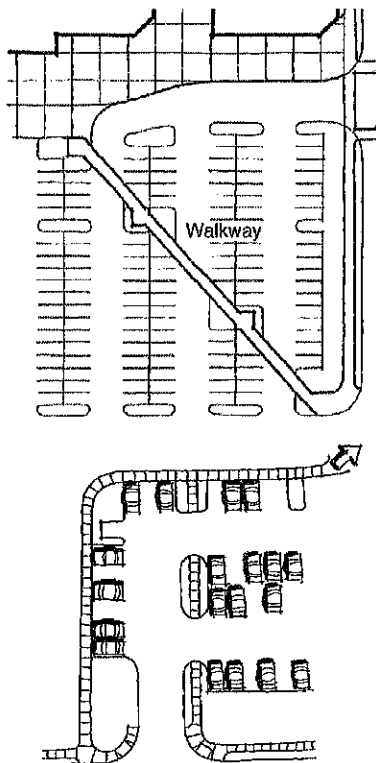
Administrator.

2. Off-street parking areas shall be designed to facilitate adequate movement and access by sanitation, emergency, utility, and other public service vehicles without posing a danger to pedestrians or impeding the function of the parking area.
3. Except for single-family and duplex dwellings with separated parking areas and driveways, parking and maneuvering areas shall be arranged to allow vehicles to enter and leave the premises or parking areas in a forward motion. When more than two ~~required~~ spaces are provided in a single parking area, then entering and leaving in a forward motion is required.
- C. Maneuvering into Public Right-of-Way from off-Street Parking Space Prohibited: All off-street parking areas, with the exception of parking areas for single-family and two-family residences, shall be designed so that vehicles will not be required to back onto or maneuver in the public right-of-way.
- D. Encroachment: Off-street parking areas shall be designed so that parked vehicles do not encroach upon or extend onto public rights-of-way or sidewalks; or strike against or damage any wall, vegetation, utility, or other structures.

9.4.3 Connectivity.

- A. Adjoining parking lots serving (or potentially serving) non-residential buildings shall be interconnected as follows:
 1. The parking lot under development has a minimum of 24 parking spaces or equivalent parking area.
 2. At least 1 connection is provided at all lot lines that are coincident for at least 60 feet with another lot zoned for non-residential use.
 3. The connection is at least 22 feet in width and at least 23 feet from a street line.
 4. If applicable, the connection aligns with a connection that has been previously constructed on an adjacent property.
 5. The connection has a slope of no greater than 15 percent.
 6. The connection is not placed where a building on an adjacent property is within 50 feet of the lot line which would hamper traffic movements within the parking lot.
 7. The connection is placed in an area which will not require the removal of significant natural features such as wetlands or trees with a caliper of six inches or more.
 8. In the event these conditions cannot be met without undue hardship, or if such connections would create undesirable traffic flow, the Administrator may waive the connection requirement.
- B. Where a parking lot connection is required an easement for ingress and egress to adjacent lots shall be recorded by the property owner with the Haywood County Register of Deeds.

9.4.4 Pedestrian Corridors in Parking Lots.



Suggested options for pedestrian access in parking lots. Diagrams courtesy of the City of Fort Collins, CO.

Parking lots shall be designed to separate pedestrian travel from vehicles and include protecting pedestrian walkways within parking areas that lead to business/office/store entrances. For lots of 36 spaces or greater, sidewalk corridors shall be provided within the parking area and/or along the perimeter to provide safe building access for pedestrians.

- A. Perimeter sidewalks and interior parking lot pedestrian corridors may be utilized to provide the required pedestrian access.
- B. Pedestrian pathways (if provided) must be a minimum five (5) feet in width.
- C. Where parking is located between a public entrance and the fronting sidewalk, a pedestrian pathway must be provided following the shortest practical route across the parking lot between at least one such entrance on each side of the building facing a public street.
- D. Pedestrian pathways must be clearly delineated. This may be accomplished with the use of paving materials that differ from that of vehicular areas, striping or other similar methods.

9.4.5 Landscaping.

Landscaping shall be provided in accordance with Section 8.6, Parking Lot Landscaping.

9.4.6 Lighting.

Lighting of parking lots shall be in accordance with Section 10.3, Lighting, Design Standards.

9.5 Bicycle Parking Standards.

Bicycle parking is required to encourage the use of bicycles for personal transportation and to provide for bicycle access to employment, retail, and other destinations in Waynesville.

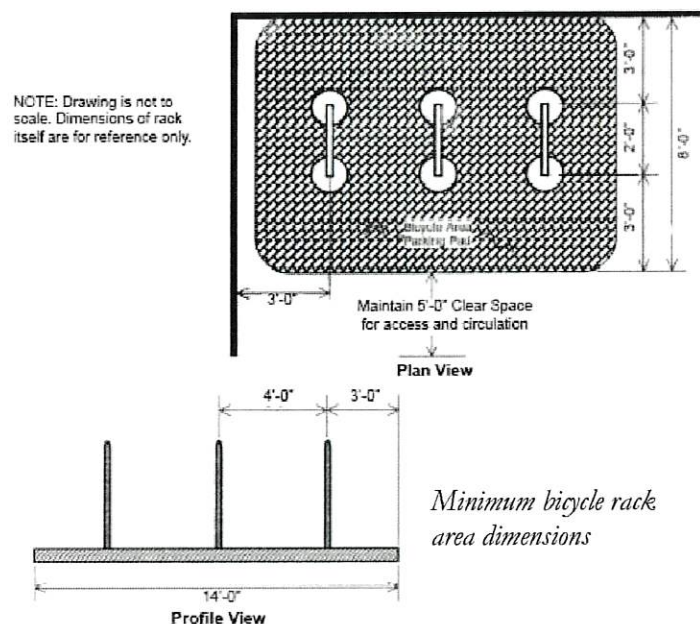
9.5.1 Required Racks.



Inverted "U" bicycle rack

- A. The following uses are required to provide 1 bike rack for every 20 auto parking spaces provided: Dwelling – Townhome and Multifamily, Live-Work Units, Residential Care Facilities, all Office/Service uses, all Commercial uses, all Entertainment/Recreation uses, all Civic/Institutional uses.
- B. The following uses are required to provide 1 bike rack for every 50 auto parking spaces: all Lodging uses, Manufacturing/Wholesale/Storage uses, except mini-warehouses.
- C. Where bicycle racks are used, "Inverted U" type racks or other racks that support the bicycle at two points on the bicycle frame are required.
- D. For bicycle parking, the use of a single "inverted U" bicycle parking rack will count as two bicycle parking spaces.

9.5.2 Rack Location and Dimensions.



- E. Bicycle racks installed on sidewalks should provide for a clear, unobstructed width of at least 5 feet for pedestrians and should be installed parallel to and at least 3 feet from the face of curb.
- F. Bicycle racks shall be placed a minimum of 4 feet from existing street furniture (i.e. mailboxes, lightpoles, benches) and be no closer than 12 feet from the edge of fire hydrants.
- G. Racks should be placed along a major building approach line and clearly visible from the approach and no more than 100 feet from building entrances. Rack placement shall allow for visual monitoring by people within the building and/or people entering the building.
- H. If required bicycle parking is not visible from the street or main building entrance, a sign shall be posted at the main entrance indicating the location of the parking.

9.5.3 Shared Bicycle Parking.

Any property owner required to have bicycle parking may elect to establish shared bicycle parking with any other property owner within the same block to meet the combined requirements.

9.6 Structured Parking.

9.6.1 Screening Required.

Where an above-ground parking structure fronts a public street, the ground level shall be screened in such a way that cars are not visible from the street (e.g., structure should be wrapped by retail, office or some other active use along the primary façade).

9.6.2 High Quality Materials Required Along Frontage.

Along pedestrian oriented streets, parking structure façades shall be treated with high quality materials and given vertical articulation and emphasis compatible with the principle structure. The façade shall be designed to visually screen cars.

9.6.3 Clear Pedestrian Entries.

Pedestrian entries shall be clearly visible.

9.6.4 Bicycle Parking is Required.

Parking structures shall provide bicycle parking within the structure. It shall be located on the level closest to the street and/or a primary building entrance.

9.7 Parking of Large Vehicles in Residential Areas.

Parking for recreational vehicles, utility trailers, oversized commercial vehicles (including freight hauling trucks), construction equipment and boats shall be restricted to the rear yards in all Residential districts except on lots greater than 2 acres in size.

9.8 Driveway Access.

9.8.1 Purpose and Applicability.

- A. The standards contained in this section are designed to ensure that access to development in the Town of Waynesville does not impair the function of the adjacent roadways or public safety.
- B. All proposed vehicular access points connecting to a public or private street shall conform to the provisions of this section as well as to the driveway construction standards of the Town, or as determined by the Public Services Director.

- C. Driveways should be designed for their intended use and traffic, located for safety, and consistent with their context with respect to sidewalks, drainage, landscape, and other characteristics of the roadway to which they connect.

9.8.2 Driveway Permit.

A. Permit Requirement:

1. Before any proposed vehicular access point connecting to a public or private street may be constructed, a driveway permit must be obtained from the Administrator, unless deemed exempt by the Public Services Director.
2. The North Carolina Department of Transportation (NCDOT) is required to review all connections to state system streets. Driveway permits on state system streets should be submitted to NCDOT for the initial review. Upon NCDOT approval, the driveway permit will be forwarded to the Town of Waynesville for its approval. Where a conflict arises with respect to these standards, the more restrictive access standards shall apply.

B. Existing Driveway Approaches:

1. Existing driveway approaches shall not be relocated, altered, or reconstructed without a permit approving the relocation, alteration or reconstruction and such driveway approaches shall be subject to the provisions of this section.
2. When the use or layout of any property is changed, making any portion or all of the driveway approach unnecessary, the owner of the property, shall, at his expense, replace all necessary curbs, gutters, and sidewalks, or correct all nonconforming features.

9.8.3 Driveway Standards.

A. General Guidelines:

1. The width, in feet, of a driveway approach shall be within the minimum and maximum limits as specified below. Required driveway width pertains to the measurement at the sidewalk. At other points in the driveway the width may vary.
2. Any driveway access to a state-maintained roadway shall comply with NCDOT's "Policy on Street and Driveway Access to North Carolina Highways."
3. Driveway approaches must cross the sidewalk area at the sidewalk grade established by the Administrator and to accommodate ADA compliance in accordance with the driveway permit.
4. All driveway approaches shall be a concrete apron section ("ramp" type), except that street type driveway entrances may be required by the Administrator for large parking lots and along high volume roadways.
5. All aprons shall be installed to the right-of-way line or at least ten (10) feet from the edge of the traveled way and built to the specifications of the Administrator. Apron section materials other than concrete must be determined appropriate and approved by the Administrator.
6. Driveway access to state highways shall not be permitted for parking or loading areas that require backing maneuvers onto the public street right-of-way. Driveway access to town-maintained streets for non-residential and multi-family developments shall not be permitted for parking or loading areas that require backing maneuvers onto a public street right-of-way.

7. Where feasible, road access for corner lots shall be provided to the street or road with the lowest traffic volume.
8. Driveways shall not interfere with municipal facilities such as street lights, traffic signal poles, signs, fire hydrants, crosswalks, drainage structures or other necessary street structures.

B. Residential Driveways:

1. Driveways serving single family and duplex residences should have a minimum width of 10 feet and shall not exceed a maximum width of 18 feet.
2. The minimum distance between the front wall or garage door of a residential dwelling to the back of sidewalk along the driveway length shall be at least 25 feet to permit vehicular parking without blocking the sidewalk.
3. Joint Use or Shared Driveways are encouraged. Driveways serving adjacent residential properties shall have easement agreements among owners, and shall not serve more than three single-family or duplex structures. Rights-of-Way serving more than 3 structures should comply with LDS Chapter 6 Infrastructure Standards.
4. A shared driveway that serves 3 or fewer dwelling unit structures shall be managed to provide emergency access and fire protection and shall conform to the following:
 - Right-of-way width: Minimum 18 feet.
 - Surface Widths: Minimum 10 feet for driveways less than 150 feet in length; and a minimum of 14 feet in width if a driveway length exceeds 150 feet, or as approved by the Fire Code Official.
 - May be paved, gravel, or natural compacted surface.
 - Parking for units served by the shared driveway must be provided outside of the shared driveway right-of-way so that access to structures is not blocked.
 - Shared driveways do not require curbs, pedestrian connections, or landscaping, but must be designed for stormwater management and safety as approved through the driveway permit.
 - Length: Maximum 150 feet, subject to other requirements as determined and approved by the Fire Code Official.
 - Only 3 dwelling unit structures (single family or duplex) may be served off of a single shared driveway accessing a public street. Shared driveways may be converted to alleys, lanes, or other roadway types and uses with approval of the Administrator and Fire Code Official.

C. Non-residential and multi-family driveways:

1. Driveway Widths:

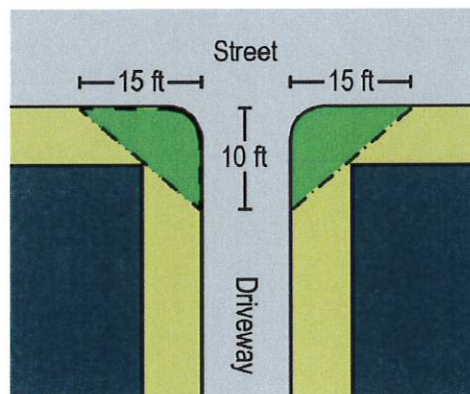
- a. One-way drives shall have a minimum width of 12 feet and shall not exceed a maximum width of 18 feet.
- b. Two-way drives shall have a minimum width of 18 feet and shall not exceed a maximum width of 24 feet.
- c. Commercial driveways shall have a radius of 20 to 50 feet, or per engineering judgment based on the adjacent roadway.

- d. All driveways shall have an internal stem length of 25 feet or greater unless otherwise approved by the Administrator.
 - e. Two-way drives serving a major site plan containing a multi-family development shall have a minimum paved width of 20' and shall include a sidewalk or other pedestrian connection.
 - f. Driveways entering industrial property may be up to 36 feet in width with the approval of the Administrator.
2. **Joint Use Driveway:** Wherever feasible, the Administrator shall require the establishment of a joint use driveway serving two (2) abutting non-residential properties. When a property is developed before an abutting property is developed, the site shall be designed to ensure that its driveway and circulation may be modified to create a joint use driveway and interconnected parking with abutting properties or to connect to a shared driveway for the purpose of access management.
- D. Driveway Spacing:**
1. Access separation between driveways shall be measured from inside edge to inside edge of driveways. Access separation between a driveway and intersecting street shall be measured from the nearest edge of the driveway to the intersection right-of-way lines.
 2. Residential Driveways shall be spaced from other drives and from intersecting streets as set forth for the land development district in which the property is located.
 3. Non-Residential and multi-family driveways shall be spaced from other driveways and from intersecting streets in accordance with the chart below, or per AASHTO's "A Policy on Geometric Design of Highways and Streets," at the determination of the Administrator. All driveways shall be located as far from signalized intersections as feasible.
 4. The use of alleys to access the rear of properties is strongly encouraged., A minimum separation of ten (10) feet between adjacent property lines and the alley intersection is required. A forty (40) feet separation is required between alleys and the intersection of streets.
 5. As determined by the Administrator, engineering judgment shall override the required dimensions set forth in district standards if warranted by:
 - Pre-existing environmental conditions (such as a rock outcrop, steep slope, stream or protected area),
 - Recommendations of a Traffic Impact Analysis,
 - Low traffic volumes on adjacent streets,
 - Cumulative impact of adjacent land uses, and
 - Safety of vehicles and pedestrian users.
 6. Driveway Minimum Spacing Chart:

District Category	Applicable Districts	Driveway Spacing (Min)
Residential—Low Density (RL)	CC-RL, EN-RL, FC-RL, HT-RL	40 ft. (75 ft. between driveways and streets)
Residential—Medium Density (RM)	CP-RM, D-RM, HM-RM, SW-RM	No minimum
Neighborhood Residential (NR)	AC-NR, LL-NR, MS-NR, N-NR, PS-NR, PC-NR, RC-NR, SS-NR, WS-NR	No minimum.
Urban Residential (UR)	EW-UR, H-UR, HM-UR	No minimum
Neighborhood Center (NC)	PS-NC, RC-NC, NM-BD	100 ft. (100 ft. between driveways and streets) or as determined by AASHTO Standards or NCDOT permit
Business District (BD)	CBD, SM-BD, H-BD	50 ft. (100 ft. between driveways and streets) or as determined by AASHTO Standards or NCDOT permit
Regional Center (RC)	RA-RC, DJ-RC, NC-RC	150 ft. (250 ft. between driveways and streets) or as determined by AASHTO Standards or NCDOT permit
Commercial Industrial (CI)	CI	50 ft. (150 ft. between driveways and streets) or as determined by AASHTO Standards or NCDOT permit

E. Sight Visibility Triangle:

1. At all driveway approaches, a sight area shall be maintained. Within the sight area no fence, wall, sign or other structure, no slope or embankment, no parked vehicle, no hedge, no foliage or other planting and no other object or structure shall be placed, erected or maintained which will obstruct visibility within the sight area.
2. Sight areas are triangular areas formed by a ten-foot side measured along the edge of the driveway approach and a fifteen-foot side measured along the edge of the traveled way.



(Ord. No. O-01-15, §§ 6, 7, 1-27-2015; Ord. No. O-28-22, §§ 1, 2, 8-9-2022; Ord. No. O-39-22, § 1, 12-13-2022; Ord. No. O-22-24, § 4, 6-11-2024)

ADOPTED this _____ Day of _____, 2026.

TOWN OF WAYNESVILLE

J. Gary Caldwell, Mayor

ATTEST:

Candace Poolton, Town Clerk

APPROVED AS TO FORM:

Martha Bradley, Town Attorney

GENERAL ASSEMBLY OF NORTH CAROLINA
SESSION 2025

SESSION LAW 2026-39
HOUSE BILL 162

AN ACT TO RESTRICT LOCAL GOVERNMENTS FROM REGULATING CERTAIN ASPECTS OF OFF-STREET PARKING SPACES AND TO MODIFY THE AUTHORITY OF CERTAIN LOCAL GOVERNMENTS TO REQUIRE STORMWATER CONTROL FOR REDEVELOPED PROPERTY.

The General Assembly of North Carolina enacts:

PART I. PROHIBITING CERTAIN ZONING AND DEVELOPMENT LIMITATIONS RELATED TO OFF-STREET PARKING

SECTION 1.(a) G.S. 160D-702 reads as rewritten:

"§ 160D-702. Grant of power.

...

- (c) **A zoning or other development regulation shall not do any of the following:**
- (1) Set a minimum square footage of any structures subject to regulation under the North Carolina Residential Code.
 - (2) Require ~~a~~ an off-street parking space to be larger than 9 feet wide by 20 feet long unless the parking space is designated for handicap, parallel, or diagonal parking.
 - (2a) **Require an off-street parking lot to meet a minimum number of parking spaces per development or structure, regardless of occupancy or use.** The limitations of this subdivision shall not, however, apply to local governments located in the coastal area, as those terms are defined under G.S. 113A-103, except with respect to the following properties located in the coastal area:
 - a. Within the boundaries of a National Register Historic District or a local historic district.
 - b. That are either (i) individually listed in the National Register of Historic Places or (ii) individually designated as a local historic landmark.
 - c. Individual properties on the Study List for the National Register of Historic Places as maintained by the North Carolina State Historic Preservation Office or a national or State historic landmark, or properties located within a district on the Study List for the National Register of Historic Places as maintained by the North Carolina State Historic Preservation Office or a national or State historic landmark.
 - (3) Require additional fire apparatus access roads into developments of one- or two-family dwellings that are not in compliance with the required number of fire apparatus access roads into developments of one- or two-family dwellings set forth in the Fire Code of the North Carolina Residential Code for One- and Two-Family Dwellings.
 - (4) Establish or require pavement design standards for public roads or private roads that are more stringent than the minimum pavement design standards adopted by the Department of Transportation.



...."

SECTION 1.(b) This section becomes effective January 1, 2027.

PART II. MODIFY THE AUTHORITY OF CERTAIN LOCAL GOVERNMENTS TO REQUIRE STORMWATER CONTROL FOR REDEVELOPED PROPERTY

SECTION 2.(a) G.S. 143-214.7 reads as rewritten:

"§ 143-214.7. Stormwater runoff rules and programs.

...

(a1) Definitions. – The following definitions apply in this section:

(1) Built-upon area. – As defined in G.S. 143-214.7D.

(2) Development. – Any land-disturbing activity that increases the amount of built-upon area or that otherwise decreases the infiltration of precipitation into the subsoil. ~~When additional development occurs at a site that has existing development, the built-upon area of the existing development shall not be included in the density calculations for additional stormwater control requirements, and stormwater control requirements cannot be applied retroactively to existing development, unless otherwise required by federal law.~~

~~(2)~~(3) Redevelopment. – Any land-disturbing activity that does not result in a net increase in built-upon area and that provides greater or equal stormwater control to that of the previous development.

...

(b3) Stormwater runoff rules and programs shall not require private property owners to install new or increased stormwater controls for (i) ~~preexisting development~~ existing built-upon area or (ii) redevelopment activities that do not remove or decrease existing stormwater controls. ~~When a preexisting development is redeveloped, either in whole or in part, increased stormwater controls shall only be required for the amount of impervious surface being created that exceeds the amount of impervious surface that existed before the redevelopment, irrespective of whether the impervious surface that existed before the redevelopment is to be demolished or relocated during the development activity.~~ When development or redevelopment occurs at a site that has existing built-upon area, (i) the existing built-upon area shall not be included in the density calculations for additional stormwater control requirements, irrespective of whether the existing built-upon area is to be demolished, relocated, replaced, or remains in place during development activity, (ii) the existing built-upon area at the site is not subject to additional stormwater control requirements under this section, regardless of whether the existing built-upon area is demolished, relocated, replaced, or remains in place during the development activity, (iii) for purposes of determining the size of the area for which stormwater control measures are required for a development or redevelopment, built-upon area that existed before the development or redevelopment shall be applied on a square-foot-for-square-foot basis to reduce the built-upon area for which stormwater control measures are required, and (iv) stormwater control requirements cannot be applied retroactively to existing built-upon area, unless otherwise required by federal law. A property owner may elect to treat the stormwater resulting from the net increase in built-upon area above the ~~preexisting-existing built-upon area at the development or redevelopment~~ for the purpose of exceeding allowable density under the applicable water supply watershed rules as provided in G.S. 143-214.5(d3). This subsection applies to all local governments regardless of the source of their regulatory authority. Local governments shall include the requirements of this subsection in their stormwater ordinances.

...

(b8) A local government may offer nonmandatory incentives that waive building, zoning, connection, or other regulations or fees; provide additional tax and financial benefits; or institute

other incentives for development or redevelopment that implements additional stormwater control measures beyond those required by this section and rules adopted thereunder.

...."

SECTION 2.(b) Each local government that implements a stormwater management program shall amend its stormwater ordinance to conform to G.S. 143-214.7(b3), as amended by subsection (a) of this section, within 12 months of the effective date of this section. Any local stormwater ordinance that is inconsistent with G.S. 143-214.7(b3), as amended by subsection (a) of this section, is void and unenforceable on and after that date. A local government may adopt, amend, or repeal ordinance provisions implementing G.S. 143-214.7(b8) at any time after the effective date of this section.

SECTION 2.(c) This section is effective when it becomes law and applies to stormwater rules and stormwater program amendments adopted on or after that date.

PART III. EFFECTIVE DATE

SECTION 3. Except as otherwise provided, this act is effective when it becomes law.

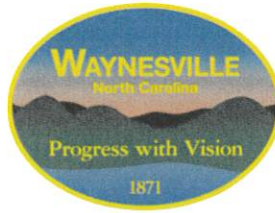
In the General Assembly read three times and ratified this the 1st day of July, 2026.

s/ Rachel Hunt
President of the Senate

s/ Destin Hall
Speaker of the House of Representatives

s/ Josh Stein
Governor

Approved 3:04 p.m. this 6th day of July, 2026



To: Town of Waynesville Planning Board
 From: Alex Mumby, Land Use Administrator
 Date: September 21, 2026
 Subject: Text Amendment Statement of Consistency
 Description: Text amendments related to Parking Minimums
 Ordinance Section: Land Development Standards (LDS) Chapter 9
 Address: Town of Waynesville Planning Department ("Development Services Department")

The Planning Board hereby adopts and recommends to the Town Council the following statement(s):

☐

The zoning text amendment **is approved and is consistent with the Town's Comprehensive Land Use Plan** because: _____

The zoning text amendment **is reasonable and in the public interest** because: _____

☐

The zoning text amendment **is rejected because it is inconsistent with the Town's Comprehensive Land Plan and is not reasonable and in public interest** because _____

☐

In addition to approving this zoning amendment, this approval is **also deemed an amendment to the Town's Comprehensive Land Use Plan**. The changes in conditions considered in amending the zoning ordinance to meet the development needs of the community and why this action is reasonable and in the public interest, are as follows: _____

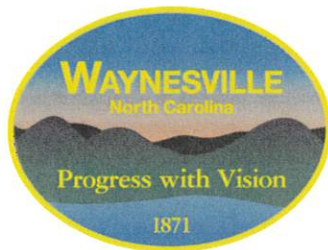
Planning Board Member _____, made a motion, seconded by _____

The motion passed _____. (*unanimously or vote results here*)

 Ginger Hain, Planning Board Chair

 Date

 Esther Coulter, Administrative Assistant Date



TOWN OF WAYNESVILLE

Development Services Department

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9 South Main Street

Waynesville, NC 28786

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www.waynesvillenc.gov

FOR PUBLICATION IN THE MOUNTAINEER: August 30 and September 6 (Sunday) editions

Date: August 25, 2026

Contact: Olga Grooman, (828) 356-1172

Notice of Public Hearings

Waynesville Planning Board

The Town of Waynesville Planning Board will hold three (3) public hearings on Monday, September 21, 2026, at 5:30 p.m. in the Town Hall Board Room, located at 9 South Main Street, Waynesville, NC, to consider:

1. Text amendments to the Stormwater Ordinance, Land Development Standards (LDS) Section 12.5. The proposed text amendments are based on recommendations from the Comprehensive Stormwater Plan and mandatory changes required by recently passed House Bill 162, the Parking Lot Reform and Stormwater Control Act.
2. Text amendments to remove the minimum parking requirements, as required by recently passed House Bill 162, the Parking Lot Reform and Stormwater Control Act (LDS Chapter 9).
3. Text amendments to remove the screening requirement for Outdoor Storage in Commercial Industrial districts (LDS 3.5.8).

For more information contact the Development Services Department at: (828) 356-1172, email: ogrooman@waynesvillenc.gov or amumby@waynesvillenc.gov, mail: 9 South Main Street, Suite 110, Waynesville, NC 28786.

Planning Board Staff Report

Subject: Storage - Outdoor Storage Yard Screening
Ordinance Section: Land Development Standards (LDS) 2.5.3
Applicant: Ron Leatherwood
Presenter: Olga Grooman, Interim Development Services Director
 Alex Mumby, Land Use Administrator
Date: 9/21/2026

Recommended Motions:

1. The proposed amendment is consistent / inconsistent with the 2035 Comprehensive Plan and is (or is not) in the public interest.
2. To recommend / not recommend the proposed amendment to the Town Council.

This is a legislative text amendment hearing to amend the supplemental standards of the Storage - Outdoor Storage Yard use in the LDS section 2.5.3 to remove the need for screening of Outdoor Storage Yards in Commercial Industrial Districts. As a legislative proceeding, the Planning Board will provide a recommendation to approve or not approve the proposed amendment to the Town Council who will make the final decision.

Background:

Staff received an application for a Storage - Outdoor Storage Yard located at 151 Industrial Park Drive. LDS section 3.5.8, Storage - Outdoor Storage Yard requires a Type A buffer yard as well as an opaque fence or wall along the street right-of-way. A type A buffer is defined in LDS section 8.4.2.C and can be one of the following options in the chart below:

A. Type A Buffer Yard	<i>A Type A buffer yard is intended to provide a very dense all season sight barrier to significantly separate uses and zoning districts. It is intended to reduce intrusive lighting and noise from adjacent properties.</i>			
	Minimum Depth	Minimum Plantings per 100 linear feet	Wall, Fence, or Berm	Required Opacity
1. Option A	40 feet	4 Evergreen Trees 4 Canopy Trees 4 Understory Trees 48 Shrubs	Not Required	Completely opaque (i.e., having no horizontal openings from the ground to a height of 8 feet within two 2 years of planting)
2. Option B	25 feet	2 Evergreen Trees 1 Canopy Tree 1 Understory Tree 12 Shrubs	Wall or Berm	
3. Option C	10 feet	1 Evergreen Tree 1 Canopy Tree 3 Understory Trees 12 Shrubs	Wall	

The required screening would contain 1-4 evergreen trees, 1-4 canopy trees, 1-4 understory trees, and 12-48 shrubs per 100 feet of linear frontage. The property is fronted by Industrial Park Drive and backs up the railroad and Asheville Road. The length of the frontage along Industrial Park Drive is approximately 500 feet.

The property is located within the Commercial Industrial (CI) zoning district, which has multiple locations across Waynesville. Many of the Commercial Industrial districts are small, only containing one or two

parcels. They are located in Hazelwood and Frog Level. The industrial park where this property is located is part of the largest Commercial Industrial District in Waynesville with the entire park being zoned as such.

The Commercial Industrial zoning district is defined as the following in the LDS 2.3.8:

“The **Commercial Industrial District** (CI) is an area designed to accommodate research and development, industrial and manufacturing uses, administrative facilities and limited supporting commercial services. While a broad mixture of uses is permitted, the principal focus in this area shall be on industrial development. High design and performance standards will be important for future development as this district is highly visible not only from a usage standpoint but also because of its location at one of the major entrances into Waynesville. Connectivity within the district is required to create an industrial campus feel within this area.”

It is located across from the new expansion of Haywood Community College, which was approved by the Planning Board at the July meeting. Storage - Outdoor Storage Yard is only allowed in the Commercial Industrial district and is defined as the following (LDS 17.3):

“**Storage - Outdoor Storage Yard:** The storage of various materials outside of a structure, as a principal use.”

Per LDS section 8.4.1.A, where a property zoned Commercial Industrial abuts any other district, it is already required to be screened by a Type A buffer yard, except Regional Center districts which require a Type B buffer yard. This is determined by the chart below:

		Adjacent Zoning District					
		RL/RM	NR/UR	NC	BD	RC	CI
District of Proposed Development	RL/RM	X	X	X	X	A ¹	A ¹
	NR/UR ²	C	X	X	X	X	X
	NC ²	B	C	X	X	X	X
	BD	C	C	X	X	X	X
	RC	A	A	B	C	X	X
	CI	A	A	A	A	B	X
	¹ Only required where adjacent, more intense use is pre-existing and no equivalent buffer is provided on the adjacent property						X = No Buffer Required
² Only multifamily and non-residential uses shall provide buffers between adjacent single family uses in detached homes							

The Type B buffer yard chart is shown below:

B. Type B Buffer Yard	A Type B buffer yard is medium density screen which is intended to create a visual separation between uses and zoning districts.			
	Minimum Depth	Minimum Plantings per 100 linear feet	Wall, Fence, or Berm	Required Opacity
1. Option A	20 feet	2 Evergreen Trees 1 Canopy Tree 2 Understory Trees 12 Shrubs	Not Required	Semi opaque (i.e., having only seasonal horizontal openings not exceeding 10% of the total width from the ground to a height of 8 feet within two 2 years of planting)
2. Option B	10 feet	1 Evergreen Tree 1 Canopy Tree 3 Understory Trees 24 Shrubs	Not Required	

The applicant feels that Commercial Industrial districts are the ones in which the internal architectural and landscaping requirements are not prioritized and so screening the property from adjacent Commercial Industrial properties is not necessary. The screening requirements for Commercial Industrial districts abutting other districts would not be changed. This text amendment only proposes to eliminate the screening requirement between the properties within the same Commercial Industrial District.

The proposed change would only remove the internal screening requirement for Commercial Industrial districts. While the Outdoor Storage Yard use is currently only allowed within Commercial Industrial Districts, the proposed changes take into account the potential that the use may be expanded in the future. The additional screening standard for Outdoor Storage Yards will remain in Chapter 3 of the LDS, should this use be expanded in other zoning districts in the future. This amendment would only apply to properties within the CI district.

Consistency with the 2035 Comprehensive Plan:

The proposed amendment may be determined to meet the goals of the 2035 Comprehensive Plan under:

Goal 1: Continue to promote smart growth principles in land use planning and zoning

- Encourage infill, mixed-use, and context sensitive development

Notices

Staff duly advertised this hearing by posting a notice in the Mountaineer newspaper on August 30th and September 6th.

Attachments

- Draft Ordinance
- Application Materials and Payment
- Consistency Statement
- Newspaper Notice

DRAFT ORDINANCE FOR PLANNING BOARD CONSIDERATION

ORDINANCE NO.

**AN ORDINANCE AMENDING THE TEXT OF THE
TOWN OF WAYNESVILLE LAND DEVELOPMENT STANDARDS**

WHEREAS, the Town of Waynesville has the authority, pursuant to Article 7 of Chapter 160D of the North Carolina General Statutes, to adopt land development regulations, clarify such regulations, and may amend said regulations from time to time in the interest of the public health, safety, and welfare; and,

WHEREAS, the Town of Waynesville has an adopted 2035 Comprehensive Plan, which sets goals and provides a Future Land Use map to identify where certain types of growth and density should be allowed, and where growth should be restricted; and,

WHEREAS, the Town of Waynesville Planning Board has reviewed the proposed text amendments to the Land Development Standards (LDS) and recommends that they are consistent with the 2035 Comprehensive Plan and that they are reasonable and in the public interest because they meet the following goals of the 2035 Comprehensive Plan:

Goal 1: Continue to promote smart growth principles in land use planning and zoning

- Encourage infill, mixed-use and context-sensitive development

WHEREAS, the Planning Board reviewed and held a public hearing on September 21st, 2026, and recommends the proposed text amendments for enactment by the Town Council; and

WHEREAS, the Town Council find this Ordinance is consistent with the Town's 2035 Comprehensive Plan and that it is reasonable and in the public interest to "make decisions about resources and land use in accordance with North Carolina General Statutes;" and

WHEREAS, after notice duly given, a public hearing was held on September 21st, 2026 at a regularly scheduled meeting of the Waynesville Planning Board, and on _____, at the regularly scheduled meeting of the Town Council;

NOW, THEREFORE, BE IT ORDAINED BY THE WAYNESVILLE TOWN COUNCIL, MEETING IN REGULAR SESSION ON _____, AND WITH A MAJORITY OF THE BOARD MEMBERS VOTING IN THE AFFIRMATIVE, THE FOLLOWING:

1. Amend Chapter 2.5.3 Tables of Uses to update the symbology as follows:

Change the use permission for **Storage – Outdoor Storage Yard** in **Commercial Industrial** districts from Permitted with additional standards (PS) to Permitted (P).

ADOPTED this _____ Day of _____, 2026.

TOWN OF WAYNESVILLE

J. Gary Caldwell, Mayor

ATTEST:

Candace Poolton, Town Clerk

APPROVED AS TO FORM:

Martha Bradley, Town Attorney



TOWN OF WAYNESVILLE
Development Services Department
PO Box 100
9 South Main Street
Waynesville, NC 28786
one (828) 456-8647 • Fax (828) 452-1492
www.waynesvillenc.gov

Application for Land Development Standards Text Amendment

Application is hereby made on August 11, 2026 to the Town of Waynesville for the following amendment:

Designate the specific section(s) of the Land Development Standards being requested for change:

See Attached

Description of the requested amendment, (attach additional sheets if necessary):

The reasons for the requested amendments and how the request is consistent with the Town of Waynesville's adopted 2035 Comprehensive Plan (attach additional sheets if necessary):

Applicant Contact Information

Name (Printed): RONALD C LEATHERWOOD
Mailing Address: P.O. Box 826, WAYNESVILLE NC 28786
Phone(s): 828.421.4516
Email: r.leatherwood@charter.net

Note: Text Amendment Requests require a fee of \$500.00. The request will be scheduled for the next agenda opening for the Waynesville Planning Board. Please submit application to: Town of Waynesville Development Services Department, 9 South Main Street, Waynesville, NC 28786.

This institution is an equal opportunity provider

Change LDS Chapter 3: Supplemental Standards:

3.5.8 Outside Storage.

- A. All outdoor storage shall be screened by a Type C buffer in accordance with Section 8.4.2.C.
- B. No storage areas will be permitted to encroach in any required stream buffer.

To:

3.5.8 Outside Storage.

- A. All outdoor storage shall be screened by a Type C buffer in accordance with Section 8.4.2.C., except where fencing is adjacent to the railroad corridor, or where fencing abuts property within the Commercial -Industrial District.
- B. No storage areas will be permitted to encroach in any required stream buffer.

Reasons:

Outside storage is only allowed within the Commercial-Industrial zoning district (CI). There is limited acreage of industrially zoned property within the Town of Waynesville. Most of the C-I district is adjacent to the railroad right-of-way. It is not practical to require buffer adjacent to the railroad track where property improvements may encroach into the railroad right of way and be subject to removal by the railroad company. Further, all of the properties within the existing CI Districts have limited access, or are on dead-ends.

Further, properties within the CI districts which abut other commercial or industrial uses do not need screening. Screening requirements between zoning districts, per LDS Section 8.4.1 would still apply.

This text amendment would allow for reasonable use of empty lots and land within CI districts and meet a need for outside storage in the Town. I have communicated with several friends who have asked for area to store their RV, boat, camper, or trucks, on my property because there is not available outdoor storage within the Town. However, my property within the Waynesville Industrial Park, is only adjacent to the railroad and other industrial properties. It seems un-necessary expense to require screening.

PAYMENT SUMMARY RECEIPT

TOWN OF WAYNESVILLE
16 S MAIN ST

DATE: 08/12/26 CUSTOMER#:
TIME: 13:43:28
CLERK: 2044ecou

RECPT#: 3363901 PREV BAL: 500.00
TP/YR: P/2027 AMT PAID: 500.00
BILL: 3363901 ADJSTMNT: .00
EFF DT: 08/12/26 BAL DUE: .00
Misc Cash Receipts

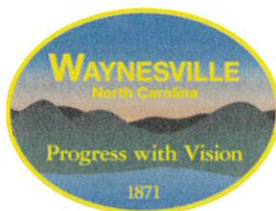
-----TOTALS-----

PRINCIPAL PAID: 500.00
INTEREST PAID: .00
ADJUSTMENTS: .00
DISC TAKEN: .00

AMT TENDERED: 500.00
AMT APPLIED: 500.00
CHANGE: .00

PAID BY: R & L Text Amend
PAYMENT METH: CHECK
PAYMENT REF: 145

TOT PREV BAL DUE: 500.00
TOT BAL DUE NOW : .00



To: Town of Waynesville Planning Board
 From: Alex Mumby, Land Use Administrator
 Date: September 21, 2026
 Subject: Text Amendment Statement of Consistency
 Description: Text amendments related to Outside Storage Screening Requirements
 Ordinance Section: Land Development Standards (LDS) Chapter 3.5.8
 Address: Town of Waynesville Planning Department ("Development Services Department")

The Planning Board hereby adopts and recommends to the Town Council the following statement(s):

☐ The zoning text amendment **is approved and is consistent with the Town's Comprehensive Land Use Plan** because: _____

The zoning text amendment **is reasonable and in the public interest** because:

☐ The zoning text amendment **is rejected because it is inconsistent with the Town's Comprehensive Land Plan and is not reasonable and in public interest** because _____

☐ In addition to approving this zoning amendment, this approval is **also deemed an amendment to the Town's Comprehensive Land Use Plan**. The changes in conditions considered in amending the zoning ordinance to meet the development needs of the community and why this action is reasonable and in the public interest, are as follows: _____

Planning Board Member _____, made a motion, seconded by _____

The motion passed _____. (*unanimously or vote results here*)

 Ginger Hain, Planning Board Chair

 Date

 Esther Coulter, Administrative Assistant Date