2014 Comprehensive Plan Update for the Town of Black Mountain

Prepared by the Town of Black Mountain with assistance from Land-of-Sky Regional Council

Adopted January 13th, 2014
Acknowledgements

**Board of Aldermen**
Michael Sobol, Mayor
Don Collins, Vice Mayor
Larry Harris
Carlos Showers
Ryan Stone
Maggie Tuttle
Carl Bartlett, Former Mayor

**Planning Board**
Jesse Gardner, Chair
John Clement
E.V. Gouge
Pam Norton
Michael Raines
Dawn Trutwin
Peter Vazquez

**Land-of-Sky Regional Council**
Brian Taylor
Linda Giltz

**Town Staff**

**Administration Department**
Matt Settlemyer, Town Manager
Dean Luebbe, Assistant Town Manager
Pam Hoen, Human Resources Coordinator
Darlene Whisenant, Town Clerk / Public Information Officer

**Planning and Development Department**
Dan Cordell, Building Inspector
Jennifer Tipton, Zoning Administrator

**Public Services Department**
Jamey Matthews, Public Services Director
Mark White, Water Operations Division

**Recreation and Parks Department**
Casey O’Connor, Recreation and Parks Director
Jill Edwards, Health Service Programs Director
Black Mountain Comprehensive Plan Update

Acknowledgements

Fire Department
Steve Jones, Fire Chief
Craig Bannerman, Deputy Fire Chief

Police Department
Steve Padgett, Chief of Police

Other Town Boards and Commissions
Certified Entrepreneurial Community Taskforce
Greenways Commission
Historic Preservation Commission
Housing Commission
Recreation Commission
Town Square Steering Committee
Urban Forestry Commission

Other Contributing Organizations and Individuals
Black Mountain Center for the Arts
Black Mountain-Swannanoa Chamber of Commerce
Black Mountain News
Black Mountain Rotary Club
French Broad River Metropolitan Planning Organization
Swannanoa Valley Museum
Velo Girl Rides

Elizabeth Teague, Former Planning Director for Town of Black Mountain
Bob Watts, Former Public Services Director for Town of Black Mountain
Table of Contents

Acknowledgements.................................................................................................................................1

Table of Contents....................................................................................................................................3

Executive Summary.....................................................................................................................................10

Chapter 1: Introduction
  Section 1.1: Purpose of the Comprehensive Plan..................................................................................1-1
  Section 1.2: The 2004 Comprehensive Plan...........................................................................................1-2
  Section 1.3: Plan Update Process............................................................................................................1-5
  Section 1.4: Structure of the 2014 Comprehensive Plan Update.............................................................1-8
  Section 1.5: Vision Statements.................................................................................................................1-10
  Section 1.6: Historical Development of Black Mountain..........................................................................1-13
  Section 1.7: Community Conditions and Trends....................................................................................1-16

Chapter 2: Land Use and Housing
  Section 2.1: Land Use...............................................................................................................................2-1
  Section 2.2: Housing................................................................................................................................2-10

Chapter 3: Environment and Natural Resources
  Section 3.1: Open Space and Forests........................................................................................................3-1
  Section 3.2: Steep Slope Development.....................................................................................................3-5
  Section 3.3: Protecting Waterways...........................................................................................................3-7
  Section 3.4: Recycling..............................................................................................................................3-12
  Section 3.5: Energy & Water Conservation..............................................................................................3-14

Chapter 4: Transportation
  Section 4.1: Pedestrian and Bike Network..............................................................................................4-1
  Section 4.2: Transit....................................................................................................................................4-12
Table of Contents

Section 4.3: Roadways..................................................................................................................4-16
Section 4.4: Rail............................................................................................................................4-24

Chapter 5: Utilities

Section 5.1: Water System........................................................................................................5-1
Section 5.2: Stormwater System...............................................................................................5-5
Section 5.3: Dam Safety...............................................................................................................5-9
Section 5.4: Underground Utilities............................................................................................5-10

Chapter 6: Parks, Recreation and Health

Section 6.1: Parks and Recreation Facilities..............................................................................6-1
Section 6.2: Health Care Facilities.............................................................................................6-8

Chapter 7: Economic Development

Section 7.1: Existing Establishments and Employment............................................................7-1
Section 7.2: Business Development and Recruitment.............................................................7-5
Section 7.3: Downtown Development.......................................................................................7-9
Section 7.4: Tourism..................................................................................................................7-17

Chapter 8: Historic and Cultural Resources

Section 8.1: Historic Preservation.............................................................................................8-1
Section 8.2: Cultural Resources..................................................................................................8-7

Chapter 9: Implementation

Section 9.1: Implementing the Plan............................................................................................9-1
Section 9.2: Action Matrix..........................................................................................................9-4

Appendix A: Public Input

Section A.1: Public Input Survey................................................................................................A-1
Section A.2: Public Comments on Draft Comprehensive Plan.................................................A-15
Section A.3: Public Comments from Town Planning Board Meetings.....................................A-22
## Index of Figures, Tables and Maps

### Figures

- **Figure 1-1**: Black Mountain’s 2004 Comprehensive Plan ........................................................................................................... 1-2
- **Figure 1-2**: Comprehensive Plan Update Process .......................................................................................................................... 1-6
- **Figure 1-3**: 1920s Postcard of N.C. State Highway No. 10 ............................................................................................................. 1-13
- **Figure 1-4**: 1969 Land Development Plan for Black Mountain showing proposed freeway ........................................................ 1-14
- **Figure 1-5**: Historical and Projected Population for Town of Black Mountain ............................................................................ 1-16
- **Figure 1-6**: Median Age, 2000 and 2010 ............................................................................................................................................. 1-17
- **Figure 1-7**: Black Mountain Population Distribution by Age Group, 2000 and 2010 ............................................................... 1-18
- **Figure 1-8**: Population Composition by Race and Ethnicity, 2010 ............................................................................................. 1-18
- **Figure 1-9**: Hispanic / Latino Population, 2000 and 2010 ........................................................................................................... 1-19
- **Figure 1-10**: Educational Attainment, 2010 ............................................................................................................................. 1-19
- **Figure 1-11**: School Enrollment, 2010 ........................................................................................................................................ 1-20
- **Figure 1-12**: Median Household Income, 2000 and 2010 ......................................................................................................... 1-20
- **Figure 1-13**: Household Income Distribution ........................................................................................................................... 1-21
- **Figure 1-14**: Black Mountain Household Income Distribution, 2000 and 2010 ................................................................. 1-21
- **Figure 1-15**: Seasonally Adjusted Unemployment Rate (%) for the Asheville MSA .................................................................. 1-22
- **Figure 1-16**: Black Mountain Inflow / Outflow Job Counts, 2011 ............................................................................................. 1-23
- **Figure 1-17**: Employment by Industry for Persons Residing and Working in Black Mountain, 2011 ............................. 1-23
- **Figure 1-18**: Age of Employed Persons Residing and Working in Black Mountain, 2011 ....................................................... 1-24
- **Figure 1-19**: Monthly Income of Employed Persons Living and Working in Black Mountain, 2011 ............................... 1-24
- **Figure 1-20**: Black Mountain Establishments by Industry, 2011 ............................................................................................ 1-25
- **Figure 1-21**: Employment in Black Mountain by Industry, 2011 ............................................................................................ 1-25
- **Figure 1-22**: Workforce Employment in Black Mountain by Industry, 2002 to 2011 ............................................................ 1-26
- **Figure 1-23**: Travel to Work by Transportation Type, 2010 ................................................................................................... 1-27
- **Figure 1-24**: Mean Travel Time to Work in Minutes, 2010 ...................................................................................................... 1-27
- **Figure 1-25**: Age of Housing Stock in Black Mountain ........................................................................................................... 1-29
- **Figure 1-26**: Type of Housing in Black Mountain by Number of Units, 2010 ................................................................. 1-29
- **Figure 1-27**: Change in Average Household Size, 2000 and 2010 ......................................................................................... 1-30
- **Figure 2-1**: Shops in Cheshire Village ....................................................................................................................................... 2-2
- **Figure 2-2**: Townhomes on Roselyn Way in the UR-8 District ................................................................................................. 2-3
- **Figure 2-3**: Black Mountain Housing Characteristics, 2010 ................................................................................................. 2-11
Figure 2-4: Change in Average Household Size, 2000 and 2010.................................................................2-11
Figure 2-5: Monthly Owner Costs as a Percentage of Household Income, Black Mountain, 2011...............2-12
Figure 2-6: Gross Rent as Percentage of Household Income, Black Mountain, 2011....................................................2-12
Figure 2-7: Blue Ridge Apartments..................................................................................................................2-13

Figure 3-1: Oak on Flat Creek Trail.................................................................................................................3-2
Figure 3-2: Swannanoa River.........................................................................................................................3-8
Figure 3-3: Rain garden and rain barrel at Town Hall...................................................................................3-9
Figure 3-4: 18-Gallon Bin.................................................................................................................................3-13
Figure 3-5: 96-Gallon Cart...............................................................................................................................3-13

Figure 4-1: Pedestrian shopping on Cherry Street.........................................................................................4-2
Figure 4-2: In-the-Oaks Trail..........................................................................................................................4-3
Figure 4-3: Cyclist in downtown Black Mountain.........................................................................................4-4
Figure 4-4: Emilee Russell Way on Walk to School Day.............................................................................4-5
Figure 4-5: Black Mountain Cycle-to-Farm 15 Mile Route........................................................................4-6
Figure 4-6: Riverwalk Connection at Railroad Trestle.................................................................................4-10
Figure 4-7: Asheville Transit Route 170 Bus with Bike Rack.......................................................................4-12
Figure 4-8: Sutton Avenue Park & Ride.........................................................................................................4-15
Figure 4-9: Roundabouts and Road Narrowing Proposed on US70 in East Black Mountain.....................4-19
Figure 4-10: Montreat Road Realignment..................................................................................................4-20
Figure 4-11: Implementation of Complete Streets Design Concepts on College Street in Asheville....4-22
Figure 4-12: Tourists Arriving in Black Mountain by Rail.......................................................................4-24
Figure 4-13: Current and Future Passenger Rail Service........................................................................4-25

Figure 5-1: Catch basins on State Street.......................................................................................................5-6

Figure 6-1 Lake Tomahawk Park..................................................................................................................6-2
Figure 6-2 Black Mountain Recreation Park..................................................................................................6-2
Figure 6-3 Carver Community Center........................................................................................................6-5

Figure 7-1 Black Mountain Establishments by Industry, 2011.................................................................7-2
Figure 7-2 Employment in Black Mountain by Industry, 2011.................................................................7-3
Figure 7-3 Historic McKoy Building on Black Mountain Avenue

Figure 7-4 Black Mountain Commerce Park

Figure 7-5 Kate Rickenbacker of Rickenbacker Violins

Figure 7-6 Black Mountain Center for the Arts

Figure 7-7 Vacant Downtown Property on East State Street

Figure 7-8 Town Square Conceptual Plan

Figure 7-9 Monthly Volume of Services Provided at Black Mountain Visitor Center

Figure 7-10 Cycle-to-Farm

Figure 8-1 Businesses on Cherry Street, 1924

Figure 8-2 Historic Stepp House

Figure 8-3 Black Mountain Firehouse and City Hall

Figure 8-4 White Horse Black Mountain

Figure 8-5 Sourwood Festival

Figure 8-6 Park Rhythms Concert Series

Figure 9-1 Example of an Ongoing Action

Tables
Table 1-1: Black Mountain’s Vision Statements
Table 1-2: Comprehensive Plan Action Item Update
Table 1-3: Chapters and Policy Areas
Table 1-4: Population Growth in Black Mountain and Buncombe County, 1970 to 2010
Table 1-5: Housing Tenure, 2011
Table 1-6: Monthly Owner Costs as a Percentage of Household Income, 2011
Table 1-7: Gross Rent as a Percentage of Household Income, 2011
Table 1-8: Town of Black Mountain Zoning Districts
Table 1-9: Land Use within Town of Black Mountain Zoning Districts
Table 1-10: Housing Tenure, 2011
Table 1-11: FY 2013 Buncombe County AMI by Household Size
Table 1-12: FY 2013 Fair Market Rent Summary for Buncombe County
Table 3-1: Comparison of LID and Conventional Site Development ................................................................. 3-9
Table 3-2: Annual Cost of Energy at Town Facilities, July 2008 to June 2009 ...................................................... 3-15
Table 3-3: Black Mountain Water System Supply and Demand in Million Gallons per Day .................................. 3-15

Table 4-1: Asheville Transit Route 170 ........................................................................................................... 4-13
Table 4-2: Mountain Mobility Black Mountain Trailblazer Stops ........................................................................ 4-13

Table 5-1 Black Mountain Water System Connections .................................................................................... 5-2
Table 5-2 Black Mountain Water System Supply and Demand, Average Gallons per Day (GPD) ...................... 5-3

Table 6-1 Town of Black Mountain Parks and Recreation Facilities ................................................................. 6-3
Table 6-2 Town of Black Mountain Recreation & Parks Programs ................................................................. 6-4
Table 6-3 NRPA Park Classifications and Service Areas .................................................................................. 6-6

Table 8-1 Black Mountain Districts and Buildings on the National Register of Historic Places ......................... 8-4

Maps

All 11” x 17” maps of the Town are located at the end of each chapter.

Map 1-1 Home Residences for Persons Employed in Black Mountain, 2011 ...................................................... 1-28

Map 2-1: Black Mountain Land Use ........................................................................................................... 2-19
Map 2-2: Black Mountain Zoning Districts .................................................................................................. 2-20
Map 2-3: Home Residences for Persons Employed in Black Mountain, 2011 .................................................. 2-14

Map 3-1: Black Mountain Open Space ........................................................................................................ 3-17
Map 3-2: Floodplain and Steep Slope Development ...................................................................................... 3-18

Map 4-1: Black Mountain Pedestrian Network ............................................................................................ 4-27
Map 4-2: Black Mountain Bicycle Network ................................................................................................ 4-28
Map 4-3: Black Mountain Transit Network .................................................................................................. 4-29
Map 4-4: Annual Average Daily Traffic for NCDOT Roadways in Black Mountain, 2012 ......................... 4-30
Map 4-5: Powell Bill Map and Planning Focus Areas for Black Mountain Roadways ................................... 4-31
<table>
<thead>
<tr>
<th>Map Number</th>
<th>Title</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>Map 4-6</td>
<td>Proposed Southeast Connector</td>
<td>4-32</td>
</tr>
<tr>
<td>Map 5-1</td>
<td>Town of Black Mountain Water Systems and Dams</td>
<td>5-11</td>
</tr>
<tr>
<td>Map 5-2</td>
<td>Downtown Stormwater System</td>
<td>5-12</td>
</tr>
<tr>
<td>Map 5-3</td>
<td>Proposed Downtown Stormwater System in Stormwater Master Plan</td>
<td>5-7</td>
</tr>
<tr>
<td>Map 6-1</td>
<td>Black Mountain Parks &amp; Recreation</td>
<td>6-9</td>
</tr>
<tr>
<td>Map 7-1</td>
<td>Black Mountain Land Use in Commercial / Industrial / Institutional / Mixed Use Districts</td>
<td>7-21</td>
</tr>
<tr>
<td>Map 7-2</td>
<td>Downtown Black Mountain</td>
<td>7-22</td>
</tr>
<tr>
<td>Map 8-1</td>
<td>Black Mountain Historic Preservation</td>
<td>8-11</td>
</tr>
</tbody>
</table>
Executive Summary

The Comprehensive Plan

The Black Mountain Comprehensive Plan is a roadmap that provides guidance on where and how the Town will grow and change over time. The Plan is based on a Community Vision for Black Mountain that articulates the priorities of residents for future growth and development in the Town. The updated goals, strategies and actions in the Plan describe how the Town will realize that Vision as it relates to specific policy areas. These policy areas include land use; housing; environmental protection; transportation; public infrastructure; parks and recreation facilities; health facilities; economic development; historic preservation; and cultural resources.

Purpose of the Plan

The Comprehensive Plan performs several important functions for the Town, private development interests, and the general public. The functions of the Comprehensive Plan are briefly described below.

Guidance for Government Decisions: The Plan is a source of guidance for decisions regarding public investments, regulatory actions, municipal ordinances, policy positions, and other matters.

Source of Information: Research conducted in support of the Plan provides useful information on existing conditions and trends in the community.

Preview of Government Actions: Business decisions of the public in general, and developers in particular, are easier to make when the intended priorities of the Town are clear. The adoption of the Comprehensive Plan increases the predictability of the Town’s future actions.

Public Participation in the Town’s Governance: A public input survey and public meetings held over the course of the Plan’s update helped ensure that the Plan expresses the desires of Black Mountain residents. The intent is to create a true sense of ownership and involvement among residents in major initiatives of town government.

Although the State of North Carolina does not require local governments to adopt a comprehensive plan, the state’s General Statutes state that zoning must be “in accordance with a comprehensive plan” (G.S. 160A-383).

Need for the Comprehensive Plan Update

The original 2004 Comprehensive Plan for the Town of Black Mountain was authorized by the Board of Aldermen to address the growing development pressures that threatened Black Mountain’s scenic beauty, small town character and overall quality of life. The Comprehensive Plan has been updated to reflect local changes in public priorities, demographics and economic drivers.
The 2014 Comprehensive Plan Update retains the original Community Vision from the 2004 Comprehensive Plan, and updates actions put in place to realize this Vision. These updates reflect progress on implementation of the 2004 Comprehensive Plan; new Town plans that have been adopted; new challenges and opportunities identified by Town staff, the Planning Board and Black Mountain residents; and recent demographic and development trends. The new strategies and actions developed from this input were evaluated based on their support of Black Mountain’s Community Vision.

**Community Vision for Black Mountain**

The Community Vision was developed by residents during the visioning process for the 2004 Comprehensive Plan. The seventeen Vision Statements summarized in Figure 1 make up the Community Vision for Black Mountain. These Vision Statements describe ideal end conditions in Black Mountain that will be realized when the Plan is fully implemented. The full Vision Statements can be found in Chapter 1: Introduction.

**Plan Update Process and Public Involvement**

**Plan Update Process**

The 2014 Comprehensive Plan Update process was led by the Town Planning Board with the support of Town staff and Land-of-Sky Regional Council. The process was conducted through monthly Planning Board meetings, special working meetings, reports from Town departments and commissions, interviews with key stakeholders, an extensive review of the Town’s 2004 Comprehensive Plan and other recently adopted plans, and a robust public involvement effort that included a Public Input Survey and the collection of input from residents at the public meetings (Figure 1).

**Public Input**

Public input was collected throughout the 2014 Comprehensive Plan Update process and used to update the goals, strategies and actions put in place to realize Black Mountain’s Community Vision. Public input was collected through the following channels.

- A Public Input Survey was conducted using online and print surveys accessed through the Town website and available in print form. Public input was solicited from Town residents and business owners using over 3,700 survey postcards that were mailed to every address in the Town of Black Mountain. Input was received from over 420 residents and business owners in Black Mountain.
- Black Mountain residents also provided input on Comprehensive Plan priorities at monthly Planning Board meetings between May 2012 and September 2013.
- Other public input was collected from residents through outreach meetings with civic groups and at Town Commission meetings.

Public input was used to help identify issues and actions to include in the Comprehensive Plan Update and assign priorities to actions in the Plan.
Highlights of the Comprehensive Plan Update

The 2014 Comprehensive Plan Update process revised the list of strategies and actions that the Town will use to realize the Community Vision. Priority actions associated with each policy area in the Plan are summarized below. Actions that received the highest priority are shown in bold print.

Chapter 2: Land Use and Housing

Land Use Planning

Develop a Future Land Use Map as an amendment to the Comprehensive Plan that identifies preferred areas for growth in Black Mountain and areas for preservation.

Encourage infill development that utilizes existing infrastructure in order to maximize public investment and revitalize existing neighborhoods.

Encourage compact, mixed-use developments that preserve open space and support services within close walking and biking distance.

Locate sidewalks, greenways and transit stops near residential and mixed use areas with higher density.
Housing Affordability and Diversity
Maintain affordable housing options for residents of low and moderate incomes.

Encourage a mix of housing types to meeting a variety of lifestyle needs, especially those of senior citizens.

Chapter 3: Environment and Natural Resources

Preserve Open Space, Trees and Environmentally Sensitive Lands.
Enhance tree protection through educational Urban Forestry Commission programs and incentives in the Land Use Code.

Protecting Waterways
Construct downtown stormwater BMPs to filter out pollutants that are impairing local waterways.¹

Waste Reduction and Conservation
Implement recycling cart pilot project with the Town’s solid waste contractor to increase recycling rates and reduce landfill tipping fees.

Chapter 4: Transportation

Pedestrian and Bike Networks
Complete Montreat Road Sidewalk and other priority sidewalk projects identified in the Pedestrian Transportation Plan.

Expand Greenway network by building high priority trails, including Riverwalk Phase 2, Flat Creek Phase 2, Owen Spur and Tomahawk Spur.

Develop a Town bike plan that identifies and prioritizes recommendations to improve Black Mountain’s bicycle infrastructure.

Transit Network
Work with Mountain Mobility and Asheville Transit to maintain funding for transit services in Black Mountain.

Roadways
Reduce downtown traffic and promote economic development by working with the French Broad MPO and NC DOT to make the I-40 Interchange project at Blue Ridge Road a priority in the Long Range Transportation Plan.

Reduce downtown congestion by working with NCDOT to develop effective congestion management strategies at intersection of NC 9 and US 70.

Passenger Rail
Support regional efforts to bring passenger rail service back to Western North Carolina.

¹ Stormwater Best Management Practices (BMPs) are physical structures designed to remove pollutants from stormwater and reduce downstream erosion. Examples of Stormwater BMPs include grassed swales, rain gardens, and constructed wetlands.
Chapter 5: Utilities

Water System
Develop a water production and conservation plan for the Town water system to maintain an adequate supply of water for customers and control increased demand.

Stormwater System
Repair and replace the downtown stormwater drainage system.

Dam Safety
Complete maintenance and repair measures at Lake Tomahawk Dam recommended by safety inspectors from the state and the US Army Corps of Engineers.

Underground Utilities
Partner with utilities and merchants to place overhead power lines in the downtown area underground.

Chapter 6: Parks, Recreation and Health

Parks & Recreation Facilities
Renovate the Carver Center and other facilities in need of repair or enhancement.

Health Care Facilities
Partner with regional health care providers to assess and improve access to urgent care services in Black Mountain.

Chapter 7: Economic Development

Downtown Development
Make streetscape and parking improvements that enhance downtown Black Mountain’s function as a gathering place that supports retailers, entertainment, and cultural activities.

Business Development and Recruitment
Implement Certified Entrepreneurial Community (CEC) Taskforce strategies that support small businesses and entrepreneurs in Black Mountain.

Identify Town liaison for business development and recruitment

Chapter 8: Historic and Cultural Resources

Historic Preservation
Review Historic District Guidelines to ensure that they are preserving the historic character of downtown.

Cultural Resources
Work with arts organizations to facilitate use of public spaces for cultural events.
Plan Implementation

The last chapter of the Comprehensive Plan includes an Action Matrix that summarizes all of the goals, strategies and actions recommended in the Plan. The effectiveness of the Comprehensive Plan will be measured by the implementation of actions in the Action Matrix. The Action Matrix will be used by the Board of Aldermen, Town departments, and other Town boards and commissions to prioritize future policies and investments, inform development decisions, and to review progress on plan implementation. The priorities, responsible parties and timeframes assigned to actions in the Matrix are described in more detail in Chapter 9: Implementation.
Chapter 1: Introduction

Chapter Outline
Section 1.1: Purpose of the Comprehensive Plan
Section 1.2: The 2004 Comprehensive Plan
Section 1.3: Plan Update Process
Section 1.4: Structure of the 2014 Comprehensive Plan Update
Section 1.5: Vision Statements
Section 1.6: Historical Growth and Development
Section 1.7: Community Conditions and Trends

1.1: The Purpose of the Comprehensive Plan

The Comprehensive Plan
The Black Mountain Comprehensive Plan is a roadmap that provides guidance on where and how the Town will grow and change over time. The Plan consists of Vision Statements that articulate the Town's Community Vision for future growth and development, as well as goals, strategies and actions that describe how the Town will realize that Vision as it relates to specific policy areas. These policy areas include land use; housing; environmental protection; transportation; public infrastructure; parks and recreation facilities; health facilities; economic development; historic preservation; and cultural resources.

Purpose of the Plan
The Black Mountain Comprehensive Plan is designed to be used primarily as a policy document to inform Town decisions related to growth and development, including investments (e.g. Capital Improvement Plan); policies, incentives and regulations (e.g. Land Use Code); and plans for new development and redevelopment. In addition, the plan performs several other important functions for the Town, private development interests, and the general public. The four functions of the Comprehensive Plan are briefly described below.

Guidance for Government Decisions
Once the Black Mountain Board of Aldermen adopts the Plan, it then becomes a source of guidance for decisions regarding public investments, regulatory actions, municipal ordinances, policy positions, and other matters.

Source of Information
Research conducted in support of the plan provides useful information on existing conditions and trends in the community. This information is contained in the narrative sections of the Plan, such as the Community Conditions & Trends section and in the beginning of policy chapters.

Preview of Government Actions
Business decisions of the public in general, and developers in particular, are easier to make when the intended priorities of the Town are clear. The adoption of the Comprehensive Plan increases the predictability of the Town's future actions.
Public Participation in the Town’s Governance
A public input survey and public meetings held over the course of the Plan’s update helped ensure that the plan expresses the desires of Black Mountain residents. The intent is to create a true sense of ownership and involvement among residents in major initiatives of town government.

Need for the Comprehensive Plan Update
The original Comprehensive Plan for the Town of Black Mountain was authorized by the Board of Aldermen in 2000 to address the growing development pressures that threatened Black Mountain’s scenic beauty, small town character and overall quality of life. Although most development came to a halt at the start of the Great Recession in 2009, development pressures are once again on the rise, creating a growing need to ensure that the Community Vision for Black Mountain remains relevant. The 2014 Comprehensive Plan Update retains the original Vision Statements from the 2004 Comprehensive Plan, and updates actions put in place to realize this vision. These updates reflect progress on implementation of the 2004 Comprehensive Plan; new Town plans that have been adopted; new challenges and opportunities identified by Town staff, the Planning Board and Black Mountain residents; and recent demographic and development trends. The new strategies and actions developed from this input were evaluated based on their support of Black Mountain’s Community Vision.

1.2: Black Mountain’s 2004 Comprehensive Plan

Origin and Development of Process
In the year 2000, the Town of Black Mountain identified a critical need for the development of a comprehensive community-planning document. Under the direction and guidance of the Board of Aldermen, Town staff set about developing a framework that would lead the community through the planning process. The Town enlisted the services of Glenn Harbeck Associates to guide the community through the public input process and assist with the development of the Black Mountain’s Community Vision. The Board of Aldermen appointed a Comprehensive Plan Steering Committee to develop a Comprehensive Plan with action items that supported the Community Vision and reflected public input on how to achieve that Vision. The result of this public input and planning process was the 2004 Comprehensive Plan (Figure 1-1).

Figure 1-1 Black Mountain’s 2004 Comprehensive Plan
Establishing the Vision

The first step in the development of the 2004 Comprehensive Plan was the establishment of a shared Community Vision for the future of Black Mountain.

During a public visioning meeting held in September 2001, residents identified over 750 ideas, concerns, and issues regarding future development and growth in Black Mountain. After the meeting, all 750 ideas were sorted into subject areas and used to develop a shared vision for the future of Black Mountain. This Community Vision was comprised of 17 Vision Statements, which are listed below in Table 1-1, and in detail in section 1.5 of this chapter.

<table>
<thead>
<tr>
<th>Table 1-1 Black Mountain's Vision Statements</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Small Town Character and Community Identity</td>
</tr>
<tr>
<td>2. Getting Around</td>
</tr>
<tr>
<td>3. Community Appearance</td>
</tr>
<tr>
<td>4. Recreation, Parks and Open Space</td>
</tr>
<tr>
<td>5. Commercial Development and Services</td>
</tr>
<tr>
<td>6. Downtown Black Mountain</td>
</tr>
<tr>
<td>7. Housing and Neighborhoods</td>
</tr>
<tr>
<td>8. Public Safety</td>
</tr>
<tr>
<td>9. Community Planning</td>
</tr>
</tbody>
</table>

Identifying Action Items

The Comprehensive Plan Steering Committee held another public meeting to share the Community Vision and collect input from residents about how the Town might achieve the Vision. The result of this meeting was the development of a list of Action Items designed to achieve the community goals.

2004 Comprehensive Plan Action Items and Progress to Date

The status of each action item from the 2004 Comprehensive Plan is summarized in Table 1-2. Significant progress was made on many action items in the Plan. Notable accomplishments are highlighted below.

- The 2010 Land Use Code Update added new requirements for the preservation of open space in subdivisions.
- A Pedestrian Transportation Plan was adopted to guide development of sidewalk and greenway networks.
- New sidewalks were built on Montreat Rd, US 70, NC 9 and by developers in Cheshire and the Settings per new subdivision regulations.
- New greenway trails were built at the Recreation Park, the Community Garden, and along Flat Creek.
- Town Hall was relocated to a renovated building with meeting spaces.
## Table 1-2 2004 Comprehensive Plan Action Item Update

<table>
<thead>
<tr>
<th>Category</th>
<th>Action Item</th>
<th>Status</th>
<th>Future Action?</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Building / Planning / Zoning</strong></td>
<td><strong>Interstate 40 interchange at Blue Ridge Road</strong></td>
<td>No Progress</td>
<td>Continue</td>
</tr>
<tr>
<td></td>
<td>Passenger rail service</td>
<td>Limited Progress</td>
<td>Continue</td>
</tr>
<tr>
<td></td>
<td>Use proactive zoning to preserve land for parks</td>
<td>Complete</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Improve code compliance policy and procedures</td>
<td>Complete</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Reassess speed limits (25 mph town-wide)</td>
<td>Complete</td>
<td></td>
</tr>
<tr>
<td><strong>Water Resources</strong></td>
<td><strong>Create a long range water plan to plan for increased production, conservation, and growth management</strong></td>
<td>Limited Progress</td>
<td>Continue</td>
</tr>
<tr>
<td><strong>Public Services</strong></td>
<td><strong>Install contrasting surfaces on crosswalks</strong></td>
<td>Progress</td>
<td>Continue(^1)</td>
</tr>
<tr>
<td></td>
<td><strong>Construct traffic circles where appropriate</strong></td>
<td>No Progress</td>
<td>Continue(^2)</td>
</tr>
<tr>
<td></td>
<td><strong>Install landscaped median in turning lane on US 70 between Cragmont and Blue Ridge Road</strong></td>
<td>No Progress</td>
<td>Discontinue</td>
</tr>
<tr>
<td><strong>Bike &amp; Pedestrian Network</strong></td>
<td><strong>Develop a plan to improve walkability in Town</strong></td>
<td>Complete</td>
<td></td>
</tr>
<tr>
<td></td>
<td><strong>Build a network of sidewalks throughout the community</strong></td>
<td>Progress</td>
<td>Continue</td>
</tr>
<tr>
<td></td>
<td><strong>Complete the Montreat Road sidewalk to the Montreat Gate</strong></td>
<td>Progress</td>
<td>Continue</td>
</tr>
<tr>
<td></td>
<td><strong>Establish a greenway system along the river</strong></td>
<td>Progress</td>
<td>Continue</td>
</tr>
<tr>
<td></td>
<td><strong>Share roadways with bikes and add bike lanes where feasible</strong></td>
<td>No Progress</td>
<td>Continue</td>
</tr>
<tr>
<td><strong>Parks &amp; Recreation</strong></td>
<td><strong>Build a Skate Park</strong></td>
<td>Complete</td>
<td></td>
</tr>
<tr>
<td></td>
<td><strong>Coordinate with retreats for resources</strong></td>
<td>Limited Progress</td>
<td>Continue</td>
</tr>
<tr>
<td></td>
<td><strong>Build an all-weather recreation facility with pool</strong></td>
<td>Complete</td>
<td></td>
</tr>
<tr>
<td></td>
<td><strong>Establish a Youth Center</strong></td>
<td>Limited Progress</td>
<td>Discontinue</td>
</tr>
<tr>
<td></td>
<td><strong>Establish a nature park in the watershed</strong></td>
<td>No Progress</td>
<td>Discontinue</td>
</tr>
<tr>
<td><strong>Meeting Facilities</strong></td>
<td><strong>Build Municipal Town Hall / Auditorium / Theater</strong></td>
<td>Progress</td>
<td>Discontinue</td>
</tr>
</tbody>
</table>

---

\(^1\) Included as part of Action T-1.3.1 in Chapter 4

\(^2\) Included as part of Action T-6.3.1 in Chapter 4
1.3 Plan Update Process

The 2014 Comprehensive Plan Update process was led by the Town Planning Board with the support of the Planning Department and Land-of-Sky Regional Council. The process was conducted through monthly Planning Board meetings, special working meetings, reports from Town departments and commissions, interviews with key stakeholders, an extensive review of the Town’s 2004 Comprehensive Plan and other recently adopted plans, and a robust public involvement effort that included a Public Input Survey and the collection of input from residents at the public meetings.

Steps in the Process

Evaluation of Progress on Existing Action Items
One of the first steps in the Comprehensive Plan Update process was the evaluation of progress on action items from the 2004 Comprehensive Plan. Department heads were invited to Planning Board meetings to provide input on the status of action items and to recommend action items to be continued or discontinued.

Community Conditions and Trends
An analysis of community conditions and trends related to Black Mountain’s population growth, demographics, housing, income, employment and commuting patterns to identify existing and emerging issues that the Comprehensive Plan should consider.

Identification of Issues and Opportunities
New issues and opportunities to be considered in the Comprehensive Plan Update were identified through reports to the Planning Board from Town departments and commissions, a review of plans and ordinances adopted by the Town, input from residents at public meetings and on the Public Input Survey, and an analysis of community conditions and trends (Figure 1-2).

Goals, Strategies and Actions
Goals, strategies and actions were proposed to address the issues and opportunities, with input provided through the variety of sources listed above. A complete list of all proposed actions was provided to Planning Board members, who were asked to select and prioritize actions based on their support of the Town Vision Statements and the current priorities identified in the Public Input Survey. Regular Planning Board meetings and working meetings with Planning Board members were used to clarify the justifications for proposed actions, review average priority rankings, edit actions and priorities, and select actions to include in the Plan.

Review of Draft Comprehensive Plan
Drafts of each chapter in the Comprehensive Plan were submitted to Planning Board members and Town Staff for final edits, which were reviewed and approved by the Planning Board prior to the released of the Plan for public comment.
Public Input

Public input provided during the planning process for the 2004 Comprehensive Plan is included in the Vision Statements that guide the Comprehensive Plan.

Public input was collected throughout the 2014 Comprehensive Plan Update process and used to updates the goals, strategies and actions put in place to realize these Vision Statements. Public input was collected through the following channels.

- A Public Input Survey was conducted using online and print surveys accessed through the Town website and available in print form. Public input was solicited from Town residents and business owners using over 3,700 survey postcards that were mailed to every address in the Town of Black Mountain. Input was received from over 420 residents and business owners in Black Mountain.
- Black Mountain residents also provided input on Comprehensive Plan priorities at monthly Planning Board meetings.
- Other public input was collected from residents through outreach meetings with civic groups, such as the Black Mountain Rotary Club, and at Town Commission meetings.

Public input was used to help identify issues and actions to include in the Comprehensive Plan Update and assign priorities to actions in the Plan.
Town Plans and Studies

Since the adoption of the 2004 Comprehensive Plan, a number of new plans and policies have been developed or updated, both for the Town and the region. These plans represent a significant amount of public input, and help inform the Comprehensive Plan Update with the current priorities and issues that will influence how the Town plans to realize its Community Vision. These plans include:

- **2008 Pedestrian Transportation Plan**: This plan identifies priority sidewalk and greenway projects and recommends policies and programs to facilitate the expansion and use of these networks.
- **2008 Greenways Master Plan**: The Greenways Commission developed this plan to highlight and prioritize the planning and construction of future greenway trails.
- **2009 Stormwater Master Plan**: Recommended stormwater infrastructure projects to address stormwater quality and drainage issues in Black Mountain are included in this plan.
- **2007 US 70 Corridor Study**: This study analyzed transportation and land use conditions along US 70 in Black Mountain and Swannanoa, and engaged local stakeholders in a planning process to develop a preferred transportation and land use vision for the corridor. The plan provides recommendations to enhance connectivity while preserving capacity along the corridor, capitalize on existing character and unique assets for redevelopment, create well designed destinations along the corridor, and increase multi-modal opportunities.
- **2011 M/A/B Town Square Study**: This small area study of the intersection of US 70 and NC 9 that provides recommendations to improve traffic safety in downtown Black Mountain; mitigate congestion at the intersection; and make better of on-street parking. The Study also proposed a conceptual schematic for design of Black Mountain Town Square.
- **Regional Plans**
  - **French Broad River MPO 2035 Long Range Transportation Plan**: This plan includes transportation improvement projects to address mobility, maintenance and quality of life issues affected by the roadway network in the Asheville metro area within a twenty year planning horizon.
  - **2013 GroWNC**: A 3-year regional planning initiative led by Land-of-Sky Regional Council to develop a framework of strategies to foster growth and economic prosperity that preserves the quality of life and the unique assets of the region that make it possible. The regional plan weaves together existing local and regional plans with extensive public input from meetings held throughout the region to develop a vision of preferred growth scenarios.
  - **2013 Blue Ridge Bike Plan**: The FBR MPO and Land-of-Sky Regional Council led a planning process to assess regional issues and opportunities related to the expansion of the bicycle network in the Asheville metro area, identify priority corridors for improvement, and recommend facility and policy recommendations to be implemented locally and through partnerships at the regional level.
  - **2013 Buncombe County Land Use Plan**: Describes the existing and preferred pattern of development in Buncombe County, ongoing and emerging land use issues, and strategies that the County will pursue to address those issues.
  - **Consolidated Strategic Housing and Community Development Plan 2010-15**: Identifies affordable housing issues in the Asheville metro area market and recommends strategies that consortium partners, such as Black Mountain, can implement to promote affordable housing.
1.4: Structure of the 2014 Comprehensive Plan Update

**Introduction (Chapter 1)**
The Introduction explains the purpose of the Comprehensive Plan, outlines the development and implementation of the original 2004 Plan, and describes the Plan update process. The goals, strategies and actions in the updated Comprehensive Plan were chosen based on their support of the Vision Statements, which are listed in section 1.5. These Vision Statements describe the ideal end condition that will be realized when the Comprehensive Plan is fully implemented.

**Historical Development**
This section chronicles the growth and development of Black Mountain, and the factors that influenced the current pattern of development in Black Mountain.

**Community Conditions and Trends**
An analysis of community conditions and trends related to Black Mountain’s population growth, demographics, housing, income, employment and commuting patterns. This analysis is used to identify existing and emerging issues to be considered in the Comprehensive Plan Update.

**Policy (Chapters 2 to 8)**
Each chapter covers one or more policy areas, as shown in Table 1-3. The Transportation Chapter, for example, includes policy area sections on pedestrian and bike facilities, transit, roadways, and rail. Most policy area sections include the following elements.

**Community Support**
- A list of the Vision Statements supported by the recommended actions for that section. Surveys and other findings that demonstrate community support for the goals, strategies and actions in the section are also noted.

**Issues and Opportunities**
- A description of the existing conditions that influence Town policies for that section.
- A discussion of the issues and opportunities that justify the recommended strategies and actions.

**Goals, Strategies & Actions**
- Goals, strategies and actions are recommended to support the realization of the Vision Statements listed at the beginning of the section.
  - **Goals**: Broadly described, long-term ends toward which programs and activities are directed
  - **Strategies**: Policies and objectives that help to achieve the goal
  - **Actions**: Specific measurable activities to implement strategies. Actions can be assigned a priority and responsible lead entity.
### Table 1-3 Chapters and Policy Areas

<table>
<thead>
<tr>
<th>Chapter</th>
<th>Policy Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>Chapter 2: Land Use &amp; Housing</td>
<td>Land Use</td>
</tr>
<tr>
<td></td>
<td>Housing</td>
</tr>
<tr>
<td>Chapter 3: Environment &amp; Natural Resources</td>
<td>Open Space and Trees Preservation</td>
</tr>
<tr>
<td></td>
<td>Steep Slope Protection</td>
</tr>
<tr>
<td></td>
<td>Protection of Waterways</td>
</tr>
<tr>
<td></td>
<td>Waste Reduction and Conservation</td>
</tr>
<tr>
<td>Chapter 4: Transportation</td>
<td>Pedestrian &amp; Bike Networks</td>
</tr>
<tr>
<td></td>
<td>Transit</td>
</tr>
<tr>
<td></td>
<td>Roadways</td>
</tr>
<tr>
<td></td>
<td>Rail</td>
</tr>
<tr>
<td>Chapter 5: Utilities</td>
<td>Water System</td>
</tr>
<tr>
<td></td>
<td>Stormwater System</td>
</tr>
<tr>
<td></td>
<td>Dam Safety</td>
</tr>
<tr>
<td></td>
<td>Underground Power lines</td>
</tr>
<tr>
<td>Chapter 6: Parks &amp; Recreation and Health</td>
<td>Parks and Recreation Facilities</td>
</tr>
<tr>
<td></td>
<td>Health Facilities</td>
</tr>
<tr>
<td>Chapter 7: Economic Development</td>
<td>Business Development &amp; Recruitment</td>
</tr>
<tr>
<td></td>
<td>Downtown Development</td>
</tr>
<tr>
<td>Chapter 8: Historic &amp; Cultural Resources</td>
<td>Historic Preservation</td>
</tr>
<tr>
<td></td>
<td>Cultural Resources</td>
</tr>
</tbody>
</table>

### Implementation (Chapter 9)

The Implementation chapter places all of the goals, strategies and actions from each policy chapter into an Action Matrix for use in scheduling and monitoring the implementation of the Comprehensive Plan. The Action Matrix is designed to be updated annually in conjunction with the Town's goal setting and budget making process.
1.5: Vision Statements

The seventeen Vision Statements below make up the Community Vision for Black Mountain. These Vision Statements are aspirational, describing ideal end conditions in Black Mountain that will be realized when the plan is fully implemented. This shared vision for Black Mountain was developed by residents during the visioning process for the 2004 Comprehensive Plan. The 2014 Comprehensive Plan Update process revised the list of strategies and actions that the Town will use to realize the Community Vision.

1. Small Town Character and Community Identity

We see Black Mountain as a charming, village-like community, nestled in the midst of beautiful Appalachian Mountain scenery. Our views from town to surrounding mountain vistas have been preserved. Development has been sensitive to the natural features of the land, and has avoided the destruction of ridge tops, in particular. While growing, we’ve maintained our small town atmosphere and have honored the historic character of the community.

2. Getting Around

We see Black Mountain as one of the most walkable communities in the region. We see the entire community, from school-aged children to senior citizens, out walking in the normal course of each day’s activities. Sidewalks border nearly every street, and are connected to a community-wide network of trails, walking paths, and bikeways. In most parts of town, speed limits are kept purposefully low and are strictly enforced. Reliable bus and passenger train services support the pedestrian and cut down on the use of cars, thereby alleviating traffic congestion.

3. Community Appearance

We see a community of clean, tree-lined streets, tasteful commercial signage, subdued outdoor lighting and an absence of billboards. Town entrances and main roads into the community have been well landscaped in accordance with a carefully developed town-wide beautification plan. Newly developed areas are free of utility poles and wires; some older parts of town have had existing overhead wires placed underground. Continued enhancements to Broadway Street have transformed this important street into an attractive, landscaped entryway into the downtown. US 70 has been gradually enhanced in a similar attractive fashion.

4. Recreation, Parks and Open Space

We see upgraded recreation and park facilities serving the Black Mountain community. Indoor facilities include a multi-purpose teen center and a community-wide recreation complex with indoor swimming pool. Outdoor facilities include more neighborhood parks, soccer/multi-purpose fields, and a skateboard/rollerblading/extreme bike park. We see a well-developed system of walking and biking trails adjacent to area streams, enjoyed by hikers, bicyclists, and others. This “greenway” system connects an assortment of schools, parks, open spaces, and neighborhoods. Lake Tomahawk has been maintained and enhanced as the crown jewel of Black Mountain’s system of park properties.

5. Commercial Development and Services

We see Black Mountain served primarily by locally owned businesses in buildings of a size and scale appropriate to a small town. We have chosen to support our local merchants and maximize the use of existing buildings. Our choice of quality restaurants has been greatly expanded by the profitability factors associated with the addition of liquor by the drink.
6. **Downtown Black Mountain**

We see a healthy, vibrant downtown with a wide range of shopping, dining, working, and cultural attractions. Our downtown streets are filled with people and activity during daytime, as well as evening hours. Storefronts and sidewalks exhibit a colorful, inviting mixture of merchandise, flower-filled planters, benches and other amenities. Additional parking has been provided on the interior of blocks or at perimeter parking lots, so as not to detract from the tightly woven, pedestrian character of the area. Downtown buildings, new and old, have retained and respected the modest architectural scale and design detail that is so much a part of the heritage of Black Mountain.

7. **Housing and Neighborhoods**

We see safe, secure, quiet neighborhoods in every part of our community, with well-tended yards and gardens, and small parks close at hand. Our town has chosen to focus on bringing the town together with an open network of pedestrian and bicycle friendly streets. Our neighborhoods display a variety of housing types and values, including attractive, affordable housing in many forms. Neighborhood parks are included in the design and development of new neighborhoods from the outset.

8. **Public Safety**

We see a community of neighbors and business owners committed to working together for public safety. We see highly visible police officers on a regular beat, oftentimes on foot or bicycle, getting to know the neighborhood kids, and their parents. We see firemen out in the community more than ever, teaching fire safety in schools and conducting courtesy fire inspections of homes and businesses. Our citizens and our public safety officers are committed to supporting a safe and secure community free of drugs, violence and crime.

9. **Community Planning**

We see a well-planned community, not only within the planning jurisdiction of the Town, but also within unincorporated areas surrounding Black Mountain. Previously un-zoned areas of the County have been zoned to encourage better development practices. The Town’s zoning ordinance has been updated to allow for more creative, sympathetic use of the land and to combat urban sprawl. As a result, we see more mixed-use neighborhoods, allowing for residents to walk or bike to nearby shopping, jobs, schools, and parks. The Town has put in place a regulatory system that firmly but equitably enforces our community’s standards for development.

10. **Economic Opportunity**

We see a local economic base made up mainly of small businesses and moderate-sized, clean industries providing good paying jobs, particularly to local area workers. While tourism continues to be an important segment of the economy, it is balanced by large numbers of persons employed in services, general retail, manufacturing, and other employment industries. We see the residents of Black Mountain finding excellent career opportunities in the community, with the prospect of continued advancement as they go on to develop their skills and earning power.

11. **Air and Water Quality**

We see a community with clean air, made possible by less dependence upon the automobile, and the recruitment of environmentally compatible industry. Compared to other communities, we see more people walking, biking, or taking the bus. Our development patterns are designed to cause less traffic congestion and require shorter commutes. We have effectively reduced storm water runoff and pollution into our area waters due, in part, to our smaller, landscaped parking areas and compact two and three story commercial areas.
12. Public Utilities and Road Infrastructure
We see an improved local street system, designed to maintain traffic flow, while not destroying the desirable pedestrian character of the community. We see public utilities, particularly water and sewer, planned and placed to both serve and direct the long-term growth of our community. Our solid waste management system has become focused, more than ever, on recycling, composting and other means of reducing the volume of trash that we generate.

13. Schools and Life Long Learning
We see Black Mountain area schools providing a high quality education made possible by leaders committed to excellence, broad-based parental involvement and strong civic and corporate support. An attitude of life-long learning has become second nature to most Black Mountain area citizens, in part, due to our expanded and ever improving library facilities.

14. The Arts, Entertainment, and Culture
We see enhanced community support for the arts, including the development of significant private and public funding sources. Opportunities for Black Mountain to host a variety of cultural and entertainment events, including music, dance and film festivals, have been made possible by the addition of a performing arts center, a movie theater and other performance and exhibit venues. We see gathering places for artists of all ages and types to develop their skills and share their talents with others.

15. Health Care
We see that Black Mountain's growth has made possible the addition of an emergency medical facility, complete with the necessary equipment, emergency transportation, and medical personnel capable of handling all but the most severe of health related emergencies.

16. Cultural Diversity/Acceptance
We see a community which embraces and appreciates the strengths and interests of a diverse population made greater by the common objectives of quality education, economic opportunity, public safety, and civic purpose. Black Mountain is particularly attuned to the needs of senior citizens and handicapped persons.

17. Community Involvement/Public Spirit
We see the entire Black Mountain community, from school-aged children to senior citizens, with a keen interest in the affairs of their town government. There is a can-do spirit driven by civic pride and revealed through broad community involvement. Black Mountain citizens show active interest and participation on Town boards and committees. Our citizens are heavily involved in civic clubs and organizations; volunteerism is a constant source of energy as it is poured into the institutions and organizations that work to improve our community.
1.6: Historical Development of Black Mountain

The Town of Black Mountain was incorporated in 1893 and initially developed around the railroad depot in a tight grid system that now forms much of the downtown district. The railroad gave the Town access to timber markets and tourists, the two drivers of the local economy in the early twentieth century. During the tourism boom in the early 1900s, some visitors to Black Mountain found the area an appealing site for religious retreats. Members of the Presbyterian Church established Montreat as a retreat and conference center in 1905. The establishment of Ridgecrest and the Blue Ridge Assembly followed in 1906. These retreats, which surround the Town, continue to attract a steady stream of seasonal visitors and future residents to Black Mountain to this day.

Tourism and an emerging manufacturing industry were strengthened in the 1920s by the construction of NC 10 between Old Fort and Black Mountain (Figure 1-3). This roadway gave the manufacturing plants along the railroad corridor west of Town access to a larger pool of labor, including many Black Mountain residents. As the importance of this roadway increased over time it was re-designated as US 70, and commercial development in Black Mountain began to move westward along this corridor.

![Figure 1-3 1920s Postcard of N.C. State Highway No. 10](http://www.gribblenation.com/ncpics/old10/1-13)

The growth of Black Mountain was also supported by the construction of large federal and state medical facilities, such as the Western North Carolina Sanatorium in 1937. This state-run facility, converted to the Black Mountain Neuro-Medical Treatment Center in 1977, remains one of the largest employers in Black Mountain. Additional institutional establishments have been located around this state facility, helping to form the Town’s current Office-Institutional district around Old US 70.

In the Post-war era, increasing automobile ownership fueled strip commercial development along US 70 towards Swannanoa and low density residential development that sprawled away from the grid pattern at Black Mountain’s historic center. By 1970, many of Black Mountain’s historic downtown buildings had become vacant.

Growth and development patterns changed dramatically in 1979 with the opening of Interstate 40, which increased the flow of visitors to the region, and refocused commercial development to downtown Black Mountain and around the interchange at NC 9 (Figure 1-4). The increased flow of visitors through downtown Black

---

3 Source: http://www.gribblenation.com/ncpics/old10/
Mountain spurred the rehabilitation of the Town’s historic row buildings to house a growing number local galleries, shops and restaurants. Suburban residential development, which had previously been moving north and west from downtown, began to develop south of the Interstate along the NC 9 corridor and Blue Ridge Road.

![Figure 1-4 1969 Land Development Plan for Black Mountain showing proposed freeway](image)

Strong growth in residential development that began in the 1970s continued into the 1980s and 1990s. This growth was due to a doubling of the Town’s population between 1970 and 2000, but also to the growth of the second home market. While there was considerable residential infill development throughout the community, the predominance of new housing was constructed south of the Interstate. The development of the Traditional Neighborhood Development (TND) known as Cheshire Village brought new upscale homes to the community. Pressures also increased to develop other large tracts of land that climbed the steep edges of the valley within or adjacent to Town limits.
During the 1990s increased exposure to foreign markets led to a decline in the Town’s manufacturing base. This decline became more precipitous during the Early 2000s Recession, when several of Black Mountain’s larger manufacturing establishments were forced to shut down. This led to a further deterioration of commercial development along the US 70 Corridor, which was still suffering from the redirection of traffic to Interstate 40.

Since the 2004 Comprehensive Plan was adopted, the most noticeable changes to the built environment in Black Mountain have included the redevelopment of the Ingles shopping center on NC 9 south of I-40 and the construction of the Ingles Distribution Center on US 70. Meanwhile, a strong housing market supported further residential development in areas such as Cheshire Village and Cotton Creek. Several new residential developments were also planned on the edges of Town limits before the housing market collapsed in 2008.

During the Great Recession the Town updated the Land Use Code with new zoning, subdivision and environmental regulations that support the Black Mountain’s Community Vision. The updates to the Land Use Code ensure that future development does not come at the expense of the Town’s natural assets and small town character. For example, new open space requirements and steep slope development regulations are already guiding the character of new development in The Settings, the large upscale development south of Black Mountain that was annexed by the Town in 2008. The Town has also made Black Mountain more walkable with the construction of new sidewalks and greenway trails, and developed plans to guide the future expansion of these pedestrian networks.

Falling revenues during the Great Recession eventually forced the Town to make significant reductions in staff, many of whom were responsible for implementation of 2004 Comprehensive Plan priorities. Many Town residents and businesses have also experienced considerable economic hardship and unemployment, leading to a growing interest in economic development and jobs, as demonstrated in the Public Input Survey for the Plan Update. The economy has made a slow recovery over several years and the pace of development is finally starting to pick back up. As development pressures increase there is a growing need to make sure that the Town’s Community Vision for Black Mountain remains relevant.
1.7: Community Conditions and Trends

This section provides an analysis of conditions and trends related to Black Mountain’s population, demographics, housing, income, employment and commuting patterns. This analysis is used to identify existing and emerging issues to be considered in the Comprehensive Plan Update. Important findings include the sharp reduction in the Town’s population growth rate, the rapidly increasing share of senior citizens in this population, and the persistent lack of affordable housing in Black Mountain, which may prevent younger middle and working-class families from making their home here.

Measures of Population Change and Composition

Population Growth of Black Mountain, Past and Projected

- From 1970 until the time of the US Census in April of 2000, the permanent population of the Town of Black Mountain grew from about 3,200 residents to over 7,500 residents—more than doubling during this period (Figure 1-5). During the last decade, however, population growth in Black Mountain slowed considerably, increasing by only 4 percent. Much of this drop off can be attributed to the Great Recession, which began at the end of 2008. Emerging factors that may also explain this trend include a shrinking amount of available land for development within the Town, and an increasing share of retirees that do not contribute to the birth rate. Home purchases by retirees and seasonal residents may also prevent younger families with less wealth from finding affordable housing in Black Mountain.

Figure 1-5 Historical and Projected Population for Town of Black Mountain

- Municipal population growth projections are generally made using either the historical average share of the County population or the historical average increase in the municipal population (Table 1-4). Based on these projections, Black Mountain population growth is expected to rebound, but to a more modest rate of roughly 15%, surpassing 9,000 by 2020 and possibly growing to a population of 10,500 by 2030.
Table 1-4 Population Growth in Black Mountain and Buncombe County, 1970 to 2010

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>1970</td>
<td>3,204</td>
<td>145,022</td>
<td>2.21%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1980</td>
<td>4,083</td>
<td>160,897</td>
<td>2.54%</td>
<td>879</td>
<td>27%</td>
<td>11%</td>
</tr>
<tr>
<td>1990</td>
<td>5,533</td>
<td>174,357</td>
<td>3.17%</td>
<td>1,450</td>
<td>36%</td>
<td>8%</td>
</tr>
<tr>
<td>2000</td>
<td>7,511</td>
<td>206,365</td>
<td>3.64%</td>
<td>1,978</td>
<td>36%</td>
<td>18%</td>
</tr>
<tr>
<td>2010</td>
<td>7,848</td>
<td>238,318</td>
<td>3.29%</td>
<td>337</td>
<td>4%</td>
<td>15%</td>
</tr>
</tbody>
</table>

- Municipal population projections can be complicated by annexation, but the mountainous topography of the Swannanoa Valley and recent state legislation restricting involuntary annexation limit future population contributions from the expansion of Town limits. The Town’s annexation of The Settings, a largely undeveloped new subdivision, had a marginal impact on the Town’s population.

Population Composition by Age Group
- In 2000 the median age in Black Mountain was almost 44, which was older than the state and County median age by 8.5 and 4.9 years, respectively (Figure 1-6). Over the last decade the median age has increased to 47, expanding this median age gap. This trend reflects Black Mountain’s growing popularity as a retirement destination. Town decisions affecting land use, transportation, and facility design will need to become increasingly sensitive to the needs of seniors.

- When breaking the population change in Black Mountain down by age group we also see a noticeable drop in the population of individuals between the ages of 35 and 44 (Figure 1-7). It will be important to find ways to keep Black Mountain attractive to younger generations, who will ultimately bring future cultural and economic investment.

Figure 1-6 Median Age, 2000 and 2010
The population of Black Mountain has remained predominantly white over the past ten years, due in part to the large proportion of white retirees that have moved to Black Mountain (Figure 1-8).

Persons of Latino and Hispanic descent increased from 0.8% to 2.5% of the Black Mountain population, which is still well below the County and State levels (Figure 1-9).
Measures of Education

- Black Mountain residents tend to have higher levels of educational attainment compared to residents of Buncombe County and the State of North Carolina as a whole (Figure 1-10) In the year 2010, 88 percent of town adults over 25 years of age had a high school diploma, and 35% held a bachelor’s degree.

- Despite a generally smaller portion of its total population less than 18 years of age, (compared to the County and State) Black Mountain had higher percentages of its total population enrolled at the elementary school level in 2010 (Figure 1-11). There also exists a noticeably lower percentage of the Black Mountain population enrolled in College or graduate school in comparison with the State and County.
Income

Household Income

- Median household income figures for the town, county and state show Black Mountain to be a community of modest incomes. The Median Household Income in Black Mountain rose only slightly from $35,540 in 2000 to $36,660 in 2010, and failed to keep up with gains at the County level (Figure 1-12). The stagnation of the Median Household Income may also reflect the large number of seniors on a fixed income.

Figure 1-12 Median Household Income, 2000 and 2010

- Household income distribution figures confirm that Black Mountain is a predominantly middle and lower-middle income community (Figure 1-13). This is perhaps a function of the large proportion of retirement households and a local economy that is heavily skewed toward service occupations. Black Mountain appears to have a relatively high proportion of households drawing an annual income between $15,000 and $35,000, with over one fifth of all residents make between $15,000 and $25,000 each year.
Since 2000 there has been a drop in the number of households earning $35,000 to $50,000, suggesting a disappearance of middle class families (Figure 1-14). This statistic may be related to the drop in the population of residents between the ages of 25 and 44 (Figure 1-7).
Economy

Unemployment

- The unemployment rate for the Asheville Metropolitan Statistical Area (MSA) is used as an indicator of general economic health for the region, including Black Mountain businesses, workers, and residents. The unemployment rate for the Asheville MSA increased sharply in 2008, peaking at over 9% in early 2010, but has remained lower than the state average and fallen more quickly than other areas of the state (Figure 1-15). In 2013, the unemployment rate dropped back below 7%.

Figure 1-15 Seasonally Adjusted Unemployment Rate (%) for the Asheville MSA

Employment

- Industry employment can be measured based on place of residence and place of work. Given that the Town has little to no influence on economic conditions outside Town limits, most of this section focuses on the employment and establishments within the Town of Black Mountain.

- Industry statistics are shown below for employed Black Mountain residents and the Black Mountain workforce. There is some overlap in these two groups, but they differ in terms of average age, income and industry.

- Black Mountain's proximity to Asheville allows it to serve as a bedroom community, with a majority of employed Black Mountain residents working west of Town limits (Figure 1-16). At the same time, a majority of the Black Mountain workforce originates from outside Town limits.
• Black Mountain residents work in a variety of industries throughout the Asheville region. In comparison, Black Mountain workforce employment is more narrowly focused in Transportation and Manufacturing (Figure 1-17). The population of employed Black Mountain residents is also older and earns a higher monthly income than the Black Mountain workforce (Figure 1-18 and 1-19). The lack of high paying jobs in the Black Mountain economy is typical of a small Town with limited commercial and industrial space, but may partially explain why such a large proportion of the workforce lives outside the Town.
Establishments

- Retail stores and restaurants make up nearly a third of establishments in Black Mountain, compared with just a fourth of establishments at the County and State level (Figure 1-20). The relatively high percentage of retail and restaurant establishments in Black Mountain demonstrate the support of outside dollars from tourists and seasonal residents. Accommodation services, such as hotels and inns, make up a small, but proportionately high part of the Black Mountain economy that depends directly on tourism.

- Black Mountain’s economy is also characterized by a large proportion establishments offering of health care services, especially nursing and adult care facilities, such as Highland Farms, which have benefitted from the growing population of retirees relocating to Black Mountain. Other large employers, such as the Julian F Keith Alcohol & Drug Abuse Treatment Center, also fall into this Health Care sector.

---

4 ZIP Business Patterns. US Census Bureau.
Industrial establishments make up only 6% of establishments in Black Mountain, but account for roughly a third of total employment in Black Mountain (Figure 1-21). The single largest employer in Black Mountain is the Ingles Distribution Center. Major manufacturing establishments include the Kearfott Corporation, which manufactures navigation instruments, Pentair Valves & Controls, and Grovestone Sand and Gravel.

Since 2010 retail and accommodation services have slowly started to recover from the Great Recession (Figure 1-22). After a sharp decline in 2008, employment in transportation & warehousing (the Ingles...
Distribution Center) has rebounded strongly. While employment in manufacturing saw a sharp decline in the early 2000s due to such impacts as the closure of the Beacon plant, the total number of jobs rose back to nearly 700 by 2009 and stabilized at that point through the Great Recession. Employment in health care has been relatively stable since the 2005, supporting 500 positions in Black Mountain. Employment in retail, restaurants and accommodation services peaked at over 500 positions in 2008, before a sharp drop from which these industries are slowly recovering.

Figure 1-22 Workforce Employment in Black Mountain by Industry, 2002 to 2011

![Graph showing workforce employment by industry in Black Mountain from 2002 to 2011. The graph includes data for transportation & warehousing, manufacturing, health care & social assistance, retail trade, accommodation & food services, management of companies, public administration, education services, finance & insurance, professional, scientific, & technical services, arts, entertainment & recreation, other services, wholesale trade, and real estate and rentals. The employment numbers fluctuate over the years, with notable peaks and declines in different industries.]
Commute to Work

Method of Transportation to Work
• Four percent of Black Mountain residents reported that they walked to work, which is double the proportion at the County and State levels (Figure 1-23).

Figure 1-23 Travel to Work by Transportation Type, 2010

- As might be expected in a small town, the average travel time to work for Black Mountain residents is shorter than the average travel time for workers in Buncombe County as a whole and across the state (Figure 1-24).

Figure 1-24 Mean Travel Time to Work in Minutes, 2010

Commute Origin and Destination
• Local Employment Dynamics data from the U.S. Census Bureau indicates that a majority of the Black Mountain workforce resides outside the Town of Black Mountain. The residences for people employed in

---

Black Mountain are shown in Map 1-1. This may be explained in part by the relatively high cost of housing in Black Mountain and the relatively low incomes of persons employed in Black Mountain.

Map 1-1 Home Residences for Persons Employed in Black Mountain, 2011

Measures of Housing

Housing Tenure
- Black Mountain has a slightly higher proportion of renter-occupied units compared with the County and the State. Housing tenure data also indicates a very tight rental market, showing Black Mountain with a rental vacancy rate of 0%, which is still well below County and State levels when considering the maximum 3.2% margin of error (Table 1-5).

Table 1-5 Housing Tenure, 2011

<table>
<thead>
<tr>
<th></th>
<th>Black Mountain</th>
<th>North Carolina</th>
<th>Buncombe County</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total housing units</td>
<td>3850</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Occupied housing units</td>
<td>3338</td>
<td>87%</td>
<td>86%</td>
</tr>
<tr>
<td>Owner-occupied</td>
<td>2179</td>
<td>65%</td>
<td>68%</td>
</tr>
<tr>
<td>Renter-occupied</td>
<td>1159</td>
<td>35%</td>
<td>32%</td>
</tr>
<tr>
<td>Vacant housing units</td>
<td>512</td>
<td>13%</td>
<td>14%</td>
</tr>
<tr>
<td>Homeowner vacancy rate</td>
<td>1.4%</td>
<td>2.5%</td>
<td>1.7%</td>
</tr>
<tr>
<td>Rental vacancy rate</td>
<td>0.0%</td>
<td>9.6%</td>
<td>5.9%</td>
</tr>
</tbody>
</table>

5-year ACS estimates. The 2010 Census indicated that there were over 4,000 housing units in Black Mountain.
Housing Stock Age and Diversity

- When compared with the age distributions for Black Mountain’s housing stocks with those at the State and County levels, one notices an unusually high proportion of homes built between 1970 and 1979 (Figure 1-25).

**Figure 1-25 Age of Housing Stock**

- Single family housing makes up the majority of the existing housing stock in Black Mountain (Figure 1-26). Average household sizes in Black Mountain are lower than those for North Carolina and Buncombe County, reflecting a large and growing population of seniors and empty nesters with needs that are not always well met by traditional single family homes (Figure 1-27).

**Figure 1-26 Type of Housing in Black Mountain by Number of Units, 2010**
Housing Affordability

- Housing in Black Mountain is generally more expensive to own or rent than it is in Buncombe County or in North Carolina. Households with housing expenditures that exceed 30% of household income are designated by the US Department of Housing and Urban Development (USHUD) as “cost burdened”. In Black Mountain, nearly 40% of homeowners with a mortgage have housing costs that exceed this 30% threshold (Table 1-6).

- Meanwhile, 54% of households in rental units have gross rent expenditures the exceed 30% of their household income. The percentage of cost burdened households living in Black Mountain exceeds the percentages for both North Carolina and Buncombe County (Table 1-7).

Table 1-6 Monthly Owner Costs as a Percentage of Household Income, 2011

<table>
<thead>
<tr>
<th>Housing units with a mortgage</th>
<th>1,670,469</th>
<th>41,128</th>
<th>1,300</th>
</tr>
</thead>
<tbody>
<tr>
<td>North Carolina</td>
<td>39%</td>
<td>34%</td>
<td>30%</td>
</tr>
<tr>
<td>Buncombe County</td>
<td>17%</td>
<td>19%</td>
<td>20%</td>
</tr>
<tr>
<td>Black Mountain</td>
<td>12%</td>
<td>12%</td>
<td>12%</td>
</tr>
<tr>
<td>Less than 20.0 percent</td>
<td>39%</td>
<td>34%</td>
<td>30%</td>
</tr>
<tr>
<td>20.0 to 24.9 percent</td>
<td>17%</td>
<td>19%</td>
<td>20%</td>
</tr>
<tr>
<td>25.0 to 29.9 percent</td>
<td>12%</td>
<td>12%</td>
<td>12%</td>
</tr>
<tr>
<td>30.0 to 34.9 percent</td>
<td>8%</td>
<td>9%</td>
<td>9%</td>
</tr>
<tr>
<td>35.0 percent or more</td>
<td>25%</td>
<td>27%</td>
<td>30%</td>
</tr>
</tbody>
</table>
The high cost of housing relative to income in Black Mountain and Buncombe County is driven by the mountainous topography of the region, and an economy heavily supported by tourism and the second home market.\(^9\)

- The rugged terrain and steep slopes limit the amount of land available for development, especially in narrow valleys like the Swannanoa Valley.
- The quality of life and aesthetic beauty of Black Mountain has attracted an influx of tourists and new residents that have driven up home sales and rental prices beyond prices that are affordable for many local earners. Twenty five percent of homes in Buncombe County are second residences.
- Median incomes in the Black Mountain and the Asheville metro area are also lower in comparison with other areas of the state. Although the tourist economy in the Asheville region keeps unemployment relatively low when compared with other areas of the state, many of the service jobs supported by tourism generate low income wages.

---

Chapter 2: Land Use and Housing

Purpose
The Land Use section analyzes existing development patterns and recommends land uses and development strategies to guide future growth and redevelopment.

The Housing section analyzes the affordability and variety of owner and renter occupied housing in Black Mountain, identifies key issues, and recommends policies and partnerships that the Town can pursue to address them.

Chapter Outline
Section 2.1 Land Use
Section 2.2 Housing

2.1 Land Use
Community planning promotes the development of complementary land uses at appropriate locations and densities to meet Black Mountain’s community vision. Community planning is also an important tool to encourage infill development and maximize the use of existing infrastructure, preserve natural and cultural resources, prevent sprawl, support transit, and create attractive streets for pedestrians and cyclists.

Community Support

- Land use planning provides support to many Vision Statements in the Comprehensive Plan, particularly the following:

  #9. Community Planning We see a well-planned community, not only within the planning jurisdiction of the Town, but also within unincorporated areas surrounding Black Mountain. Previously un-zoned areas of the County have been zoned to encourage better development practices. The Town’s zoning ordinance has been updated to allow for more creative, sympathetic use of the land and to combat urban sprawl. As a result, we see more mixed-use neighborhoods, allowing for residents to walk or bike to nearby shopping, jobs, schools, and parks. The Town has put in place a regulatory system that firmly but equitably enforces our community’s standards for development.

  #1. Small Town Character and Community Identity We see Black Mountain as a charming, village-like community, nestled in the midst of beautiful Appalachian Mountain scenery. Our views from town to surrounding mountain vistas have been preserved. Development has been sensitive to the natural features of the land, and has avoided the destruction of ridge tops, in particular. While growing, we’ve maintained our small town atmosphere and have honored the historic character of the community.

  #5. Commercial Development and Services We see Black Mountain served primarily by locally owned businesses in buildings of a size and scale appropriate to a small town. We have chosen to support our local merchants and maximize the use of existing buildings. Our choice of quality restaurants has been greatly expanded by the profitability factors associated with the addition of liquor by the drink.
#6. Downtown Black Mountain We see a healthy, vibrant downtown with a wide range of shopping, dining, working, and cultural attractions. Our downtown streets are filled with people and activity during daytime, as well as evening hours. Storefronts and sidewalks exhibit a colorful, inviting mixture of merchandise, flower-filled planters, benches and other amenities. Additional parking has been provided on the interior of blocks or at perimeter parking lots, so as not to detract from the tightly woven, pedestrian character of the area. Downtown buildings, new and old, have retained and respected the modest architectural scale and design detail that is so much a part of the heritage of Black Mountain.

- In the Public Input Survey over 70% of respondents indicated that the Town should be doing more to plan for compact, mixed use development.

Existing Land Use and Development Patterns

Historical Development Pattern

- The existing land use in Black Mountain is consistent with the pattern of development in most mountain valleys. The Town first developed around the railroad corridor in a tight grid system that now forms much of the downtown district. Over the last 40 years development trends, influenced by highway construction and increasing vehicle ownership, have been characterized by strip commercial development along US 70 towards Asheville and low density residential development that has sprawled away from the traditional town center. The construction of Interstate 40 increased the flow of visitors to the region, which has refocused development downtown and also supported automobile oriented commercial development south of downtown around the NC 9 interchange.

Existing Uses

- Black Mountain is largely residential, with single-family homes being the most common type of residential development (Map 2-1). Higher density residential development is scattered across the Town, and made up of small apartments, condos and mobile homes.
- The primary commercial areas are found downtown, along the US 70 corridors and surrounding the I-40 interchange on NC 9. The downtown area is walkable with boutique shopping, locally-owned restaurants, arts and crafts stores, and other appealing tourist stops. Businesses, fast-food restaurants, and shopping centers occur along US 70 west of downtown and on NC 9 south and north of Interstate 40.
- While several areas allow for a mix of compatible residential and commercials uses, this is not yet reflected in the actual patterns of land use, which remain largely separated; one notable exception is the Traditional Neighborhood Development of Cheshire Village, which offers a good mix of commercial establishments, higher density residential development and green space (Figure 1-1).
- Industrial, office and institutional uses are accommodated on the western end of Town to the north and south of the US 70 Corridor. Much of the acreage is occupied by a handful of large industrial and institutional establishments.
Vacant Land for Conservation and Development

- There are few remaining large parcels of land available for development within Town limits. The largest amount of vacant land is found in the Conservation Residential districts that border the edges of the valley (Map 2-2). The density of development in these districts is limited to protect steep slopes and sensitive environmental habitats.
- The largest contiguous parcels of land available for development include the former “Roberts Farm” development on Byrd Road, the vacant parcels of land in the Highway Business district between East State Street and I-40, and the Black Mountain Commerce Park.
- There are individual vacant parcels of land scattered throughout the existing residential and commercial areas of Town that offer potential for infill development, although development on some of these parcels is limited by their location in the floodplain.

Current Land Use Policies

In 2010 the Town of Black Mountain made significant revisions to the Land Use Code, including a restructuring of the zoning districts (Table 2-1). Other notable updates include incentives for green building and affordable housing; open space and pedestrian connectivity requirements for subdivisions; new special uses such as the Conservation Subdivision option; steep slope regulations; limited exemption for agriculture; and stormwater management regulations. Land use policies promoting mixed use development, infill development and conservation are summarized below.

Mixed Use Zoning

- Current mixed use zoning districts include the Neighborhood Mixed Use districts (NMU-8) and the Traditional Neighborhood Development district (TND) known as Cheshire Village (Table 2-1). Residential uses are also permitted by right in the Central Business district (CBD), the Office-Institutional district (OI-6) and the Highway Business district (HB-8).
Infill Development\(^1\)

- The current Land Use Code allows for much greater residential density than currently exists, especially in the Urban Residential (UR-8) zoning district which allows 8 residential dwelling units per acre (DUA) and includes 630 acres of low density residential development and 160 acres of vacant parcels (Table 2-2).\(^2\) Higher density residential development may come in the form of condos and townhomes, such as those pictured below on Roselyn Way in the UR-8 district (Figure 2-2).

\[\text{Figure 2-2 Townhomes on Roselyn Way in the UR-8 District}\]

Conservation\(^3\)

- The Conservation Residential district (CR-1) was established to protect areas where steep slopes or other environmental features make it more suitable for large lot development, conservation development and the preservation of open space.
- All major subdivisions must dedicate five percent of the total land area used in the subdivision as common open space.

---

\(^1\) Infill development refers to building within unused or underutilized areas closer to the center of urban areas rather than on undeveloped lands at the edge. Infill development is a strategy to accommodate future growth, prevent sprawl, and make efficient use of existing infrastructure.

\(^2\) The number in the zoning district abbreviation indicates the number of Dwelling Units per Acre permitted in the district.

\(^3\) For more information on land use regulations related to conservation, refer to Chapter 3: Environment & Natural Resources.
### Table 2-1 Town of Black Mountain Zoning Districts

<table>
<thead>
<tr>
<th>District</th>
<th>Purpose</th>
</tr>
</thead>
<tbody>
<tr>
<td>Conservation Residential (CR-1)</td>
<td>Protect areas in which the principal use of the land is residential or agricultural and where steep slopes or other environmental features make it more suitable for large lot development, conservation development and the preservation of open space.</td>
</tr>
<tr>
<td>Suburban Residential (SR-2)</td>
<td>Protect areas in which the principal use of the land is single-family residential and where less dense development is preferred for the protection of slopes or environmentally sensitive areas, traditional single-family neighborhoods and preservation of open space.</td>
</tr>
<tr>
<td>Town Residential (TR-4)</td>
<td>Allow for a variety of housing types while maintaining an overall residential character with medium density. Any use which, because of its characteristics would interfere with the residential nature of the area is excluded.</td>
</tr>
<tr>
<td>Urban Residential (UR-8)</td>
<td>Provide a variety of housing types, promote density in the more urbanized and developable areas or Town, and structure the orderly development of residential neighborhoods.</td>
</tr>
<tr>
<td>Office &amp; Institutional (OI-6)</td>
<td>Provide transition between residential &amp; commercial districts; accommodate a mixture of residential, office, and institutional uses in conditions of good health and safety; accommodate planned developments that are institutional in nature and which may have multiple buildings and uses within one property; protect property values</td>
</tr>
<tr>
<td>Neighborhood Mixed Use (NMU-8)</td>
<td>Provide surrounding neighborhoods with compatible goods and services; establish areas for low-intensity business centers which are accessible to pedestrians from adjacent residential areas; retain the residential character of buildings.</td>
</tr>
<tr>
<td>Central Business District (CBD)</td>
<td>Maintain the village-like community and architectural heritage in downtown Black Mountain; promote a safe, convenient, and attractive environment for pedestrians; promote appropriately sized, local businesses and artists; provide a wide range of shopping, dining, and cultural attractions with storefronts that interact with the sidewalk; and encourage residential development that blends with the commercial character of the district.</td>
</tr>
<tr>
<td>Highway Business (HB-8)</td>
<td>Provide goods and services which complement primary retail trade operations in the Town; promote access management and traffic safety for all modes of transportation, encourage the redevelopment of existing commercial sites; create economic opportunities for general retail, restaurants, professional services, banks, automotive sales &amp; service, and other uses which expand the Town’s economic base; promote pedestrians to access stores; create gateways into the Town along central corridors; and encourage residential development that blends with the commercial character of the district.</td>
</tr>
<tr>
<td>Light Industrial (LI-8)</td>
<td>Provide areas for light manufacturing, materials processing, warehousing, and retail operations incidental thereto; promote moderate-sized, clean industries; allow limited residential uses which do not conflict with the ability of industrial enterprises to conduct their businesses within the district area; allow community facilities and convenience trade establishments which provide needed services to industrial development.</td>
</tr>
<tr>
<td>Heavy Industrial (HI-0)</td>
<td>Provide areas for general manufacturing, materials processing, warehousing or outdoor storage of materials, and retail operations incidental thereto; to promote clean industries; and to restrict residential uses which conflict with the ability of industrial enterprises to conduct their businesses within the district area; and to allow community facilities and convenience trade and fleet establishments which provide needed services to industrial development.</td>
</tr>
<tr>
<td>Traditional Neighborhood Development (TND)</td>
<td>Allow for the development of fully integrated, mixed-use pedestrian oriented neighborhoods. The intent is to minimize traffic congestion, suburban sprawl, infrastructure costs, and environmental degradation.</td>
</tr>
<tr>
<td>Institutional Campus District (ICD)</td>
<td>Allow for the continued and future use, expansion, and new development of academic, religious, government, and similar type uses where such campus or facilities qualify for location. The purpose of this district is to maintain the overall design integrity of the campus or facility setting while minimizing any adverse impacts on the neighboring areas.</td>
</tr>
</tbody>
</table>
### Issues and Opportunities

#### Infill Development

- The mountainous topography of the area and a pattern of low-density residential development have left limited space for new development within Town and separated neighborhoods from shops, services, schools and gathering places closer to the center of town. Encouraging infill development of vacant and underutilized parcels closer to downtown and other activity centers would make more efficient use of existing infrastructure, create neighborhoods with a density that better supports local businesses and transit services, and reduce pressure to develop forested and environmentally sensitive areas on the periphery of Town.
  - There is great potential within the **Urban Residential** district for infill development on vacant lots and additional development on low density residential properties, such as accessory dwelling units (**Map 2.2**)\(^5\).
  - The **Highway Business** district is a prime location for higher density commercial and mixed use development if pedestrian accessibility can be improved.

---

<table>
<thead>
<tr>
<th>ZONING DISTRICT</th>
<th>INDUSTRIAL</th>
<th>PUBLIC / INSTITUTIONAL</th>
<th>COMMERCIAL / OFFICE</th>
<th>RESIDENTIAL HIGH</th>
<th>RESIDENTIAL MED</th>
<th>RESIDENTIAL LOW</th>
<th>PARK / GREENSPACE</th>
<th>VACANT LAND</th>
<th>TOTAL LU ACREAGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>UR-8</td>
<td>28.2</td>
<td>3.1</td>
<td>11.0</td>
<td>85.7</td>
<td>633.5</td>
<td>56.92</td>
<td>161.4</td>
<td>979.8</td>
<td>243.7</td>
</tr>
<tr>
<td>CR-1</td>
<td>8.9</td>
<td></td>
<td>2.7</td>
<td>320.7</td>
<td>132.4</td>
<td>389.3</td>
<td>285.9</td>
<td>853.9</td>
<td>342.91</td>
</tr>
<tr>
<td>TR-4</td>
<td>1.4</td>
<td>8.5</td>
<td>1.1</td>
<td>12.9</td>
<td>411.6</td>
<td>16.1</td>
<td>127.3</td>
<td>579.0</td>
<td>200.6</td>
</tr>
<tr>
<td>SR-2</td>
<td>5.67</td>
<td>0.5</td>
<td>0.3</td>
<td>2.0</td>
<td>208.2</td>
<td>0.2</td>
<td>54.2</td>
<td>271.0</td>
<td>56.92</td>
</tr>
<tr>
<td>OI-6</td>
<td>176.46</td>
<td>6.4</td>
<td>5.6</td>
<td>6.4</td>
<td>44.2</td>
<td>24.2</td>
<td>5.6</td>
<td>268.8</td>
<td>194.0</td>
</tr>
<tr>
<td>HB-8</td>
<td>21.99</td>
<td>140.5</td>
<td>-</td>
<td>2.4</td>
<td>35.9</td>
<td>3.3</td>
<td>61.9</td>
<td>266.1</td>
<td>200.6</td>
</tr>
<tr>
<td>LI-8</td>
<td>130.0</td>
<td></td>
<td></td>
<td></td>
<td>1.2</td>
<td>40.3</td>
<td>171.4</td>
<td></td>
<td></td>
</tr>
<tr>
<td>HI</td>
<td>113.6</td>
<td>0.1</td>
<td>4.0</td>
<td>0.8</td>
<td>1.2</td>
<td>2.8</td>
<td>122.5</td>
<td></td>
<td></td>
</tr>
<tr>
<td>NMU-8</td>
<td>24.4</td>
<td>4.2</td>
<td>0.2</td>
<td>0.5</td>
<td>15.2</td>
<td>36.8</td>
<td>81.3</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ICD</td>
<td>70.7</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>70.7</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TND</td>
<td>11.3</td>
<td>0.6</td>
<td>6.2</td>
<td>3.4</td>
<td>5.7</td>
<td>18.3</td>
<td>45.5</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CBD</td>
<td>5.1</td>
<td>22.2</td>
<td>0.5</td>
<td>0.3</td>
<td>2.1</td>
<td>0.9</td>
<td>2.4</td>
<td>33.6</td>
<td></td>
</tr>
<tr>
<td>TOTAL LU ACREAGE</td>
<td>243.7</td>
<td>342.91</td>
<td>200.6</td>
<td>19.4</td>
<td>120.0</td>
<td>1,677.2</td>
<td>239.56</td>
<td>900.4</td>
<td>3743.8</td>
</tr>
</tbody>
</table>

---

4. **PUBLIC/INSTITUTIONAL** includes churches and adult care facilities. **PARK/GRENSPACE** includes conserved green space and Camp Timberlake. **VACANT LAND** includes large rural/agricultural lots of greater than 10 acres.

5. Accessory dwelling units are additional units located on a single family property (e.g. a garage apartment), and are permitted throughout the Black Mountain Land Use Code.
Chapter 2: Land Use and Housing Element

- The Highway Business district south of I-40 is an underutilized area with an excess of parking space that could support higher density commercial development to serve nearby neighborhoods within walking and biking distance, in addition to the automobile-oriented customers from the Interstate (Map 2.2).
- There are several large vacant parcels east of downtown between US 70 and I-40 that present an opportunity for future commercial and mixed use development (Map 2.1).6
  - Greater residential density on the edge of the Central Business district will support more downtown businesses and enhance the vitality of the downtown area.
- Town capital improvement plans can be coordinated to support development in designated growth areas and discourage growth in other areas that residents would prefer to preserve. Designated growth areas can be delineated in a future land use map.

Mixed Use

- Mixed use zoning brings stores, services and workplaces within walking and biking distance of residents. This more compact and efficient pattern of growth creates activity centers that support local businesses, reduce dependency on automobiles, preserve open space, and improve the quality of life for residents. Mixed-use zoning is usually complemented with compact building design and siting near transportation corridors where development can support transit.
- While the Black Mountain Land Use Code allows some mixing of land uses, only a fraction of residential development exists within convenient walking distance of complementary commercial services. Opportunities to promote mixed-use development patterns in Black Mountain are described below.
  - Due to a limited amount of affordable space in Black Mountain for future commercial development, the Certified Entrepreneurial Community Taskforce has proposed extending the Neighborhood Mixed Use district north along the NC 9 (Montreat Road).7 The Town’s large investment in the Montreat Road sidewalk project would provide pedestrian access to businesses along this corridor.
  - Land in and around the Highway Business district is well suited for mixed-use development and could support increased transit service.8
  - The large parcel of land on Byrd Road west of the Black Mountain Golf Course presents an excellent opportunity for new mixed-use development.
  - Opportunities to develop new mixed-use centers of activity would be created with the construction of the I-40 interchange at Blue Ridge Road.
  - The Town is currently considering a text amendment to the Land Use Code to establish a process for conditional zoning.

Conservation

- As the housing market improves, pressures to develop the vacant land in the Conservation Residential district will increase. The new Land Use Code includes density and steep slope regulations that minimize the environmental impact of development as well as incentives and special uses that the Town can use to limit the footprint of development in these areas. See the Environment & Natural Resources Chapter for more information.

6 A new road and bridge spanning the railroad tracks and the Swannanoa River would need to be constructed to allow adequate access to these properties. This “Southeast Connector” project is a development driven recommendation in the US 70 Corridor Study that has been placed in the FBR MPO Long Range Transportation Plan. 2013. http://fbrmpo.org/lrtp/
7 The Montreat Road corridor was originally proposed as a Neighborhood Mixed Use district during the Land Use Code Update, but later rezoned as Urban Residential (UR-8) due to opposition from some residents along the corridor.
8 The area south of I-40 and east on NC 9 along Sunset Road was also proposed as a Neighborhood Mixed Use district during the Land Use Code Update.
Industrial Development

- The vacant properties in the Black Mountain Commerce Park on the eastern end of the Light Industrial district offer one of the few remaining opportunities for future industrial development within the Town.

Future Land Use Map

- During the visioning process for the 2004 Comprehensive Plan, residents described the preferred types of development that they would like to see in Black Mountain, but the Community Vision does not indicate where the Town wants these various types of development to occur.
- There is a need for a future land use map for Black Mountain that depicts preferred areas for development and conservation, and describes the desired density and character of development for each area.
  - The future land use map would promote the Town’s desired pattern for growth by informing future zoning decisions, subdivision approvals, and investments in infrastructure and facilities. The map itself is not a regulatory mechanism.
- Municipalities usually include a future land use map or growth strategy map in their Comprehensive Plan. The public visioning process for such a map was beyond the scope of the Comprehensive Plan Update process.
- Findings and consensus gathered from the US 70 Corridor Study visioning process can inform the development of a future land use map for Black Mountain. During the visioning process, Black Mountain residents identified potential locations for mixed use activity centers along the US 70 Corridor that could encourage commerce, enable multi-modal transportation, and relieve future growth pressures in the Swannanoa Valley.

Regional Planning

- Town land use planning should take county and regional land use planning initiatives into consideration, such as the new 2013 Buncombe County Land Use Plan and the regional GroWNC plan for the 5-county Asheville area.
  - GroWNC is a 3-year regional planning initiative led by Land-of-Sky Regional Council to develop a framework of strategies to foster growth and economic prosperity that preserves the quality of life and the unique assets of the region that support it. The regional plan weaves together existing local and regional plans with extensive public input from meetings held throughout the region to envision a preferred growth scenario.9

## Land Use Goals, Strategies and Actions

<table>
<thead>
<tr>
<th>Goal</th>
<th>Strategy</th>
<th>#</th>
<th>Action Item</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Identify preferred areas for growth in Black Mountain and areas for preservation.</strong></td>
<td>Amend Comprehensive Plan to include Future Land Use Map that highlights preferred growth areas as well as preferred uses and general design guidelines for all areas in Black Mountain.</td>
<td>LU-1.1.1</td>
<td>Draft Future Land Use Map as amendment to Comprehensive Plan Update.</td>
</tr>
<tr>
<td><strong>Encourage development that utilizes existing infrastructure in order to maximize public investment and revitalize existing neighborhoods.</strong></td>
<td>Using Future Land Use Map as a guide, create policies to incentivize infill development and adaptive re-use of vacant and underutilized properties.</td>
<td>LU-2.1.1</td>
<td>Review zoning standards and revise as necessary to enable compatible infill projects.</td>
</tr>
<tr>
<td><strong>Protect environmentally sensitive areas and natural resources from impacts of development.</strong></td>
<td>Use Land Use Code to limit impact of development in environmentally sensitive areas.</td>
<td>LU-3.1.1</td>
<td>Implement Actions E-1.1.1 to E-1.3.1 and E-2.3.2.</td>
</tr>
<tr>
<td><strong>Encourage compact, mixed-use developments that preserve open space and support services within close walking and biking distance.</strong></td>
<td>Enable and incentivize mixed use development</td>
<td>LU-4.1.1</td>
<td>Use Future Land Use Map to identify additional districts in which to allow mixed use development.</td>
</tr>
<tr>
<td></td>
<td>Locate sidewalks, greenways and transit stops near residential and mixed use areas with higher density.</td>
<td>LU-4.2.1</td>
<td>Use Future Land Use Map to coordinate transportation improvements with complementary development.</td>
</tr>
</tbody>
</table>
2.2 Housing Element

It has become increasingly hard for low and moderate income families to find affordable housing in Black Mountain. The changing demographics of Black Mountain are also creating a need for a greater variety of housing types, such as smaller residences for the growing population of retirees.

Community Support for Housing Affordability and Diversity

- Vision Statements supported by promoting an affordable and diverse selection of housing include:

  **#7. Housing and Neighborhoods.** We see safe, secure, quiet neighborhoods in every part of our community, with well-tended yards and gardens, and small parks close at hand. Our town has chosen to focus on bringing the town together with an open network of pedestrian and bicycle friendly streets. Our neighborhoods display a variety of housing types and values, including attractive, affordable housing in many forms. Neighborhood parks are included in the design and development of new neighborhoods from the outset.

- The Public Input Survey found strong support among Town residents for affordable housing for moderate and low-income residents, housing options for seniors, and compact developments that preserve common space.

Current Housing Characteristics and Trends

Housing Tenure

- Black Mountain has a marginally higher proportion of renter-occupied units compared with the County and the State. Housing tenure data also indicates a very tight rental market, showing Black Mountain with a rental vacancy rate of 0%, which is still well below County and State levels when considering the maximum 3.2% margin of error (Table 2-3).

**Table 2-3 Housing Tenure, 2011**

<table>
<thead>
<tr>
<th></th>
<th>Black Mountain</th>
<th>North Carolina</th>
<th>Buncombe County</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total housing units</td>
<td>3850</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Occupied housing units</td>
<td>3338</td>
<td>87%</td>
<td>86%</td>
</tr>
<tr>
<td>Owner-occupied</td>
<td>2179</td>
<td>65%</td>
<td>68%</td>
</tr>
<tr>
<td>Renter-occupied</td>
<td>1159</td>
<td>35%</td>
<td>32%</td>
</tr>
<tr>
<td>Vacant housing units</td>
<td>512</td>
<td>13%</td>
<td>14%</td>
</tr>
<tr>
<td>Homeowner vacancy rate</td>
<td>1.4%</td>
<td>2.5%</td>
<td>1.7%</td>
</tr>
<tr>
<td>Rental vacancy rate</td>
<td>0.0%</td>
<td>9.6%</td>
<td>5.9%</td>
</tr>
</tbody>
</table>

Housing Diversity

- Single family housing makes up the majority of the existing housing stock in Black Mountain (Figure 2-3). Average household sizes in Black Mountain are lower than those for North Carolina and Buncombe County,

---

reflecting a large and growing population of seniors and empty nesters with needs that are not always well met by traditional single family homes (Figure 2-4).

**Figure 2-3 Black Mountain Housing Characteristics, 2010**

![Pie chart showing housing characteristics, 2010](chart)

**Figure 2-4 Change in Average Household Size, 2000 and 2010**

![Bar chart showing average household size, 2000 and 2010](chart)

**Housing Affordability**

- Housing in Black Mountain is generally more expensive to own or rent than it is in Buncombe County or in North Carolina. Households with housing expenditures that exceed 30% of household income are designated by the US Department of Housing and Urban Development (USHUD) as “cost burdened”. In Black Mountain, nearly 40% of homeowners with a mortgage have housing costs that exceed this 30% threshold (Figure 2-5).  

- Meanwhile, 54% of households in rental units have gross rent expenditures the exceed 30% of their household income. The percentage of cost burdened households living in Black Mountain exceeds the percentages for both North Carolina and Buncombe County (Figure 2-6).

---

Based on a market analysis by the Asheville Housing Authority affordable housing units are available in two developments in Black Mountain: Blue Ridge Apartments located on North Blue Ridge Road and Laurel Avenue Apartments on Laurel Avenue (Figure 2-7).\footnote{City of Asheville's Planning Department. Affordable Rental Housing Maps, 2008. http://www.ashevillenc.gov/portals/0/community-development/affordable_housing_programs/appendix_f_-_aff_rental_housing.pdf}
Workforce Housing

- Workforce Housing is defined as housing that a family with an income of up to 140% of Area Median Income (AMI) can afford without spending more than 30% of their income in mortgage payments (including insurance and taxes).¹⁵ Workforce housing is intended for people employed as police officers, nurses, teachers, medical technicians, office workers, etc. These jobs provide a wage that does not qualify workers as low income, but renders it difficult to obtain adequate housing in the Asheville/Buncombe market.

- A 2010 study of workforce housing in the Asheville region found that families spent about $0.77 for every dollar saved on housing located further away from where they work.¹⁶ For every 100 commuters that relocate closer to the employment center, 40,000 gallons of gasoline could be saved every year, or almost $1,000 per year for each commuter.

- Local Employment Dynamics data from the U.S. Census Bureau indicates that a majority of the Black Mountain workforce resides outside the Town of Black Mountain.¹⁷ The locations of residences for individuals employed in Black Mountain are shown in Map 2-3.

---

¹⁵ Buncombe County’s Workforce Housing Incentive Policy for Rental Development. [http://www.buncombecounty.org/common/planning/WorkforceRentalPolicy.pdf](http://www.buncombecounty.org/common/planning/WorkforceRentalPolicy.pdf)


Existing Town Policies to Promote Housing Affordability and Diversity

Affordable Housing Thresholds

- Affordable housing is defined in the Black Mountain Land Use Code using Buncombe County's affordable housing thresholds:
  - Homes for sale must be priced within 30% of the buyer’s income and sold to families with a household income at or below 80% of the Buncombe County Area Median Income (AMI) adjusted for household size (Table 2-4). “Maximum Sales Prices” are set at $155,000 for homes with two bedrooms or less and $175,000 for homes with 3 or more bedrooms.
  - Rental units must be rented for no more than 130% of HUD’s Fair Market Rent for Buncombe County and the first tenants must have a household income below 80% of the AMI (Table 2-5).

<table>
<thead>
<tr>
<th>Household / Rental Size</th>
<th>1 Person / Efficiency</th>
<th>2 Person / 1 BR</th>
<th>3 Person / 2 BR</th>
<th>4 Person / 3 BT</th>
</tr>
</thead>
<tbody>
<tr>
<td>80% of Buncombe County AMI (low income)</td>
<td>$31,100</td>
<td>$35,550</td>
<td>$40,000</td>
<td>$44,400</td>
</tr>
</tbody>
</table>

---

19 Buncombe County offers permit fee rebates for new housing that is sold or rented affordably. Buncombe County Affordable Housing Application. [http://www.buncombecounty.org/common/planning/affordableHousingApp.pdf](http://www.buncombecounty.org/common/planning/affordableHousingApp.pdf)
21 A "low-income person" is a member of a household whose income is less than 80% of area median income adjusted for family size; "very low income" refers to persons with income less than 50% of AMI; and “extremely low income” refers to persons with income less than 30% of AMI.
Table 2-5 FY 2013 Fair Market Rent Summary for Buncombe County

<table>
<thead>
<tr>
<th></th>
<th>Efficiency</th>
<th>1 Bedroom</th>
<th>2 Bedrooms</th>
<th>3 Bedrooms</th>
</tr>
</thead>
<tbody>
<tr>
<td>FMR</td>
<td>$462</td>
<td>$655</td>
<td>$777</td>
<td>$997</td>
</tr>
</tbody>
</table>

**Housing Incentives and Regulations in the Land Use Code**

The Black Mountain Land Use Code already includes a number of ordinances that are designed to encourage the provision of a variety of housing types for citizens of all income levels, ages and physical abilities.

- The Building Code offers reduced building permit and inspection fees to incentivize the construction of affordable housing and energy efficient building practices.  
  - To encourage energy efficient building practices, the Town provides a 50% rebate up to $500 for construction projects certified by the NC Healthy Built Homes Program or a Certified Level in the LEED rating system.
  - The Town provides a 50% rebate from the building permit fee for construction projects developed by a housing agency utilizing grant funds designated for affordable housing. A 50% rebate is also provided to any developer who provides documentation that the unit on which the fee was paid was sold at a price level consistent with affordable housing guidelines as established by Buncombe County.

- Design standards in the Traditional Neighborhood Development zoning district require ten percent of all units constructed by a developer to meet the affordable housing thresholds established by Buncombe County.

- Density bonuses are available within most zoning districts in Black Mountain for developments that include housing sold at price points affordable to citizens at or below the Area Median Income (AMI) for Buncombe County.

- Special Uses in the Land Use Code allow for a variety of new housing options to meet the diverse and evolving housing needs of Black Mountain residents.
  - A Cottage Housing Development is a cluster of detached structures which are no larger than 1,000 square feet and which share common driveways, yards, and other exterior facilities. Cottage housing developments provide housing types that respond to changing household sizes and ages (e.g. retirees, small families, single person households) and have small footprints that make them more affordable, energy efficient and sensitive to the land.
  - Planned Unit Developments (PUDs) are planned residential, commercial, or mixed-use communities that can be used to facilitate more affordable housing by providing possibilities for savings in infrastructure, installation costs, and energy costs through the clustering of dwellings.

---

22 Fair market rents, are determined by the U.S. Department of Housing and Urban Development (HUD) based on income statistics for each county and surveys of recently rented units within the local housing market.

http://www.huduser.org/portal/datasets/fmr/fmr_IL_history/data_summary.odb

23 Section 2.1.11 Building Permit Fees and Available Incentives, Town of Black Mountain Land Use Code.

24 For construction that meets both energy efficiency and affordability criteria described above, all required mechanical, electrical and plumbing inspections will be conducted for a flat, comprehensive fee of $100 per unit.

25 Developers may also meet the affordable housing requirement by conveying lots within the development to an affordable housing agency or by paying a fee-in-lieu of development equal to 10 percent of the overall estimated construction cost of the built-out Master Plan. Section 4.6.11.5 Design Standards for Traditional Neighborhood Development, Town of Black Mountain Land Use Code.

26 Section 12 Inclusionary Housing Bonus, Town of Black Mountain Land Use Code.
• Accessory or secondary dwellings, which are additional units located on a single family property (e.g. a garage apartment), are permitted throughout the Land Use Code. Accessory dwellings can provide an affordable housing alternative for a renter or assist families in providing for older family members that require home care.

**Housing Commission and Partners**

• The Black Mountain Housing Commission was established to advise the Board of Aldermen on planning initiatives that promote housing affordability and diversity; research and pursue grants and resources; partner with housing and community development agencies to facilitate development that meets community housing needs; maintain data on housing information; educate the public on affordability issues; and carry out additional powers and duties as set forth in local and State regulations.

• The Town of Black Mountain is a member of the Asheville Regional Housing Consortium, a collection of local governments which receives federal funding from USHUD to provide affordable housing for low income households in Buncombe, Henderson, Madison and Transylvania Counties. In order to receive USHUD funding the Consortium must regularly update the *Consolidated Strategic Housing and Community Development Plan* for the region and the *Analysis of Impediments to Fair Housing Choice*. Each document provides recommendations that the Town can implement to promote safe, affordable housing for residents.

**Housing Issues and Opportunities**

**Affordable Housing**

• The cost of housing in Black Mountain and Buncombe County is high relative to the incomes of residents. The high number of “cost-burdened” households can be attributed to the mountainous topography of the region, the low wage service sector, and the second home market.\(^{27}\)
  
  o The rugged terrain and steep slopes limit the amount of land available for development, especially in narrow valleys like the Swannanoa Valley.
  
  o Median incomes in Black Mountain and the Asheville metro area are lower in comparison with other areas of the state.\(^{28}\) Although the tourist economy keeps unemployment relatively low, many of the service jobs supported by tourism generate low wages.
  
  o The quality of life and aesthetic beauty of Black Mountain has attracted an influx of tourists and new residents that have driven up homes sales and rental prices to levels that are not affordable for many local earners.

• The Housing Commission develops strategies to increase the availability of affordable homes and rentals and identifies Regional Housing Consortium strategies that can be pursued by the Town.

• The *Consolidated Strategic Housing and Community Development Plan* and the *Analysis of Impediments to Fair Housing Choice* include several strategies that the Town can support though incentives, regulations and partnerships:
  
  o Encourage higher density near transit corridors and employment centers through infill development and adaptive reuse of underutilized properties to support workforce housing;
  
  o Encourage the development of high density affordable housing, such as owner occupied townhomes and condominiums;
  
  o Encourage high quality, energy efficient, environmentally friendly design;
  
  o Work with developers to promote new affordable housing developments; and
  
  o Preserve existing housing and focus preservation efforts to make both rental and ownership housing affordable.

\(^{27}\) *Buncombe County Housing Needs Assessment & Market Study*, 2009.  

The Black Mountain Land Use Code was updated in 2010 to include affordable housing incentives and regulations to support the priorities above such as density bonuses, green building incentives, and accessory dwellings. The Housing Commission plans to research successful incentives and partnerships developed in peer communities that the Town of Black Mountain can implement to enhance or complement the existing policies in the Land Use Code.

Housing Commission members see the promotion of developments that mix subsidized housing with market-rate housing as an important strategy to building strong neighborhoods and social capital.29

The Housing Commission also found there to be a lack of tools for advertising and locating affordable rental housing in Black Mountain. Buncombe County encourages low income households and landlords to use the website www.socialserve.com to search for and post listings for affordable rental housing in the region.

**Maintenance of Owner & Renter Occupied Housing**

- Mountain Housing Opportunities’ Emergency Home Repair Program provides small, individual home repairs for low income residents in Buncombe County.
- The Housing Commission is currently reviewing the Town of Black Mountain’s Minimum Housing Code and identifying revisions that give renters adequate recourse to ensure that landlords provide well-maintained housing.
  - The Town Building Inspector has reported numerous occasions in which rental properties in Black Mountain were found to be in substandard condition.
  - Periodic inspections have been proposed by the Housing Commission as one strategy to ensure proper maintenance of rental properties. During the Comprehensive Plan Update process landlords in Black Mountain voiced opposition to any change in the complaint-driven system in the existing Minimum Housing Code, arguing that increased regulation would decrease the supply of affordable housing.
  - Recently passed legislation in the NC General Assembly has significantly curtailed the number of inspections that can be required by local governments.

**Housing Diversity**

- The Black Mountain Community Vision expresses a desire to promote a variety of housing options that meet the diverse and evolving needs of residents. The Housing Commission has identified a particular need for developments that meet the needs of retirees and developments that foster community with shared spaces and services.
  - Nearly three fourths of the Black Mountain housing stock is made up of single family homes that may not meet the needs many existing and potential residents.
  - Accessory dwellings, permitted throughout the Land Use Code, allow for the addition of smaller units on existing single family home parcels.
  - The Black Mountain Land Use Code already allows special uses, such as Cottage Housing, Developments that can be used to create developments with compact, affordable units and common space.
  - Some local governments have developed programs with education and encouragement strategies to promote the use of accessory dwellings and special uses to increase housing diversity and affordability.30

---


30
### Housing Goals, Strategies and Actions

<table>
<thead>
<tr>
<th>Goal</th>
<th>Strategy</th>
<th>#</th>
<th>Action Item</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Maintain affordable housing options for residents of low and moderate incomes</strong></td>
<td>Encourage provision of affordable housing units in new and existing developments.</td>
<td>H-1.1.1</td>
<td>Explore best practices across the state to enhance incentives and partnerships for the provision of affordable housing in Black Mountain.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>H-1.1.2</td>
<td>Implement selected actions recommended for jurisdictions in the Consolidated Strategic Housing and Community Development Plan for the Asheville region.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>H-1.1.3</td>
<td>Work with developers to promote new developments that mix subsidized housing with market-rate housing.</td>
</tr>
<tr>
<td></td>
<td>Facilitate location of affordable rental housing in Black Mountain.</td>
<td>H-1.2.1</td>
<td>Housing Commission will work with regional partners to encourage land owners and renters to use a common online registry to post and search for affordable housing for rent.</td>
</tr>
<tr>
<td><strong>Encourage a mix of housing types to meeting a variety of lifestyle needs</strong></td>
<td>Encourage a wide range of housing formats to meet diverse and evolving needs of Town residents, including non-traditional households, such as empty nesters, seniors, and young professionals without children.</td>
<td>H-2.1.1</td>
<td>Amend Land Use Code to incentivize a mix of housing types within a single development, including smaller housing types such as town homes, owner-occupied condos and 2-bedroom single family homes.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>H-2.1.2</td>
<td>Encourage community-oriented developments with shared common spaces and facilities.</td>
</tr>
<tr>
<td><strong>Ensure that existing housing stock is preserved and well maintained</strong></td>
<td>Ensure that residential properties are adequately maintained.</td>
<td>H-3.1.1</td>
<td>Enhance and enforce the Town’s Minimum Housing Code.</td>
</tr>
</tbody>
</table>

---

Map 2-1 Black Mountain Land Use
Map 2-2 Black Mountain Zoning Districts
Chapter 3: Environment & Natural Resources

Purpose
The Environment and Natural Resources chapter catalogues existing open space, forest, steep slopes, and waterways; identifies threats to these resources; and proposes strategies to protect them from the impact of development. This chapter also identifies opportunities to increase recycling rates in town and promote energy and water conservation.

Chapter Outline
Section 3.1 Open Space and Forest
Section 3.2 Steep Slope Development
Section 3.3 Protecting Waterways
Section 3.4 Recycling
Section 3.5 Energy and Water Conservation

3.1 Open Space and Forest
It is important to preserve forests, trees and undeveloped areas to maintain healthy natural ecosystems that will protect water quality, wildlife habitats and scenic beauty. Black Mountain’s quality of life and local economy depend on these natural resources.

Community Support

- Vision statements supported by the protection of open space and forest include:

  1. Small Town Character and Community Identity. We see Black Mountain as a charming, village-like community, nestled in the midst of beautiful Appalachian Mountain scenery. Our views from town to surrounding mountain vistas have been preserved. Development has been sensitive to the natural features of the land, and has avoided the destruction of ridge tops, in particular. While growing, we’ve maintained our small town atmosphere and have honored the historic character of the community.

  11. Air and Water Quality. We see a community with clean air, made possible by less dependence upon the automobile, and the recruitment of environmentally compatible industry. Compared to other communities, we see more people walking, biking, or taking the bus. Our development patterns are designed to cause less traffic congestion and require shorter commutes. We have effectively reduced storm water runoff and pollution into our area waters due, in part, to our smaller, landscaped parking areas and compact two and three story commercial areas.

  4. Recreation, Parks and Open Space. We see upgraded recreation and park facilities serving the Black Mountain community. Indoor facilities include a multi-purpose teen center and a community-wide recreation complex with indoor swimming pool. Outdoor facilities include more neighborhood parks, soccer/multipurpose fields, and a skateboard/roller-blading/extreme bike park. We see a well-developed system of walking and biking trails adjacent to area streams, enjoyed by hikers, bicyclists, and others. This “greenway” system connects an assortment of schools, parks, open spaces, and neighborhoods. Lake Tomahawk has been maintained and enhanced as the crown jewel of Black Mountain’s system of park properties.
Existing Open Space, Forest and Biodiversity

Over the past several decades open space, forest and farmland around Black Mountain has increasingly given way to development. However, there are still large amounts of undeveloped land within and around the Town that support a wide variety of plants and animals. There is also a growing number of parcels that have been dedicated as green space (Map 3-1).

- A long, connected stretch of public open space runs from the northwest corner of Town through the Golf Course to Lake Tomahawk Park and Cragmont Park (Map 3-1). The Lake Tomahawk Spur trail will connect this stretch of land to the Black Mountain Recreation Park south of US 70.
- The Flat Creek trail has preserved an important section of land along Flat Creek for public recreation and transportation (Figure 3-1).
- The undeveloped land on the edges of the Swannanoa Valley in and around Town possesses a great amount of biodiversity. Drastic temperature changes, elevation differences and plentiful rainfall provide the elements needed for diverse species to flourish.
- Portions of the undeveloped land in newer subdivisions, such as the Settings and Cheshire, have been dedicated as green space.

Current Policies and Programs to Preserve Open Space and Forest

Land Use Code

The Black Mountain Land Use Code includes a number of ordinances that are designed to preserve natural resources, open spaces, and trees. A brief listing is included below.

- The Conservation Residential district (CR-1) was established to protect areas where steep slopes or other environmental features make it more suitable for large lot development, conservation development and the preservation of open space.

---

1 Photo from Black Mountain Recreation
• All major subdivisions must dedicate five percent of the total subdivision area as open space.
• The Conservation Subdivision is a Special Use created to provide flexibility in subdivision design (e.g., in lot sizes, setbacks, overall design) in order to protect the natural landscape, mountain ecology, and view-shed of the Town of Black Mountain.
• Cottage Housing Developments and Planned Unit Developments, also permitted as Special Uses, allow for a range of high density designs that limit the footprint of development and preserve open space.
• Landscaping requirements regulate the protection, installation, and long-term management of trees and shrubs. For example, a certain number of trees are required to be preserved or planted based on ratios to parking spaces or the size of residential lots.
• Parking regulations have been made more flexible, allowing minimum parking space requirements to be reduced in exchange for the preservation of established trees of 24 inches or greater.

Urban Forestry Commission
The Urban Forestry Commission (UFC) was established by the Town to facilitate the planting, growth, and protection of trees within the Town. They focus their efforts on volunteer and outreach activities to protect trees in the community. The Commission is also charged with the development and annual update of a plan for the care of publicly planted trees and shrubs.

Open Space and Forest Preservation Issues and Opportunities
Increasing urbanization threatens our forests, open spaces, wildlife, and the quality of life that attracts people to the region. As Black Mountain continues to grow it becomes increasingly important to find balance between development and the preservation of natural resources.

Preservation of trees
• Protecting the character of Black Mountain involves preserving trees in sensitive environmental areas as well as in areas flagged for future development. An audit of the Land Use Code could be used to identify additional opportunities to incentivize developers and residents to preserve the community’s existing trees.
• The UFC is pursuing a Tree City USA designation for the Town of Black Mountain. This program provides direction, technical assistance, and national recognition for urban and community forestry programs.
  o In order to qualify as a Tree City a community must have (1) a Tree Board or Department; (2) a Tree Care Ordinance; (3) a Community Forestry Program with an annual budget of at least $2 per capita; and (4) an Arbor Day observance and proclamation.
• Documenting and recognizing specific trees for their unique values can raise a land owner’s awareness of a tree’s importance and encourage stewardship. The UFC is looking for volunteers to help catalogue trees in Black Mountain through the following two programs:
  o Asheville Greenworks’ Buncombe County Treasured Trees Program
  o AshevilleTreeMap.org
• The Urban Forestry Commission (UFC) is developing a downtown tree plan for Black Mountain.

---

2 Black Mountain Land Use Code, Section 8 Land Development and Environmental Regulations
3 Section 10.8 Reductions in Parking Requirements
4 Tree City USA is sponsored by the Arbor Day Foundation in cooperation with U.S. Forest Service.
5 http://www.ashevillegreenworks.org/treasured-trees.html
Planning and preservation of open space and agricultural land

- The largest amounts of undeveloped land in the Town are located on the forested edges of the valley, and include areas with higher levels of bio-diversity (Map 3-1).
- As development pressures increase, developers can be steered towards Special Uses such as the Conservation Subdivision and Cottage Housing Developments that allow for innovative designs that limit the environmental impact of development.
- The North Carolina Conservation Planning Tool consists of assessments and maps that illustrate the locations and conservation values of significant natural resources, including open space and conservation lands, forestry lands, farmland, wildlife habitats and biodiversity. The Town may use the tool to better evaluate decisions to develop or preserve lands in areas of Town targeted for conservation.
- The Linking Lands and Communities assessments and online mapping tool is a similar local resource for identifying lands in the Asheville region that are important for wildlife habitat and biodiversity, water quality and agriculture. These tools are helpful for evaluating development and conservation plans. Online mapping tool: [http://gis.buncombecounty.org/LinkingLands/](http://gis.buncombecounty.org/LinkingLands/)

Black Mountain Greenway

- The planned expansion of the Black Mountain Greenway will preserve large amounts of land for outdoor recreation and provide connections between parks and open space in and around Black Mountain. Greenway development is a popular strategy to make use of land within the floodplain, protect waterways with vegetative buffers, and increase outdoor recreation opportunities.

Open Space and Forest Preservation Goals, Actions and Strategies

<table>
<thead>
<tr>
<th>Goal</th>
<th>Strategy</th>
<th>#</th>
<th>Action Item</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preserve open space, trees and environmentally sensitive areas</td>
<td>Incentivize and require preservation of open space in new developments</td>
<td>E-1.1.1</td>
<td>Raise awareness of housing developments options that preserve open space, such as Cottage Housing Developments and Conservation Subdivisions.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>E-1.1.2</td>
<td>Enforce open space requirements for Subdivisions and Special Uses</td>
</tr>
<tr>
<td></td>
<td></td>
<td>E-1.1.3</td>
<td>Incorporate DENR's Conservation Planning Tool into the Development Review Process</td>
</tr>
<tr>
<td>Protected trees in new developments and redevelopments</td>
<td></td>
<td>E-1.2.1</td>
<td>Work with Urban Forestry Commission to explore ways enhance tree protection through programs and through incentives in the Land Use Code</td>
</tr>
</tbody>
</table>

---

6 [http://www.ncnhp.org/web/nhp/conservation-planning-tool](http://www.ncnhp.org/web/nhp/conservation-planning-tool)
7 [www.linkinglands.org](http://www.linkinglands.org)
3.2 Steep Slope Development

Regulating development on steep slopes helps to prevent erosion and landslides that threaten water quality, forest resources, and biodiversity in the Swannanoa Valley. These regulations also preserve the scenic views from Town.

Community Support

- Vision Statements supported by the Town’s steep slope protection ordinance include:

  1. **Small Town Character and Community Identity.** We see Black Mountain as a charming, village-like community, nestled in the midst of beautiful Appalachian Mountain scenery. Our views from town to surrounding mountain vistas have been preserved. Development has been sensitive to the natural features of the land, and has avoided the destruction of ridge tops, in particular. While growing, we’ve maintained our small town atmosphere and have honored the historic character of the community.

  11. **Air and Water Quality.** We see a community with clean air, made possible by less dependence upon the automobile, and the recruitment of environmentally compatible industry. Compared to other communities, we see more people walking, biking, or taking the bus. Our development patterns are designed to cause less traffic congestion and require shorter commutes. We have effectively reduced storm water runoff and pollution into our area waters due, in part, to our smaller, landscaped parking areas and compact two and three story commercial areas.

Existing Steep Slopes and Development

Most steep slopes are located on the edge of Town limits and still remain largely undeveloped. Parcels within Town that are most likely to fall under the Town’s steep slope ordinance are shown in Map 3-2.

Current Policies to Protect Steep Slopes

**Land Use Code**

- The **Erosion Prevention and Slope Protection Ordinance** in the Black Mountain Land Use Code regulates development on steep slopes and hillsides.\(^8\) Steep slope and hillside regulations apply to any subdivision or development that meets the following criteria:

  1. A development or redevelopment project or subdivision located on a parcel greater than one acre and in which the average of the natural slope for the entire parcel is 16% or greater; or
  2. A development or redevelopment project or subdivision of a parcel less than one acre in which the average natural slope is 25% or greater; or
  3. A development or redevelopment project or subdivision, where 50% or more of the subdivision lies at or over elevations of 2,600 feet above sea level.

- Steep slope regulations limit density, require the use of Low Impact Development designs, limit the percent of land that can be disturbed, and require measures to minimize the visual impact of development from the valley.
- Buncombe County has created an Online Slope Calculation Tool that allows users to calculate the average slope of a parcel or multiple contiguous parcels.\(^9\)

---

\(^8\) Section 8.1.05 Designation of Steep Slopes and Hillside Requirements

## Steep Slope Development Goals, Strategies and Actions

<table>
<thead>
<tr>
<th>Goal</th>
<th>Strategy</th>
<th>#</th>
<th>Action Item</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preserve open space, trees and environmentally sensitive areas</td>
<td>Limit impact of development on steep slopes</td>
<td>E-1.3.1</td>
<td>Enforce steep slope requirements in Land Use Code</td>
</tr>
</tbody>
</table>
3.3 Protecting Waterways

Stormwater Pollution
Stormwater is the primary source of pollution for waterways in Western North Carolina. The expansion of development and impervious surfaces has led to an increase in stormwater pollutants washing into local waterways and the impairment of aquatic habitats vital to a healthy stream.

Development in the Floodplain
Development within flood prone areas in Black Mountain is subject to periodic inundation that often results in loss of property, environmental degradation, and significant public expenditures on flood protection and relief. Flood losses are also worsened by the cumulative effect of development in the floodplain, which increases flood heights and velocities.

Community Support for Protection of Waterways

- Vision Statements supported by the protection of Black Mountains waterways include

  **11. Air and Water Quality.** We see a community with clean air, made possible by less dependence upon the automobile, and the recruitment of environmentally compatible industry. Compared to other communities, we see more people walking, biking, or taking the bus. Our development patterns are designed to cause less traffic congestion and require shorter commutes. We have effectively reduced storm water runoff and pollution into our area waters due, in part, to our smaller, landscaped parking areas and compact two and three story commercial areas.

Existing Conditions

Stormwater
Waterways within Black Mountain include the Swannanoa River and several creeks that feed the Swannanoa, including Flat Creek, Tomahawk Branch, Camp Branch and Wolf Branch (Figure 3-2 and Map 3-1).

- The Swannanoa River is listed on the NC Division of Water Quality (NCDWQ) 319 Impaired Waters list. The impairment of the Swannanoa is largely attributed to stormwater pollution. The large amounts of impervious surface around downtown Black Mountain wash pollutants into the local creeks and rivers that would have been filtered out by the preexisting vegetation. Impervious surfaces also increase the velocities of stormwater, eroding stream banks and washing large amounts of sediment into the Swannanoa River.
- The Swannanoa River is classified by the state as a Trout Water. Stormwater pollution impairs trout waters by increasing the temperature of receiving waters.
Figure 3-2 Swannanoa River

Development in the Floodplain

- **Map 3-2** shows floodways and the 100 year floodplain boundaries defined in the FEMA flood insurance rate map. These areas within the floodplain are subject to a one percent or greater chance of being flooded in any given year.

- Parcels with a significant amount of development (e.g. buildings, paved parking lots) in the 100 year floodplain are highlighted in **Map 3-2** in purple.

Current Policies and Programs to Protect Waterways

**Stormwater**

- The federal Clean Water Act requires local jurisdictions to reduce polluted stormwater runoff, and it is implemented in two phases. Phase I addresses large cities and Phase II addresses small and medium cities. In North Carolina, the Phase II laws took effect in 2005, and require the Town to implement 6 minimum measures to manage stormwater quality:
  1. Public education and outreach on stormwater impacts,
  2. Public involvement/participation in events and programs,
  3. Illicit discharge detection and elimination,
  4. Construction site stormwater runoff control\(^{10}\),
  5. Post-construction stormwater management for new development and redevelopment, and
  6. Pollution prevention/good housekeeping for municipal operations.

- Black Mountain’s Phase II Stormwater Ordinance regulates post-construction stormwater management in new developments and redevelopments (minimum measure #5). Developers are required to:
  o Install stormwater Best Management Practices (BMPs) to manage stormwater pollution and velocity\(^{11}\);

\(^{10}\) A resolution of agreement with Buncombe County to enforce the County-adopted Soil Erosion and Sedimentation Control Ordinance within the Town’s planning jurisdiction. This agreement allows the Town to satisfy minimum measure #4. Control construction site runoff.

\(^{11}\) A stormwater Best Management Practice is considered a “best” way of treating or limiting pollutants in stormwater runoff. Examples of stormwater BMPs include wet ponds, stormwater wetlands, grass swales and bio-retention areas.
Develop a plan for the long term maintenance of stormwater BMPs; and
Maintain a 30 foot buffer between all built upon areas and any surface water.

Examples of structural stormwater BMPs include grass swales, bio-retention ponds, constructed wetlands, pervious pavement and rain gardens (Figure 3-3).

Low Impact Development designs are required in the Conservation Subdivision Special Use, steep slope developments, and developments that disturb over 12,000 square feet (Table 3-1)

<table>
<thead>
<tr>
<th>Conventional Site Development</th>
<th>Low Impact Development</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Increase impervious cover and reduce vegetative cover to achieve efficient drainage</td>
<td>• Discourage impervious cover and maximize vegetative cover to reduce impacts and maintain predevelopment hydrology</td>
</tr>
<tr>
<td>• Designed to accommodate peak discharges from a design storm (10-year). Increased runoff duration and frequency, and large increases in volume are not controlled.</td>
<td>• Control runoff to pre-development conditions for all storms</td>
</tr>
<tr>
<td>• Reduced rainfall interception, infiltration, storage and time of concentration; reduced groundwater recharge</td>
<td>• Maintain rainfall abstractions, time of concentration, and groundwater recharge to pre-development conditions.</td>
</tr>
<tr>
<td>• Reduced pollution by limited control for storm events that are less than design discharge (i.e. smaller, more frequent storms)</td>
<td>• Reduced pollution and full control for all storm events</td>
</tr>
<tr>
<td>• Impacts receiving streams with channel erosion and degradation, sediment deposition, reduced base flow, and reduced habitat suitability</td>
<td>• Maintain stream ecology to predevelopment conditions</td>
</tr>
<tr>
<td>• Reduces flooding immediately below the control structure, but cumulative impacts can increase flooding</td>
<td>• Controls flooding to predevelopment conditions</td>
</tr>
</tbody>
</table>

Figure 3-3 Rain garden and rain barrel at Town Hall

Table 3-1 Comparison of LID and Conventional Site Development

12 City of Hendersonville 2008 Comprehensive Plan.
Development in the Floodplain

- Black Mountain’s Flood Damage Prevention Ordinance regulates development in the floodplain by
  o Restricting uses that pose flood or erosion hazards or that increase flood heights or velocities;
  o Requiring that uses vulnerable to floods be protected against flood damage at the time of initial construction;
  o Controlling alteration of natural floodplains, stream channels, and barriers that serve to accommodate floodwaters;

Waterway Protection Issues and Opportunities

Stormwater

- Increased pollutants and flooding from stormwater have led to the impairment of over 130 miles of streams in the French Broad River Basin, including the Swannanoa River as it runs through Black Mountain.
- The 2011 French Broad Basinwide Water Quality Plan emphasizes the need for increased stormwater management and education activities to address the water quality threats posed by increased urbanization.\(^\text{13}\) Since the last recession, however, the Town has had to cut back on staffing and resources needed to implement stormwater management strategies. Meanwhile, development is beginning to rebound as the economy recovers, increasing the need for robust stormwater management and education.
  o Black Mountain plans to attend WNC Stormwater Partnership meetings in 2014. The WNC Stormwater Partnership is a collection of local governments and non-profits in the French Broad River Basin that share resources and best practices to enhance stormwater management and education activities in the region.
- Special design guidelines are needed from NC DENR for stormwater BMPs in mountainous areas where the limited amount of land and higher velocity of water hinder the effectiveness or feasibility of certain BMPs.
- Local governments with waterways on the 319 Impaired Waters list, such as the Swannanoa River, are eligible for grants from the NC Division of Water Quality to help fund stormwater BMP and stream restoration projects to improve water quality.
  o Black Mountain’s Stormwater Master Plan recommends downtown stormwater BMPs and stream restoration projects that would be eligible for 319 grant funding.
  o Downtown stormwater BMPs, and the UFCs downtown tree plan, can be integrated into a streetscape plan for downtown Black Mountain that reduces stormwater pollution.
- In some cases stormwater management ordinances can come into conflict with infill development goals. Stormwater ordinances that allow offsite management and special consideration of green roofs and permeable pavement provide greater flexibility for infill developments to meet requirements.

Development in the Floodplain

- A considerable number of structures and impervious surfaces in the Black Mountain floodplain could be removed to reduce the potential losses and environmental degradation from future flood events in Black Mountain.
- The Town’s Flood Damage Prevention Ordinance prevents future development in the floodplain, but does not address the need to remove existing development from the floodplain.

Federal grants to acquire and remove existing development in the floodplain are available to local governments.

### Goals, Strategies and Actions to Protect Waterways

<table>
<thead>
<tr>
<th>Goal</th>
<th>Strategy</th>
<th>#</th>
<th>Action Item</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Preserve the quality of water as it flows through Black Mountain</strong></td>
<td>Provide adequate staff support for operation of the Town’s Stormwater Management Program to reduce pollution and erosion impacts of stormwater</td>
<td>E-2.1.1</td>
<td>Implement six minimum measures: Stormwater runoff education &amp; outreach, public outreach, illicit discharge detection, control of construction site runoff, post-construction runoff, municipal operations pollution prevention</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>E-2.1.2</td>
</tr>
<tr>
<td></td>
<td>Implement selected water quality projects in Stormwater Master Plan</td>
<td>E-2.2.1</td>
<td>Construct downtown stormwater BMPs with grant support from NC DWQ</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>E-2.2.2</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>E-2.2.3</td>
</tr>
<tr>
<td><strong>Encourage Low-Impact Development practices that reduce stormwater pollution</strong></td>
<td></td>
<td>E-2.3.1</td>
<td>Work with WNC Stormwater Partnership and NCSU BAE Stormwater Team to educate town staff, developers and homeowners about Low-Impact Development in new and existing developments</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>E-2.3.2</td>
</tr>
<tr>
<td><strong>Improve water quality of Lake Tomahawk</strong></td>
<td></td>
<td>E-2.4.1</td>
<td>Dredge Lake Tomahawk</td>
</tr>
<tr>
<td><strong>Discourage and reduce development of structures and impervious surfaces in the floodway and 100-year floodplain</strong></td>
<td></td>
<td>E-2.5.1</td>
<td>Enforce Town’s updated Flood Damage Prevention Ordinance</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>E-2.5.2</td>
</tr>
</tbody>
</table>
3.4 Recycling

Offering convenient community recycling services helps to control municipal solid waste costs, preserves our natural resources for future generations, and creates jobs in local recycling and manufacturing industries.

Community Support for Recycling

- Vision Statements supported by promoting recycling include:
  
  **12. Public Utilities and Road Infrastructure.** *We see an improved local street system, designed to maintain traffic flow, while not destroying the desirable pedestrian character of the community. We see public utilities, particularly water and sewer, planned and placed to both serve and direct the long-term growth of our community. Our solid waste management system has become focused, more than ever, on recycling, composting and other means of reducing the volume of trash that we generate.*

- Moving to larger recycling carts was a proposed action item that received strong support from residents in the Public Input Survey.

Current Solid Waste & Recycling Services

- The Town of Black Mountain currently provides garbage and recycling collection services through a contract with GDS Republic.
- Residential solid waste is collected once a week from curbside. Commercial solid waste collection also occurs once a week. The Town does not provide collection services for industrial establishments.
- Curbside recycling is currently collected every other week from residences and participating commercial customers in 18-gallon bins, although blue bags may still be used (Figure 3-4).
- The Town transitioned from blue bags to 18-gallon bins in 2007 with the help of grant funding from the NC Department of Environmental Assistance & Outreach (NC DEAO).14
- Before 2007, roughly 8% of all waste generated was recycled. In FY09-10 20% of all waste generated in Black Mountain was recycled.15

Issues and Opportunities

- Both Materials Recovery Facilities (MRFs) in the Asheville region, Curbside Management and American Recycling, are now taking plastics 1 through 7.16
- More municipalities in the region are moving to larger, roll-out recycling containers, which make recycling larger volumes more convenient for residents and haulers.17
- The NC DEAO Curbside Recycling Roll-out Cart Grant Program has been used by municipalities to transition from 18-gallon bins to 96-gallon carts for recycling collection. Since 2008 Roll-out Cart grantees have increased collection by over 15,000 tons per year (Figure 3-5).

---

14 NC DEAO is now the NC Division of Environmental Assistance and Customer Service.
15 The Town disposed of 2,840 tons of solid waste and collected 694 tons of recycling.
16 Recyclables are taken to Material Recovery Facilities for processing before they are taken to market.
17 The City of Asheville transitioned to 96 gallon carts in 2012 after a pilot project demonstrated a 50% increase in recycling by weight; Brevard, which contracts with GDS, is moving to 96 gallon carts for recycling. GDS is hauling the recycling to Curbie; Hendersonville is also looking at switching to 96 gallon recycling carts, and recently started a pilot program to evaluate the increase in recycling rates and the reduction in tipping fees at the landfill.
Based on data collected by NC DEAO, the average cart-based recycling program collects 200 more tons per household annually than the average bin-based program.18

Rainbow Recycling could assist the Town with public outreach efforts related to the transition to 96-gallon recycling carts. Rainbow Recycling19 is a grassroots community organization in Black Mountain that organizes recycling events and engages in outreach to educate residents and businesses about recycling.

Recycling Goals, Strategies and Actions

<table>
<thead>
<tr>
<th>Goal</th>
<th>Strategy</th>
<th>#</th>
<th>Action Item</th>
</tr>
</thead>
<tbody>
<tr>
<td>Encourage reduced waste and increased sustainability, and set an example with Town operations and facilities</td>
<td>Increase recycling rates among residents, businesses, and schools</td>
<td>E-3.1.1</td>
<td>Implement recycling cart pilot project with Town’s solid waste contractor</td>
</tr>
<tr>
<td></td>
<td></td>
<td>E-3.1.2</td>
<td>Coordinate recycling education with rollout recycling cart pilot, including recycling brochure for residents and outreach at schools and events</td>
</tr>
</tbody>
</table>

18 Average Bin-based program: 247/household/year; Average Cart-based programs: 445/household/year

19 www.rainbowrecycling.org
3.5 Energy and Water Conservation

Promoting energy and water conservation in practices and building designs preserves natural resources and decreases the cost of living for residents.

Community Support

- Vision Statements supported by energy and water conservation include:

  **12. Public Utilities and Road Infrastructure.** We see an improved local street system, designed to maintain traffic flow, while not destroying the desirable pedestrian character of the community. We see public utilities, particularly water and sewer, planned and placed to both serve and direct the long-term growth of our community. Our solid waste management system has become focused, more than ever, on recycling, composting and other means of reducing the volume of trash that we generate.

  **11. Air and Water Quality.** We see a community with clean air, made possible by less dependence upon the automobile, and the recruitment of environmentally compatible industry. Compared to other communities, we see more people walking, biking, or taking the bus. Our development patterns are designed to cause less traffic congestion and require shorter commutes. We have effectively reduced storm water runoff and pollution into our area waters due, in part, to our smaller, landscaped parking areas and compact two and three story commercial areas.

- The Water Conservation and Production Plan is one the most popular proposed strategies among residents that responded to the Public Input Survey.

Existing Energy and Water Conservation

Energy Use

- The energy use of Town facilities and street lights is documented in the Town’s 2009 Strategic Energy Plan. A baseline for seven Town facilities from July 2008 through June 2009 showed total annual energy costs of nearly $70,000 (Table 3-2).\(^{20}\)
- The existing energy use of Town residents and businesses is difficult to estimate.
- Energy on the grid in Western North Carolina comes from a variety of fuel sources, but the primary source of power is the Progress Energy Carolinas coal-fired power plant in Skyland.\(^{21}\)
- There is a growing concentration of residents in the Asheville metro area using renewable energy systems to help power their homes.\(^{22}\)

---

\(^{20}\) These figures do not include Town Hall.

\(^{21}\) Progress Energy Carolinas is a subsidiary of Duke Power

\(^{22}\) [http://www.ncgreenpower.org/our-impact/]
Table 3-2 Annual Cost of Energy at Town Facilities, July 2008 to June 2009

<table>
<thead>
<tr>
<th>Building</th>
<th>Energy Cost ($/yr)</th>
<th>Energy Cost per Square Foot ($/yr/SF)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Public Safety</td>
<td>$19,559</td>
<td>$0.85</td>
</tr>
<tr>
<td>Carver Center</td>
<td>$21,077</td>
<td>$1.39</td>
</tr>
<tr>
<td>Lakeview Center</td>
<td>$5,601</td>
<td>$1.40</td>
</tr>
<tr>
<td>Public Works</td>
<td>$8,115</td>
<td>$0.58</td>
</tr>
<tr>
<td>Grey Eagle Arena</td>
<td>$5,923</td>
<td>$0.71</td>
</tr>
<tr>
<td>Fire Station #2</td>
<td>$3,739</td>
<td>$0.93</td>
</tr>
<tr>
<td>Golf Maintenance</td>
<td>$5,085</td>
<td>$0.79</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>$69,099</strong></td>
<td><strong>$0.92</strong></td>
</tr>
</tbody>
</table>

Water Use
- There are 3,300 residential and commercial water connections on the Black Mountain water system that use an average of 475,000 gallons of water per day (Table 3-3). Although there has been no increase in the Town’s year-round population, average daily water use has risen since 2008.
- The Town of Black Mountain’s wells do not produce enough water to meet the level of demand from customers, requiring the Town to purchase water from the City of Asheville.

Table 3-3 Black Mountain Water System Supply and Demand in Million Gallons per Day

<table>
<thead>
<tr>
<th></th>
<th>2008</th>
<th>2010</th>
<th>2012</th>
</tr>
</thead>
<tbody>
<tr>
<td>Year-Round Population Estimate</td>
<td>8,035</td>
<td>8,051</td>
<td>8,007</td>
</tr>
<tr>
<td>Ground Water Supply (MGD)</td>
<td>0.472</td>
<td>0.502</td>
<td>0.487</td>
</tr>
<tr>
<td>Purchases from City of Asheville (MGD)</td>
<td>0.321</td>
<td>0.321</td>
<td>0.400</td>
</tr>
<tr>
<td>Total Available Supply (MGD)</td>
<td>0.793</td>
<td>0.823</td>
<td>0.887</td>
</tr>
<tr>
<td>Service Area Demand (MGD)</td>
<td>0.475</td>
<td>0.590</td>
<td>0.604</td>
</tr>
<tr>
<td>Demand / Supply</td>
<td>60%</td>
<td>72%</td>
<td>68%</td>
</tr>
</tbody>
</table>

Current Policies and Plans to Conserve Energy and Water
- To encourage energy efficient building practices, the Town Land Use Code offers a 50% rebate up to $5,000 for construction projects certified by the Green Built North Carolina Program or a Certified Level in the LEED rating systems\(^{23}\)
  - Since the incentive was added to the Land Use Code in 2009, the Town has provided rebates for 11 energy efficient homes. This number is expected to rise as the housing market recovers.
- The Town’s Strategic Energy Plan recommends energy efficiency improvements in Town facilities.
- Information on practices and appliances to conserve water is distributed to Black Mountain residents through pamphlets, newspaper tips and the Town website.

\(^{23}\) Section 2.1.11 Building Permit Fees and Available Incentives
Issues and Opportunities for Conservation of Energy and Water

- The Town’s *Strategic Energy Plan* is in need of a review and update.
  - Waste Reduction Partners provides energy and water assessments of local government facilities to reduce municipal water and energy use.
  - New energy assessments can help prioritize renovations at Town facilities such as the Carver Center.
- Establishing guidelines for municipal landscaping that minimizes the use of potable water can help reduce water use on the Golf Course, in parks and other landscaped areas.
- The Building Inspector has proposed additional rebates in the Land Use Code to incentivize building designs that conserve water as well as energy (e.g., grey water designs).
- Weatherization is a low cost strategy for improving the energy efficiency and affordability of existing homes and much of that cost includes labor.
  - The Western North Carolina Green Building Council’s Neighbor Saves Program encourages neighborhood members or groups of friends to team together and weatherize each other’s homes. Weatherization materials and instruction are provided free of charge.24

<table>
<thead>
<tr>
<th>Goal</th>
<th>Strategy</th>
<th>#</th>
<th>Action Item</th>
</tr>
</thead>
<tbody>
<tr>
<td>Encourage reduced waste and increased sustainability, and set an example with Town operations and facilities</td>
<td>Promote building designs and behaviors that conserve energy and water</td>
<td>E-3.2.1</td>
<td>Strengthen incentives in the Land Use Code for LEED designs that conserve energy and water</td>
</tr>
<tr>
<td></td>
<td></td>
<td>E-3.2.2</td>
<td>Develop guidelines for water-efficient landscaping that minimizes the use of municipal potable water for irrigation.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>E-3.2.3</td>
<td>Continue to provide information to residents on simple, inexpensive ways to reduce water and energy usage at home</td>
</tr>
<tr>
<td></td>
<td></td>
<td>E-3.2.4</td>
<td>Update and implement the Town’s Strategic Energy Plan to include a water conservation chapter.</td>
</tr>
</tbody>
</table>

Map 3-2 Floodplain and Steep Slope Development
Chapter 4: Transportation

Purpose
The Transportation chapter assesses the existing transportation infrastructure, along with existing plans, and recommends policies and projects to ensure safe and convenient transportation options for motorists, pedestrians, bicyclists and transit riders.

Chapter Outline
Section 4.1 Pedestrian and Bike Network
Section 4.2 Transit
Section 4.3 Roadways
Section 4.4 Rail

4.1: Pedestrian and Bike Network
Creating a connected and safe pedestrian and bike network in Black Mountain promotes active lifestyles, reduces congestion and air quality impacts from automobiles, raises property values, and attracts more residents and visitors to local businesses.

Community Support
- Vision Statements supported by the improvement of pedestrian and bike facilities include:

  #2. Getting Around: We see Black Mountain as one of the most walkable communities in the region. We see the entire community, from school-aged children to senior citizens, out walking in the normal course of each day’s activities. Sidewalks border nearly every street, and are connected to a communitywide network of trails, walking paths, and bikeways. In most parts of town, speed limits are kept purposefully low and are strictly enforced. Reliable bus and passenger train services support the pedestrian and cut down on the use of cars, thereby alleviating traffic congestion.

  #4. Recreation, Parks and Open Space: We see upgraded recreation and park facilities serving the Black Mountain community. Indoor facilities include a multi-purpose teen center and a community-wide recreation complex with indoor swimming pool. Outdoor facilities include more neighborhood parks, soccer/multipurpose fields, and a skateboard/roller-blading/extreme bike park. We see a well-developed system of walking and biking trails adjacent to area streams, enjoyed by hikers, bicyclists, and others. This “greenway” system connects an assortment of schools, parks, open spaces, and neighborhoods. Lake Tomahawk has been maintained and enhanced as the crown jewel of Black Mountain’s system of park properties.

  #11. Air and Water Quality: We see a community with clean air, made possible by less dependence upon the automobile, and the recruitment of environmentally compatible industry. Compared to other communities, we see more people walking, biking, or taking the bus. Our development patterns are designed to cause less traffic congestion and require shorter commutes. We have effectively reduced storm water runoff and pollution into our area waters due, in part, to our smaller, landscaped parking areas and compact two and three story commercial areas.
In the Public Input Survey for the Comprehensive Plan Update, nearly 85% of survey respondents identified “Pedestrian and bike-friendly streets and paths” as a priority that needed more attention. In addition, “Building More Sidewalks and Greenways” was chosen by more survey respondents than any other existing action item as the most effective way to promote Black Mountain’s Community Vision.

**Existing Pedestrian and Bike Networks**

**Trip Attractions**

- People currently walk to a variety of common destinations across Black Mountain referred to in this document as “trip attractors”. The most common categories of trip attractors in Black Mountain include downtown, schools, shopping locations, parks, recreation facilities, and other popular destinations (Map 4.1). In some cases these trip attractors are places of employment, especially in the downtown area. These trip attractors provide a good basis for planning and prioritizing future pedestrian facilities.
- The average pedestrian is willing to walk up to a half mile as an alternative to travel by car to reach a destination. Trip attractors for bicyclists are similar, but also include more distant locations such as Warren Wilson College, Ridgecrest, Owen Middle and High School, the Swannanoa business district, and local farms. Most people are willing to bicycle five miles to a destination as an alternative to travel by car. In some cases the route itself is the trip attractor for cyclists.

**Existing Sidewalks and Crossings**

- Sidewalks are provided in the immediate downtown, on some streets radiating out from downtown, and in recent developments built under new pedestrian connectivity regulations in the Land Use Code (Map 4.1).
- Growth outside of downtown has not always been designed with pedestrian facilities in mind, leaving gaps in the network between downtown, trip attractors, and residences. In other areas topographic constraints have made it difficult to find adequate space for sidewalks.
- Important pedestrian crossings identified in the Pedestrian Transportation Plan are shown on Map 4.1.

Figure 4-1 Pedestrian shopping on Cherry Street
Existing Greenway Network

- Seven greenway trails currently exist in and around Town parks and schools, including several that link these resources with local neighborhoods. These existing trails can be grouped into four isolated segments shown on Map 4.1.
  - The Lake Tomahawk Trail, which forms a loop around Lake Tomahawk, is a popular trail used primarily for exercise.
  - The Village Way Spur connects the Elementary and Primary Schools to each other. The recently constructed Emilee Russell Way runs north along Flat Creek from the Primary School to Cotton Avenue.\(^1\)
  - The In-the-Oaks Trail is a multi-use trail extending westward from Vance Avenue to the Black Mountain Recreation Park. The Black Mountain Recreation Park is encircled by the River Loop Trail, bordered on the north by the Swannanoa River. The In-the-Oaks Trail also provides access to the Community Garden Trail, which connects the Black Mountain Recreation Park to the Community Garden and Grey Eagle Arena through an I-40 underpass.
  - The Riverwalk Park Trail, currently exists only as an isolated segment of greenway in the Riverwalk Park behind BI-LO that is bordered on the north by the railroad and on the south by NC Hwy 9.

Figure 4-2 In-the-Oaks Trail

Existing Bicycle Network

- The Bicycle Suitability Index\(^2\) displays the suitability of roadways in Black Mountain for bicycles based on vehicle traffic (Map 4-2). Roadways in Town fall into one of three categories: green (good), yellow (adequate), and red (poor).
- Bike routes that connect Black Mountain to the rest of the region include Old US 70, US 70, and NC 9\(^3\). Old US 70 is a popular route to connect cyclists to destinations east of Town, such as Ridgecrest and Old Fort. Old US 70 is also used to reach destinations to the west, including Swannanoa and Warren Wilson College. In order to reach Asheville cyclists must use US 70. Montreat Road connects cyclists to destinations north of Black Mountain in the Town of Montreat, although many cyclists use Flat Creek Road instead to avoid

\(^1\) Flat Creek Trail was renamed Emilee Russell Way in 2013
\(^3\) [dotw-xfer01.dot.state.nc.us/gisdot/DOTBikeMaps/Urban%20Maps/bikeped_maps_ashevillebuncombe-full.pdf](http://dotw-xfer01.dot.state.nc.us/gisdot/DOTBikeMaps/Urban%20Maps/bikeped_maps_ashevillebuncombe-full.pdf)
vehicle traffic. Many recreational cyclists use NC 9 to travel south towards Lake Lure and the Hickory Nut Gorge.

- Many cyclists use the NCDOT Depot to Depot Trail from the Black Mountain Depot to the Old Fort Depot for recreational use and sections within the Town for everyday travel (Map 4-2)
- There are no bike lanes in the Town of Black Mountain. The Village of Montreat has installed bike lanes just beyond the Montreat Gate where Montreat Road becomes Assembly Drive.
- Paved shoulders can be found on Old US 70 heading east towards Ridgecrest and on a portion of Blue Ridge Road south of Ingles Market.
- “Share the Road” signs\(^4\) have been posted by NCDOT on several major thoroughfares in Black Mountain as indicated in Map 4-2.
- Locations where bike racks have been installed at are shown on Map 4-2. Additional bike racks are planned at Town Square and the Carver Center.

Figure 4-3 Cyclist in downtown Black Mountain

**Current Policies and Programs for Pedestrian and Bike Networks**

- Many of the policy recommendations in the Pedestrian Master Plan have been implemented in the Black Mountain Land Use Code.
  - The Pedestrian Circulation design standard in the Black Mountain Land Use Code requires major subdivisions to provide a network of sidewalk or greenway trails within the development.\(^5\)
  - The Pedestrian Transportation Plan Overlay in the Land Use Code includes regulations to ensure that pedestrian facilities are incorporated into future plans for development.\(^6\) Sidewalks are required for most new development and redevelopment. Developments abutting proposed greenways must allocate right-of-way for future construction in their development plans.
  - The US 70 Corridor Overlay requires sidewalks along US 70 with a minimum of width of 5 feet.
  - Parking regulations give developers the flexibility to use bike parking spaces to reduce parking space requirements.\(^7\)

\(^4\) The "Share the Road" sign is used by NCDOT along cross-state, regional and local designated bicycle routes where traffic volumes are higher than desirable. These sections of roadway typically serve to connect the more lightly traveled roads that comprise the majority of a given route. The signs are placed on the roadway in each direction, just before the bicycle route joins that particular road, so that motorists will be made aware that cyclists may be on the roadway.

\(^5\) Town of Black Mountain Land Use Code, Section 3.5.5.

\(^6\) Town of Black Mountain Land Use Code, Section 4.7.6.

\(^7\) Town of Black Mountain Land Use Code, Section 10.8.
• The Town is using a Safe Routes to School (SRTS) grant from the NC Department of Transportation (NCDOT) to engage schools, parents and the general public in the development of a program that will create safe routes for children to walk and bike to school. Safe Routes to School program events include:
  o Walk to School Day;
  o a Skate Expo with the Roller Girls to teach safety;
  o the Greenway 5K and 10K Challenge;
  o a Bike Rodeo; and
  o Outreach efforts four times each year at public events.

![Emilee Russell Way on Walk to School Day](image)

Figure 4-4 Emilee Russell Way on Walk to School Day

• Cycle-to-Farm is a series of bicycle rides that encourage cycling and support local food, farms and charitable causes. The first Cycle-to-Farm tour was held in 2012 in Black Mountain and visited four farms. In 2013 the Black Mountain Cycle-to-Farm tour included a 62 mile route to visit five farms and added a second shorter route of fifteen miles that visited two farms (Figure 4-5). Funds raised at the event helped fund the expansion of the Black Mountain Greenway.

• On Bike Day at the Black Mountain Pool free admission is offered for residents who arrive by bike.

• Town staff participate in the Strive Not to Drive event each year.
Sidewalk Network Issues and Opportunities

Planning
- The Town’s Pedestrian Transportation Plan, adopted in 2008, recommends sidewalk and greenway network improvements where connectivity is lacking. This plan also includes program and policy recommendations. Recommended programs aid in educating pedestrians about safe behaviors, enforcing laws that make pedestrians safer, and encouraging people of all ages and abilities to use the pedestrian network for travel and recreation. The recommended policies ensure that the Town of Black Mountain continues to grow as a pedestrian friendly environment.

Sidewalks
- A continuous walkway on Montreat Road from downtown Black Mountain to Montreat has long been a desire of Town residents. This desire was strongly affirmed during the public input meetings for the 2004 Comprehensive Plan, and reaffirmed in the Public Input Survey for the Comprehensive Plan Update.
- Several gaps in the sidewalk network remain around schools and along roads that connect neighborhoods with businesses.
  - The Town is using a Safe Routes to School grant to extend the sidewalk on Flat Creek Road past Black Mountain Elementary School to Pine Street.
  - Interstate-40 ramps on NC 9 create a significant obstacle to connectivity between southern portions of Town and downtown.
Sidewalks are needed on NC 9 south of Blue Ridge Road to connect Cheshire Village and the Settings with the Ingles shopping center and downtown. Evidence of foot paths can be found along the east side of NC 9, south of I-40.

- Sidewalks to the north and south of the Blue Ridge Road intersection with US 70 would improve access from neighborhoods and the Carver Center to bus stops and shopping destinations such as Amazing Savings.

- All sidewalk projects proposed in the Pedestrian Transportation Plan are shown in Map 4-1. Priority rankings for these sidewalk projects are provided in the pedestrian plan. Priority rankings should be reevaluated to account for recent additions to the pedestrian network and new trip attractors.8

Pedestrian Crossings

- Many intersection crosswalks in Black Mountain have no markings or only two solid parallel lines.
- Crossing signals only exist in a few locations downtown where traffic congestion and pedestrian movement is most significant.
- Intersections outside of downtown are very deficient in pedestrian crossing features.
- Intersections of particular significance and need for improvement, shown in orange on Map 4-1, include Blue Ridge/US 70, Blue Ridge/Old US 70, Cragmont / US 70, NC 9/Interstate 40 ramps, Blue Ridge/NC 9, NC 9/Vance (downtown), and Black Mountain/Sutton (downtown).

Sidewalk Network Goals, Strategies and Actions

<table>
<thead>
<tr>
<th>Goal</th>
<th>Strategy</th>
<th>#</th>
<th>Action Item</th>
</tr>
</thead>
<tbody>
<tr>
<td>Create a network of sidewalks that provides accessibility for pedestrians throughout Town</td>
<td>Continue to implement priority sidewalk projects in the adopted Pedestrian Transportation Plan</td>
<td>T-1.1.1</td>
<td>Build Montreat Rd Sidewalk from 7th Street to the Montreat Gate</td>
</tr>
<tr>
<td></td>
<td>Continue to implement top policy and program recommendations in the adopted Pedestrian Transportation Plan</td>
<td>T-1.2.1</td>
<td>Enforce sidewalk and greenway requirements in Subdivision Ordinance</td>
</tr>
<tr>
<td></td>
<td></td>
<td>T-1.2.2</td>
<td>Enforce sidewalk requirements for roadways in the Pedestrian Plan Overlay regulations in Land Use Code</td>
</tr>
<tr>
<td></td>
<td></td>
<td>T-1.2.3</td>
<td>Review Pedestrian Plan with Town staff and implement selected policy recommendations</td>
</tr>
<tr>
<td></td>
<td></td>
<td>T-1.2.4</td>
<td>Review Pedestrian Plan with Town staff and implement selected education, encouragement and enforcement program recommendations</td>
</tr>
<tr>
<td>Make crosswalks and intersections safer and more convenient for pedestrians</td>
<td>Implement priority crosswalk and intersection improvements recommended in the Pedestrian Plan</td>
<td>T-1.3.1</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>T-1.3.2</td>
<td>Introduce curb extensions at pedestrian crossings at Town Square intersection as recommended in Town Square Study</td>
</tr>
</tbody>
</table>

---

8 For example, the new sidewalks, bus service and stores on US 70 should raise the priority of a connecting sidewalk on North Blue Ridge Road that extends pedestrian access to neighborhoods on this road.
Bicycle Network Issues and Opportunities

Bicycle Facilities
- Despite a relatively flat topography that makes Black Mountain quite bike-able for a mountain community, the bicycle facilities provided in Town are relatively limited.
  - No bike lanes have been installed in Black Mountain, mainly due to concerns about insufficient road width.
  - Many routes outside downtown that are frequented by cyclists, such as North Fork, lack paved shoulders for bicycles.
  - There is a noticeable lack of bike racks downtown.
- Bicycle facility improvements to improve the safety and convenience of bike travel should be considered on roadways shown on Map 4-2 with poor or adequate bike suitability, especially in cases where alternative routes to trip attractors are not available.
  - Special attention should be given to facilities that improve bicycle safety in the following areas: NC 9 from Ingles Market to Cheshire Village; NC 9 at the I-40 interchange; NC 9 (Montreat Rd) from US 70 to East Street; the intersection of Blue Ridge Road and US 70; and diagonal parking on Broadway Avenue.

Policies and Programs
- Policies are needed to ensure that bike-friendly design standards are incorporated into future roadway improvements and new developments.
- There is a need for more programs and events to encourage bicycling and educate residents about safe bicycling behaviors.

Planning
- There is a need for more research and planning prior to any significant investment in new bicycle facilities. A bike plan would help the Town understand where bike lanes are feasible and where the Town can apply other strategies (e.g. signage, paved shoulders, traffic calming) to make roads safe for cyclists.
  - NC DOT grant funding is available to local governments to support the development of bike and pedestrian plans.
- The Blue Ridge Bike Plan identifies priority bicycle facility improvements in the Asheville Metropolitan Area to improve regional connectivity and recommends policies that local governments can implement to promote bicycling.
- The US 70 Corridor Study recommends a variety of bicycle-related improvements, including traffic calming, bike lanes, intersection improvements, and other on-road improvements. The recommendations of this study were incorporated into the French Broad River MPO Long Range Transportation Plan.
- Roadway construction and improvement projects, such as the US 70 Resurfacing scheduled for 2014, offer cost-effective opportunities to work with NC DOT to improve bike and pedestrian facilities.
## Greenway Network Issues and Opportunities

### Greenway Master Plan Priorities

- The *Greenway Master Plan* identifies proposed greenway trails, priority trails, barriers to implementation, and strategies for expanding the greenway network.
- The *Greenway Master Plan* is currently in the process of being updated by the Greenway Commission, which has identified the following greenway segments as priorities in the updated Plan: Riverwalk Phase 2; Tomahawk spur; Owen spur; and Emilee Russell Way Phase 2 (Map 4-1).
  - Extending the *Riverwalk Park Trail* north along Flat Creek and west along the Swannanoa River using the proposed Grey Eagle Trail will create an uninterrupted stretch of greenway from the Community Garden on the southwest side of Town to the residential neighborhoods near Cotton Avenue, where the Emilee Russell Way currently ends.
    - The extension of the Riverwalk Park Trail north under the railroad trestle along the Swannanoa will require stream restoration and the construction of a boardwalk that is high enough to minimize impacts on the stream flow per NC DENR requirements (*Figure 4-6*).  

---

Norfolk Southern has requested that no part of the boardwalk be attached to the surrounding concrete abutments and that a roof be placed over the boardwalk to prevent debris from falling on pedestrians walking under the trestle.
Extending the Riverwalk Park Trail north and south will also require approval from NC DOT to pass through the box culverts below US 70 and NC 9, respectively. A hydrological study must also be conducted to ensure that greenway construction in the box culverts will not contribute to a rise in the elevation of the 100 year floodplain.

- **Phase 2 of Emilee Russell Way** will extend the greenway north along Flat Creek, eventually linking it to the trails in the Town of Montreat. The larger number of property owners along this proposed greenway has slowed right-of-way acquisition.

- **The Owen Spur** will connect Black Mountain with Owen High School, Owen Middle School and the Owen District Pool. Originally the Owen Spur was planned to connect with the Swannanoa River Trail and follow the Swannanoa River to the Town Recreation Park.
  - Grovestone/Hedrick Industries are potential supporters of the Owen Spur project
  - An alternate route for the Owen Spur would head north along Blue Ridge Road and West on Old US 70 to make use of a right-of-way along Tabernacle Road and Highland Farms Road to tie into the Grovestone property.
  - The Owen Spur will provide an important connection to Buncombe County’s proposed Swannanoa River/US 70 Corridor Greenway.\(^\text{10}\)

- **The Tomahawk Spur** will connect Lake Tomahawk with Cragmont Park, and eventually to the Town Recreation Park.

**US 70 Corridor Multi-modal Trail**

- The FBR MPO *Long Range Transportation Plan* includes a recommendation from the US 70 Corridor Study for the selective elimination of the center lane between Cragmont Road in Black Mountain and Azalea Road in Asheville to accommodate a parallel multi-modal trail facility.
<table>
<thead>
<tr>
<th>Goal</th>
<th>Strategy</th>
<th>#</th>
<th>Action Item</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Expand the greenway network as a core component of the bike and pedestrian transportation system</strong></td>
<td>Expand greenway network in accordance with the Greenways Master Plan and the Pedestrian Transportation Plan</td>
<td>T-3.1.1</td>
<td>Work with Greenways Commission to build Riverwalk Phase 2 trail</td>
</tr>
<tr>
<td></td>
<td></td>
<td>T-3.1.2</td>
<td>Work with Greenways Commission to implement other priority trails, including the Owen Spur, Tomahawk Spur and Flat Creek Phase 2 trails</td>
</tr>
<tr>
<td></td>
<td></td>
<td>T-3.1.3</td>
<td>Restart discussion with Norfolk Southern regarding Railroad Trestle Clean-up and Greenway examined in Stormwater Master Plan</td>
</tr>
<tr>
<td></td>
<td></td>
<td>T-3.1.4</td>
<td>Continue discussions with NC DOT regarding use of culvert boxes under US70 and NC 9 as greenways</td>
</tr>
<tr>
<td><strong>Promote existing greenways through educational programs</strong></td>
<td></td>
<td>T-3.2.1</td>
<td>Implement educational program recommendations in Pedestrian Transportation Plan including park literature, school outreach programs, environmental education programs, and guided nature walks</td>
</tr>
<tr>
<td><strong>Encourage development practices that support greenway development</strong></td>
<td></td>
<td>T-3.3.1</td>
<td>Encourage utility corridor development practices that allow maximum compatibility with pedestrian and bikeway corridors</td>
</tr>
</tbody>
</table>
4.2: Transit

Transit helps to reduce traffic congestion and pollution, improve community connectivity, and improve mobility for elderly and low income individuals and persons with disabilities.

Community Support

- Vision Statements supported by transit services include:

  #2. Getting Around: We see Black Mountain as one of the most walkable communities in the region. We see the entire community, from school-aged children to senior citizens, out walking in the normal course of each day’s activities. Sidewalks border nearly every street, and are connected to a communitywide network of trails, walking paths, and bikeways. In most parts of town, speed limits are kept purposefully low and are strictly enforced. Reliable bus and passenger train services support the pedestrian and cut down on the use of cars, thereby alleviating traffic congestion.

Existing Transit System

Asheville Transit

- Asheville Transit, operated by the City of Asheville through a third-party operator, provides transportation within Asheville and to surrounding areas, including Black Mountain.
  - Asheville Transit Route 170 provides service between Black Mountain and Asheville four times a day on weekdays and Saturday between 6:30 AM and 8:00 PM.
  - Bus stops are located at eight different locations along US 70 and in downtown Asheville [Map 4-3, Table 4-1].
  - The downtown Sutton Avenue stop includes a public parking area and serves as a Park & Ride stop.
  - Asheville Transit buses are equipped with bike racks (Figure 4-7).

Figure 4-7 Asheville Transit Route 170 Bus with Bike Rack

- The Town of Black Mountain maintains sheltered bus stops along Route 170 at Sutton Ave in downtown Black Mountain, on US 70 in front of Hopey & Company and at the intersection the Grovestone Road and US 70.
- The downtown Sutton Avenue Park & Ride stop also serves as a transfer point to Mountain Mobility’s Black Mountain Trailblazer. Asheville Transit contracts with Mountain Mobility to provide para-transit services to all qualifying individuals who are unable to use the bus due to a disability.
In the past, the Town of Black Mountain has provided financial support for Asheville Transit service in Black Mountain. Route 170 service is currently supported by the federal Job Access Reverse Commute (JARC) grant program with the help of matching funds from Warren Wilson College and the City of Asheville.

**Table 4-1 Asheville Transit Route 170**

<table>
<thead>
<tr>
<th>Road</th>
<th>Stop</th>
</tr>
</thead>
<tbody>
<tr>
<td>US Hwy 70</td>
<td>Grovestone Rd</td>
</tr>
<tr>
<td>US Hwy 70</td>
<td>Ingles Warehouse</td>
</tr>
<tr>
<td>US Hwy 70</td>
<td>Hopey &amp; Co</td>
</tr>
<tr>
<td>US Hwy 70</td>
<td>Blue Ridge Rd.</td>
</tr>
<tr>
<td>W State St</td>
<td>Old US Hwy 70</td>
</tr>
<tr>
<td>W State St</td>
<td>Cragmont Road</td>
</tr>
<tr>
<td>W State St</td>
<td>S Dougherty St</td>
</tr>
<tr>
<td>Broadway Ave</td>
<td>Sutton Ave Park &amp; Ride</td>
</tr>
</tbody>
</table>

**Buncombe County - Mountain Mobility Services**

- Mountain Mobility, Buncombe County’s public transit system, provides on-demand, community transportation services as well as four regular, scheduled “Trailblazer” routes that serve communities outside of Asheville, including Black Mountain (Map 4-3). The Black Mountain Trailblazer currently operates Monday through Saturday, 5:50 a.m. to 7:45 p.m. and serves Black Mountain locations seven to nine times per day.
- The Black Mountain Trailblazer has designated stops, which are shown in Table 4-2, but can be flagged down anywhere along the route for a fare of 50 cents. Trailblazers will deviate up to ¼ mile off the regular route upon customer requests made one business day in advance.

**Table 4-2 Mountain Mobility Black Mountain Trailblazer Stops**

<table>
<thead>
<tr>
<th>#</th>
<th>Stop</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>SunTrust Bank (Sutton Avenue Park &amp; Ride)</td>
</tr>
<tr>
<td>2</td>
<td>Ingles Market</td>
</tr>
<tr>
<td>3</td>
<td>Blue Ridge Assembly Dr</td>
</tr>
<tr>
<td>4</td>
<td>Blue Ridge Apartments</td>
</tr>
<tr>
<td>5</td>
<td>Hopey &amp; Co</td>
</tr>
<tr>
<td>6</td>
<td>Old US 70 @ Lake Eden</td>
</tr>
<tr>
<td>7</td>
<td>Old US 70 @ Tabernacle</td>
</tr>
<tr>
<td>8</td>
<td>Tabernacle @ Cragmont</td>
</tr>
<tr>
<td>9</td>
<td>W State St @ Cragmont</td>
</tr>
<tr>
<td>10</td>
<td>Montreat College</td>
</tr>
</tbody>
</table>

* ART Route 170 connects at SunTrust Bank

- Mountain Mobility offers shopping and multipurpose trips during non-peak hours (10 a.m.-2 p.m.) on specific days via community service routes established for each geographical area of the County.
- Trailblazers are equipped with lifts to serve disabled persons and with bike racks for cyclists.
• Ridership on the Black Mountain Trailblazer is strong, and has increased each year in the past five years. The Trailblazer provided 11,696 passenger trips in fiscal year 2012, and has already provided 13,839 trips through May, 2013 (with one more month in the fiscal year).
• Black Mountain contributes a flat rate of $18,000 to Mountain Mobility to match federal JARC funding that supports the Trailblazer route.

Transit Issues and Opportunities

• Black Mountain’s aging population of retirees will most likely become increasingly dependent on transit for transportation.
• JARC funding for Asheville Transit Route 170 and the Black Mountain Trailblazer is grant-based funding that is not expected to support the long term transit needs of Town residents. Asheville Transit and Buncombe County are in the process of searching for new funding sources and structures to support future transit services in Black Mountain.
• Asheville Transit service to Black Mountain is relatively infrequent, serving bus stops in Town only four times per day, and will likely remain so until use of service increases.
• Black Mountain can indirectly promote transit by ensuring pedestrian connectivity to transit stops and providing bus shelters with basic amenities at popular stops.
  o A continuous stretch of sidewalk on US 70 connects downtown Black Mountain with all bus stops in Town, but there are currently no sidewalks connecting adjacent neighborhoods to this bus route on US 70. Proposed sidewalks along Blue Ridge Road, North Blue Ridge Road and West College Street would improve connectivity between residential areas and the bus stops on US 70.
  o Shelters exist at four bus stops on Route 170: Sutton Ave Park and Ride, Old US 70, Hopey & Company and Grovestone (Map 4-3). Important bus stop elements include proper lighting, adequate signage, trash bins, and nearby parking for bikes and even cars. The Pedestrian Transportation Plan provides design guidelines for transit stops.
  o Intersections at Blue Ridge Road, W College Street, Cragmont and Dougherty Street are in need of safety improvements, as indicated in Map 4-1.
• The Town can also promote transit by encouraging compact, mixed use development along the US 70 Corridor and on NC 9 south of I-40 with land use regulations and targeted infrastructure investments. The Town can identify potential locations for transit oriented development in the future land use map (Action LU 1.1.1).
• Park & Ride lots have been proposed in in the Asheville Transit Master Plan and in the FBR MPO Long Range Transportation Plan as a congestion management strategy.
  o Black Mountain’s location 15 miles east of Asheville makes it an ideal location for a park-and-ride lot. The Sutton Avenue Park-and-Ride stop offers an affordable transportation option for Black Mountain commuters, but use of the existing park-and-ride lot at Sutton Avenue is low (Figure 4-8).
  o More frequent service and more effective marketing could improve use of the park-and-ride lot.

---

11 The potential for success is greater when the lots are located at least 5 miles from the destination, if not 10 miles or more.
### Transit Goals, Actions and Strategies

<table>
<thead>
<tr>
<th>Goal</th>
<th>Strategy</th>
<th>#</th>
<th>Action Item</th>
</tr>
</thead>
<tbody>
<tr>
<td>Work with regional partners to develop a transit system that offers</td>
<td>Identify needed transit system improvements</td>
<td>T-4.1.1</td>
<td>Work with Asheville Transit and Mountain Mobility to analyze ridership, service and supporting infrastructure (e.g. shelters, signage) to identify needed improvements</td>
</tr>
<tr>
<td>a convenient alternative for local and regional travel</td>
<td>Maintain and enhance supporting infrastructure for transit services</td>
<td>T-4.2.1</td>
<td>Prioritize sidewalk connections from bus stops to neighborhoods and destinations in the update of sidewalk project priorities in the Pedestrian Transportation Plan (See Action T 1.3.1)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>T-4.2.2</td>
<td>Ensure that well maintained shelters exist at bus stops along Route 170</td>
</tr>
<tr>
<td></td>
<td>Maintain financial and in-kind support for transit service in Black</td>
<td>T-4.3.1</td>
<td>Continue financial and marketing support of transit services in Black Mountain.</td>
</tr>
<tr>
<td>Mountain</td>
<td></td>
<td>T-4.3.2</td>
<td>Work with transit agencies to ensure that federal and state funding continues to support and enhance transit service in Black Mountain.</td>
</tr>
</tbody>
</table>
4.3 Roadways
Well-planned roadways minimize congestion and allow for safe, convenient vehicle transportation for commuters, visitors and freight, while preserving the small town character and aesthetic appeal of Black Mountain.

Community Support

- Vision Statements supported by well-planned roadways include:

  #12. Public Utilities and Road Infrastructure: *We see an improved local street system, designed to maintain traffic flow, while not destroying the desirable pedestrian character of the community. We see public utilities, particularly water and sewer, planned and placed to both serve and direct the long term growth of our community. Our solid waste management system has become focused, more than ever, on recycling, composting and other means of reducing the volume of trash that we generate.*

  #3. Community Appearance: *We see a community of clean, tree-lined streets, tasteful commercial signage, subdued outdoor lighting and an absence of billboards. Town entrances and main roads into the community have been well landscaped in accordance with a carefully developed town-wide beautification plan. Newly developed areas are free of utility poles and wires; some older parts of town have had existing overhead wires placed underground. Continued enhancements to Broadway Street have transformed this important street into an attractive, landscaped entryway into the downtown. US 70 has been gradually enhanced in a similar attractive fashion.*

  #10. Economic Opportunity: *We see a local economic base made up mainly of small businesses and moderate-sized, clean industries providing good paying jobs, particularly to local area workers. While tourism continues to be an important segment of the economy, it is balanced by large numbers of persons employed in services, general retail, manufacturing, and other employment industries. We see the residents of Black Mountain finding excellent career opportunities in the community, with the prospect of continued advancement as they go on to develop their skills and earning power.*

Existing Network Summary

- The mountainous topography of the region creates corridors within which transportation must take place. The majority of vehicle traffic is carried through Black Mountain by Interstate 40 and two state roads, US 70 and NC 9 (Map 4-4).
  - I-40 runs east-west through Black Mountain, south of downtown and parallel to US 70. I-40 interchanges within Black Mountain include Exit 65 which provides access to US 70 for eastbound traffic and Exit 64 at NC 9. The next I-40 interchange is located 5 miles west of NC 9 at Patton Cove Road in Swannanoa.
  - The US 70 Corridor is the gateway into Black Mountain from the east and west, and the major arterial thoroughfare. Land use along this corridor is predominantly commercial, flanked on the north by residential uses, and on the south by the railroad and I-40, which limits access points to the corridor. There are two schools adjacent to US 70 east of downtown.
  - NC 9 is the north-south roadway running through the Town of Black Mountain. Land use along this corridor includes a high density of commercial uses through downtown, along with more automobile-oriented commercial uses to the south of I-40. North of downtown NC 9 is largely residential, but includes several commercial and institutional uses along the corridor. South of Blue Ridge Road land use along NC 9 is predominantly residential.
At the center of Black Mountain’s downtown is the intersection of NC Hwy 9 and US 70. This intersection carries significant numbers of pedestrians, particularly in peak tourism season. Due to the proximity to I-40 and its designation as a US highway, US 70 carries a significant amount of truck traffic through downtown.

- Annual Average Daily Traffic (AADT) volumes on major roadways in Black Mountain are shown in Map 4-4. Since 2004 overall traffic volumes on most roadways have remained stable or decreased slightly. The largest changes in traffic volume have been a 17% increase in traffic on NC 9 to the south of I-40, most likely due to the redevelopment of the Ingles Market shopping center, and a 15% decrease in traffic on West State Street, which the Town Square Study attributes to the removal of the service station at the intersection of NC9 and US 70.

Current Policies and Plans
Many of the Town’s important roadways are maintained by the state. Black Mountain’s Powell Bill Allocation Map identifies roadways that are maintained by the North Carolina Department of Transportation (NCDOT) and local Town-maintained roadways (Map 4-5). The Powell Bill is a collection of state statutes that allocate funding to local governments for the maintenance and construction of local streets, sidewalks and bikeways.

Town maintained roadways
Town roadways and sidewalks are maintained and enhanced by the Streets Division of the Public Services Department. The Town maintains over 43 miles of local roadway and currently receives roughly $250,000 in Powell Bill funds from the state each year to help offset the cost of these operations.

State maintained roadways
The Town of Black Mountain is a member of the French Broad River Metropolitan Planning Organization (FBR MPO), which provides a forum for local and state government officials, the public, and other stakeholders to identify and evaluate alternative transportation improvement options in the Asheville metropolitan area.

- Selected transportation improvement plans are included by the MPO in the Long Range Transportation Plan for the metropolitan area covering a planning horizon of twenty years. This plan is mutually adopted by the MPO and NCDOT and becomes the blueprint for transportation infrastructure improvements.

US 70 Corridor Overlay
The US70 Corridor Overlay in the Black Mountain Land Use Code establishes regulations recommended in the US 70 Corridor Study to beautify the gateways to Town, promote economic development, promote multi-modal transportation, and maintain the small-town character of the Town.

- Specific regulations set requirements for building orientation; form and setback in relation to US70; access management; curb cuts; loading and storage areas; signage; and parking requirement reductions for tree preservation and bike racks.

Access management addresses the location and design of public street and driveway connections to the primary roadway, and promotes site design that minimizes the total number of connections needed throughout the corridor.
Roadway Issues and Opportunities

Plans and Studies

Many of the issues and opportunities related to roadways are based on findings and recommendations found in two transportation planning studies of the Black Mountain area:

- The **US 70 Corridor Study**, conducted in 2007, analyzed transportation and land use conditions along US 70 in Black Mountain and Swannanoa, and engaged local stakeholders in a planning process to develop a preferred transportation and land use vision for the corridor. The plan provides recommendations to realize the following goals:
  - Enhance connectivity while preserving capacity along the corridor;
  - Capitalize on existing character and unique assets for redevelopment;
  - Create well designed destinations along the corridor accessible to all types of users; and
  - Increase multi-modal opportunities.

- In 2011 M/A/B conducted a small area study of the intersection of US 70 and NC 9, the **Area Master Plan for US70 and NC 9 Intersection and Town Square**, referred to in this document as “The Town Square Study”. The **Town Square Study** provides recommendations to:
  - Improve traffic safety in downtown Black Mountain;
  - Mitigate congestion and improve traffic flow at the intersection; and
  - Make better and safer use of existing on-street parking in and around the intersection.
  - The **Town Square Study** also proposed a conceptual schematic for the design of the Black Mountain Town Square and adjacent rights-of-way to improve traffic and create a vibrant public space.

US 70 Gateway to Eastern Black Mountain

- At the eastern gateway to Black Mountain US 70 transitions from a high speed interstate freeway ramp, to a four-lane median-divided section, and then into a two-lane urban facility with a center turn lane (Map 4-5). Old US 70 serves as a frontage road that provides access at Padgettown Road and at Flat Creek Rd.
  - The abrupt transition from a four-lane, high-speed highway to a much slower, three-lane urban street creates safety issues which could worsen as traffic grows, especially for the primary school and the elementary school located on this street.
  - The six lanes of US 70 and Old US 70 provide far more capacity than is needed in this corridor, based on analysis of 2030 forecasts. The roadways cut a 120-foot to 200-foot wide swath through very desirable real estate, creating a less-than-attractive gateway to Black Mountain in the process.
- The **US 70 Corridor Study** recommends traffic calming measures, including road narrowing and roundabouts, to create an eastern gateway to Black Mountain that is safer and more appealing, and to free up land for development, landscaping, and/or bicycle and pedestrian paths (Figure 4-9).
Downtown Black Mountain

- The *US 70 Corridor Study* determined that the intersection of US 70 and NC 9 in downtown Black Mountain operated at Level of Service “D”, which denotes a busy intersection functioning at the margin of what is deemed acceptable by NCDOT.
- According to the *Town Square Study*, congestion at this intersection is exacerbated by a skewed intersection angle and an offset between the northern and southern legs of NC 9. These two features create an intersection that is awkward and inefficient for vehicles and pedestrians.
- The *Town Square Study* recommends the realignment on Montreat Road eastward into the Town Square property to increase signal efficiency, reduce delay, enhance pedestrian safety, and improve truck turning paths (*Figure 4-10*).
Figure 4-10 Montreat Road Realignment

- Given the proximity of existing buildings, widening US 70 through downtown is not an option, and there are no obvious alternative routes, either existing or potential.
- US 70 carries a significant amount of truck traffic through downtown.
- The US 70 Corridor Study notes that congestion at this intersection can be managed to some extent through state-of-the-art traffic signal systems; park & ride services; compatible parking policies; truck restrictions; and the promotion bike and pedestrian travel.

Proposed Interstate 40 Interchange

- An additional I-40 interchange at Blue Ridge Road or Lytle Cove Road is viewed by the Town as part of a long term strategy to relieve downtown congestion and truck traffic, and to promote economic development (Map 4-5).
  - As the Town continues to grow, NC 9 and US 70 are projected to become increasingly congested and potentially gridlocked.
  - A new I-40 interchange would provide all traffic, especially truck traffic, with alternative access to the interstate that does not involve having to negotiate busy, narrow downtown streets that are often filled with pedestrians (Map 4-5).
  - Improved access to I-40 would also encourage more commercial and industrial activity in the western portions of Black Mountain. The Black Mountain Commerce Park, located at the proposed Blue Ridge Road intersection, is currently vacant and for sale.
  - The I-40 / Blue Ridge Road Interchange Feasibility Study conducted by NC DOT in 2000 recommended a partial cloverleaf interchange with ramps in the northwest and southeast quadrants, and the widening of Blue Ridge Road.
  - In 2005 Martin, Alexiou, & Bryson Engineering Company developed a model for the Town to project the traffic impacts of proposed I-40 interchanges at Blue Ridge Road and at Lytle Cove Road in 2030.
The model projected that an interchange at Blue Ridge Road would relieve congestion on NC 9 and increase traffic on Blue Ridge Rd. Traffic through downtown Black Mountain was actually projected to increase.

- The model projected that an interchange at Lytle Cove Road in Swannanoa would result in fewer vehicles traveling through downtown, but would not relieve congestion along NC 9. A small reduction in vehicle traffic was projected for Blue Ridge Road.
  - In the past this project has faced opposition from some Town residents. The project was taken off the FBR MPOs 2035 Long Range Transportation Plan (LRTP) in 2010.
  - The proposed I-40 interchange is expected to be placed back on the LRTP in 2015 at the request of the Town.
  - New data on freight traffic are needed to determine the funding priority for this interchange project.

Southeast Connector

- Should development occur in the area southeast of downtown (behind the shopping center, between I-40 and US 70), the US 70 Corridor Study recommends providing access by a connection between Vance Avenue and Flat Creek Road or Padgettown Road, possibly spanning both the railroad and the Swannanoa River with one or two structures (Map 4-6). This would add a much-needed crossing of both these travel barriers, while reducing traffic through downtown. Pedestrians and bicyclists would also benefit from a properly designed bridge at this location. This location could also serve as an attractive transit stop, depending on the mix of land use and urban design features.
- This long-range, development driven recommendation is included in the FBR MPO Long Range Transportation Plan as a 2-lane route with an off-road bicycle facility.

Multi-modal Access and Complete Streets

- Multi-modal transportation is a key congestion management strategy recommended throughout the US 70 Corridor by the FBR MPO.
- The FBR MPO Long Range Transportation Plan includes a recommendation from the US 70 Corridor Study for the elimination of the fifth lane on US 70 between Cragmont Road in Black Mountain and Azalea Road in Asheville to accommodate a parallel multi-modal trail facility and access management techniques.
- Complete Streets policies are increasingly being used by state and local governments to ensure that future roadways are planned with consideration of pedestrians, cyclists and transit riders of all ages and abilities.
  - Examples of Complete Streets design concepts include improved sidewalk connectivity; bike lanes; traffic calming with narrowed streets, roundabouts, landscaped medians, or on-street parking; pedestrian refuge islands; shorter block lengths that discourage speeding and increase connectivity; and curb bulb outs that shorten pedestrian crossings and improve vehicle sight lines (Figure 4-11).
  - NCDOT adopted a Complete Streets policy in 2009 to collaborate with local governments during the planning and design phases of new streets or improvement projects to accommodate all appropriate modes of travel.
  - Local governments, such as the City of Asheville, are also adopting their own Complete Streets policies for local roads.
  - The FBR MPO is in the process of developing a Complete Streets policy that will support a more tailored process that accounts for local topography and road conditions.

---

13 French Broad River MPO 2035 Long Range Transportation Plan. p.197
14 French Broad River MPO Congestion Management Plan
15 French Broad River MPO 2035 Long Range Transportation Plan. p.158
US 70 Resurfacing

- NC DOT plans to resurface US Hwy 70 in the summer of 2014. The Town is working with NC DOT Division 13 staff to ensure that smaller roadway improvements can be incorporated into the resurfacing project.

Goals, Strategies and Actions for Roadways

<table>
<thead>
<tr>
<th>Goal</th>
<th>Strategy</th>
<th>#</th>
<th>Action Item</th>
</tr>
</thead>
<tbody>
<tr>
<td>Provide a safe and efficient roadway system that supports business activity and residential quality of life.</td>
<td>Reduce traffic congestion in downtown Black Mountain</td>
<td>T-5.1.1</td>
<td>Work with NC DOT to explore strategies that address traffic flow at intersection of Montreat Rd and State St., including Montreat Rd Realignment and alternatives such as signal timing</td>
</tr>
<tr>
<td>Implement local policies that complement NCDOT’s access management standards.</td>
<td>T-5.1.2</td>
<td>Work with French Broad River MPO and NCDOT make I-40 Interchange project a priority</td>
<td></td>
</tr>
<tr>
<td></td>
<td>T-5.1.3</td>
<td>Support Black Mountain transportation projects in the FBR MPO Long Range Transportation Plan, such as the Southeast Connector</td>
<td></td>
</tr>
<tr>
<td>Make roadway improvements to enhance safety and aesthetic appeal of US 70 entrance to East Black Mountain</td>
<td>T-5.2.1</td>
<td>Ensure enforcement of access management regulations in Land Use Code for the US 70 Overlay District</td>
<td></td>
</tr>
<tr>
<td></td>
<td>T-5.2.2</td>
<td>Utilize redevelopment projects as opportunities to correct access management problems</td>
<td></td>
</tr>
<tr>
<td></td>
<td>T-5.3.1</td>
<td>Partner with NCDOT and FBMPO to implement US70 Corridor recommendations for traffic calming</td>
<td></td>
</tr>
</tbody>
</table>

16 “What are Complete Streets and how can they benefit my community?” Presentation by John Laplante, June 2013.
<table>
<thead>
<tr>
<th>Function</th>
<th>Description</th>
<th>Task/Action</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maintain and enhance aesthetics of landscape and buildings along roadways leading into Black Mountain</td>
<td>T-5.4.1</td>
<td>Work with Black Mountain Beautification Committee to develop recognizable gateways to Town on US 70 and NC 9</td>
</tr>
<tr>
<td>Enforce US 70 Corridor Overlay regulations regarding building orientation, setback, form, landscaping and signage</td>
<td>T-5.4.2</td>
<td>Enforce US 70 Corridor Overlay regulations regarding building orientation, setback, form, landscaping and signage</td>
</tr>
<tr>
<td>Provide roadways that are safe for drivers, bicyclists, pedestrians and transit riders of all ages</td>
<td>T-6.1.1</td>
<td>Draft and adopt a policy to incorporate Complete Streets design into future roadway improvements where feasible</td>
</tr>
<tr>
<td>Incorporate &quot;Complete Streets&quot; concepts into future roadway improvements</td>
<td>T-6.1.1</td>
<td>Draft and adopt a policy to incorporate Complete Streets design into future roadway improvements where feasible</td>
</tr>
</tbody>
</table>
4.4: Rail

The return of passenger rail service to western North Carolina is another NCDOT initiative over which the Town has little control. Once again, lack of control and/or influence makes the project no less important to the future vision of the community. This project is important to the area both in terms of the economic development potential that it offers and its potential to help improve regional air quality.

Community Support

- Vision Statements supported by the return of passenger rail service to Black Mountain include:

  **#2. Getting Around:** We see Black Mountain as one of the most walkable communities in the region. We see the entire community, from school-aged children to senior citizens, out walking in the normal course of each day’s activities. Sidewalks border nearly every street, and are connected to a community-wide network of trails, walking paths, and bikeways. In most parts of town, speed limits are kept purposefully low and are strictly enforced. Reliable bus and passenger train services support the pedestrian and cut down on the use of cars, thereby alleviating traffic congestion.

Existing Network and Service

- The Norfolk-Southern Railroad bisects Black Mountain south of downtown, running from east to west parallel to US 70. (Map 4.4) This line serves the area for freight traffic, carrying some 20 trains per day.
- The railroad historically provided passenger service in Black Mountain, but passenger service to western North Carolina was discontinued in 1975 (Figure 4-12).

![Figure 4-12 Tourists Arriving in Black Mountain by Rail](image)
Issues and Opportunities

- 2001 NCDOT Western North Carolina Passenger Rail Study and 2002 update\(^{17}\)
  - In 2001, the NCDOT completed a study recommending the phased reintroduction of passenger rail service to Asheville along the 139-mile route from Salisbury, known as the Norfolk Southern “S” Line. Rail service would connect in Salisbury to existing Amtrak service and allow travel to Charlotte, Raleigh and beyond (Figure 4-13).
  - The operating plan assumed two stations in Buncombe County – one at the Black Mountain Depot and one in Asheville near Biltmore Village.
  - Because of the challenging topography, limited track capacity, and increasing freight traffic, the costs to improve the line to add passenger service are substantial. The 2002 update submitted to the General Assembly by NCDOT estimated the cost to upgrade the track at $135 million. Additional costs would be required to construct or restore stations and purchase equipment.

![Figure 4-13 Current and Future Passenger Rail Service](http://www.bytrain.org/future/western.html)

- In 2010 the NCDOT Rail Division successfully generated a MOU with Norfolk Southern that would allow passenger rail on the tracks that need improvement.
- The FBR MPO Long Range Transportation Plan provides over $100 million for passenger rail improvements. Implementation of passenger rail improvement plans could be 10 to 15 years out.
- A passenger rail stop in Black Mountain would be an economic boon for tourism and commerce in Town, but it is an expensive long term project that will require persistent advocacy at the state level.
  - The Town of Black Mountain is a member of the Western North Carolina Passenger Rail Corridor Committee, which is composed of public and private organizations along the Asheville to Salisbury corridor that meet to bring passenger rail back to WNC. In 2010 the Committee made a presentation to the NC General Assembly to advocate for passenger rail service to Asheville and maintains contact with the NCDOT Rail Division to make sure the corridor remains a goal.

\(^{17}\) http://www.bytrain.org/future/western.html
## Goals, Strategies and Actions for Passenger Rail

<table>
<thead>
<tr>
<th>Goal</th>
<th>Strategy</th>
<th>#</th>
<th>Action Item</th>
</tr>
</thead>
<tbody>
<tr>
<td>Return Passenger Rail Service to Black Mountain</td>
<td>Support regional efforts to bring passenger rail service back to Western North Carolina</td>
<td>T-7.1.1</td>
<td>Ensure that Town is represented on regional passenger rail committee</td>
</tr>
</tbody>
</table>
Map 4-5 Powell Bill Map and Planning Focus Areas for Black Mountain Roadways
Map 4.6 Proposed Southeast Connector
Chapter 5: Utilities

Purpose
The Utilities chapter identifies issues related to Black Mountain’s water system, stormwater system, and dams, and recommends actions to address these issues. This chapter also recommends actions to place overhead utilities in the downtown area underground.

Chapter Outline
Section 5.1: Water System
Section 5.2: Stormwater System
Section 5.3: Dam Safety
Section 5.4: Underground Utilities

5.1 Water System
Town residents and leadership believe that a sustainable water system is necessary for Black Mountain to provide for sustainable growth.

Community Support

- Vision Statements supported by planning for water production and conservation include:

  12. Public Utilities and Road Infrastructure.
  We see an improved local street system, designed to maintain traffic flow, while not destroying the desirable pedestrian character of the community. We see public utilities, particularly water and sewer, planned and placed to both serve and direct the long-term growth of our community. Our solid waste management system has become focused, more than ever, on recycling, composting and other means of reducing the volume of trash that we generate.

- Developing a plan for water production and conservation was one of the highest priorities among residents in the Public Input Survey.

Existing Water Systems

- The Town produces roughly 500,000 gallons of water per day from 12 active wells. Two wells are in Town limits and ten are in the watershed (Map-5-1).

- The Town has purchased water from the City of Asheville for the past 12 years to help meet the demand of customers within the Black Mountain service area, shown in green on Map 5-1. Roughly 15% to 20% of the water supply for the Black Mountain service area is purchased by the Town from the City of Asheville (Table 5-2).
The Town provides water to over 3,300 metered residential and commercial connections through 58 miles of water line within the Black Mountain service area (Table 5-1).

- Daily demand for water in the service area averaged 600,000 gallons per day in 2012.
- Demand for water is highest in the summer and in the fall during leaf season.

### Table 5-1 Black Mountain Water System Connections

<table>
<thead>
<tr>
<th>User Type</th>
<th>Metered Connections</th>
<th>Metered Average Use in Million Gallons per Day (MGD)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
<td>2957</td>
<td>0.526</td>
</tr>
<tr>
<td>Commercial</td>
<td>357</td>
<td>0.056</td>
</tr>
</tbody>
</table>

The City of Asheville also provides water service to over 700 customers within the western portion of Town limits, including large industrial and institutional establishments (Map 5-1).

### Current Water System Operations

- The Town’s Water Operations Division oversees the production and distribution of potable water in the Black Mountain service area. Responsibilities include water line maintenance, the drilling of new wells, and public education related to water conservation.
  - In 2012 the Water Operations Division replaced 300 feet of distribution lines, added 2,400 feet of new water mains and replaced 66 water meters.
  - In recent years, attempts by the Town to drill new wells have been unsuccessful.
  - Information on water conservation is currently distributed to water system customers via the Town website, The Black Mountain News, and brochures available at Town facilities.

- The administration and operation of the Black Mountain water system is financed through the Water Fund, a self-sustaining enterprise with its own revenue stream, largely derived from water sales.
- A water system impact fee is charged to customers who request a new connection to the Black Mountain water system to help defray the costs of producing new water and reading new water meters.
- The Town’s Well Head Protection Plan was updated in 2012 to identify and address potential threats to the Town’s water supply in and around the well head protection areas in the watershed and in Town limits.

### Water System Issues and Opportunities

#### Water Supply and Demand

- Since 1978, the Town of Black Mountain has placed 20 wells into production, but eight of those wells have been retired due to lack of production, the high cost of filtration, and contamination.
• In 2012, water demand from customers exceeded the ground water supply from Town wells by 117,000 gallons per day. If the rate of water consumption and production remain constant, projected population growth will lead to a 223,000 gallon per day shortfall in supply by 2020 (Table 5-2).  
• Dependence on the City of Asheville water system has increased over time to meet the existing demand for water from customers in the Black Mountain service area. In FY 2012-13 the Town purchased nearly 44 million gallons of water from the City of Asheville at a cost of close to $113,000. Future increases or decreases in water purchases from the City of Asheville water system will require the Town to negotiate new rate structures.  

| Table 5-2 Black Mountain Water System Supply and Demand, Average Gallons per Day (GPD) |
|-------------------------------------------------|----------------|----------------|----------------|----------------|----------------|----------------|
| Year | Reported | Projected |
| Ground Water Supply (GPD) | 472,000 | 472,000 | 502,000 | 481,000 | 487,000 | 487,000 |
| Service Area Demand (GPD) | 475,000 | 526,000 | 590,000 | 578,000 | 604,000 | 710,000 |
| Supply / Demand | 99% | 90% | 85% | 83% | 81% | 69% |
| Purchases from City of Asheville (GPD) | 3,000 | 54,000 | 88,000 | 97,000 | 117,000 | 223,000 |
| Per Capita Demand (GPD/Pop.) | 59 | 65 | 73 | 74 | 75 |

**Water Production and Conservation Plan**

A water production and conservation plan can be used to address issues of supply and demand, and also to direct future development towards preferred growth areas. This water system plan will help to prioritize policies and investments, such as those listed below, to ensure the long term sustainability of the water system.

**Water Production and Efficiency**

• Recent attempts by the Town to drill new wells have been unsuccessful.
• Repair and replacement of pumps and motors on existing wells has proved to be a successful strategy for increasing water production.
• Replacing older 2 inch iron pipe in the water system can increase efficiency, but is expensive.
• The Town plans to acquire a new 500,000 gallon storage tank to increase storage capacity.
• A 2001 Steering Committee explored the possibility of an impoundment of the Swannanoa River with a surface treatment plant, but the option was ruled out at the time due to the high cost of capital and operations.

**Water Demand Management**

• Information on water efficient practices (e.g. landscaping, car washing, bathing, rain water harvesting, etc.), appliances and building design have been distributed through print and online media. These water conservation strategies have had no measurable impact on water demand per capita. A future

---

1 Long term water demand is projected using the average per capita demand of 69 GPD per person  
2 The transfer of the Asheville water system to Buncombe County MSD may also affect future rate structures.
The water system plan should identify education and outreach best practices to enhance the Town’s water conservation program, and develop metrics to track the success of these strategies.

- Town staff has recommended adding incentives in the building code for the use of building designs that conserve water.
- Waste Reduction Partners offers water assessments of local government facilities. The assessments could identify measures to reduce water usage at Town facilities and educate residents about ways to save money on their water bill.
- The 2001 Steering Committee proposed adjusting the rate structure to penalize excessive water use by customers.

**Growth Management**

- Vision Statement #12. *Public Utilities and Road Infrastructure* calls for the use of the water system as a tool to direct future growth.
- The future land use map (LU-1.1.1) will designate preferred areas for growth and conservation, thereby prioritizing investments in the water system that incentivize infill development and limit greenfield development on the edge of Town.  
- The success of growth management strategies will depend in part on the policies of the City of Asheville Water Resources Department, and the Buncombe County Metropolitan Sewer District, which maintains all sewer lines in the Town.

**Transfer of City of Asheville Water System to Buncombe County MSD**

In 2013 the NC General Assembly passed legislation to transfer ownership of the City of Asheville water system to the Buncombe County Metropolitan Sewer District. The City of Asheville subsequently filed a lawsuit to halt the seizure of the City’s water system and was granted a temporary restraining order. The future impact of the water system transfer on the cost and supply of water to Black Mountain residents and businesses remains unclear.

**Water System Goals, Strategies and Actions**

<table>
<thead>
<tr>
<th>Goal</th>
<th>Strategy</th>
<th>#</th>
<th>Action Item</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maintain a water system that balances water supply and demand, and provides for sustainable growth</td>
<td>Develop a plan to maintain an adequate supply of water and control increased demand</td>
<td>U-3.1.1</td>
<td>Develop a Water Production and Conservation Plan</td>
</tr>
<tr>
<td></td>
<td>Promote behaviors and building designs that conserve water</td>
<td>U-3.2.1</td>
<td>See Actions E-3.2.1 to E-3.2.4</td>
</tr>
</tbody>
</table>

---

3 See Chapter 2: Land Use and Housing for more information on the future land use map.
5.2 Downtown Stormwater System

An effective downtown stormwater system is needed to maintain safe roads free of standing water and prevent property damage from flooding.

Community Support

- Vision Statements supported by the improvement of the downtown stormwater system include:

  12. Public Utilities and Road Infrastructure. We see an improved local street system, designed to maintain traffic flow, while not destroying the desirable pedestrian character of the community. We see public utilities, particularly water and sewer, planned and placed to both serve and direct the long-term growth of our community. Our solid waste management system has become focused, more than ever, on recycling, composting and other means of reducing the volume of trash that we generate.

- Addressing downtown stormwater drainage issues was one of the highest priorities among citizens that responded to the Public Input Survey.

Existing Stormwater System

- Black Mountain’s downtown stormwater system is depicted in Map 5-2.4
- Stormwater from streets and buildings is captured in catch basins and directed downhill through pipes and junction boxes to Sutton Avenue, where the railroad has created an artificial barrier (Figure 5-1). Most of the stormwater from downtown flows east in an engineered channel along Sutton Avenue to an outfall on the Swannanoa River.
- Much of the downtown stormwater system is located on state maintained roads, including NC 9 and US 70.
- In many cases stormwater pipes are located outside the public right-of-way and underneath buildings.

---

4The map is based on a field survey completed by McGill Engineers for the 2009 Stormwater Master Plan.
Stormwater System Issues and Opportunities

Stormwater System Issues

- The Town’s 2009 Stormwater Master Plan identified the following issues in Black Mountain’s downtown stormwater system:
  - The system is advanced in age and includes many 50 to 70 year-old vitrified clay pipes that need to be replaced;
  - The system suffers from a lack of maintenance due to the location of pipes outside the right-of-way, outside public easements, and under buildings, making them difficult to clean out and repair;
  - The existing pipes have insufficient capacity to carry the amount of stormwater flowing through downtown, causing stormwater to overflow out of certain catch basins during heavy rains; and
  - The system fails to address water quality with any structural stormwater BMPs to filter out pollutants.\(^5\) A functioning downtown stormwater system is needed to convey stormwater to BMPs, route excess runoff away and drain clean water from BMPs.

- Specific stormwater structures flagged for repair in the Stormwater Master Plan are identified in Map 5-2.
- Town staff and downtown merchants identified acute drainage problems in front of Town Hardware and at the intersection of NC 9 and Sutton Avenue (Map 5-2).
  - Frequent flooding problems occur in front of Town Hardware, where stormwater from Montreat Road dams behind the curb, often creating a standing pool of water that can flow over the sidewalk or be splashed onto pedestrians by passing traffic.
  - At the intersection of NC 9 and Sutton Avenues water is backing up in pipes and forcing the lid off of the junction box in the middle of the intersection. This issue is likely due to small pipes with insufficient capacity and the channel on Sutton Avenues that remains filled with standing water. The engineered channel’s poor condition is due in part to ballast from the railroad tracks falling into the channel.

---

\(^5\) Stormwater Best Management Practices (BMPs) include features such as grass swales and bio-retention areas that filter pollutants from stormwater and reduce the velocity of flow.
NCDOT Maintenance and US 70 Resurfacing

- The US 70 Resurfacing planned for the summer of 2014 presents an opportunity to partner with NC DOT to address acute issues in the downtown stormwater system. NC DOT is expected to make small repairs to the system during the US 70 Resurfacing. Small improvements to the stormwater system can also be made by NC DOT with standing maintenance funds.

Plans for a New Stormwater System

- In the long term, repairing and replacing individual sections of the stormwater system on a piecemeal basis will become expensive, especially given that many sections of the system are difficult to access. The Stormwater Master Plan recommends the replacement of the downtown stormwater system with two new systems in the public right-of-way to the east and west of NC 9 (Map 5-3).
- The Stormwater Master Plan also recommends the installation of stormwater BMPs to filter out pollutants from stormwater before it enters the Swannanoa River. The Swannanoa River is listed by the NC Division of Water Quality as an impaired waterway due to pollution and erosion from stormwater. The high heat content of untreated stormwater also impairs the ability of the Swannanoa River to support trout populations.
Downtown Stormwater System Goals, Strategies and Actions

<table>
<thead>
<tr>
<th>Goal</th>
<th>Strategy</th>
<th>#</th>
<th>Action Item</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maintain effective stormwater conveyance systems</td>
<td>Repair and replace stormwater conveyance systems</td>
<td>U-2.1.1</td>
<td>Implement selected downtown stormwater system repairs and replacements based on recommendations in the Stormwater Master Plan</td>
</tr>
</tbody>
</table>
5.3 Dam Safety

Town dams must be regularly inspected and maintained to protect life and property.

Existing Dam Safety and Needed Maintenance

The Town of Black Mountain currently maintains two dams, the Lake Tomahawk Dam and the Black Mountain Reservoir Dam (Map 5-1). Lake Tomahawk Dam is listed in the “High Hazard” category due to the potential for property damage and loss of life in the event of a dam failure. The Black Mountain Reservoir Dam is located outside Town limits in the Black Mountain Watershed.

Lake Tomahawk Dam

- The NC Division of Land Resources (NCDLR) regulates the maintenance and construction of dams in North Carolina to prevent the loss of life or property from dam failures. The 2010 inspection of the Lake Tomahawk Dam revealed the following maintenance problems that the Town was ordered to address:
  - An audible alarm system for the dam is not in place and must be installed; and
  - An Emergency Action Plan is needed for this dam that identifies all downstream hazards and lists local emergency contact information.

- In 2011 the US Army Corps of Engineers (USACE) completed safety inspections for Lake Tomahawk Dam and the Black Mountain Reservoir Dam.
  - Lake Tomahawk Dam was found to be in fair condition. The downstream face of the dam is covered with large trees that prevent grass from taking root on the slope. In addition, the tree roots create seepage paths through the embankment that could lead to a piping failure. USACE recommended that all trees, stumps and roots be removed from the embankment.
  - USACE inspection also cited a lack of appropriate spillway capacity and recommended that an updated PMF study be conducted to assess the adequacy of this spillway.

Black Mountain Reservoir Dam

- The 2011 safety inspections by the Army Corps of Engineers found the Black Mountain Reservoir Dam to be in good condition. The major concerns noted from the inspection were the soft area of the embankment and the lack of discharge pipes. The inspection report recommends addressing these concerns to improve the overall condition and operability of the dam.

Dam Safety Goals, Strategies and Actions

<table>
<thead>
<tr>
<th>Goal</th>
<th>Strategy</th>
<th>#</th>
<th>Action Item</th>
</tr>
</thead>
<tbody>
<tr>
<td>Repair and maintain Town dams to protect</td>
<td>Implement necessary measures identified in dam inspections by USACE and NCDLR</td>
<td>U-1.1.1</td>
<td>Implement planning, maintenance and repair measures at Lake Tomahawk Dam required by USACE and NCDLR</td>
</tr>
</tbody>
</table>
5.4 Underground Utilities

Town leaders and downtown merchants are interested in placing power lines in the downtown area underground to remove obstacles to the view-shed and improve the aesthetic appeal of downtown Black Mountain.

Community Support

- Vision Statements supported by the undergrounding of utilities include:

  #3. Community Appearance. We see a community of clean, tree-lined streets, tasteful commercial signage, subdued outdoor lighting and an absence of billboards. Town entrances and main roads into the community have been well landscaped in accordance with a carefully developed town-wide beautification plan. Newly developed areas are free of utility poles and wires; some older parts of town have had existing overhead wires placed underground. Continued enhancements to Broadway Street have transformed this important street into an attractive, landscaped entryway into the downtown. US 70 has been gradually enhanced in a similar attractive fashion.

Existing Conditions

- Overhead power lines are present in downtown Black Mountain and most other areas of the Town, except in newer developments.
- The Town’s Land Use Code requires that all utilities serving new major subdivisions be placed underground.⁶
- Power lines in Black Mountain are installed and maintained by Progress Energy Carolinas.⁷

Issues and Opportunities

- Residents and downtown merchants would like to place power lines in the downtown area underground to remove obstructions to the mountain view-shed, enhance the aesthetic appeal of the downtown area, and reduce power outages.
- The Town has contracted with a private consultant to conduct a downtown utility undergrounding study to assess the cost and feasibility of placing power lines in the downtown area underground.
  - If the Town decides to move forward with the undergrounding of utilities, a phased approach will be developed to underground downtown utilities over several years.
- The Town plans to partner with downtown merchants and property owners to help cover the cost of undergrounding overhead power lines to their buildings.

Goals, Strategies and Actions for Underground Utilities

<table>
<thead>
<tr>
<th>Goal</th>
<th>Strategy</th>
<th>Action Item</th>
</tr>
</thead>
<tbody>
<tr>
<td>Place utilities in Downtown area underground</td>
<td>Identify priority areas for underground utilities</td>
<td>U-4.1.1 Develop a plan for the undergrounding of utilities, with priority given to specific areas.</td>
</tr>
<tr>
<td></td>
<td>Develop partnerships needed to place downtown utilities underground</td>
<td>U-4.2.1 Partner with utilities and downtown merchants to place utilities in downtown area underground</td>
</tr>
</tbody>
</table>

⁶ Town of Black Mountain Land Use Code, Section, 3.5.3 Utilities
⁷ Progress Energy Carolinas is a subsidiary of Duke Power
Map 5-1 Town of Black Mountain Water Systems and Dams
Chapter 6: Parks, Recreation and Health

Purpose
The Parks and Recreation Facilities section provides an analysis of Black Mountain’s existing recreational facilities and services, identifies community needs, and offers facility maintenance and expansion recommendations to ensure adequate provision of recreation opportunities for all Town residents.

The Health Care Facilities section describes the need for a local emergency medical care facility and identifies health care providers in the region that the Town can coordinate with to address this need.

Chapter Outline
Section 6.1: Parks & Recreation Facilities
Section 6.2: Health Care Facilities

6.1 Parks and Recreation Facilities
Black Mountain places a strong emphasis on the provision of quality parks, greenways and recreation facilities. The surrounding mountains provide a scenic backdrop for parks and greenways that are valued by residents and visitors. Facilities provide important space for year-round activities, sports, classes and programs that enrich the quality of life for Black Mountain residents.

Community support

- Vision Statements supported by the maintenance and expansion of the Town parks and recreation facilities include:

  #4. Recreation, Parks and Open Space. We see upgraded recreation and park facilities serving the Black Mountain community. Indoor facilities include a multi-purpose teen center and a community-wide recreation complex with indoor swimming pool. Outdoor facilities include more neighborhood parks, soccer/multipurpose fields, and a skateboard/roller-blading/extreme bike park. We see a well-developed system of walking and biking trails adjacent to area streams, enjoyed by hikers, bicyclists, and others. This “greenway” system connects an assortment of schools, parks, open spaces, and neighborhoods. Lake Tomahawk has been maintained and enhanced as the crown jewel of Black Mountain’s system of park properties.

- The expansion of parks and recreation facilities was very popular among respondents in the Public Input Survey.

Existing Parks, Recreation Facilities and Programs

Town Parks & Recreation Facilities
The Town’s recreational facilities and parks are clustered into four locations across Black Mountain (Map 6-1).

- Lake Tomahawk Park, the most popular recreational resource in the Town, is located around Lake Tomahawk in the center of Black Mountain. The large walking path surrounding the lake is used regularly by many residents and visitors (Figure 6-1). A pavilion, playground and outdoor shelters provide scenic
locations for picnics and large community gatherings. Lake Tomahawk Park is also the site of the Lakeview Senior Center and the Black Mountain Pool. Located just to the south of Lake Tomahawk is Cragmont Park, a small neighborhood park with two tennis courts, two basketball courts, and a small baseball field that can also be used for youth soccer (Table 6-1).

The Black Mountain Recreation Park is a large community park with several lighted, multi-purpose fields used for a variety of outdoor league sports (Figure 6-2). The park also has a disc golf course and a loop greenway trail that runs along the Swannanoa. The Recreation Park can be accessed by from the Vance Avenue neighborhood using the In-the-Oaks trail, which runs through Montreat College’s Black Mountain campus. Another greenway trail links the Recreation Park to the Community Garden using an I-40 underpass. The Community Garden includes garden plots available for rent and a greenway trail that loops around the garden. The Grey Eagle Arena, located on the Community Garden parcel, provides space for indoor soccer and flag football.
- The Carver Community Center is a popular facility used for a variety of indoor activities and classes, and is well located to serve communities in the western portion of Town limits. The Carver Center also includes the Recreation Department office and public meeting space for several Town Commissions. A skate park has been constructed behind the facility, addressing an action item in the 2004 Comprehensive Plan.

- Riverwalk Park is a “mini-park” of less than one acre behind the BI-LO grocery story that includes a dog park and the Riverwalk Trail, which runs along the Swannanoa. The Greenways Commission has plans to extend the Riverwalk trail north to connect with Black Mountain Elementary and the Emilee Russell Way trail.¹

### Table 6-1 Town of Black Mountain Parks and Recreation Facilities

<table>
<thead>
<tr>
<th>Facility Type</th>
<th>Facility</th>
<th>Size</th>
<th>Facilities</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Town Parks</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Lake Tomahawk Park</td>
<td>15.5 acres</td>
<td>Walking path around Lake, Tennis courts, Playground, Picnic areas, Garden, Covered Picnic Pavilion, Gazebo, Outdoor stage</td>
</tr>
<tr>
<td></td>
<td>Recreation Park</td>
<td>17.2 acres</td>
<td>4 Lighted ball fields, Multi-purpose field, River access &amp; Fishing platform, Oaks Trail, River Loop Trail, Disk Golf Course</td>
</tr>
<tr>
<td></td>
<td>Community Garden</td>
<td>8 acres</td>
<td>40 personal garden plots (5’ X 50’) for an annual rental and for volunteers growing vegetables for local food banks.</td>
</tr>
<tr>
<td></td>
<td>Cragmont Park</td>
<td>3 acres</td>
<td>2 Tennis Courts, 2 Basketball Courts, Small field for baseball or soccer</td>
</tr>
<tr>
<td></td>
<td>Riverwalk Park</td>
<td>&lt; 1 acres</td>
<td>Picnic tables, Green space, River access, Riverwalk Trail, Dog Park</td>
</tr>
<tr>
<td><strong>Golf Course</strong></td>
<td>Black Mountain Golf Course</td>
<td>97 acres</td>
<td>18 hole municipal golf course</td>
</tr>
<tr>
<td><strong>Recreation Facilities</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Carver Community Center</td>
<td>16,370 SF</td>
<td>Recreation &amp; Parks Office, Classrooms/Program Space, Meeting Facilities, Volleyball Court, Basketball goal, Picnic area, Skate park</td>
</tr>
<tr>
<td></td>
<td>Grey Eagle Arena</td>
<td>14,482 SF</td>
<td>Indoor multipurpose arena used primarily for indoor soccer and flag football</td>
</tr>
<tr>
<td></td>
<td>Black Mountain Pool</td>
<td>3,440 SF</td>
<td>Outdoor pool at Lake Tomahawk; Open from Memorial Day to Labor Day each summer</td>
</tr>
<tr>
<td></td>
<td>Lakeview Senior Center</td>
<td>6,464 SF</td>
<td>The Lakeview Senior Center is a two-story building at Lake Tomahawk used for senior activities, private parties, and classes.</td>
</tr>
</tbody>
</table>

**Other Public Recreation Facilities**
Other public recreation facilities available for use are located at the four public schools in and around Black Mountain (Map 6-1). Public facilities at these schools include indoor basketball courts, tennis courts, gardens, a pool, and numerous other resources. Several Recreation & Parks Department programs, such as the youth basketball league, make use of these public school facilities.

**Black Mountain Greenway**
The Black Mountain Greenway offers space for outdoor exercise, river access, and an alternative mode of transportation between parks, neighborhoods and schools. The current network of greenway trails exists in

¹ Flat Creek Trail was renamed Emilee Russell Way in 2013
four fragments located around Towns parks and public schools (Map 6-1). Emilee Russell Way Phase 1 and the In-the-Oaks trail provide important bike and pedestrian connections to recreational amenities. The planned expansions in the Black Mountain Greenway will provide linkages between all of the Town’s parks and create trails than can be used to access all four public schools in and around Black Mountain. Detailed plans for the expansion of the Black Mountain Greenway are included in Chapter 4: Transportation.

**Black Mountain Golf Course**
The Black Mountain Golf Course was originally constructed in 1929 as a 9-hole golf course and later expanded to an 18-hole course. In September 2011 the Town entered into a management contract with Billy Casper Golf Management (BCGM) to manage operational revenues and expenses for the Golf Fund.

**Recreation & Parks Programs**
The Black Mountain Recreation & Parks Department offers a variety of recreational activities, classes, league sports and special events for the health, enjoyment and community fellowship of residents and citizens (Table 6-2). There are a number of special events not shown in the table below, such as the 5K Greenway Challenge, the Park Rhythms Concert Series, and Cycle-to-Farm.

**Table 6-2 Town of Black Mountain Recreation & Parks Programs**

<table>
<thead>
<tr>
<th>Category</th>
<th>Facility</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Adult Sports</strong></td>
<td>Grey Eagle Arena</td>
<td>Dodgeball, Indoor Soccer</td>
</tr>
<tr>
<td></td>
<td>Black Mountain Recreation Park</td>
<td>Disc Golf, Softball</td>
</tr>
<tr>
<td></td>
<td>Owen Middle School</td>
<td>Tennis, Basketball</td>
</tr>
<tr>
<td><strong>Youth Sports</strong></td>
<td>Grey Eagle Arena</td>
<td>NFL Flag Football, Youth Indoor Soccer, Soccer Camp</td>
</tr>
<tr>
<td></td>
<td>Cragmont Courts</td>
<td>Kinder Tennis, Under 10 Tennis</td>
</tr>
<tr>
<td></td>
<td>Black Mountain Pool</td>
<td>Youth Swim League</td>
</tr>
<tr>
<td></td>
<td>Owen Middle School</td>
<td>Junior Tennis Camp (8-14)</td>
</tr>
<tr>
<td></td>
<td>5 different schools</td>
<td>Youth Basketball</td>
</tr>
<tr>
<td><strong>Community Programs</strong></td>
<td>Carver Center</td>
<td>Art in the Afternoon, Karate, Guitar Lessons, GED, After School Homework &amp; Mentoring, Cross Conditioning, Carver Playgroup or Babies, Girl Scouts, Drum Circle</td>
</tr>
<tr>
<td></td>
<td>Lake Tomahawk Park</td>
<td>Black Mountain Yacht Club</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Black Mountain Summer Adventures</td>
</tr>
<tr>
<td><strong>Garden Programs</strong></td>
<td>Community Garden</td>
<td>Garden Workshops</td>
</tr>
<tr>
<td></td>
<td>Carver Center Garden</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Black Mountain Primary and Elementary</td>
<td>School Gardening Programs</td>
</tr>
<tr>
<td><strong>Senior Programs</strong></td>
<td>Lakeview Senior Center</td>
<td>Snack &amp; Learn, Senior Health Insurance Program, Hiking Club, Aerobic Class, Chair Exercise Class, Birding, Yoga Class, Square Dancing, Chess Group, Book Club, Knitting, Quilters Club, Computer Class, Meditation</td>
</tr>
</tbody>
</table>

**The Recreation Commission**
The Recreation Commission was established by the Town to recommend policies and programs to the Recreation & Parks Department Director and the Board of Aldermen. Recreation Commission members also...
provide input on the development of long range plans for the Department that guide future program offerings and recreation capital projects.

**Issues and Opportunities**

**Recreation Commission Priorities**
The following parks and recreation priorities were proposed by the Recreation Commission during the Comprehensive Plan Update process.

- The renovation of the aging Carver Community Center is the top priority of the Recreation Commission. New windows, insulation and air conditioning will improve the comfort and the energy efficiency of this popular facility ([Figure 6-3](#)).
- Construction of a gymnasium behind the existing Carver Center with a full-sized basketball court, volleyball and a walking track would provide an important indoor resource for recreation during the winter months.
- An outdoor kitchen and covered shelter is needed for cooking classes and can be used as a rental facility to generate revenue. A large amount of private funding has been raised to help finance the construction of the outdoor kitchen.
- Renovation and landscaping work at the Lake Tomahawk Pavilion is needed to address drainage issues.
- An outdoor basketball court will be needed once the two remaining outdoor courts at Cragmont Park are removed to make space for additional tennis courts.
- The expansion of fields at the Recreation Park will allow for more use, including for tournaments. The Town has plans to purchase two small parcels of vacant land adjacent to the Recreation Park.
- New facilities proposed at Cragmont Park include 6 new tennis courts, a large playground, bathroom facilities and a greenway connection.
- Additional soccer fields are needed to address the growing popularity of soccer leagues.

![Figure 6-3 Carver Community Center](#)

**Greenways**
The expansion of the Black Mountain Greenway is a top priority among Town residents. See Chapter 4: Transportation for information on issues and opportunities related to the Town’s greenway network.
Neighborhood Access to Recreation Facilities and Parks

According to National Recreation & Parks Association criteria, all portions of a community should ideally be within a short drive (0.5 to 3 miles) of a large community park, and within a 5- to 10-minute walk of a mini park and/or neighborhood park (Table 6-3).2

- Based on these NRPA criteria there is a need for a small park or recreation facility in the northeast quadrant of the Town, where some neighborhoods are a 20-minute walk from the nearest school facility and over 30 minutes from the nearest Town park (Map 6-1).
- The need for recreational amenities in these neighborhoods can be partially addressed by the extension of nearby greenways, such as Phase 2 of Emilee Russell Way and Phase 2 of the Riverwalk trail.
- All Town residents are within a 2 mile drive of larger community parks such as Lake Tomahawk and the Recreation Park.
- Newer subdivisions south of I-40, such as Cheshire Farms and The Settings, are served by nearby private recreational facilities.

Table 6-3 NRPA Park Classifications and Service Areas

<table>
<thead>
<tr>
<th>NRPA Classification</th>
<th>Description</th>
<th>Size Criteria3</th>
<th>Service Area Radius</th>
<th>Black Mountain Parks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mini Park</td>
<td>Provides limited amenities to isolated areas</td>
<td>1 acre or less</td>
<td>0.25 miles (5-minute walk)</td>
<td>Riverwalk Park</td>
</tr>
<tr>
<td>Neighborhood Park</td>
<td>A recreational and social focus for nearby neighborhoods</td>
<td>Optimally 5 to 10 acres</td>
<td>0.25 to 0.5 mile (5- to 10-minute walk)</td>
<td>Cragmont Park; Community Garden</td>
</tr>
<tr>
<td>Community Park</td>
<td>Serves broader purpose than neighborhood parks; Meets community-based recreation needs; Preserves unique landscapes and open spaces</td>
<td>Optimally over 30 acres ( &gt;15 acres is a useful measure in Black Mountain)</td>
<td>0.5 to 3 miles</td>
<td>Lake Tomahawk Park; Town Recreation Park</td>
</tr>
</tbody>
</table>

Planning and Programming

- The Recreation & Parks Master Plan will assess the use of existing parks and facilities and the demand for additional recreational amenities among residents. These findings will be used to develop specific priorities, steps and timeframes for the renovation, construction and acquisition activities recommended in this chapter. The Recreation & Parks Department is expected to begin work on this plan within the next year.
- The Recreation & Parks Master Plan will also set programming priorities for the Recreation & Parks Department and identify popular recreational activities for underutilized facilities.4

---

3 Smaller size criteria are appropriate in a small town like Black Mountain with limited available land
4 For example, popular outdoor sports and recreational activities should be identified to make better use of the lighted ball fields at the Recreation Park, which go largely unused after the end of youth soccer and baseball seasons.
## Parks & Recreation Goals, Strategies and Actions

<table>
<thead>
<tr>
<th>Goal</th>
<th>Strategy</th>
<th>#</th>
<th>Action Item</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maintain and enhance existing facilities that residents rely on for</td>
<td>Renovate facilities in need of repair or enhancement</td>
<td>PR-1.1</td>
<td>Renovation of Carver Center (insulation, windows, doors, a/c, indoor playground)</td>
</tr>
<tr>
<td>Parks, Recreation &amp; Health</td>
<td></td>
<td></td>
<td>Prioritize and implement additional renovations at Cragmont Park, the Recreation Park and the Lake Tomahawk Pavilion</td>
</tr>
<tr>
<td>Construct new park facilities to meet anticipated community needs</td>
<td>Build new facilities at existing sites to meet recreational needs of community</td>
<td>PR-2.1</td>
<td>Build gymnasium at Carver Center with basketball / volleyball court and indoor walking track</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Build outdoor kitchen with covered shelter at Community Garden</td>
</tr>
<tr>
<td></td>
<td>Acquire land for needed for new recreation facilities</td>
<td>PR-2.2</td>
<td>Identify sites for future soccer fields and basketball courts</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Purchase and develop land for future soccer fields and basketball courts</td>
</tr>
<tr>
<td>Assess and plan for recreation needs of residents</td>
<td>Assess use of existing facilities and demand for new facilities to help prioritize facility maintenance, renovation, construction and land acquisition</td>
<td>PR-3.1</td>
<td>Draft an updated Recreation &amp; Parks Master Plan</td>
</tr>
</tbody>
</table>
6.2 Health Care Facilities

Community Support

Vision Statements supported by the addition of needed medical facilities include:

15. Health Care. We see that Black Mountain’s growth has made possible the addition of an emergency medical facility, complete with the necessary equipment, emergency transportation, and medical personnel capable of handling all but the most severe of health related emergencies.

Issues and Opportunities

Emergency Medical Care
The Town’s Vision Statement expresses the need for an emergency medical facility in Black Mountain that can handle all but the most severe health related emergencies.

- The nearest locations offering emergency medical care services are located at least 15 miles away in Asheville.
- Sisters of Mercy Urgent Care is a non-profit in the Asheville area that operates urgent care centers in South Asheville, West Asheville, Weaverville, and Brevard that provide care for non-life-threatening illnesses and injuries.
- Several years ago Town staff and residents met with Sisters of Mercy to explore the establishment of an urgent care center in Black Mountain, but their research found that there was not enough demand to support such an operation.
- During this research process it was also discovered that what many residents wanted was a 24-hour location, rather than an urgent care center that would have closed at 6pm.
- Mission Hospital has considered opening an urgent care facility in Black Mountain, but has no immediate plans to do so.

Health Care Facility Goals, Strategies and Actions

<table>
<thead>
<tr>
<th>Goal</th>
<th>Strategy</th>
<th>#</th>
<th>Action Item</th>
<th>Priority</th>
</tr>
</thead>
<tbody>
<tr>
<td>Provide convenient access to medical care that addresses the needs of residents</td>
<td>Partner with health care providers to explore how to improve access to urgent care and other underprovided medical services for Black Mountain residents</td>
<td>H-1.1.1.</td>
<td>Partner with health care providers to assess unmet demand for emergency care and other medical services in Black Mountain and develop strategies that the Town can pursue to support improved access to these services.</td>
<td>High</td>
</tr>
</tbody>
</table>
Chapter 7: Economic Development

Purpose
The Economic Development chapter begins by describing the current mix of businesses in Black Mountain and the drivers of the local economy. The following sections identify issues and opportunities related to business development and recruitment, downtown development and tourism promotion. These sections conclude with strategies that the Town can pursue to stimulate downtown development, attract new visitors to the region, grow local businesses, and attract new businesses that promote Black Mountain’s vision for the future.

Chapter Outline
Section 7.1 Existing Establishments and Employment
Section 7.2 Business Development and Recruitment
Section 7.3 Downtown Development
Section 7.4 Tourism

7.1 Existing Establishments and Employment

Establishments and Employment
Black Mountain is an economy of small businesses and a handful of large industrial and institutional employers.

- In 2011 there were an estimated 350 establishments operating in the Black Mountain area (Figure 7.1). 1
- Nearly 4,000 persons are employed within the Town of Black Mountain. It is important to note that these jobs are located physically within the town, so they reflect place of employment, not necessarily the place of residence. A majority of the jobs in Black Mountain are held by commuters from surrounding areas, such as Swannanoa and Asheville.
- Retail stores and restaurants make up nearly a third of establishments in Black Mountain (Figure 7-1). 2

The relatively high percentage of retail and restaurant establishments in Black Mountain demonstrates the support that outside dollars from tourists and seasonal residents provide to the local economy. These establishments include downtown shops and restaurants, along with more automobile-oriented retail stores along the US 70 corridor, and the Ingles shopping center south of I-40. Accommodation services, such as hotels and inns, make up a small, but proportionately large part of the Black Mountain economy that depends directly on tourism. Many of these lodging establishments are located within close walking distance of downtown.

---

1 Establishments counts individual places of business. Public administration offices are not included in the count.
Black Mountain's economy is also characterized by a large proportion of establishments providing health care services, especially nursing and adult care facilities, such as Highland Farms. These establishments serve the growing population of retirees relocating to Black Mountain.

Industrial establishments make up only six percent of establishments in Black Mountain, but account for roughly a third of total employment in Black Mountain (Figure 7-2). The single largest employer in Black Mountain is the Ingles Distribution Center. Major manufacturing establishments include the Kearfott Corporation, which manufactures navigation instruments, Pentair Valves & Controls, and Hedrick Industries, a producer of sand and gravel products for highways and homes. All industrial facilities are located in the Heavy and Light Industrial zoning districts on the western end of Black Mountain Town limits (Map 7-1).

Large institutional employers, such as the Julian F Keith Alcohol & Drug Abuse Treatment Center, are also located in this area of Town in the Office-Institutional zoning district.

---

3 This data set includes all establishments in the 28711 area code. The overwhelming majority of establishments, however, are located within Black Mountain Town limits. ZIP Code Business Patterns [http://www.census.gov/econ/cbp/index.html](http://www.census.gov/econ/cbp/index.html)
Retail, Office and Industrial Space

- Vacant commercial properties on the market for sale or lease include less than ten retail and office spaces scattered along the edges of the Central Business District and in a strip retail center along US 70. Spaces range from an 800 square foot unit to the 8,700 square foot McKoy Building on Black Mountain Avenue (Figure 7-3).
- There are half a dozen commercial parcels of land currently on the market in Black Mountain, and most are less than 5 acres in size. The one exception is a 26 acre property located in the Highway Business District to the south of East State Street (Map 7-1).
- According to Buncombe County tax records there are over 100 acres of vacant commercial parcels scattered across the Town, including a large parcel west of the Black Mountain Golf Course zoned for mixed use (Map 7-1).5
- Black Mountain currently has no available industrial building space and few large tracts of land for industrial scale development.6 The most significant location for industrial development is the Black Mountain Commerce Park. Black Mountain Commerce Park is a 57.37 acre property at the intersection of Blue Ridge Road and US 70.

---

5 Buncombe County Land Records Department
6 Access NC Database. NC Dept. of Commerce. http://accessnc.commerce.state.nc.us/EDIS/page1.html
Figure 7-3 Historic McKoy Building on Black Mountain Avenue

7 Photo credit: WNCRMLS LLC
7.2 Business Development and Recruitment

Community Support

- Vision Statements supported by business development and recruitment include:

  #10. Economic Opportunity: We see a local economic base made up mainly of small businesses and moderate-sized, clean industries providing good paying jobs, particularly to local area workers. While tourism continues to be an important segment of the economy, it is balanced by large numbers of persons employed in services, general retail, manufacturing, and other employment industries. We see the residents of Black Mountain finding excellent career opportunities in the community, with the prospect of continued advancement as they go on to develop their skills and earning power.

  #5. Commercial Development and Services: We see Black Mountain served primarily by locally owned businesses in buildings of a size and scale appropriate to a small town. We have chosen to support our local merchants and maximize the use of existing buildings. Our choice of quality restaurants has been greatly expanded by the profitability factors associated with the addition of liquor by the drink.

  #6. Downtown Black Mountain: We see a healthy, vibrant downtown with a wide range of shopping, dining, working, and cultural attractions. Our downtown streets are filled with people and activity during daytime, as well as evening hours. Storefronts and sidewalks exhibit a colorful, inviting mixture of merchandise, flower-filled planters, benches and other amenities. Additional parking has been provided on the interior of blocks or at perimeter parking lots, so as not to detract from the tightly woven, pedestrian character of the area. Downtown buildings, new and old, have retained and respected the modest architectural scale and design detail that is so much a part of the heritage of Black Mountain.

Industry Recruitment

As a small town with a limited supply of available land for development, Black Mountain has not devoted many resources to industry recruitment. Most recruitment activity takes place at the state and regional levels through the North Carolina Department of Commerce, Advantage West and the Asheville-Buncombe Economic Development Coalition.

- The Asheville-Buncombe Economic Development Coalition (EDC) is the primary local contact for state-level business recruitment leads. The Town provides the EDC with up-to-date information on Black Mountain for prospective businesses. The Town also helps businesses navigate the local development process (e.g. zoning, permits, and utilities).
  - The most significant location for industrial development is the 57 acre Black Mountain Commerce Park at the intersection of Blue Ridge Road and US 70, which remains largely undeveloped. The Park includes five level sites that may be subdivided in 10 acre increments. An additional 150 acres are available south of Town limits for expansion (Figure 7-4).
  - In an effort to increase the attractiveness of the site to prospective businesses, the Commerce Park worked with the Asheville Buncombe EDC to earn a “Certified Site” designation from the North
Entrepreneurship and Small Business Development

The Town of Black Mountain has long pursued an economic development strategy that places special emphasis on support for local businesses and entrepreneurs. Small business and entrepreneur support services are provided by the Black Mountain-Swannanoa Chamber of Commerce, the Town’s Certified Entrepreneurial Community Taskforce, and the Black Mountain Business to Business Association.

Certified Entrepreneurial Community (CEC) Taskforce

- In 2010 Black Mountain became the first Certified Entrepreneurial Community in North Carolina. This certification was created by Advantage West to help communities in Western North Carolina create supportive environments for entrepreneurial growth.\(^9\) To complete the certification process, Black Mountain created the CEC Taskforce to develop and implement strategies to support local entrepreneurs. The CEC Taskforce is composed of community leaders, Town staff, educators, and local business owners.

---

\(^8\) [Link to Asheville Chamber of Commerce website]

\(^9\) Certified sites must complete a rigorous, 31 prerequisite process demonstrating site readiness including boundary survey, documentation of title and rights-of-way, topographic and geotechnical suitability, environmental audit, wetlands delineation and mitigation plans, and review for possible archeological findings and rare or endangered species. A certified site must also demonstrate that infrastructure is in place, and access and zoning are permitted for a host of economic development purposes.

\(^10\) [Link to Advantage West website]
Direct Support, Resources and Networking

- The CEC Taskforce works with the Chamber to encourage start-ups, help businesses find locations, and answer questions about opening a business in Black Mountain. Entrepreneurs can also choose to have a mentor from the CEC Taskforce.
- Other support strategies initiated by the CEC Taskforce have included newspaper articles that spotlight new businesses, recognition of outstanding entrepreneurs by the Board of Aldermen, and workshops for entrepreneurs.
- The Taskforce is currently creating a brochure to promote local luthiers, such as Kate Rickenbacker of Rickenbacker Violins (Figure 7-5).\(^\text{11}\)
- The Chamber provides entrepreneurs and prospective businesses with their *Guide to Starting a Business in the Swannanoa Valley*, a step-by-step guide to opening a business in or around Black Mountain.
- The Chamber hosts “Business After Hours” and other informational and networking events. The CEC team works to identify new entrepreneurs and invite them to these events.
- Regional resources for new and existing businesses include the Small Business Technology Development Center, Asheville SCORE, and Mountain Bizworks, an Asheville-based nonprofit that provides lending, consulting and training to entrepreneurs. Contact information for these organizations is provided in the *Guide to Starting a Business in the Swannanoa Valley*.\(^\text{12}\)

![Figure 7-5 Kate Rickenbacker of Rickenbacker Violins demonstrates techniques for building a violin](image)

Small Business & Entrepreneur Issues and Opportunities

- One of the most significant barriers to business development identified by the CEC Taskforce is the lack of affordable commercial space for rent or sale in Black Mountain. Opportunities to create affordable space for new businesses exist along the Montreat Road corridor, and also on the large parcels of undeveloped land in the Highway Business District and in the Neighborhood Mixed Use district west of the Black Mountain Golf Course. Creating space for businesses on Montreat Road would require rezoning this corridor or portions of it to a mixed use district.

---

\(^{11}\) A luthier makes stringed musical instruments, such as violins.

\(^{12}\) [http://blackmountain.org/StartingABusiness.pdf](http://blackmountain.org/StartingABusiness.pdf)
The CEC Taskforce also identified the need for closer coordination with the Planning Board and the Town Planning Department in order to support strategies that create space for businesses.

The Planning Board identified a need for more formal business support services from the Town Planning Department or the Chamber, possibly including a business liaison that can serve businesses looking to open or expand in Black Mountain.

There is a wealth of business expertise within the growing population of retirees in Black Mountain that can be tapped to provide direct assistance to entrepreneurs. Asheville SCORE recruits retired business professionals to serve as business counselors that offer consulting and mentoring services to local entrepreneurs and small businesses. There is a particular need for more female business counselors to support women-owned small businesses.

A market analysis of Black Mountain, including a survey of local businesses and residents, could be used to identify barriers to business start-ups and opportunities to attract more business from residents and tourists.

### Goals, Strategies, and Actions for Business Development and Recruitment

<table>
<thead>
<tr>
<th>Goal</th>
<th>Strategy</th>
<th>#</th>
<th>Action Item</th>
</tr>
</thead>
<tbody>
<tr>
<td>Support growth of new and existing local businesses</td>
<td>Support local entrepreneurs in Black Mountain</td>
<td>ED-1.1.1</td>
<td>Implement Certified Entrepreneurial Community strategies, including a review of the Land Use Code for changes that could create more space and flexibility for entrepreneurs</td>
</tr>
<tr>
<td></td>
<td>Help businesses navigate the development process</td>
<td>ED-1.2.1</td>
<td>Identify a point person with the Town that will serve as a liaison for business development and recruitment</td>
</tr>
<tr>
<td></td>
<td>Improve understanding of the local business community and how the Town can help it grow</td>
<td>ED-1.3.1</td>
<td>Conduct a study of the local economy that inventories the existing businesses and economic impacts, and identifies opportunities and barriers to business development and recruitment.</td>
</tr>
</tbody>
</table>

Asheville SCORE is part of a national nonprofit staffed by volunteer business counselors that offer small business advice, business seminars, leadership coaching, organizational development, business plan consulting, sales training and business mentoring.

http://ashevillescore.org/about/#sthash.KYXyBKHc.dpuf
7.3 Downtown Development

Downtown development is a core strategy used by Black Mountain to create jobs, strengthen the local economy, support local entrepreneurship, and attract tourism.

Community Support

- Vision Statements supported by downtown development strategies include:

  #6. Downtown Black Mountain: We see a healthy, vibrant downtown with a wide range of shopping, dining, working, and cultural attractions. Our downtown streets are filled with people and activity during daytime, as well as evening hours. Storefronts and sidewalks exhibit a colorful, inviting mixture of merchandise, flower-filled planters, benches and other amenities. Additional parking has been provided on the interior of blocks or at perimeter parking lots, so as not to detract from the tightly woven, pedestrian character of the area. Downtown buildings, new and old, have retained and respected the modest architectural scale and design detail that is so much a part of the heritage of Black Mountain.

  #14. The Arts, Entertainment, and Culture: We see enhanced community support for the arts, including the development of significant private and public funding sources. Opportunities for Black Mountain to host a variety of cultural and entertainment events, including music, dance and film festivals, have been made possible by the addition of a performing arts center, a movie theater and other performance and exhibit venues. We see gathering places for artists of all ages and types to develop their skills and share their talents with others.

Downtown Black Mountain Land Use

Downtown Black Mountain occupies a 32 acre area around the intersection of US 70 and NC 9. The district includes nearly 350,000 square feet of commercial space that provides a range of shopping, dining, working, and cultural attractions. Most of the local shops and many restaurants are supported in large part by seasonal visitors. Many of these visitors come to Black Mountain to enjoy the small town atmosphere of the historic downtown, which is dominated by one and two-story brick row buildings from the 1920s with attractive storefronts that complement the pedestrian-friendly network of sidewalks.

Retail

- The mix of retail establishments includes nearly fifty small businesses, including many small craft and gift stores, and galleries. Most of these stores are located in the historic downtown row buildings and draw many visitors into town (Map 7-1).

- Other products available from retailers in the downtown area include outdoor recreation gear, upscale women’s clothing, jewelry, used books, musical instruments, wine, and eye wear. There is also a specialty food store south of the railroad on Black Mountain Avenue.

- Tyson's Furniture, which owns most of the block between NC 9 and Richardson Boulevard, occupies 45,000 square feet of retail space and an equally large amount of accessory warehouse space located behind the storefront. The other large business on this block is a lumber yard which also occupies a relatively large space devoted partially to warehousing (Map 7-1).
Service and Entertainment

- Downtown Black Mountain offers a dozen different local restaurants, several taprooms, a coffee house, two bakeries, and an ice cream shop. Many of these establishments also provide meeting spaces and after-hours entertainment that draw residents and visitors downtown.
- Downtown arts and entertainment venues include the White Horse, a popular regional music venue, and the Black Mountain Center for the Arts, a non-profit that features a stage for concerts and theater productions (Figure 7-6). Downtown lodging facilities include a half dozen bed & breakfasts and inns located in the historic residential neighborhoods on the edge of downtown. Lodging facilities attract more overnight visits, which have a more significant economic impact on the local economy than day visits.14
- Other downtown service establishments include several salons and barber shops, studios for yoga and Pilates, and a dry cleaning service. These businesses typically cater to permanent and seasonal residents.

![Figure 7-6 Jazz enthusiasts heading to an evening concert at the Black Mountain Center for the Arts](image)

Office Space

- There are nearly twenty downtown offices that serve residents and potential residents. The employees in these offices also support other downtown services. These downtown offices provide space for businesses such as law firms, real estate agencies, banks, architecture firms, environmental consultants, and marketing firms. Much of the office space in the downtown area is made up of converted residences on the east edge of downtown along South Richardson Blvd. and East State Street.

---

14 Overnight visitors to the Asheville area spend an average of $129 per person per day, while the average day trippers spend just $60. Overnight visitors accounted for 75% of total visitor spending in the Asheville area. [http://www.ashevillecvb.com/wp-content/uploads/2013/07/Asheville-NC-Tourism-Impacts-2012_12072013.pdf](http://www.ashevillecvb.com/wp-content/uploads/2013/07/Asheville-NC-Tourism-Impacts-2012_12072013.pdf)
• Several public administration offices are located downtown, including the Black Mountain Town Hall, the Police Department and the Fire Department.
• The Black Mountain-Swannanoa Chamber of Commerce is also located downtown in the Visitor’s Center across from the Town Square. The Visitor’s Center is a popular first stop for tourists new to the area and provides information on nearby shopping, dining and entertainment.

Residential
• There are a dozen residential properties on the eastern edge and southwest corner of downtown. Downtown is also surrounded by mostly low density residential neighborhoods including the South Dougherty Historic Neighborhood, the South Montreat Historic Neighborhood and the Vance Avenue neighborhood.

Real Estate Availability and Condition
• While the downtown row buildings in the local historic district are fully occupied, there are currently eight vacant spaces in the Central Business District east of NC 9 and south of Sutton Avenue.
• Vacant properties in and around downtown are shown on Map 7-1. The most notable property for sale is the McKoy Building at 101 Black Mountain Avenue.
• Most vacant spaces appear to be in good condition with the exception of 114 East State Street and 104 Black Mountain Avenue (Figure 7-7).

Downtown Development Issues and Opportunities

Downtown Entertainment Activities
Downtown would benefit from more entertainment activities that would complement the many dining and shopping options, but there are few available spaces for new venues or other attractions.
• The Town Square property provides a convenient space for outdoor entertainment, such as concerts and movies on the lawn.
• Existing downtown businesses could also host more live music and entertainment activities.

Mixed Use
More residential density and mixed use development in and around the Central Business District would support more downtown services and also create a livelier downtown after hours.
There are a handful of residential properties in the Central Business District that could be redeveloped into downtown condos and studio apartments.

Surrounding Urban Residential districts (UR-8) also offer potential for higher density residential developments.

Adjacent Highway Business (HB-8) and Neighborhood Mixed Use (NMU-8) districts offer redevelopment potential for compact mixed use developments with downstairs retail space and upstairs apartments.

Vacant Commercial Space
Promoting downtown development requires making sure that prospective businesses can find available spaces that are affordable and in good condition.

- Large commercial properties such as the McKoy building may work well if divided into several spaces suited for smaller local retail and service businesses (Figure 7-3).
- There are several dilapidated properties along Black Mountain Avenue located within the boundaries of the Historic Downtown Black Mountain as defined on the National Register of Historic Places. These properties could be renovated with the help of historic rehabilitation tax credits.
- Many municipalities, such as the City of Hendersonville, offer façade improvement grants to incentivize downtown property owners to make exterior improvements to enhance the aesthetic appeal of downtown.
- A market assessment and merchant survey could provide information on additional businesses that would fill gaps in demand among residents and tourists, and complement existing businesses.

Town Square
The Town Square is a 1.3 acre area at the intersection of NC 9 and US 70 made up of three vacant parcels owned by the Town of Black Mountain (Map 8.1). The Town Square property was previously occupied by a service station, a convenience store and a public administration building that have since been demolished. The vacant property presents an opportunity to create an iconic public gathering space that attracts residents and visitors to the downtown area.

- The Black Mountain Board of Aldermen voted to purchase the Town Square property in September 2009 and subsequently established the Town Square Steering Committee to collect public input and plan for the development of the land.
- In 2010, a survey of Black Mountain residents and comments from the public at the Design Workshop indicated public preference for a site design that achieved the following objectives in order of priority:
  1) Preserve view-shed and reserve green space for a public park;
  2) Retain convenient and appropriately sited public parking;
  3) Improve vehicle and pedestrian circulation;
  4) Create an iconic and welcoming entrance to Black Mountain; and
  5) Accommodate compatible development.  
- In 2011, a small area study for the intersection of NC 9 and US 70 was completed to recommend travel safety, capacity and accessibility improvements surrounding the Town Square property, and to inform community decisions regarding the future use of the site. The study also proposed a conceptual design for

---

the Town Square property that incorporated the recommended road improvements and changes in the right-of-ways.

- A Conceptual Plan for the Town Square was chosen by the Town Square Steering Committee that addressed the priorities of survey respondents and selected recommendations from the small area study (Figure 7-8). The Conceptual Plan for the Town Square includes:
  - An open lawn for casual use, outdoor concerts and other events, surrounded by benches and gardens;
  - A public parking area with semi-pervious surface and a rain garden for stormwater management;
  - A picnic area; and
  - Public restrooms.

- In February 2012, the Board of Alderman approved the Town Square Conceptual Plan and tasked the Town Square Steering Committee with raising private funds for construction of the Town Square project.

- The concrete pad on the west end of the Town Square property has been removed and replaced with a grass field used for outdoor summer concerts to raise funds for the Town Square project.

---

Figure 7-8 Town Square Conceptual Plan

**Parking**

- Vision Statement #6 *Downtown Black Mountain* calls for more parking to be provided on the interior of blocks and at perimeter parking lots, so as not to detract from the tightly woven pedestrian character of downtown.

- The *Town Square Study* found that there was a “more-than-adequate” supply of parking within walking distance of key downtown destinations, but that some parking was not well planned or signed for maximum capacity and accessibility.
Planning Board members felt that many valuable on-street spaces could be freed up for customers by ensuring that owners and employees of downtown businesses park in off-street locations.

The *Town Square Study* included recommendations to enhance the parking layout and allocation in and around the Town Square property, including the introduction of on-street parking along the north side of East State Street for convenience and to serve as a buffer for pedestrians. This recommendation is incorporated into the Town Square Conceptual Plan.

A majority of residents surveyed in 2010 on the future development of the Town Square property indicated that retaining convenient parking at the site was a high priority. To address this concern, the Town Square Conceptual Plan includes an open lot with approximately 20 spaces and 11 on-street parking spaces along the north side of State Street (*Figure 7-8*).

**Traffic Congestion**

In 2007, the *US 70 Corridor Study* determined that traffic congestion at the intersection of US 70 and NC 9 in downtown Black Mountain was at the margin of what is deemed acceptable by NCDOT.

- The removal of the service station from the Town Square property has led to a slight reduction in congestion at the intersection, but development of the Town Square property may reverse the trend.
- The *Town Square Study* found that congestion at this intersection is exacerbated by the offset alignment of the northern (Montreat Road) and southern legs (Broadway Avenue) of NC 9, which creates an intersection that is awkward for vehicles and pedestrians. The *Town Square Study* recommended the realignment on Montreat Road eastward into the Town Square property to reduce traffic congestion and enhance pedestrian safety at the intersection.
- US 70 also carries a significant amount of truck traffic through downtown that worsens congestion. Many residents also believe that the truck traffic harms the pedestrian character of downtown.
- Given the proximity of existing buildings, widening of US 70 or NC 9 is not an option, and there are no obvious alternative routes, either existing or potential.

**Pedestrian and Bike Facilities**

Pedestrian and bike facilities enhance the appeal of downtown and provide alternative access to downtown that can help relieve vehicle congestion.

- Sidewalk connections in the downtown area are generally adequate, but the Pedestrian Transportation Plan recommends safety improvements to several pedestrian crossings in the downtown area.
- There is a lack of bike racks in the downtown area. Bike racks currently exist only in front of Epic Cycles on Sutton Avenue. There are plans to install bike racks at the Town Square property.
- The Greenways Commission has considered establishing a designated Greenway path into downtown Black Mountain.

**Underground Power Lines**

Vision Statement #3 *Community Appearance* calls for the burial of overhead power lines in the downtown area.

- Downtown merchants and Town leaders are interested in placing downtown power lines underground to remove obstacle to the view-shed and improve the aesthetic appeal of downtown Black Mountain. The
Town has contracted with a private consultant to conduct a study assessing the feasibility and cost of undergrounding the downtown power lines.\textsuperscript{16}

\textbf{Stormwater drainage}

The 2009 Stormwater Master Plan found that the aging downtown stormwater system was in need of significant repairs and replacement to increase capacity.

\begin{itemize}
  \item Town staff and downtown merchants identified problem areas at the intersection of NC 9 and Sutton Ave, and at the intersection of NC 9 and US 70.
  \item NC DOT may be able to make small repairs and replacements with standing maintenance funds and during the US 70 Resurfacing planned for the summer of 2014.
  \item The Stormwater Master Plan recommends the replacement of the downtown stormwater system with two new systems to the east and west of NC 9 and the installation of water quality BMPs to filter out stormwater pollutants.\textsuperscript{17}
\end{itemize}

\textbf{Streetscape}

Citizens and Planning Board members commented during the planning process that a streetscape plan for downtown could improve the downtown aesthetics, walkability and access.

\begin{itemize}
  \item A plan with building and streetscape design standards for downtown could be used to better integrate shops with the street; improve downtown access and safety for pedestrians, cyclists and transit riders; provide adequate on-street parking and encourage the shared use of off-street parking; and provide opportunities for additional landscaping, street tree canopy and stormwater management features.\textsuperscript{18}
  \item Any streetscape planning process should involve the Urban Forestry Commission, which is developing a tree plan for downtown Black Mountain. This plan will guide the planting and maintenance of street trees to provide shade, a sense of place, and a more inviting setting for pedestrians.
\end{itemize}

\textbf{Small Area Plan for Downtown}

\begin{itemize}
  \item Parking, traffic, pedestrian and bike travel, transit, land use, and stormwater interact in complex and unexpected ways downtown. To make the most cost-effective downtown infrastructure investments the \textit{Town Square Study} recommends the development of a small area plan for the Central Business District that coordinates and prioritizes investments to address each of these issues downtown.\textsuperscript{19}
  \item A small area plan for downtown can be a valuable asset to compete for grant funding by demonstrating both need and strategic planning, especially if used to leverage funding from multiple sources.
  \item There was mixed support from the Planning Board for such a downtown master plan.
\end{itemize}

\textsuperscript{16} See Chapter 5 for more details on plans to underground power lines in downtown Black Mountain.

\textsuperscript{17} See Chapter 5 for more details on the downtown stormwater system.

\textsuperscript{18} Streets can be designed with features that manage stormwater and protect water quality by reducing the volume of water that flows directly to streams and rivers. A street tree canopy can be used to catch rain, provide shade and improve air quality. The Stormwater Master Plan recommends stormwater BMPs for the downtown areas that could be incorporated into a future streetscape plan.

\textsuperscript{19} See Town Square Study Chapter 4.4 Town Square Development and Streetscape Concepts (p. 34)
## Downtown Development Goals, Strategies and Actions

<table>
<thead>
<tr>
<th>Goal</th>
<th>Strategy</th>
<th>#</th>
<th>Action Item</th>
</tr>
</thead>
<tbody>
<tr>
<td>Enhance downtown as a vibrant gathering place that supports retailers and entertainment, cultural and civic uses.</td>
<td>Encourage development of Town Square property</td>
<td>ED-2.1.1</td>
<td>Continue to promote fundraising events for Town Square project</td>
</tr>
<tr>
<td></td>
<td></td>
<td>ED-2.1.2</td>
<td>Continue coordination of labor and material donations for Town Square project</td>
</tr>
<tr>
<td>Make better use of parking in and around downtown</td>
<td></td>
<td>ED-2.2.1</td>
<td>Implement selected Town Square Study parking recommendations</td>
</tr>
<tr>
<td></td>
<td></td>
<td>ED-2.2.2</td>
<td>Review and recommend revisions to on-street parking, shared parking, and flexible parking requirements</td>
</tr>
<tr>
<td>Enhance the aesthetic appeal and walkability of downtown streets</td>
<td></td>
<td>ED-2.3.1</td>
<td>See Action LU-4.1.1</td>
</tr>
<tr>
<td></td>
<td></td>
<td>ED-2.4.1</td>
<td>Develop a plan for landscaping, street furniture, signage, lighting, parking, and facades in the downtown area</td>
</tr>
<tr>
<td></td>
<td></td>
<td>ED-2.4.2</td>
<td>Develop a phased approach for placing downtown utilities underground (See Action U-4.1.1)</td>
</tr>
</tbody>
</table>
7.4 Tourism

Tourism has been an essential element of local economy in Black Mountain and the greater Asheville region since the construction of the railroad in the late 19th century.

Community Support

- Vision Statements supported:

  #10. Economic Opportunity: We see a local economic base made up mainly of small businesses and moderate-sized, clean industries providing good paying jobs, particularly to local area workers. While tourism continues to be an important segment of the economy, it is balanced by large numbers of persons employed in services, general retail, manufacturing, and other employment industries. We see the residents of Black Mountain finding excellent career opportunities in the community, with the prospect of continued advancement as they go on to develop their skills and earning power.

Tourism Economy

- The Buncombe County Tourism Development Authority estimates that one third of all retail sales in Buncombe County are generated by the 3.13 million annual visitors.\(^{20}\)
- The primary drivers of tourism to the Asheville region are the mountain scenery, the Biltmore Estate, the Blue Ridge Parkway, and downtown Asheville.\(^{21}\) Many of the visitors to these major attractors also visit Black Mountain due to its proximity to Asheville and its location on I-40 at the eastern gateway to the region.
- Over 60 percent of marketable trips to the Asheville region are planned on the internet.\(^{22}\)
- Black Mountain is a tourism destination in its own right, especially for day visits. Many tourists come to Black Mountain to shop and dine in the historic downtown and to enjoy local cultural attractions and events, such as the Black Mountain Center for the Arts and the Sourwood Festival. The Black Mountain economy also benefits from visitors to Montreat and other attractions in the Swannanoa valley, including the Lake Eden Arts Festival, summer camps, and religious retreats.
- Based on Black Mountain Visitor Center statistics on visitation, tourist visits to Black Mountain are highest in the summer season, but the single month peak often occurs in October during leaf season (Figure 7-9).

\(^{21}\) http://www.ashevillecvb.com/visitor-research/fast-facts/primary-drivers/
Tourism Development Activities

Black-Mountain Swannanoa Chamber of Commerce
Marketing Black Mountain attractions and events to tourists is the primary activity of the Black Mountain-Swannanoa Chamber of Commerce. Specific Chamber marketing activities include:

- Operating the downtown Visitor’s Center that directs tourists to local businesses, attractions and events;
- Promoting the Town as a destination for tourists online through Blackmountain.org and ExploreBlackMountain.org;  
- Advertising in magazines and online publications; and
- Submitting newspaper and magazine stories about unique or interesting aspects of Black Mountain.
- The Chamber also provides information on real estate for visitors looking to make Black Mountain their home or open a business in Town.

Buncombe County Tourism Development Authority and the Asheville Convention & Visitors Bureau
Buncombe County Tourism Development Authority (BCTDA) and the Asheville Convention & Visitors Bureau (ACVB) work in partnership to promote the Asheville area as an attractive destination to visitors. ACVB operates Exploreasheville.com, which features Black Mountain and other nearby destinations.

- BCTDA oversees the Tourism Product Development Fund, which provides financial assistance for tourism projects, such as the Asheville Area Way-finding Program, which included the installation of distinctive signage for destinations in Black Mountain.

---

23 The Chamber has also developed a smart phone application to market Black Mountain to visitors.

24 http://www.ashevillechamber.org/chamber/departments/convention-and-visitors-bureau#sthash.gfKXZyNu.dpuf#opment#sthash.GxkU5Kyp.dpuf
Town of Black Mountain Support for Tourism

Town of Black Mountain promotes tourism indirectly through the support of cultural events and attractions (e.g. Sourwood Festival, Park Rhythms Concert Series), the maintenance of public parks and downtown amenities (e.g. public bathrooms), and zoning regulations to protect the character of the downtown.

Opportunities for Tourism Development

Outdoor Recreation and Farms

- Popular cycling routes around Black Mountain make the Town an attractive destination for cyclists, who spend money at downtown restaurants, music venues, and stores. Black Mountain has also become a staging area for running and bicycle-oriented events, such as Cycle to Farm (CTF), a series of bicycle rides that visit local farms (Figure 7-10). CTF and similar events bring a large number of consumers into Town, including many that have never visited Black Mountain. The Town of Black Mountain Recreation and Parks Department has helped to organize and promote these events.

- The growing opportunity for bike-based tourism and other recreational events could be strengthened by a greenway connecting downtown Black Mountain to Swannanoa, Warren Wilson College, and Asheville. Such a greenway could attract many more cyclists to downtown Black Mountain, including less experienced cyclists that may otherwise be deterred by the high traffic along US 70. Plans for such a greenway are outlined in the Buncombe County Greenway Feasibility Study and the Black Mountain Greenway Master Plan. 25

- Greenway development is also a strategy supported by the Certified Entrepreneurial Community Task Force.

Figure 7-10 Cycle-to-Farm participants stop to sample foods from a local farm

---

25 Plans for such a Greenway are outlined in the Buncombe County Greenway Feasibility Study and the Blue Ridge Bike Plan. Sections within Black Mountain are proposed in the Black Mountain Greenway Master Plan and the US 70 Corridor Study. This greenway would follow the Swannanoa River or run parallel to US Hwy 70 and cyclists would access downtown Black Mountain through the In-the-Oaks trail (See Map XX in Chapter X).
Craft Breweries

- A growing number of visitors are drawn to the Asheville region by the local breweries, including Pisgah Brewing in Black Mountain, which is consistently rated among the top breweries in the region and the state. Pisgah Brewing has also become a major music venue in the Asheville region, with an indoor stage in the tap room and an outdoor stage for larger acts.
- Businesses in the Asheville area have sprung up to respond to the growing interest in the Asheville beer scene by offering tours of breweries.26
- Other municipalities in the region are supporting the growth of craft brewing businesses in their community with special events, such as the Waynesville Brewery Festival.

Arts and Culture

- The Town Square Steering Committee selected a Conceptual Plan for the Town Square that is designed to attract more visitors to downtown Black Mountain for cultural events and markets that support the local arts scene.
- Many visitors also come to downtown Black Mountain in search of the Black Mountain College Museum only to find that the Museum is located in Asheville. There are no permanent exhibits on the Black Mountain College within Black Mountain or at Lake Eden, the former of site of the Black Mountain College.27

Tourism Goals, Strategies and Actions

Tourism is promoted by the Town through the implementation of other related strategies in the Comprehensive Plan such as downtown development, support for arts and culture, historic preservation, business development, and the development of greenways and parks.

27 See Chapter 8: Historic and Cultural Resources for more information on Black Mountain College.
Map 7-1 Black Mountain Land Use in Commercial / Industrial / Institutional / Mixed Use Districts
Chapter 8: Historic and Cultural Resources

Purpose
This chapter provides an inventory of Black Mountain’s existing cultural and historic resources and recommends strategies to preserve and enhance these resources.

Chapter Outline
Section 8.1: Historic Preservation
Section 8.2: Cultural Resources

8.1 Historic Preservation
Black Mountain’s historic downtown has long been recognized as a unique local resource that forms the foundation of the community’s economy and cultural identity.

Community Support

- Vision Statements supported by the preservation of Black Mountain’s historical resources include:

  #6. Downtown Black Mountain: We see a healthy, vibrant downtown with a wide range of shopping, dining, working, and cultural attractions. Our downtown streets are filled with people and activity during daytime, as well as evening hours. Storefronts and sidewalks exhibit a colorful, inviting mixture of merchandise, flower-filled planters, benches and other amenities. Additional parking has been provided on the interior of blocks or at perimeter parking lots, so as not to detract from the tightly woven, pedestrian character of the area. Downtown buildings, new and old, have retained and respected the modest architectural scale and design detail that is so much a part of the heritage of Black Mountain.

  #1. Small Town Character and Community Identity We see Black Mountain as a charming, village-like community, nestled in the midst of beautiful Appalachian Mountain scenery. Our views from town to surrounding mountain vistas have been preserved. Development has been sensitive to the natural features of the land, and has avoided the destruction of ridge tops, in particular. While growing, we’ve maintained our small town atmosphere and have honored the historic character of the community. We have avoided the ticky-tacky development that sometimes comes with undesirable growth.

Historic Downtown Black Mountain
Historically, the town first developed along the stagecoach road (now State Street) and later around the railroad on Black Mountain Avenue and Sutton Avenue. Commercial development spread along Cherry Street and Broadway Avenue because it connected these transportation routes. There was a revival of development along State Street in the 1920s when it became part of Highway 10, which is now US 70. Today these travel arteries and the commercial development they spawned define the Black Mountain Downtown Historic District (Map 8-1).
Many of the original buildings in the downtown were wooden structures that were devastated by a fire in 1912. Today, most of the district consists of one- and two-story brick row buildings from the 1920s that feature storefronts with display windows, entrances, transoms, awnings, and simple parapets (Figure 8-1). These historic downtown buildings have become attractive spaces for unique local shops, galleries and restaurants that attract visitors and residents downtown. Some of the notable structures that have become associated with Black Mountain’s downtown are listed below.

- The 1921 Firehouse and the adjacent 1927 City Hall, distinguished by their Classical Revival style brick ornamentation, now house the Swannanoa Valley Museum and the Black Mountain Center for the Arts, respectively (Figure 8-3). The Firehouse was designed and built by Richard Sharp Smith, supervising architect at the Biltmore Estate.
- The Black Mountain Depot, located along the railroad at the corner of Sutton and Black Mountain Avenues, was the gateway to Black Mountain for visitors that came by rail. The depot was built in 1909 in the Craftsman style and may have been designed by Richard Sharp Smith. Today the Depot serves as a gallery for a local artist co-op.
- The McKoy Building, located at 101 Black Mountain Avenue, is a large two-story brick building built by J.W. McKoy around 1890 as a grocery store. The basement is believed to have served as Black Mountain’s first town hall. The building has been rehabilitated with the help of documentary photographs to reconstruct missing elements.
- The only notable dwelling in the district is the George Stepp House, a two-story “Queen Anne influenced” home built in 1907 with a wrap-around porch and a recessed second-story porch. George Stepp was mayor of Black Mountain from 1908 to 1911 and 1915 to 1917. This historic home now houses Louise’s Kitchen, a popular local restaurant (Figure 8-2).

---

1 Source: Swannanoa Valley Museum Collection http://www.swannanoavalleymuseum.org/
2 The McKoy Building is pictured in Chapter 7: Economic Development.
Historic Preservation Programs and Policies

Historic Preservation Commission
- The Historic Preservation Commission (HPC) was established in 2001 to preserve and raise awareness of historically significant structures in Black Mountain. The HPC has led successful initiatives to establish local zoning regulations and National Historic Register designations that enable the Town and its residents to preserve Black Mountain’s historic resources. The everyday work of the HPC includes recommending areas or structures to be designated as historic districts or landmarks on the National Historic Register and reviewing proposals for alterations, demolition or new construction within the Downtown Historic District. The HPC also raises awareness of historic resources within Black Mountain.

National Register of Historic Places
- The National Register of Historic Places, a program managed by the US National Park Service, is the official list of the Nation’s historic places worthy of preservation. Owners of properties listed on the National Register or located within a Historic District on the National Register are eligible for rehabilitation tax credits.
- From 2001 to 2004, the HPC worked to get Black Mountain’s historic downtown on the National Register of Historic Places. Many of the existing buildings in downtown Black Mountain are brick row buildings built in the 1920s (Figure 8-1).
- An inventory of residential structures completed by the HPC in 2010 was used to successfully nominate the Thomas Chapel to the National Register. The Town also received a Certified Local Government (CLG) grant to develop successful nominations for the South Montreat Road and Dougherty Heights Neighborhoods. These two neighborhoods were added to the National Register of Historic Places in 2011. The boundaries of these historic neighborhoods and the Black Mountain Downtown Historic District are shown in Map 8-1.
- All districts and buildings in Black Mountain listed on the National Register of Historic Places are listed in Table 8-1, and include several additional resources, including the Black Mountain College Historic District, the Monte Vista Hotel and the In-the-Oaks Estate on Montreat College’s Black Mountain campus.

---

3 Photo credit: Lyle C. [http://www.yelp.com/biz_photos/louises-kitchen-black-mountain?select=ttF4eIP334SndjbF8UvpGw#ttF4eIP334SndjbF8UvpGw]
4 Authorized by the National Historic Preservation Act of 1966, the National Register of Historic Places is a national program to coordinate efforts to identify, evaluate, and protect America’s historic and archeological resources.
5 [National Register of Historic Places Travel Itinerary: Asheville](http://www.nps.gov/nr/travel/asheville/int.htm)
• Black Mountain College was established in 1933 as an experimental school for interdisciplinary education with a focus on the role of the arts and creative thinking. During the 1940s Black Mountain College attracted artistic talent from across the country that developed into a rich community of international musicians, architects and writers.

Table 8-1 Black Mountain Districts and Buildings on the National Register of Historic Places

<table>
<thead>
<tr>
<th>Resource Name</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>Black Mountain Downtown Historic District</td>
<td>Black Mountain Ave., Sutton Ave., Cherry St., Broadway Ave., W State St; Shown in Map 8-1</td>
</tr>
<tr>
<td>Thomas Chapel A.M.E. Zion Church</td>
<td>300 Cragmont Rd.</td>
</tr>
<tr>
<td>Dougherty Heights Historic District</td>
<td>Church St, Connally St, and N Dougherty St, Laurel Circle, Prospect St, and New Bern Ave.; Shown on Map 8-1</td>
</tr>
<tr>
<td>South Montreat Road Historic District</td>
<td>Along Montreat Rd, 102 First St, 100 Third St, 100 Ninth St, and 101 Beech St.; Shown on Map 8-1</td>
</tr>
<tr>
<td>Black Mountain College Historic District</td>
<td>375 Lake Eden Rd.; Location is the current site of Camp Rockmont and the Lake Eden Arts Festival</td>
</tr>
<tr>
<td>Monte Vista Hotel</td>
<td>308 W. State St.; Shown on Map 8-1</td>
</tr>
<tr>
<td>In The Oaks Estate</td>
<td>510 Vance Ave.</td>
</tr>
</tbody>
</table>

Downtown Historic District and Conservation District Zoning Overlay
• In 2004, the Town established a Downtown Historic District zoning overlay and adopted the Downtown Historic District Guidelines to protect the architectural character of downtown.6
• Prior to certain types of construction, renovation or sign permits, owners of property within the Downtown Historic District must submit plans to the HPC for review and receive a “Certification of Appropriateness”. Plans are reviewed based on conformance with the Historic District Guidelines which specify criteria and guidelines related to exterior details such as facades, materials, architectural details, scale, landscaping, and lighting.7
• The Town also established a Downtown Conservation District as an overlay district for commercial areas surrounding the Downtown Historic District. Major works must be submitted for review to the HPC, but the recommendations of the Commission are non-binding. The boundaries of the Downtown Historic District and Downtown Conservation District are shown in Map 8-1.

Historic Preservation Issues and Opportunities

Historic District Guidelines
• Concern was expressed by Town staff that the Historic District Guidelines for Black Mountain’s Downtown Historic District may be too vague to fully protect the architectural character of downtown buildings.

6 Black Mountain Land Use Code Section 4.7.3 Historic District and Historic Conservation District Overlay
Historic Rehabilitation Tax Credits

- There are several historic buildings in the Black Mountain Downtown Historic District that could be restored or reconstructed to highlight the Town’s rich history and provide much needed downtown commercial space. These buildings are also on the National Register of Historic Places, making them eligible for historic rehabilitation tax credits.

Certified Local Government Program

- Black Mountain is designated as a “Certified Local Government” through the Certified Local Government (CLG) Program, a partnership between the National Park Service, State Historic Preservation Offices, and local governments focused on promoting historic preservation. This certification provides the Town of Black Mountain with access to grants and technical resources for historic preservation.
- Types of activities that can be funded through the CLG program include: architectural, historical, and archeological surveys; nominations to the National Register of Historic Places; staff work for historic preservation commissions; design guidelines and preservation plans; public outreach materials such as publications, videos, exhibits, and brochures; training for commission members and staff; and rehabilitation or restoration of National Register listed properties.

Swannanoa Valley Museum

- The Swannanoa Valley Museum, Buncombe County’s primary museum of general local history, is located on West State Street in the former Black Mountain Fire House (Figure 8-3). The Museum features collections and exhibits of unique photos and artifacts that tell the story of the development of the Swannanoa Valley and Western North Carolina.8
- The Museum is an excellent local resource and partner for raising awareness and appreciation of Black Mountain’s History.

Figure 8-3 Black Mountain Firehouse and City Hall

Black Mountain College

- Many visitors also come to downtown Black Mountain in search of the Black Mountain College Museum only to find that the Museum is located in Asheville. There are no permanent exhibits on Black Mountain College within Black Mountain or at Lake Eden, the former of site of Black Mountain College.

8 http://www.swannanoavalleymuseum.org/about.htm
## Historic Preservation Goals, Strategies and Actions

<table>
<thead>
<tr>
<th>Goal</th>
<th>Strategy</th>
<th>#</th>
<th>Action Item</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Preserve historic character of downtown and older neighborhoods</strong></td>
<td>Adopt and review Historic Districts and Guidelines for appropriate areas</td>
<td>HP-1.1.1</td>
<td>Review Historic District Guidelines to ensure that they are preserving the historic character of downtown</td>
</tr>
<tr>
<td></td>
<td>Encourage rehabilitation of historic properties</td>
<td>HP-1.2.1</td>
<td>Educate owners of historic properties on available incentives for historic rehabilitation</td>
</tr>
<tr>
<td><strong>Raise awareness of Black Mountain’s unique history</strong></td>
<td>Expand historic preservation outreach and education</td>
<td>HP-2.1.1</td>
<td>Partner with Swannanoa Valley Museum and Black Mountain Chamber to develop signage, tours or exhibits that highlight the area’s rich history</td>
</tr>
</tbody>
</table>
8.2 Cultural Resources
Black Mountain’s cultural activities, events, and facilities support a vibrant local arts and music scene enjoyed by residents and visitors. Maintaining and building upon these resources as the community grows will help to create an enduring identity and sense of place in Black Mountain.

Community Support

- Vision Statements supported by the development and preservation of cultural resources in Black Mountain include:

  #14. The Arts, Entertainment, and Culture: We see enhanced community support for the arts, including the development of significant private and public funding sources. Opportunities for Black Mountain to host a variety of cultural and entertainment events, including music, dance and film festivals, have been made possible by the addition of a performing arts center, a movie theater and other performance and exhibit venues. We see gathering places for artists of all ages and types to develop their skills and share their talents with others.

Cultural Facilities

Theater and Music Venues

- The Black Mountain Center for the Arts is a community arts center that supports Black Mountain’s artist community through world-class musical concerts, theater productions, art exhibits, and a clay studio. The Center also offers classes and workshops in drawing, painting, music and dance. The Center for the Arts, housed in Black Mountain’s historic Town Hall, features a stage, an art gallery, and a clay studio.
- Owen High School, located just outside Town limits, has an auditorium that has been a good venue for community theater performances. The auditorium seats 400 and includes a large backstage area.
- The White Horse, located across from the Town Square, is a popular music venue that books shows each week with regionally and nationally recognized musicians (Figure 8-4).
- Pisgah Brewing books musical acts from across the country on their indoor stage and on a larger outdoor stage, attracting large crowds from across the region.
- Live music is also a regular feature at Black Mountain’s restaurants, bars and cafes. Local bands and musicians are regularly featured at locations such as the Black Mountain Ale House and the Town Pump.
Art Galleries and Studios

- Black Mountain is home to a variety of art galleries featuring local and regional pottery, jewelry, textiles, photography, woodcraft and ironwork. Popular galleries include the Seven Sisters Gallery, the Old Depot, Cherry Street Gallery, Sourwood Gallery, Red House Studios, AnTHM, Mountain Nest Gallery, and Black Mountain Iron Works.
- The Clay Studio at the Black Mountain Center for the Arts provides studio space for clay artists and pottery classes.
- Red House Studios and Gallery, Home to the Swannanoa Valley Fine Arts League, offers art classes and open studios to the community.

Festivals & Events

Cultural events at the community and neighborhood level, such as the Park Rhythms Concert Series and the Sourwood Festival, contribute to Black Mountain’s sense of community, increase the quality of life for residents, and attract tourism.

Annual Festivals and Events

- The Sourwood Festival is a free street festival in downtown Black Mountain that takes place in early August (Figure 8-5). The Festival includes a wide variety of local vendors, food, and music throughout the weekend that attracts thousands of residents and visitors downtown each summer. Many come for the famous Sourwood honey.
- The Lake Eden Arts Festival is a popular local music festival held in May and October at Camp Rockmont on Lake Eden that draws an international audience.
- Holly Jolly Night, which takes place on the first Friday night in December, is a walkabout in local stores that creates a festive kickoff to the holiday season and encourages participants to buy gifts from local merchants.
Ongoing Events

- Each summer the Black Mountain Recreation & Parks Department organizes the “Park Rhythms Concert Series”, a free outdoor concert series held at Lake Tomahawk Park every Thursday evening from late June through mid-August (Figure 8-6).

Figure 8-5 Sourwood Festival

Figure 8-6 Park Rhythms Concert Series

- The Black Mountain Tailgate Market operates Saturday morning from mid-May to late October at the grounds of the First Baptist Church.¹⁰
- "First Fridays" features art, music and drink specials on the first Friday of each month at the Monte Vista Hotel.
- Art shows at the various galleries in Black Mountain take place throughout the year, especially during the tourist season.

Town Square

- The Town Square property has been used to host “Rockin’ on the Square” concerts to raise funds for the Town Square project.

---

⁹ Photo credit: The Black Mountain News
Cultural Resources Issues and Opportunities

Theater Space
- The need for a theater space was an action item in the 2004 Comprehensive Plan, but was discontinued due to a lack of support from Town residents, the Planning Board and Town leaders.

Coordination with Retreats, Conference Centers, and Schools
- The removal of the theater action item reinforced the Planning Board’s support for Town efforts to coordinate with retreats, conference centers and schools for the joint use of cultural and recreational facilities.
  - Town staff noted that it can sometimes be hard to coordinate with retreats, but that they do communicate with them periodically regarding the use of spaces for cultural events.
  - Buncombe County School facilities are available for public use and the Owen High School auditorium provides an excellent community theater space.

Town Square
- The Conceptual Plan for the Town Square creates an attractive public space for outdoor concerts and theater, movies on the lawn, festivals, markets, and other cultural activities that can support the local arts scene.

Goals, Strategies and Actions for Cultural Resources

<table>
<thead>
<tr>
<th>Goal</th>
<th>Strategy</th>
<th>#</th>
<th>Action Item</th>
</tr>
</thead>
<tbody>
<tr>
<td>Expand the arts and culture presence in Black Mountain in order to boost quality of life and economic activity</td>
<td>Encourage programming of cultural events in civic spaces</td>
<td>CR-1.1.1</td>
<td>Work with arts organizations to facilitate the use of civic spaces for cultural events</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>CR-1.1.2 Coordinate with retreats, conference centers and schools for joint use of cultural and recreational facilities</td>
</tr>
</tbody>
</table>
Chapter 9: Implementation

**9.1: Implementing the Plan**

Once the Board of Aldermen adopts the Comprehensive Plan, it is the official policy document to inform future development decisions so that they best support Black Mountain’s Community Vision. The goals, strategies and actions in the Action Matrix will guide land development regulations, the approval of development proposals, and Town budgeting for facilities and infrastructure.

**Who Implements the Plan?**

The Board of Aldermen will lead the implementation of the Plan through policy and funding decisions over the next five years using the goals, strategies and actions in the Action Matrix as guidance. The Town Manager and department heads will use the Action Matrix when preparing department budgets, capital improvement plans, strategic departmental plans (e.g. Recreation & Parks Master Plan), and monthly/annual work plans. The Action Matrix will also be used to guide the decisions and plans of Town boards and commissions.

**Implementation Tools**

The primary tools and strategies used to implement the Plan’s recommendations are listed below.

- **Town Land Development Regulations**
  - The Town Land Use Code will be one of the primary tools used to implement policies in the Comprehensive Plan relating to land development. Policies in the Plan will guide future revisions to the zoning district requirements, the zoning map, subdivision regulations, environmental regulations, and other sections of the Land Use Code, such as those related to parking, infrastructure, signage, and affordable housing.

- **Development Approvals**
  - Development review and approval decisions will consider whether a project supports Comprehensive Plan Goals, Strategies and Actions.

- **Town Budgets and Fiscal Planning**
  - The Comprehensive Plan is also intended to guide Town fiscal planning and budgeting decisions. The primary tool used to implement infrastructure and facility priorities identified in the Comprehensive Plan is the Town’s Capital Improvement Plan.
Improvement Plan is a management and fiscal planning tool that the Town uses to identify and prioritize needed public improvements and facilities. Comprehensive Plan priorities will also be reflected in the approved budgets for most Town departments.

**Planning and Programming**
- The Comprehensive Plan will also influence decisions about planning and programming activities that Town staff will prioritize over the next five years. The priorities in the Comprehensive Plan will be reflected in certain departmental plans.

**Education**
- Education and outreach is necessary to inform residents and stakeholders of plan Goals, Strategies, and Actions. This effort will rely on the distribution of Comprehensive Plan executive summaries, FAQs, and other outreach tools via the Town website, the *Black Mountain News*, and newsletters. Presentations to civic groups, Town Commissions, and key stakeholders will be used as an additional means of outreach. Copies of the Comprehensive Plan will be available at Town Hall, the Black Mountain Library and posted on the Town website.

**Partnerships**
- Most of the Actions in the Plan will be implemented by Town staff and elected/appointed officials. However, implementation of some Actions will involve the Town working with other stakeholders, such as NC DOT and private developers.
- Voluntary partnerships with stakeholders, including other governmental entities, civic organizations and local businesses will also be pursued by the Town to maximize resources and buy-in when implementing Actions in the Plan.

**Monitoring**
- Progress on the implementation of the Comprehensive Plan will be reviewed by the Board of Aldermen on an annual basis to determine whether the policies and decisions of the Town are supporting the implementation of Actions in the Comprehensive Plan. The Planning Board will work with the Planning Department and other departments to publish an annual progress report to the Board of Aldermen summarizing important accomplishments, critical issues and key entities responsible for implementation.

**Amendments**
- Minor amendments to the Comprehensive Plan will be considered by the Planning Board on an annual basis and timed to follow the annual progress report on Comprehensive Plan implementation. The Planning Board will recommend minor Plan amendments to the Board of Aldermen for adoption.
- Proponents of a Comprehensive Plan amendment must demonstrate its need and justification, as follows:
Significant changes have occurred since the adoption of the Plan that necessitate the proposed amendment;
Inconsistencies in the adopted Plan inhibit the ability of the Town to support the goals of the Plan;
The Town’s ability to support the goals of the Plan will be enhanced by the amendment; and or
The Town’s ability to address community priorities beyond the scope of the Comprehensive Plan is inhibited by the policies in the Plan.¹

- All proposed amendments to the Comprehensive Plan will be reviewed for consistency with the Vision Statements, Goals, Strategies and Actions in the adopted Plan.
- The Future Land Use Map (LU-1.1.1) will need to be adopted by the Board of Aldermen as an amendment to the Comprehensive Plan.

Updates

- A more extensive update of the Comprehensive Plan will be conducted every five years to ensure that Town policies reflect changes in demography, economic markets and public priorities. Work on the next Comprehensive Plan update should begin in 2019.

¹ Broad support for a community priority from a majority of Town residents should be demonstrated by proponents of such an amendment.
9.2: Action Matrix

The effectiveness of the Comprehensive Plan will be measured by the implementation of actions in the Action Matrix below. The Action Matrix summarizes all of the Actions recommended in the Plan. The Action Matrix is intended to be used by the Board of Aldermen, Town departments, and other Town boards and commissions to prioritize future actions and investments, inform development decisions, and to review progress on plan implementation. The priorities, responsible parties and timeframes assigned to actions in the Matrix are described in more detail below.

Goals, Strategies, and Actions

- All Goals, Strategies and Actions identified in the preceding chapters are listed in the Action Matrix. The Actions are the primary elements of the Action Matrix, as they relate directly to the Responsible Party, Timeframe and Priority columns. The Goals and Strategies are provided for reference and to demonstrate each Action’s connection with the broader Comprehensive Plan.
- In order to provide residents with the full picture of Town efforts to promote Black Mountain’s Community Vision, relevant ongoing Actions and policies of the Town have been included in the Action Matrix. The “Priority” and “Timeframe” cells for these Actions are blocked out in grey to reflect their ongoing nature (Figure 9-1).

Figure 9-1 Example of an Ongoing Action

<table>
<thead>
<tr>
<th>Strategy</th>
<th>#</th>
<th>Action Item</th>
<th>Responsible Party</th>
<th>Priority</th>
<th>Timeframe</th>
</tr>
</thead>
<tbody>
<tr>
<td>Provide adequate staff support for operation of the Town's Stormwater Management Program to reduce pollution and erosion impacts of stormwater</td>
<td>E-2.1.1</td>
<td>Implement six minimum measures: Stormwater runoff education &amp; outreach, public outreach, illicit discharge detection, control of construction site runoff, post-construction runoff, municipal operations pollution prevention</td>
<td>Planning</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Responsible Party

- The entity designated to lead the implementation of an Action is listed in the “Responsible Party” column of the Action Matrix. In most cases a Town department, board, or committee is listed under “Responsible Party” as the most fit entity to oversee accomplishment of the Action. Town departments are listed in italics.
• When two or more responsible parties are listed, the first party listed is considered the lead entity. In several cases other organizations are listed that the Town must depend on to implement an Action.

Timeframe
• The “Timeframe” column provides suggested start dates for many recommendations. These timeframes are rough estimates intended to give Town staff, the Board of Aldermen, residents and other stakeholders a general idea of when projects should occur. Many Actions are incremental and build on one another to implement broader overarching goals. For example, identifying areas for mixed use zoning (LU-4.1.1) builds on the development of the Future Land Use Map (LU-1.1.1).
• Timeframes have been assigned to all capital projects with the help of input from the Town Manager and the priority rankings of Planning Board members. Other actions that are time-dependent have also been assigned timeframes.
• “Short term” Actions should be started within the next year. “Medium term” Actions should be started within two years. “Long term” Actions should be started within three to five years. Implementation of all actions should begin within the next five years. The “Timeframe” column is blocked out for ongoing actions, which have no start date.

Priority
• In the “Priority” column Actions are ranked with a priority of “Medium”, “High”, or “Highest”. Every effort should be made to implement “Highest” priority Actions over the next five years, with an understanding that implementation of some of these Actions will depend on other stakeholders, such as NCDOT. The completion of some Actions, such as the Montreat Road sidewalk, may require five or more years. Other Actions will be pursued as staff and financial resources become available. As a general rule, staff and financial resources should be directed to “High” priority actions before “Medium” priority Actions. Ongoing actions have no priority.
• Priority rankings serve as guidelines to inform Town policy makers, private stakeholders, and citizens about the relative priorities of the Town. There is no requirement that an Action with the “Highest” priority ranking be implemented before an Action with a lower ranking. This flexibility allows the Town to respond to new opportunities to implement Actions in a manner that makes efficient use of existing Town resources and staff.
• The Future Land Use Map (LU-1.1.1) should be among the first Actions to be implemented, because so many other Actions will rely on the use of the Map to guide future development decisions.\(^2\)

\(^2\) See Chapter 2: Land Use and Housing for more information on the Future Land Use Map
## Comprehensive Plan Action Matrix


<table>
<thead>
<tr>
<th>Goal</th>
<th>Strategy</th>
<th>Action Item</th>
<th>Responsible Party</th>
<th>Priority</th>
<th>Time frame</th>
</tr>
</thead>
<tbody>
<tr>
<td>Identify preferred areas for growth in Black Mountain and areas for preservation</td>
<td>Amend Comprehensive Plan to include Future Land Use Map that highlights preferred growth areas as well as preferred uses and general design guidelines for all areas in Black Mountain</td>
<td>LU-1.1.1 Draft Future Land Use Map as amendment to Comprehensive Plan Update</td>
<td>Planning</td>
<td>Highest</td>
<td>Short term</td>
</tr>
<tr>
<td></td>
<td></td>
<td>LU-1.1.2 Educate citizens about smart growth concepts and examples of how it is helping the Town realize its Vision for Black Mountain</td>
<td>Planning</td>
<td>Highest</td>
<td>Short term</td>
</tr>
<tr>
<td>Encourage development that utilizes existing infrastructure in order to maximize public investment and revitalize existing neighborhoods.</td>
<td>Using Future Land Use Map as a guide, create policies to incentivize infill development and adaptive re-use of vacant and underutilized properties</td>
<td>LU-2.1.1 Review zoning standards and revise as necessary to enable development of vacant and underutilized properties in preferred growth areas of Town where infrastructure already exists</td>
<td>Planning</td>
<td>Highest</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>LU-2.1.2 Elevate the priority of maintenance projects such as street and sidewalk repaving and water line replacement to incentivize development in preferred areas of Town</td>
<td>Admin., Planning</td>
<td>Highest</td>
<td></td>
</tr>
<tr>
<td>Protect environmentally sensitive areas and natural resources from impacts of development</td>
<td>Use Land Use Code to limit impact of development in environmentally sensitive areas</td>
<td>LU-3.1.1 Implement Actions E-1.1.1 to E-1.3.1 and E-2.3.2</td>
<td>Planning</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Encourage compact, mixed-use development that preserves open space and supports</td>
<td>Enable and incentivize mixed use development</td>
<td>LU-4.1.1 Use Future Land Use Map to identify additional districts in which to allow mixed use development</td>
<td>Planning</td>
<td></td>
<td>High</td>
</tr>
<tr>
<td>Service Activities</td>
<td>Description</td>
<td>Code</td>
<td>Action</td>
<td>Responsible Parties</td>
<td>Priority</td>
</tr>
<tr>
<td>--------------------</td>
<td>-------------</td>
<td>------</td>
<td>--------</td>
<td>---------------------</td>
<td>----------</td>
</tr>
<tr>
<td>Services within close walking and biking distance</td>
<td>Locate sidewalks, greenways and transit stops near residential and mixed use areas with higher density</td>
<td>LU-4.2.1</td>
<td>Use Future Land Use Map to coordinate transportation improvements with complementary development</td>
<td>Planning</td>
<td>Highest</td>
</tr>
<tr>
<td>Maintain affordable housing options for residents of low and moderate incomes</td>
<td>Encourage provision of affordable housing units in new and existing developments</td>
<td>H-1.1.1</td>
<td>Explore best practices across the state to enhance incentives for provision of workforce housing in the Black Mountain Land Use Code</td>
<td>Housing Commission, Planning</td>
<td>High</td>
</tr>
<tr>
<td></td>
<td></td>
<td>H-1.1.2</td>
<td>Implement selected actions recommended for jurisdictions in the Consolidated Strategic Housing and Community Development Plan for the Asheville region</td>
<td>Housing Commission, Planning</td>
<td>High</td>
</tr>
<tr>
<td></td>
<td></td>
<td>H-1.1.3</td>
<td>Work with developers to promote new developments that mix subsidized housing with market-rate housing</td>
<td>Housing Commission, Planning</td>
<td>High</td>
</tr>
<tr>
<td></td>
<td>Facilitate location of affordable rental housing in Black Mountain</td>
<td>H-1.2.1</td>
<td>Housing Commission will work with regional partners to encourage land owners and renters to use a common online registry to post and search for affordable housing for rent</td>
<td>Housing Commission, Buncombe County</td>
<td>High</td>
</tr>
<tr>
<td>Encourage a mix of housing types to meet a variety of lifestyle needs</td>
<td>Encourage a wide range of housing formats to meet diverse and evolving needs of Town residents, including non-traditional households, such as empty nesters, seniors and young professionals without children.</td>
<td>H-2.1.1</td>
<td>Amend Land Use Code to incentivize a mix of housing types within a single development, including smaller housing types such as town homes, owner-occupied condos and 2-bedroom single family homes</td>
<td>Housing Commission, Planning</td>
<td>High</td>
</tr>
<tr>
<td></td>
<td></td>
<td>H-2.1.2</td>
<td>Encourage community-oriented developments with shared common spaces and facilities</td>
<td>Housing Commission, Planning</td>
<td>Medium</td>
</tr>
<tr>
<td>Ensure that existing housing stock is preserved and well maintained</td>
<td>Ensure that residential properties are adequately maintained</td>
<td>H-3.1.1</td>
<td>Enhance and enforce the Town's Minimum Housing Code</td>
<td>Housing Commission, Planning</td>
<td>High</td>
</tr>
</tbody>
</table>
Environment and Natural Resources


<table>
<thead>
<tr>
<th>Goal</th>
<th>Strategy</th>
<th>Action Item</th>
<th>Responsible Party</th>
<th>Priority</th>
<th>Time frame</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preserve open space, trees and environmentally sensitive areas</td>
<td>Incentivize and require preservation of open space in new developments</td>
<td>E-1.1.1 Raise awareness of housing developments options that preserve open space, such as Cottage Housing Developments and Conservation Subdivisions.</td>
<td>Planning</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>E-1.1.2 Enforce open space requirements for Subdivisions and Special Uses</td>
<td>Planning</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>E-1.1.3 Incorporate DENR’s Conservation Planning Tool into the Development Review Process</td>
<td>Planning</td>
<td>Medium</td>
<td></td>
</tr>
<tr>
<td>Protect trees in new developments and redevelopments</td>
<td>E-1.2.1 Work with Urban Forestry Commission to explore ways enhance tree protection through programs and through incentives in the Land Use Code</td>
<td>Planning, Urban Forestry Commission</td>
<td>Medium</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Limit impact of development on steep slopes</td>
<td>E-1.3.1 Enforce steep slope requirements in Land Use Code</td>
<td>Planning</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Preserve the quality of water as it flows through Black Mountain</td>
<td>Provide adequate staff support for operation of the Town’s Stormwater Management Program to reduce pollution and erosion impacts of stormwater</td>
<td>E-2.1.1 Implement six minimum measures: Stormwater runoff education &amp; outreach, public outreach, illicit discharge detection, control of construction site runoff, post-construction runoff, municipal operations pollution prevention</td>
<td>Planning</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>E-2.1.2 Participate in WNC Stormwater Partnership meetings and trainings to enhance effectiveness of Stormwater Management Program</td>
<td>Planning</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Implement selected water quality projects in Stormwater Master Plan</td>
<td>E-2.2.1 Construct downtown stormwater BMPs with grant support from NC DWQ</td>
<td>Planning</td>
<td>Highest</td>
<td>Medium term</td>
<td></td>
</tr>
<tr>
<td></td>
<td>E-2.2.2 Identify stormwater BMPs that can be incorporated into a downtown streetscape improvements plan</td>
<td>Planning</td>
<td>Highest</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>E-2.2.3 Coordinate with the NC Cooperative Extension Service and local non-profits on stream preservation and restoration projects</td>
<td>Planning</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
## Chapter 9: Implementation

<table>
<thead>
<tr>
<th>Action</th>
<th>Task Description</th>
<th>Responsible Agency(s)</th>
<th>Importance</th>
<th>Timeframe</th>
</tr>
</thead>
<tbody>
<tr>
<td>Encourage Low-Impact Development practices that reduce stormwater pollution</td>
<td><strong>E-2.3.1</strong> Work with WNC Stormwater Partnership and NCSU BAE Stormwater Team to educate town staff, developers and homeowners about Low-Impact Development in new and existing developments</td>
<td>Planning</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td><strong>E-2.3.2</strong> Review Black Mountain Land Use Code for opportunities to incentivize Low Impact Development</td>
<td>Planning</td>
<td>Medium</td>
<td></td>
</tr>
<tr>
<td>Improve water quality of Lake Tomahawk</td>
<td><strong>E-2.4.1</strong> Dredge Lake Tomahawk</td>
<td>Public Services</td>
<td>Highest</td>
<td>Short term</td>
</tr>
<tr>
<td>Discourage and reduce development of structures and impervious surfaces in the floodway and 100-year floodplain</td>
<td><strong>E-2.5.1</strong> Enforce Town's updated Flood Damage Prevention Ordinance</td>
<td>Planning</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td><strong>E-2.5.2</strong> Pursue grants to acquire properties in flood prone areas</td>
<td>Planning</td>
<td>Medium</td>
<td></td>
</tr>
<tr>
<td>Encourage reduced waste and increased sustainability, and set an example with Town operations and facilities</td>
<td><strong>E-3.1.1</strong> Implement recycling cart pilot project with Town's solid waste contractor</td>
<td>Admin., Public Services</td>
<td>Medium</td>
<td>Short term</td>
</tr>
<tr>
<td></td>
<td><strong>E-3.1.2</strong> Coordinate recycling education with rollout recycling cart pilot, including recycling brochure for residents and outreach at schools and events</td>
<td>Public Services, Land-of-Sky</td>
<td>Medium</td>
<td>Short term</td>
</tr>
<tr>
<td>Promote building designs and behaviors that conserve energy and water</td>
<td><strong>E-3.2.1</strong> Strengthen incentives in the Land Use Code for LEED designs that conserve energy and water</td>
<td>Planning</td>
<td>High</td>
<td></td>
</tr>
<tr>
<td></td>
<td><strong>E-3.2.2</strong> Develop guidelines for water-efficient landscaping that minimizes the use of municipal potable water for irrigation.</td>
<td>Public Services, Planning</td>
<td>High</td>
<td></td>
</tr>
<tr>
<td></td>
<td><strong>E-3.2.3</strong> Continue to provide information to residents on simple, inexpensive measures for reducing water and energy usage at home</td>
<td>Public Services</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td><strong>E-3.2.4</strong> Update and implement the Town's Strategic Energy Plan to include a water conservation chapter.</td>
<td>Planning</td>
<td>Medium</td>
<td></td>
</tr>
</tbody>
</table>
### Transportation


<table>
<thead>
<tr>
<th>Goal</th>
<th>Strategy</th>
<th>Action Item</th>
<th>Responsible Party</th>
<th>Priority</th>
<th>Time frame</th>
</tr>
</thead>
<tbody>
<tr>
<td>Create a network of sidewalks that provides accessibility for pedestrians throughout Town</td>
<td>Continue to implement priority sidewalk projects in the adopted Pedestrian Transportation Plan</td>
<td>Build Montreat Rd Sidewalk from 7th Street to the Montreat Gate</td>
<td>Public Services</td>
<td>Highest</td>
<td>Short term</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Implement other priority sidewalk projects as funding becomes available following an update of the sidewalk project priorities in the Pedestrian Plan</td>
<td>Public Services, Planning</td>
<td>Highest</td>
<td>Medium term</td>
</tr>
<tr>
<td></td>
<td>Continue to implement top policy and program recommendations in the adopted Pedestrian Transportation Plan</td>
<td>Enforce sidewalk and greenway requirements in Subdivision Ordinance</td>
<td>Planning</td>
<td>Medium</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Enforce sidewalk requirements for roadways in the Pedestrian Transportation Plan Overlay regulations in Land Use Code</td>
<td>Planning</td>
<td>Medium</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Review Pedestrian Plan with Town staff and implement selected policy recommendations</td>
<td>Planning</td>
<td>Medium</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Review Pedestrian Plan with Town staff and implement selected education, encouragement and enforcement program recommendations</td>
<td>Planning</td>
<td>Medium</td>
<td></td>
</tr>
<tr>
<td>Make crosswalks and intersections safer and more convenient for pedestrians</td>
<td>Implement priority crosswalk and intersection improvements recommended in the Pedestrian Transportation Plan</td>
<td></td>
<td>Public Services</td>
<td>Medium</td>
<td>Long term</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Introduce curb extensions at pedestrian crossings at Town Square intersection as recommended in MAB Study</td>
<td>Public Services, NCDOT</td>
<td>Medium</td>
<td>Long term</td>
</tr>
<tr>
<td>Share roadways with bikes</td>
<td>Develop bike-friendly streets and parking where appropriate</td>
<td>Identify and prioritize roadway infrastructure improvements for bikes (bike lanes, signage, sharrows, widened shoulders) on streets suitable for bike travel</td>
<td>Planning</td>
<td>Medium</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Install bicycle signage on roadways deemed suitable for bike travel</td>
<td>Public Services</td>
<td>Medium</td>
<td></td>
</tr>
</tbody>
</table>
## Chapter 9: Implementation

<table>
<thead>
<tr>
<th>Task</th>
<th>Priority</th>
<th>Timeline</th>
</tr>
</thead>
<tbody>
<tr>
<td>Install bike lanes or paved shoulders on roadways with appropriate street width and traffic conditions</td>
<td>Public Services, NCDOT</td>
<td>Medium</td>
</tr>
<tr>
<td>Install bike racks at Town facilities with high existing or potential demand</td>
<td>Planning, Public Services</td>
<td>Medium</td>
</tr>
<tr>
<td>Provide up-to-date bike maps (regional and local) to the public</td>
<td>Rec &amp; Parks</td>
<td>Medium</td>
</tr>
<tr>
<td>Hold events to encourage biking along preferred roadways and to educate residents about bike safety</td>
<td>Rec &amp; Parks</td>
<td>Medium</td>
</tr>
<tr>
<td>Incorporate bike racks into downtown streetscape improvements</td>
<td>Planning</td>
<td>Medium</td>
</tr>
<tr>
<td>Develop a Town Bike Plan that identifies and prioritizes recommendations to improve Black Mountain’s bicycle infrastructure.</td>
<td>Planning</td>
<td>Medium</td>
</tr>
<tr>
<td>Work with Greenways Commission to build Riverwalk Phase 2 trail</td>
<td>Greenways Commission, Planning</td>
<td>Highest</td>
</tr>
<tr>
<td>Work with Greenways Commission to implement other priority trails, including the Owen Spur, Tomahawk Spur and Emilee Russell Way Phase 2 trails</td>
<td>Greenways Commission, Planning</td>
<td>High</td>
</tr>
<tr>
<td>Restart discussion with Norfolk Southern regarding Railroad Trestle Clean-up and Greenway examined in Stormwater Master Plan</td>
<td>Planning, Public Services</td>
<td>Highest</td>
</tr>
<tr>
<td>Continue discussions with NC DOT regarding use of culvert boxes under US70 and NC 9 as greenways</td>
<td>Planning, Public Services</td>
<td>Highest</td>
</tr>
<tr>
<td>Implement educational program recommendations in Pedestrian Transportation Plan including park literature, school outreach programs, environmental education programs, and guided nature walks</td>
<td>Rec. &amp; Parks</td>
<td>High</td>
</tr>
<tr>
<td>Project Area</td>
<td>Action</td>
<td>Description</td>
</tr>
<tr>
<td>----------------------------------------------------------------------------</td>
<td>--------</td>
<td>-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td><strong>Encourage development practices that support greenway development</strong></td>
<td>T-3.3.1</td>
<td>Encourage utility corridor development practices that allow maximum compatibility with pedestrian and bikeway corridors.</td>
</tr>
<tr>
<td><strong>Work with regional partners to develop a transit system that offers a convenient alternative for local and regional travel</strong></td>
<td>T-4.1.1</td>
<td>Work with Asheville Transit and Mountain Mobility to analyze ridership, service and supporting infrastructure (e.g. shelters, signage) to identify needed improvements.</td>
</tr>
<tr>
<td><strong>Identify needed transit system improvements</strong></td>
<td>T-4.1.1</td>
<td>Work with Asheville Transit and Mountain Mobility to analyze ridership, service and supporting infrastructure (e.g. shelters, signage) to identify needed improvements.</td>
</tr>
<tr>
<td><strong>Maintain and enhance supporting infrastructure for transit services</strong></td>
<td>T-4.2.1</td>
<td>Prioritize sidewalk connections from bus stops to neighborhoods and destinations in the update of sidewalk project priorities in the Pedestrian Transportation Plan (See Action T 1.3.1)</td>
</tr>
<tr>
<td><strong>Maintain financial and in-kind support for transit service in Black Mountain</strong></td>
<td>T-4.3.1</td>
<td>Continue financial and marketing support of transit services in Black Mountain.</td>
</tr>
<tr>
<td><strong>Provide a safe and efficient roadway system that supports business activity and residential quality of life.</strong></td>
<td>T-4.3.2</td>
<td>Work with transit agencies to ensure that federal and state funding continues to support and enhance transit services in Black Mountain.</td>
</tr>
<tr>
<td><strong>Reduce traffic congestion in downtown Black Mountain</strong></td>
<td>T-5.1.1</td>
<td>Work with NC DOT to explore strategies that address traffic flow at intersection of Montreat Rd and State St., including Montreat Rd Realignment and alternatives such as signal timing.</td>
</tr>
<tr>
<td><strong>Implement local policies that complement NCDOT's access management standards.</strong></td>
<td>T-5.1.2</td>
<td>Work with French Broad River MPO and NCDOT make I-40 Interchange project a priority</td>
</tr>
<tr>
<td><strong>I-40 Interchange project a priority</strong></td>
<td>T-5.1.3</td>
<td>Support Black Mountain transportation projects in the FBR MPO Long Range Transportation Plan, such as the Southeast Connector</td>
</tr>
<tr>
<td><strong>Ensure enforcement of access management regulations in Land Use Code for the US 70 Overlay District</strong></td>
<td>T-5.2.1</td>
<td>Ensure enforcement of access management regulations in Land Use Code for the US 70 Overlay District</td>
</tr>
<tr>
<td><strong>Utilize redevelopment projects as opportunities to correct access management problems</strong></td>
<td>T-5.2.2</td>
<td>Utilize redevelopment projects as opportunities to correct access management problems</td>
</tr>
<tr>
<td>Provide roadways that are safe for drivers, bicyclists, pedestrians and transit riders of all ages</td>
<td>Incorporate &quot;Complete Streets&quot; concepts into future roadway improvements</td>
<td>T-6.1.1</td>
</tr>
<tr>
<td>-----------------------------</td>
<td>---------------------------------------------------------------</td>
<td>------</td>
</tr>
<tr>
<td>Return Passenger Rail Service to Black Mountain</td>
<td>Support regional efforts to bring passenger rail service back to Western North Carolina</td>
<td>T-7.1.1</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Make roadway improvements to enhance safety and aesthetic appeal of US 70 entrance to East Black Mountain</th>
<th></th>
<th>T-5.3.1</th>
<th>Partner with NCDOT and FBMPO to implement US70 Corridor recommendations for traffic calming</th>
<th>Planning, Public Services, NCDOT</th>
<th>Medium</th>
<th>Medium term</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maintain and enhance aesthetics of landscape and buildings along roadways leading into Black Mountain</td>
<td></td>
<td>T-5.4.1</td>
<td>Work with Black Mountain Beautification Committee to develop recognizable gateways to Town on US 70 and NC 9</td>
<td>Public Services</td>
<td>Medium</td>
<td>Short term</td>
</tr>
<tr>
<td></td>
<td></td>
<td>T-5.4.2</td>
<td>Enforce US70 Corridor Overlay regulations regarding building orientation, setback, form, landscaping and signage</td>
<td>Planning</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
## Utilities

*Vision Statements supported: 3. Community Appearance, 12. Public Utilities & Road Infrastructure*

<table>
<thead>
<tr>
<th>Goal</th>
<th>Strategy</th>
<th>#</th>
<th>Action Item</th>
<th>Responsible Party</th>
<th>Priority</th>
<th>Time frame</th>
</tr>
</thead>
<tbody>
<tr>
<td>Repair and maintain Town dams to protect life and property</td>
<td>Implement necessary measures identified in dam inspections by USACE and NCDLR</td>
<td>U-1.1.1</td>
<td>Implement planning, maintenance and repair measures at Lake Tomahawk Dam required by USACE and NCDLR</td>
<td>Public Services</td>
<td>Highest</td>
<td>Short term</td>
</tr>
<tr>
<td>Maintain effective stormwater conveyance systems</td>
<td>Repair and replace stormwater conveyance systems</td>
<td>U-2.1.1</td>
<td>Implement selected downtown stormwater system repairs and replacements based on recommendations in the Stormwater Master Plan</td>
<td>Admin., Public Services</td>
<td>Highest</td>
<td>Medium term</td>
</tr>
<tr>
<td>Maintain a water system that balances water supply and demand, and provides for sustainable growth</td>
<td>Develop a plan to maintain an adequate supply of water and control increased demand</td>
<td>U-3.1.1</td>
<td>Develop a Water Production and Conservation Plan</td>
<td>Public Services</td>
<td>Highest</td>
<td>Short term</td>
</tr>
<tr>
<td></td>
<td>Promote behaviors and building designs that conserve water</td>
<td>U-3.2.1</td>
<td>See Actions E-3.2.1 to E-3.2.4</td>
<td>Public Services, Planning</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Place utilities in Downtown area underground</td>
<td>Identify priority areas for underground utilities</td>
<td>U-4.1.1</td>
<td>Develop a plan for the undergrounding of utilities, with priority given to specific areas</td>
<td>Admin.</td>
<td>Medium</td>
<td>Medium term</td>
</tr>
<tr>
<td></td>
<td>Develop partnerships needed to place downtown utilities underground</td>
<td>U-4.2.1</td>
<td>Partner with utilities and downtown merchants to place utilities in downtown area underground</td>
<td>Admin.</td>
<td>Medium</td>
<td>Long term</td>
</tr>
<tr>
<td>Goal</td>
<td>Strategy</td>
<td>Action Item</td>
<td>Responsible Party</td>
<td>Priority</td>
<td>Time frame</td>
<td></td>
</tr>
<tr>
<td>---------------------------------------------------------------------</td>
<td>--------------------------------------------------------------------------</td>
<td>--------------------------------------------------------------------------------------------------------</td>
<td>-------------------</td>
<td>-----------</td>
<td>------------</td>
<td></td>
</tr>
<tr>
<td>Maintain and enhance existing facilities that residents rely on for</td>
<td>Renovate facilities in need of repair or enhancement</td>
<td>Renovation of Carver Center (insulation, windows, doors, a/c, indoor playground)</td>
<td>Rec. &amp; Parks</td>
<td>Highest</td>
<td>Short term</td>
<td></td>
</tr>
<tr>
<td>recreation</td>
<td></td>
<td>PR-1.1.2 Prioritize and implement additional renovations at Cragmont Park, the Recreation Park and the Lake Tomahawk Pavilion</td>
<td>Rec. &amp; Parks</td>
<td>Highest</td>
<td>Medium term</td>
<td></td>
</tr>
<tr>
<td>Construct new park facilities to meet anticipated community needs</td>
<td>Build new facilities at existing sites to meet recreational needs of community</td>
<td>Build gymnasium at Carver Center with basketball/volleyball court and indoor walking track</td>
<td>Rec. &amp; Parks</td>
<td>Medium</td>
<td>Long term</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>PR-2.1.1 Build outdoor kitchen with covered shelter at Community Garden</td>
<td>Rec. &amp; Parks</td>
<td>Medium</td>
<td>Short term</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>PR-2.2.1 Acquire land for needed for new recreation facilities</td>
<td>Rec. &amp; Parks</td>
<td>Medium</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>PR-2.2.2 Purchase and develop land for future soccer fields and basketball courts</td>
<td>Rec. &amp; Parks</td>
<td>Medium</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Assess and plan for recreation needs of residents</td>
<td>Assess use of existing facilities and demand for new facilities to help prioritize facility maintenance, renovation, construction and land acquisition</td>
<td>Draft an updated Recreation &amp; Parks Master Plan</td>
<td>Rec. &amp; Parks</td>
<td>Medium</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Provide convenient access to medical care that addresses the needs</td>
<td>Partner with health care providers to explore how to improve access to urgent care and other underprovided medical services for Black Mountain residents</td>
<td>Partner with health care providers to assess unmet demand for urgent care and other medical services in Black Mountain and develop strategies that the Town can pursue to support improved access to these services.</td>
<td>Admin., Special Taskforce</td>
<td>High</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Goal</td>
<td>Strategy</td>
<td>#</td>
<td>Action Item</td>
<td>Responsible Party</td>
<td>Priority</td>
<td>Time frame</td>
</tr>
<tr>
<td>------</td>
<td>----------</td>
<td>---</td>
<td>-------------</td>
<td>--------------------</td>
<td>----------</td>
<td>------------</td>
</tr>
<tr>
<td>Enhance downtown as a vibrant gathering place that supports retailers and entertainment, cultural and civic uses.</td>
<td>Encourage development of Town Square property</td>
<td>ED-2.1.1</td>
<td>Continue to promote fundraising events for Town Square project</td>
<td>Town Square Committee</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>ED-2.1.2</td>
<td>Continue coordination of labor and material donations for Town Square project</td>
<td>Town Square Committee</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Make better use of parking in and around downtown</td>
<td>ED-2.2.1</td>
<td>Implement selected Town Square Study parking recommendations</td>
<td>Public Services</td>
<td>Medium</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>ED-2.2.2</td>
<td>Review and recommend revisions to on-street parking, shared parking, and flexible parking requirements</td>
<td>Planning</td>
<td>Medium</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Encourage compact mixed-use development downtown in order to support retail uses and nightlife activities</td>
<td>ED-2.3.1</td>
<td>See Action LU-4.1.1</td>
<td>Planning</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Enhance the aesthetic appeal and walkability of downtown streets</td>
<td>ED-2.4.1</td>
<td>Develop a plan for landscaping, street furniture, signage, lighting, parking, and facades in the downtown area</td>
<td>Planning, Urban Forestry Commission</td>
<td>Medium</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>ED-2.4.2</td>
<td>Develop a phased approach for placing downtown utilities underground (See Action U-4.1.1)</td>
<td>Admin.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Support growth of new and existing local businesses</td>
<td>Support local entrepreneurs in Black Mountain</td>
<td>ED-1.1.1</td>
<td>Implement Certified Entrepreneurial Community strategies, including a review of the Land Use Code for changes that could create more space and flexibility for entrepreneurs</td>
<td>CEC Taskforce</td>
<td>Medium</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Help businesses navigate the development process</td>
<td>ED-1.2.1</td>
<td>Identify a point person with the Town that will serve as a liaison for business development and recruitment</td>
<td>Admin.</td>
<td>Medium</td>
<td></td>
</tr>
</tbody>
</table>
### Historic and Cultural Resources


<table>
<thead>
<tr>
<th>Goal</th>
<th>Strategy</th>
<th>#</th>
<th>Action Item</th>
<th>Responsible Party</th>
<th>Priority</th>
<th>Time frame</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preserve historic character of downtown and older neighborhoods</td>
<td>Adopt and review Historic Districts and Guidelines for appropriate areas</td>
<td>HP-1.1.1</td>
<td>Review Historic District Guidelines to ensure that they are preserving the historic character of downtown</td>
<td>Historic Preservation Commission (HPC), Planning</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Encourage rehabilitation of historic properties</td>
<td>HP-1.2.1</td>
<td>Educate owners of historic properties on available incentives for historic rehabilitation</td>
<td>HPC</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Raise awareness and appreciation of Black Mountain's unique history</td>
<td>Expand historic preservation outreach and education</td>
<td>HP-2.1.1</td>
<td>Partner with Swannanoa Valley Museum and Black Mountain Chamber to develop signage, tours or exhibits that highlight the area's rich history</td>
<td>HPC, Chamber of Commerce</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Expand the arts and culture presence in Black Mountain in order to boost quality of life and economic activity</td>
<td>Encourage programming of cultural events in civic spaces</td>
<td>CR-1.1.1</td>
<td>Work with arts organizations to facilitate the use of civic spaces for cultural events</td>
<td>Chamber of Commerce, Rec. &amp; Parks</td>
<td>Medium</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>CR-1.1.2</td>
<td>Coordinate with retreats, conference centers and schools for joint use of cultural and recreational facilities</td>
<td>Rec. &amp; Parks, Admin.</td>
<td>Medium</td>
<td></td>
</tr>
</tbody>
</table>
Appendix A: Public Input

Appendix Outline
Section A.1: Public Input Survey
Section A.2: Public Comment on Draft Comprehensive Plan Update
Section A.3: Public Comments from Town Planning Board Meetings

A.1 Public Input Survey

Background
The Public Input Survey was conducted using online and print surveys accessed through the Town website and available in print form. Public input was solicited from Town residents and business owners using over 3,700 survey postcards that were mailed to every address in the Town of Black Mountain. Input on the Comprehensive Plan Update was received from over 420 respondents.

Public Input Survey Results
The responses to the Public Input Survey provided below were used by the Planning Board to help identify priority issues and recommended actions to include in the Comprehensive Plan Update.

1. Vision Statements: The statements below make up the Community’s Vision for Black Mountain in the year 2020. This series of vision statements evolved from comments made by Black Mountain citizens during the planning process for the 2004 Comprehensive Plan. These statements are used to suggest and evaluate proposed actions in the plan, such as those in question (2). Please indicate how well you think these visions are being realized, and which ones need more attention over the next few years.

<table>
<thead>
<tr>
<th>Summarized Vision Statement</th>
<th>Response Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>On-track needs little attention</td>
</tr>
<tr>
<td>Good jobs and career opportunities</td>
<td>5%</td>
</tr>
<tr>
<td>Pedestrian and bike friendly streets and paths</td>
<td>16%</td>
</tr>
<tr>
<td>Planning to promote compact, mixed-use development</td>
<td>29%</td>
</tr>
<tr>
<td>Attractive community appearance</td>
<td>37%</td>
</tr>
<tr>
<td>Community involvement in town government and civic organizations</td>
<td>41%</td>
</tr>
<tr>
<td>Parks &amp; recreational facilities</td>
<td>42%</td>
</tr>
<tr>
<td>More recycling and composting</td>
<td>45%</td>
</tr>
<tr>
<td>High quality education system</td>
<td>46%</td>
</tr>
<tr>
<td>Community support of schools</td>
<td>52%</td>
</tr>
<tr>
<td>Less traffic and shorter commutes</td>
<td>52%</td>
</tr>
<tr>
<td>Community gardens</td>
<td>53%</td>
</tr>
<tr>
<td>Variety of businesses and attractions downtown</td>
<td>53%</td>
</tr>
</tbody>
</table>
### Chapter 3: Environment and Natural Resources

#### 2. Existing Actions: The following actions were identified in the 2004 Comprehensive Plan and have not been completed (some have been partially completed). Please choose the top three actions that you believe will be most effective in promoting the Community’s Vision for Black Mountain.

<table>
<thead>
<tr>
<th>Existing Action from 2004 Comprehensive Plan</th>
<th>Response Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Building more greenways and sidewalks</td>
<td>59%</td>
</tr>
<tr>
<td>Long-range plan for water service and conservation</td>
<td>41%</td>
</tr>
<tr>
<td>Completing the Montreat Road sidewalk</td>
<td>35%</td>
</tr>
<tr>
<td>Pursue passenger rail service</td>
<td>34%</td>
</tr>
<tr>
<td>Add bike lanes where feasible</td>
<td>33%</td>
</tr>
<tr>
<td>Building I-40 interchange</td>
<td>33%</td>
</tr>
<tr>
<td>Safety improvements to sidewalks and crosswalks</td>
<td>24%</td>
</tr>
<tr>
<td>Establishing a youth center</td>
<td>20%</td>
</tr>
<tr>
<td>Incorporating traffic circles as appropriate</td>
<td>12%</td>
</tr>
<tr>
<td>Share resources and meeting spaces with retreats</td>
<td>8%</td>
</tr>
</tbody>
</table>

#### 3. New Actions: Are there other actions or projects that you feel are very important for the Town to pursue in the next 1-3 years? Please describe.

- Sidewalks throughout town so that more people could walk around to downtown and over to Tomahawk lake between the primary and grade schools. Safer more active ways to walk and easy quick access to Asheville. The bus service is too limited.
- Cops actually working instead of talking to each other
- Storm water drains and curbs are extremely over grown or clogged. This particularly needs attention on Flat Creek Road. Also, the amount of untagged vehicles parked in yards across the entire town, seems to be on the increase. We need to focus on existing issues before creating new projects. The town is beautiful but when we walk, the items listed above become more visible.
- Lake Tomahawk is a town jewel. It gets high use and therefore wear and tear from this. It is vitally important for the health of the town’s citizens who use it the most. It must be cared for in a more professional manner. Critical areas: silt from improper drainage filling lake, constant monitoring of trash on inlet to lake, better walking path surface, proper pruning and care of trees and shrubs, working with citizen groups to better maintain and improve this important asset to the town and its citizens.
- Complete the Town Square project. It is the center of the Town.
researching the feasibility of creating a swimming area as a feature of Lake Tomahawk while preserving areas for waterfowl much like Lake Eden with just a each swimming area no zip line etc. could generate revenue by selling passes for summer and day, discounts. To Black mountain residents

How AWESOME would it be to get all power and phone cables UNDERGROUND in the historic center of town!

Turning out town toward more "green" living by compost and recycling - The BLUE BAG rule has to go! I see more Blue bags flying in the air and it makes the lower class not able to recycle due to the cost of Blue bags. It's more more pollutant anyway.

fiscal responsibility

Please complete downtown greenspace project. Black Mountain needs to get tourism up to support the economy and this will help.

Yeah more stores added like Wal-mart, Target, or Big Lots!!!! With less Antique stores I've lived here all my life it was so nice when we had a Roses we didn't have to worry about going to Asheville but since Roses has been gone for many years it would be nice to have a retail store to where we didn't have to travel so far to shop!!!!!!

Traffic circle at the country food store intersection. Please!

The Town needs to announce meetings in advance, strive to keep "emergency meetings" above board and better involve the community in the decisions and actions in the early stages of these projects. Its a small town with a small budget but there are times when it feels as through things are happening behind the community's involvement. I think it would greatly serve the town to strive to improve their public image or the town "brand" image to its community.

Sell Town Square property to a tax paying entity. Improve parking downtown. Expand the network of sidewalks (before greenways).

I would like to see much food producing plant and trees in the new town park in front of Police Dept and all around town where possible.

Please please please create AT LEAST bike lanes throughout Black Mountain, if not sidewalks. It is the single most important improvement needed for our children's safety. It could only help adults as well, contributing to overall fitness and freedom from the fear of being hit by a car.

Modernizing and expanding the capacity of the recycling program. Residents are forced to throw things away that could be recycled just due to the limited service that is available.

We need a passenger rail. Peak Oil is real and we need to prepare for the future. Oil cost will continue to spiral and make our economy vulnerable. A lot of money and resources are wasted on motor vehicles and a passenger rail would improve our community and create jobs.

Designating downtown as a zoned historic district where no corporate chains or absentee-owned businesses are allowed to ensure we keep up the locally owned small town business feel.

The Town Square project

Building and beautifying a town center park/facility to give Black Mountain's downtown a charming look & a welcoming feeling for residents & tourists.

further discussion and development of Town Square as a multi use facility for local and transient gathering place for gatherings and special events.

Side walk from Ingles on HWY 9 to Cheshire Fitness

dredge the lake

finish the square for community events/music

Place to drop off styrofoam for recycling

Remove the guess work from zoning. Better understanding and communication from administration in working with residents and businesses.

Start cracking down on unsightly accumulations of houses with junk in front--readily visible from road.

I love black mountain. I would like to know specific ways I could get involved. I also have community leave time to help also if you are a 501c3? thanks
• recruit clean industry
• *Take action to resolve eyesore- the dilapidated building at Grovemont corner with US.Highway 70 - a blighted view as visitors and residents come into the town that's been allowed way too long.  *Create some additional downtown parking
• Sell proposed town square development property to increase the tax base and job opportunities through private enterprise and use funds to re-purchase the golf course, black mountain's largest greenway
• Sidewalks from north fork to lake tomahawk on hiawasee!!!!
• Do something with what was to be the town square.
• Traffic backup at Montreat rd. signal light needs to be better set. Sometimes it is across the railroad track and up past the Baptist Church. Would like to see a traffic circle there.
• show more respect and attention to the golf course, parks & rec and their workers.
• Complete the Town Square project.
• A barking dog ordinance. This would contribute to a quiet neighborhood and overall good health.
• Completion of downtown park.
• START and FINISH a sidewalk on Flat Creek Road before someone is killed.  2. Use a backhoe to help elderly homeowners get the ditch in front of their house dug out from the drainage pipes so Flat Creek quits turning into a river when it rains hard. Place a reminder in papers and other places to homeowners that the ditch is technically their responsibility to keep water freely moving through and under driveways, roads, etc.  3. Put a "DO NOT BLOCK INTERSECTION!!" sign at the stop sign where the road in front of Tractor Supply ends and Flat Creek begins so that cars turning onto Flat Creek from 70 don't get stuck on Hwy 70 due to blocking cars. Or put a TRAFFIC CIRCLE at that intersection!!
• cut waste like project on town square we need to use tax payers money on providing basic needs not projects that provide service for the elite. help to create jobs that last
• The Emergency Services need to utilize the Buncombe County 911 system more. They currently dispatch themselves without the technology and the trained personnel. With that being said we have a firefighter on each shift who has to "stay behind " to dispatch a call and they have no formal training. Not to mention the equipment is like using something from the stone-ages compared to the lastest and greatest . Buncombe County has to already answer the 911 call when it comes in, and then has to transfer the call for BMFD for them to self dispatch. That cuts into the time it takes for care to get to you. The police department has full time dispatchers, and if the fire department wants to continue to self dispatch they should use the dispatchers they already have. Neither department is to busy for the dispatcher could do both. Therefore, let police be police, fire be fire and dispatchers do what they are trained to do dispatch.
• Need more affordable housing options.
• Maintain local and small buiness feel, continue to keep out corp resturants and companies from town. No more expansion given to Ingles..COME ON enoughts enough! Require Ingles to replant along 70 were now instead of unimpeded view of high windy and high top we have a hideous view of blank white warehouse walls. This effort would show more than most efforts by Ingles that they care about this area they have fundamental altered in last 5-6 w/o any apparent limitations.
• The town center park is very important to locals and tourism. It will pay dividends for decades to come.
• dredge lake tomahawk
• Water and air quality are foremost
• It’s simple. Don’t ever let your 2 main roads going through your town be the worst in said township. Montreat Road and US 70 through Black Mountain is disgusting. How are you going to call yourselves "planners" of any sort and not have the ability to see that the foundation of your town’s infrastructure and transportation has fallen into shambles. I promise, if you were to fix the intersection of Montreat and 70... the enormous sinkhole that you call a drainage system alone... the people would sing praises.
• Attract local medical doctors
- Enforcing the in town speed limit to current residents or putting speed tables in and around or walkable in town streets as residents use side streets as cut through streets and fly down some of these residential streets around town!
- Town Square needs to stay on track. It will be a great space and improvement to our town. Stop the heavy truck traffic coming through town on 70. It destroys the small town feel. It is rough on the buildings and the road.
- Updates and improvements on Carver Center
- Help make the Town Square project a reality.
- Black Mt. is not walker friendly. Traffic moves so fast on Montreat Road that sidewalks don't feel all that safe. Because of hills on other streets pedestrians often aren't visible until you (the driver) is right up on them. I'd like sidewalks on some N-S streets such as Rhododendron and Laurel. Along a few E-W streets too.
- I think there should be some more art museums, and more things for our children to do and see. It will give them more culture of this world. There is really nothing for children of the ages between 9 and up to do.
- not an I-40 interchange
- It seems to me we are wasting a lot of water thru leaks. They are visible in many places along our roads. I am worried about sinkholes. Also storm drain at Montreat Road and Laurel Circle has caused a traffic hazard for years. A solution needs to be found. We need to consider safety enhancements for our schools. Nobody wants our children in harm's way.
- Sidewalks on Rhododendron Avenue - Introduction of a modern, much higher capacity recycling program.
- Pave walking path around lake Tamohawk to prevent gravel from washing into irrigation pump intake.
- Plan to dredge Lake Tomahawk sooner.
- Be a pioneer in dramatically changing the food our children are fed so that there is a decrease in processed and rancid oils, sugars, processed grains, etc., The free food program at the schools is amazing in the quantity of food that it provides and the numbers it reaches. Now let's feed our future so that they are health. Children on free and reduced food programs seem to have more weight gain. Let's stop this.
- Parking, clean lake tomahawk
- The improvement to sidewalks/crosswalks are my greatest concern. Rough sidewalks identify a town that does not care about the elderly or handicapped.
- repaving & fixing existing roads
- bring independent grocery such as Fresh Market or Earthfare to town.
- No further action on I-40 interchange.
- parking garages downtown
- The traffic problem downtown when tourist are here (which is most of the time it seems) needs some attention. Traffic needs to be diverted so that people can get through downtown and over to Montreat road with less congestion. It is also unsafe as people pull out from the small parking area onto Montreat road from behind the hardware store.
- Would like to see a more pedestrian friendly town with less semi traffic and more stop signs in the residential areas.
- I hope the town can complete the park where the Williams Garage location used to be (across from Town Hardware/Tysons). I believe this would truly put some finishing touches on the town.
- Get the new interchange so that downtown can be free of all the traffic, tractor trailers and dump trucks. It is miserable to walk around downtown with tractor trailers going by every 30 seconds (it seems like).
- major economic-development initiatives
- attract more diverse night activities: cinebarre type movie theatre or bowling?
- Passenger train!!!!!! Grocery store on town side of RR track in walking distance of residents. Fewer antique and gift shops.
- The main street through town really needs re-surfacing. It is so rough that I try to avoid it any way I can. Need to stop the big tractor trailer trucks from coming through downtown.
• fix potholes in downtown area roads. Remark roads and parking there. Distinct parking signs.
• Dredge Lake Tomahawk and prevent silt from filling it again
• Assist with completion of Town Square. This will attract more people to downtown and help the local economy.
• improving existing parks and infrastructure as opposed to creating new facilities
• Finish development of the town center park. Keep Lake Tomahawk and the surrounding area well maintained! A great community resource!
• 1. Connect the sidewalk from Cragmont Road to the sidewalk on US 70 via N. Blue Ridge Road. Would provide a complete network and a safe walkway for the many pedestrians that walk up the hill by the Blue Ridge Apartments.  2. Support the regional water/sewer system.
• I am a new home owner in Black Mtn. This is a beautiful place to live and this small town meets all my families needs. What I see that needs improvement are the road conditions. All of my family and friends are from out of town and have all have had comments on how bad our roads are.
• Get the Town Square finished!
• Larger arts/festival/community venues in downtown...LEAF is great but not really in the town.
• Providing clear zoning ordinances for mixed use zoning to have light commercial zoning on Montreat Road.
• With interest rates at extremely low rates, consider bond issues to improve our quality of life.
• Getting more companies to set up in Black Mountain should be a priority.
• I am concerned about the amount of trash in wooded lots in certain parts of town. Is there anything we can do to clean it up? - We need to do a better job addressing the sources of sediment and nutrients entering Lake Tomahawk. One big source is the golf course and larger buffers on the streams through the golf course would help. Another source is the trail around the lake. Again a vegetated buffer would help the water quality in Lake Tomahawk and ultimately in the Swanannoa River.
• A larger and better park for children to play in. May include a water feature, large playground more appropriate for older children, and something for teens (rock climbing wall or similar).
• sewer line up McCoy cove road.
• To lower taxes. The middle class of this town are being taxed out of existence
• To improve and update the parks we already have and less attention to town square spending money the town does not have.
• Completion of the Town Square project.
• Water and sewer billing system is from the dark ages, Please give customers more ways to pay bills, especially electronically, and permit bill averaging.
• Move forward with plans for a real tennis center, with washrooms  2. Encourage housing in downtown area
• Better dissemination and transparency around decisions made by town council
• replanting street trees on Broadway and downtown streets.  2. redesign of Montreat/State St intersection for traffic calming, pedestrian safety and as a placemaker
• Do what is necessary and spend what is necessary to remove the truck traffic from downtown or none of the other tasks will have much meaning. I don’t see how Black Mountain can withstand the truck traffic long term.
• Sell most of the town park for quality, local, co-op shops. Use some for traffic circle and parking but we paid too much for it.
• 1. preserve the mountains surrounding our area with less visible roads and less large buildings and houses on the mountains. I like to look at the mountains around us and enjoy the pristine view with trees not houses and roads cut into the mountain As can be seen when your in town facing South and looking at those mountains.  2. Focus on renovating old places and building less new places.  3. Preserving the land lots that have yet to be built on so that the local neighborhoods can still enjoy a woodsy environment.  4. Do not make Black Mountain a mini version of Asheville Please keep the small town vibe alive.  5. Bring in stores/retail shops that sells fashion for men.(?) or if retail space opens up try getting Sears or Belks to open a mini shop in town.  5.b) Or let pop-up shops/retail stores and pop-up restaurants (dinner clubs) come to Black Mountain. Those places could bring in
new/ (more) tourists to shop in town while the pop-ups are in town. This could make Black Mountain still a small town vibe with every so often a bit of hipness to the place.

- Division lines on back road around Lake Tomahawk down to Golf Course. Serious death just waiting to happen. City streets are going to be no better than cattle crossings, especially in front of peoples homes.
- Emergency services when storms are coming, when storms have happened and while storms are being cleared. What about sirens, using the auto call system to warn people ahead of time like you did when MSDS broke a water main, give people options of where to go if they are in need of help/shelter/electricity/food while power is down for any length of time, let the folks know what to do in a storm. Also think you should be enforcing the rules on the books re signs, code enforcement, panhandlers, abandoned homes/property that look and probably are unsafe. Get the rif/raf out of town. Quit tolerating problems. Drug problem growing quickly, they are here, making, selling and this brings in undesirables. Feel the police should be pursuing this destruction to BMT - it is right under their noses. Fix up the streets - many of them are crumbling on the sides, have dips and valleys that encourages swerving of drivers and it’s gonna hurt somebody soon. Simply put - - promote the safety and well being of our residents!
- Modernize the water/sewer billing system, with new options for paying bills.
- We have hoped for years to see passenger trains come to Western North Carolina. We drive to Charlotte to catch the train, so passenger trains would be wonderful!
- affordable housing for all ages but especially for older adults
- Support and completion of the center piece of Black Mountain-the Town Square. More attention to the entry of Black Mountain from the East-make more attractive and slow traffic. Encourage healthy eating, more movement, more personal responsibility for health and well being for our community. We need to hire a good Town Planner to oversee and facilitate our growth and carry out the visions of the citizens.
- Extending the sidewalk south on NC 9 South past Lakey Gap Rd.
- I live on rhododendron (711) and the stop sign at 9th and rhodo was taken away several years ago. The traffic on this road is heavy and often exceeds the residential speed limit. This is not safe for a residential neighborhood. Many people use this as a thoroughfare which I understand but this is creating a highway through a family neighborhood. Many kids play on this road with bikes and scooters and it is quite dangerous. The return of the stop sign would be most appropriate as this long stretch allows people to build up speed.
- Improving Lake Tomahawk
- Clean up the ugliness. Create some vitality.
- More nature based activities, such as; gardening, hiking, fishing, camping et cetera. Getting the youth involved, no matter how young or old, in such activities should definitely be a focal point. Let us be honest. They are the ones that really matter. They will follow in our footsteps, no matter how positive or negative those footsteps are or have been.
- Better promotion and marketing of the town. The Chamber of Commerce does little to promote tourism. It needs a professional Public Relations/Marketing leader and team. We should look to towns like Hendersonville and Highlands/Cashiers for inspiration in making the appearance of our main streets more attractive and appealing with hanging floral baskets, brick planters etc. Hendersonville looks polished, welcoming and quaint, where as Black Mountain looks like it’s country bumpkin relative. Black Mountain needs to step up to the plate!
- Black Mountain needs a recycling center!
- More parking downtown Handicapped-accessible tailgate market location Weekly recycling
- Residential noise ordinances are currently at 11:00 pm - seriously consider moving “quiet” hour to 10:00 pm, especially for loud music/heavy bass/drums. I live in Kerlee Heights, 2 blocks away from a well-known noise source. Even inside my home with windows/doors closed, I can hear the bass and drums over the top of my own choice of music or tv show. Hard to sleep. Not fair. Want to live in peaceful coexistence with my neighbors, but would like the same consideration from them. Summer is going to be even more of a challenge when windows are open at night. Earlier quiet time would help...
Black Mountain Comprehensive Plan Update

Chapter 3: Environment and Natural Resources

- Investigate innovative commuter transportation models
- Sidewalk to Cheshire
- Parking in the downtown area can be hard to find. Maybe the new park should really be a parking lot.
- Certain derelict properties and businesses need to be redeveloped. Traffic/parking downtown is a problem in the summer.
- Completing park in center of town.
- Energy conservation/reduction, energy independence; can town own a power company using solar panels on residents' roofs? Other places? Responses to climate change, lowering carbon footprint, greenery or reflective roofs on large buildings (if not solar panels) Participatory budgeting
- Yes. Transition Black Mountain is a group that has formed to reduce our dependency on oil. Let's put solar panels on top of the Ingles Warehouse and power Black Mountain with solar. Let's be a leading town in CLEAN ENERGY. Let's PLEASE remove the fluoride from our water supply. Thank you for listening.
- I would like to see leaf pick up that involves a suction truck/vacuum hose. I would also like I better recycling system...perhaps larger cans and once a week instead of twice a week. How do we know our recyclables are getting recycled?!
- Unnecessary tractor trailer traffic thru the center of town (business district/tourist area) needs to be redirected like most tourist towns have done to protect pedestrians and raise the quality of air. Dangerous and unchecked speeding on main thoroughfares in residential areas of both Montreat Road and Cragmont Road must be addressed before fatalities occur. Speed limits are posted for 25 mph yet many cars and trucks travel at excessive speeds especially at early morning and late afternoon rush hours. Speed bumps or rumble strips would certainly cut down on the problem. The overabundance of derelict, abandoned and junk vehicles throughout the town is a disgrace. This must be addressed if we want a more healthy and aesthetically pleasing community.
- The beauty of our town is completely ruined by the number of power lines criss crossing our streets. We need to eliminate them to make our town more attractive to tourists. I hope that the power lines near the new town square project will be buried before any type of permanent surface is poured/laid on this project. In my opinion, nothing can make our town more attractive than getting the power lines out of sight so we can see our beautiful mountains and town without black lines obstructing our view.
- The Town of Black Mountain would benefit from considering the corner of Padgettown Rd. and Old Hwy 70 (near the Burton's gas station) as a "Gateway to Black Mountain." This is the first intersection that visitors see as they enter Black Mountain via I-40 from the east. Being such a prime location, this commercial zone should embody civic amenities such as sidewalks, welcome signs, parks, and playgrounds if the town wishes to convey a sense of charm and safety. In addition, the design of the stop sign to cross Old 70 is dangerous and confusing to visitors and residents. Many people from Ridgecrest and north McCoy Cove walk to downtown via this corridor and have no sidewalk access. On several occasions I have been walking, in either professional or sports attire, from my home on Old State 10 Rd., along Old 70 in front of Burton's and the Tractor Supply, and have been approached by unfavorable men offering me rides. A man in a car once followed me home, when I was on foot, after leaving Burton's to purchase milk on a beautiful summer day. I kept walking, passing my own home so he wouldn't know where I lived. This is unacceptable in a "good, safe community." I sometimes want to move away from Black Mountain to live in a place that feels safer. This feeling has been especially present lately since I am 7 months pregnant with our first child. If sidewalks were present in this particular area I believe that walking places would be interpreted as commonplace. Instead, some people see a woman walking on the shoulder of a road as an easy target. I know of at least two other female neighbors who have experienced the same kind of scary situations, some of which have been worse and included name calling and the pointing out of specific body parts (breasts, although that was not the term chosen by the offender). I am available to work on a committee dedicated to the connection of Ridgecrest to downtown via sidewalks and other amenities. I am even willing to take leadership on this endeavor. My community development experience is broad. I have held both leadership positions and official seats on city commissions relating to improving community infrastructure. Examples of
projects I have worked on are redesigning historic downtown streetscapes, designing native plant landscapes, adding bike racks throughout historic downtowns, and providing certification services to local government departments seeking "green government" certification. Not only have I been active in facilitating these projects, I have been instrumental in their funding. I am happy to help integrate any sought after improvements with existing comprehensive plan goals. I have many design ideas related to the intersection of Padgettown and Old 70, specifically. Thank you for the opportunity to be heard and lend a hand.

- Keeping big box stores OUT of our town. Offer more activities for teens over 13, there are many options for the younger children but once our children become teens/young adults there are fewer options or places for them to interact positively. Maybe offer activities and/or classes that will keep them out of trouble and also have fun. The Carver Center has plenty of space. Also consider most of the lower income kids cannot afford the cost of attending summer camps, etc so they need to have options they can be included in. The main goal, keep our kids out of trouble and teach them to use their time in a positive, fun way!
- Continue the sidewalk along hwy #9 to include Blue Ridge Rd. to the Rd. that goes to the Rec. Park. A lot of people walk from there to the Ingles shopping area.
- Fix the roads! The roads through Black Mountain are disgraceful! I can’t believe the poor condition of the main road through town. Before pouring money in to new parks or sidewalks, re-pave the roads.
- Sidewalk on Flat Creek. Ditches dredged on Flat Creek and other roads to prevent flash flooding
- Downtown parking needs improvement> once you make a decision stick with it. example golf management, buying the town square property.
- Livable wages for Police and Fire as they should be the city’s top priority.
- Stop Town Square project. Don’t spend money on a new project until you have cleaned up Lake Tomahawk, installed aeration system, and repaired lake pathways. This is now a town embarrassment! More towns’ people spend time at the lake and park than the GOLF COURSE!
- Some of the dead buildings need to be cleaned up. Specifically the charming little gas station which Tyson is sitting on but won’t let anyone touch. Now let’s get our park built!
- Continued work on establishing the Town Square Park.
- Developing Town Square for mixed uses: parking and green space. Including both private and public funds for this development.
- Re-evaluate Town’s purchase of more and more property. Town owned propety no longer taxable so it increases everyone’s tax burden. Also requires more of Town’s budget to maintain. Town is recreation and parks rich....we should maintain and improve existing facilities before adding any more. 2. Work to get utility wires and poles underground in downtown area. 3. Finishing sidewalk to Montreat still very important to safety of town citizens.
- Although it is a huge priority for us, we did not choose water service/conservation, because we understand that this is already on your radar. We own 7 properties in Black Mountain and are obviously vested in plans for future development. We think the proposed interchange should be right by the Ingles warehouse as it would cause fewer property owners to be affected. If the ramp went through the Ingles property we believe the New Sprout Farm might be impacted, but possibly they could utilize the shade of the off-ramp to grow "shade friendly crops".
- Ways to bring in more jobs
- TOWN SQUARE has to be the Number One Priority in creating an amazing Black Mountain.
- Montreat Road sidewalk is CRITICAL!
- Complete Town Square w/ bond issue if necessary 2) Downtown Master Plan
- Ideally, the town would take a more active (perhaps heavy handed) role in helping clean up some neighborhoods. I admittedly do not know all the relevant laws and city ordinances but it would be nice if the town could have landowners maintain their properties (too much trash, abandoned or run-down homes).
- Black Mountain is like most towns. Their focus is on the downtown area. The further you get from downtown the less important we are. Cops arent very friendly unless you own a pawn shop or they really know you. The fire
department is owned by a Bartlett. Name the streets after the politicians, shut up, and leave us common people alone. Focus on the downtown merchants. That's really who you want to hear from.

- Talk / help / convince the Swannanoa Town's authorities to look for many issues like: Demolishing poor appearance buildings and houses on the edge of US 70 roadway, clean the fronts of shop business located in the same road, clean and improve appearance of the river edges including siding ponds - there is one pond that looks as an horrifying swamp - and control crime around the Town. The Town of Swannanoa's appearance is affecting the present and will affect the future of the Town of Black Mountain development. Thank you for the opportunity.
- Animal control for both domestic animals, like dogs running loose and barking, and wild animals like coyotes that kill domestic animals and bears that tear out trash.
- Attract more "night" businesses besides bars: small movie theatre, bowling alley.
- We need a store like a store that we could get underwear in or socks or a man's dress shirt. Instead of always going into Asheville.
- Better intersection in the middle of town
- Montreat Road Sidewalk & Bike lane traffic at the main red light in town needs adjusting Passenger rail service town square project needs to be completed asap
- I don't feel that the town is taking care of the streets out of the downtown area.. I live on McCoy Cove Road and when it rains the ditch lines back-up and flood yards and driveways .. The purchase of the so called town square was a big joke..
- I'd like to see more accountability by public officials in the use of public funds and more oversight by the community
- Complete the Town Square
- Increase tourism.
- Help in the development of the Town Square
- There is a Park Committee working on a park for multi-use below Lake Tomahawk. I think that the Tennis Complex (which is in Phase 3 of the Partif Grant) and state of the art park should be included to happen in the next 1-3 years. Thank you for looking after our town!
- Create zoning that prohibits mobile homes mixed in with single family homes.
- Dredging of Lake Tomahawk, enforcement of NO SMOKING and NO FEEDING of birds-
- Town Square Park Completion
- Get an emergency medical service somewhere closer than Fairview. We need an Urgent Care or something similar in this community.
- Shuffle board court
- No more ingles trucks through the middle of town finish the town square park get a new mayor and some new commissioners!!
- Fully complete the Town Square
- Updated/added playground space in and around town! Sidewalks everywhere Traffic light at the off ramp from I40 to Route 9
- Completing the Town Square, including a Clock Tower.. 2. Save/Restore the Pure Oil station on State St. 3. Complete the Greenway from Old Fort to Swannanoa. 4. Expand business support to east & west areas of Town. 5. Make downtown pedestrian-friendly.
- Town square project
- More involvement with the arts, especially among Town Council and other Board members; possibility of an Arts Theater/Concert building in conjunction with the Center for the Arts, but larger than what the Center for the Arts currently holds. Previously, we had a Town Management team that was beyond excellent, especially in the Planning Department and the Parks and Rec. Department. Because of the firing of the previous Town Manager, and the resignation or retirement of several key Department heads, our Town lost a great deal of momentum in what we were doing in Planning and Projects. Now that job falls on folks who are new here, or who are
overloaded, or who don't have the same qualifications that previous Department Heads held. We need to make this a priority, instead of having a partisan office for a congressman in the Town Hall.

- I'm really excited about the town square and can't wait to see it completed!
- Complete Town Square. Create more mini-parks within neighborhoods. Utilize the watershed property for environmental education, camping, and hiking. Increase the tax rate to pay a living wage and quit nickle and diming everything you do.
- The Black Mountain Recreation park and trail are wonderful in many aspects, but it is not nearly as relaxing and peaceful of a place as it could be if there were less interstate noise (likewise with parts of the community on roads like Vance Ave. which would probably have a large property value increase if there was not so much interstate noise). I am sure the walls like what Ridgecrest has are expensive, but the value and comfort which would be added to Black Mountain, and the popularity of the Recreation Park would probably increase by a considerable amount.
- More side walks. I would like to see it safer to get around with out having to use cars
- attention to the garbage and animal, bear issues. I was suprised when I moved here that bear proof trashcans and more attention to keeping trash away form animals isn't spoken and acted on.
- We need more larger restaurants chains not fast food , less antique shops , and a Walmart or a target and we need more fun stuff to do
- Minumum housing requirements enforced for landlords Neighborhood clean ups..too many homes look like junk yards in city limits
- Town square
- Bring larger businesses / corporations to the area
- passenger rail service would be wonderful, but fell just short of my top three in the above question. I am also a big fan of the town square project, and think it's completion in the near future would bring a lot to our community.
- Completing Town Square, it would be so nice to increase the walk-ability from Ridgecrest to the town center
- Town Square project used to promote natural beauty of Town
- Town square
- Would like to see bigger restaurant chains instead of fast food and less antique stores more stores like a Walmart or a Target. I hate having to go to Asheville it would be so convenient for us residents who have lived here all of our lives!!!!
- We believe a town this size should have many more sidewalks in residential areas other than the Cragmont Community. I know some of this is in the plans, but not nearly enough.
- I think that these things that are already being pursued are right on track for what needs to be done.
- if town sq can not get funding, consider selling town square parcel
- Balance the town budget and keep the town out of financial trouble
- How about turning Cherry Street into a walking "mall" with parking shifted to other locations. The mall could be bricked in and have seating, fountain and the like. It has worked for a variety of communities around the US and while the shop owners and merchants will cry foul about losing parking, it will draw a lot more visitors to the town to experience the freedom of walking, being in the middle of town and not having to worry about cars and traffic. I’d be happy to talk with you about this - by Dave Wilks
- It seems that many of the roads within Black Mountain are in need of serious repair. Places are patched, but it's done poorly and too often. There are several places that water stands in the road long after rains and indicate more involved issues with drainage.
- Playground - state of the art - near downtown
- TOWN SQUARE!!!!
- complete the town square
• Storm water drainage needs to be addressed especially at State St & Montreat Rd. Water overflows curbs in heavy downpours and actually erupts out of drains.

• Creating parking decks off Cherry Street between Cherry and Broadway where several merchants property lines converge in current parking area...parking decks would consist of maybe two or three levels with open top parking deck used also for street parties and town events. One "grade" entry (2nd level) and maybe third level would be accessed from Cherry Street side right next to public bath, and bottom level accessed off Broadway. Think about it! Merchants were approached during TVA project many years ago, but did not think it was good thing for them, but surely now they would - some of owners who did not want to do it are no longer owners...

Also, the town needs to try to create opportunities/housing for the younger age groups and motivate younger professionals into the area. We do NOT need to concentrate on enticing retirees or the "rocking chair" types into Black Mountain. A younger community will mean a more viable place for providing careers for our current children. We need to have a place that will motivate/entice our CURRENT children to want to come back home to live/work/play.

• Requiring properties along hwy 70 to keep the banks mowed and cleared so that businesses signs are not blocked and the drivers can see clearly and safely to make turns.

• Sell the Town Park property... to Create more tax revenue, and more jobs. We have plenty of beautiful parks and don’t need a downtown park. The Town Park property removes to much possible tax revenue from the town.

• Underground power lines would be great. It would make the town look much cleaner and help when old man winter dumps snow and ice on us. Also we love to walk all over town but crossing at the interstate on and off ramps can be dangerous. It would be nice if there was a solution to this. There should be a traffic light at the end of the exit ramp next to Bilo getting off of I40 W. Sometimes I sit there for 5 minutes or more trying to turn left off of that exit. I have seen several close calls for people who get impatient and turn in front of the oncoming traffic.

• 1)Design and construct Town Square; 2) rehab/upgrade/maintain park behind Bi-Lo; 3) Redo State St-Montreat Rd intersection per the study done two years ago.

• Storm water completion of Town Square move fire and police depts from town center Less regulation to encourage affordable housing -incl increasing size of minor subdivisions

• The I 40 interchange is very important

• Streamline permitting process for new businesses. enforce noise ordinance - especially Barking Dogs.

• 1.Keep the fire department class 4 DOI insurance rating 2. Improve storm drainage downtown. 3. Attract business with good paying jobs. 4. Create and atmosphere of a town going some where as opposed to a sleepy community where the walk to work and play in the garden!

• Restore Water quality to Lake Tomahawk. 2. Public Bathrooms at Key Greenway locations and parks 3. Connector Greenway from River Walk Park to Flat Creek. This will open up the east end of town to the Grocery Shopping areas.

• More park areas or a new bigger playground for kids;more opportunity for biking

• Add more to community Garden New gymnasium with indoor walking opportunities

• Frequent farmers markets. I am sure you have some but I have not yet chanced upon one and I have lived directly outside of town for four months. They will provide a constant alternative to produce shipped from other states, give the town more character and charm, and enable a large agricultural market to expand for local food growers

• Pay off debt!

• Excellent

• More speed limit signs in residential areas. The stop signs on Black Mountain Ave and Terry Estate Drive should be reviewed. The vehicles coming from Black Mountain, the highest percentage of time want to turn left, and the vehicles on the Estate Drive want to turn left. Vision is blocked by ascending Fitness.

• We moved to Black Mountain in November and are still in the process of settling in and making changes in our home and have not been involved actively in the community except within the United Methodist Church and
Cheshire Fitness Center. We are senior citizens and we love it here. There are many services in the community that we have not needed and/or not taken advantage of except for the library

- We absolutely love it here which is why I am hesitant to encourage major changes but don’t want to exclude others from the job of living in such a welcoming, charming community.
- More parking available in downtown Black Mountain; make it free
- Finish the greenway. Add more sidewalks. Update stormwater.
- Improving the Sourwood Festival by extending it to a week-long event and offer activities throughout the Town beyond the Historic District.
- Bikeways

4. Municipal Services: Please rate the quality of the following services provided in the Town.

<table>
<thead>
<tr>
<th>Municipal Service</th>
<th>Quality of Service</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Poor</td>
</tr>
<tr>
<td>Fire protection/EMS</td>
<td>0%</td>
</tr>
<tr>
<td>Police presence and response</td>
<td>1%</td>
</tr>
<tr>
<td>Trash pick-up service</td>
<td>1%</td>
</tr>
<tr>
<td>Water service</td>
<td>2%</td>
</tr>
<tr>
<td>Recycling</td>
<td>3%</td>
</tr>
<tr>
<td>Recreation programming</td>
<td>3%</td>
</tr>
<tr>
<td>Park/Recreation facilities</td>
<td>3%</td>
</tr>
<tr>
<td>Building/Zoning enforcement</td>
<td>11%</td>
</tr>
<tr>
<td>Park/Trail maintenance</td>
<td>3%</td>
</tr>
<tr>
<td>Permitting services</td>
<td>6%</td>
</tr>
<tr>
<td>Notification of new development proposals</td>
<td>16%</td>
</tr>
<tr>
<td>Road maintenance</td>
<td>13%</td>
</tr>
</tbody>
</table>

5. Growth and development: To what extent should the Town encourage or discourage the following types of development?

<table>
<thead>
<tr>
<th>Type of Development</th>
<th>Strongly discourage</th>
<th>Discourage</th>
<th>Encourage</th>
<th>Strongly encourage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Parks &amp; recreation facilities</td>
<td>2%</td>
<td>4%</td>
<td>47%</td>
<td>47%</td>
</tr>
<tr>
<td>Housing for moderate-income residents</td>
<td>1%</td>
<td>5%</td>
<td>64%</td>
<td>30%</td>
</tr>
<tr>
<td>Housing options for senior citizens</td>
<td>1%</td>
<td>5%</td>
<td>68%</td>
<td>25%</td>
</tr>
<tr>
<td>Home occupations</td>
<td>3%</td>
<td>12%</td>
<td>65%</td>
<td>19%</td>
</tr>
<tr>
<td>Compact developments with large</td>
<td>8%</td>
<td>16%</td>
<td>55%</td>
<td>21%</td>
</tr>
<tr>
<td>common open spaces</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>--------------------------------------------------------</td>
<td>---</td>
<td>---</td>
<td>---</td>
<td>---</td>
</tr>
<tr>
<td>Owner-occupied condos or duplexes</td>
<td>7%</td>
<td>18%</td>
<td>67%</td>
<td>8%</td>
</tr>
<tr>
<td>Housing for low-income residents</td>
<td>12%</td>
<td>18%</td>
<td>55%</td>
<td>15%</td>
</tr>
<tr>
<td>Mixed use development</td>
<td>10%</td>
<td>20%</td>
<td>52%</td>
<td>17%</td>
</tr>
<tr>
<td>More small-scale shopping near home</td>
<td>9%</td>
<td>24%</td>
<td>51%</td>
<td>16%</td>
</tr>
<tr>
<td>Housing for high-income residents</td>
<td>8%</td>
<td>27%</td>
<td>57%</td>
<td>8%</td>
</tr>
<tr>
<td>Higher density development along NC 9, US 70</td>
<td>19%</td>
<td>32%</td>
<td>40%</td>
<td>9%</td>
</tr>
<tr>
<td>Apartment complexes</td>
<td>17%</td>
<td>40%</td>
<td>39%</td>
<td>3%</td>
</tr>
<tr>
<td>Higher density development downtown</td>
<td>23%</td>
<td>35%</td>
<td>31%</td>
<td>11%</td>
</tr>
<tr>
<td>Mobile home parks</td>
<td>59%</td>
<td>31%</td>
<td>10%</td>
<td>1%</td>
</tr>
</tbody>
</table>
A.2 Public Comment on Draft Comprehensive Plan Update

Background

The Draft Comprehensive Plan Update was posted for public review on September 16th, 2013. Black Mountain residents submitted public comments on the Draft Comprehensive Plan Update via email through mid-October 2013. Comments were also submitted by mail or in person at the Black Mountain Town Hall. Public comments provided on the Draft Comprehensive Plan Update during this period are included below.

Public Comments

Town’s residential zones rewrite
I am one hundred percent behind it. I love the area of downtown Asheville that is all the old homes that have been renovated into offices and it is a mixed neighborhood. There is a positive energy in that neighborhood. The homes have a greater opportunity of being renovated and looking better. Some of them look great already but there are some that could be really beautiful offices when upgraded. It is a wonderful opportunity for practitioners of all kinds (doctors, lawyers, therapists, hair dressers, service oriented businesses) to have access to new real estate opportunities that they would not have otherwise had.

I see it also as a good opportunity for those who own homes there to have the value of their real estate raised by this new zoning. They could rent out their homes if they want, stay there or sell for a higher price than what they would have gotten before and be able to move to a quieter location.

That is a very busy street for any residential home and it is prime real estate for practitioners and even maybe some more interesting shops. It is a goldmine and win-win for both the home owners and those wanting to find a place for their business that will have lots of drive-bys.

Pray you pass this new zoning for the town and all the new business that it could bring

Traffic on Montreat Road
Ms. G. expressed her concern regarding increased traffic and difficulty in turning from one of the side streets on to Montreat if the Town votes to change the zoning to mixed use and allow businesses to be established along Montreat Road. She recommends that the Town consider adding a turn lane at each side street.

Montreat Road in the Comprehensive Plan
I would like to discuss the proposed mixed use recommendation, specifically for Montreat Road where I reside. I plan to speak the Planning Board at the meeting on September 23rd in opposition to this recommendation.

I wanted to get some clarification from you on how the South Montreat Road Historic District will be affected if the zoning is changed. Seems like the recommendation talks about everything except the obvious problems such as parking and increased traffic that new businesses would create on Montreat Road I do not see how allowing more businesses would improve walkability; sidewalks will improve walkability, not businesses. Montreat Road is already a very busy road because of the type of traffic; walkers, runners, school busses, heavy equipment trucks, tractor trailers, service trucks, emergency vehicles.

Support for Montreat Road Re-zoning
When I came to live here [on Church] 4 years ago, I noticed that the town had nowhere to grow [while keeping charm as its main industry]. I was told not to buy a house on Montreat Road because of heavy traffic. I saw many businesses of one kind
and another from State to Montreat gate and was surprised that Montreat Road was zoned residential. Traffic has already lowered the value of houses on that road, and because of that houses stay for sale a long time. If residents of Montreat Road who want it not to be rezoned mixed use prevail, they are in effect preventing any resident who wants to sell their house to a small business for a higher price than a non-business buyer would be likely to pay would not be able to do that. So some home owners would in effect dictate what other home owners would be able to do with their own property. They would be doing to each other the same thing they charge the city with doing if it re-zoned. The heirs would also be forced, if the owner passes away, to accept a lower price, after the house has been on the market a long time. Respect for one's neighbors rights would be to allow options in the selling of a residence.

If indeed the city goes ahead for the future good of all Black Mountain residents, the residents on Montreat could make common cause by agreeing never to sell to a business. But if a person wants to sell or has to sell to move to Highland Farms, for instance, they will happily sell to business for maybe $30,000 more than a non-business buyer would pay. A business wants exposure and proximity to the heart of town, to be where the traffic flows, so they would pay more.

**Mixed Use on Montreat Rd**

I am a neighbor to Source. I live at 102 Fourth Street Black Mountain. I have followed this debacle very closely and feel that the town wronged the Maddens plus I believe it would be a logical move for the town to change the zoning on Montreat Road to the next level of mixed use which would allow Source to continue to contribute so much to this neighborhood and community.

Here are three more positive thoughts about rezoning Montreat Road to light commercial mixed use.

1. If we don't do it now then the residential homes will continue to decline and there will hopefully be a revival in years to come. If we do it now we avoid the decline of homes and gain more income now.
2. Property values go up if there is the option of light commercial.
3. If businesses own property on Montreat Road they will be paying more taxes than if it is all residential.

Interestingly enough several years ago I carried a petition up and down Montreat Road against such a thing. Between gaining more understanding and noticing that Montreat Road is really already a small business corridor makes me switch my stand. I would like to help educate the people up and down Montreat Road however this time in favor of a zoning change.

**Requested Changes to Chapter 2: Land Use and Housing**

Page 16, Delete the strikethrough text in the following:

*The Housing Commission develops strategies to increase the availability of affordable homes and rentals and identifies Regional Housing Consortium strategies that can be pursued by the Town.*

- Emphasize high quality, energy efficient, environmentally friendly design;
- Preserve existing housing and focus preservation efforts to make both rental and ownership housing affordable.

The affordability and availability of homes is directly tied to the cost of land, town regulations, demographics and jobs availability with median incomes. The town and the housing commission have little control over most of these factors. The town and housing commission could act to reduce regulation towards rentals and offer property tax incentives to develop more rental properties. Additionally they could attract and encourage business development that attracts higher paying jobs.

To date much of the attraction of Black Mountain has been to people that either buy second homes or retire to the town. There is little that can be done to alter this free market-based activity. More jobs at higher incomes are the best options to pursue.

These properties, both residential and rental are private properties for the use of the owners. Any updates to these properties could be encouraged, but not required to meet energy, design or environmental requirements above the NC Building Code as that adds costs that directly increase rental rates. Existing housing is for the selected use of the owner who has no obligation to provide it for rental use or affordable housing beyond the market rates for those products.

Page 17, Delete the strikethrough text in the following:

*Maintenance of Owner & Renter Occupied Housing*
The Housing Commission is currently reviewing the Town of Black Mountain’s Minimum Housing Code and identifying revisions that give renters adequate recourse to ensure that landlords provide well-maintained housing.

Periodic inspections have been proposed by the Housing Commission as one strategy to ensure proper maintenance of rental properties.

Renters have more than adequate recourse and protection under existing North Carolina statues and regulations regarding rental property. The current complaint-driven process is balanced with equal responsibilities for the tenant and the landlord in caring for their respective portions of the property. We and most other landlords utilize leases to clarify the responsibilities of the tenant and the landlord according to applicable North Carolina property laws and regulations. Prospective tenants are allowed ample opportunity to personally inspect and accept or reject the condition of the rental unit prior to signing a lease.

Careful review of General Statue 42 shows that a tenant can address both emergency and non-emergency concerns regarding repair and maintenance to the landlord in writing. The landlord has a prescribed timeframe to address these concerns. The tenant also bears responsibility for not damaging the home and maintaining those areas of the house and surroundings that legally are their area of responsibility. If these concerns are not addressed properly in the prescribed timeframe the tenant then has additional recourse under GS42. It is recommended that municipalities should not get involved between the landlord-tenant relationships. This has been made clear in General Statue 42.

Additionally recent legislative action in 2011 passed Senate Bill S683. This bill prohibits the type of restriction proposed in the Comprehensive plan up to and including: mandatory rental inspections, ability of the tenant to complain directly to the town bypass the tenant-landlord legally binding relationship, or requiring any type of permit or registration to privately offer and manage personally owned rental property.

The changes proposed to rental properties very likely exceed current North Carolina law and could if implemented invite costly, unproductive, legal actions towards the town or responsible boards.

Page 17, Delete the strikethrough text in the following:

Housing Diversity

Nearly three fourths of the Black Mountain housing stock is made up of single family homes that do not meet the needs of many existing and potential residents.

The current housing in Black Mountain are individually owned by people who pay property taxes and have the right to use and maintain their homes as their resources allow, including existing rental properties. If existing and potential residents need different types of housing it is up to Black Mountain to encourage that development, through partnerships, grants or other non-profit agency means without impacting the property rights or inflicting additional costs on existing homeowners or for-profit rental property owners in the town.

Page 18, Housing Goals, Strategies and Actions Delete the following action items:

H-1.2.1 Housing Commission will work with regional partners to encourage land owners and renters to use socialserve.com as a registry of affordable housing for rent

H 3.1.1 Enhance and enforce the Town’s Minimum Housing Code

The Town of Black Mountain and the responsible boards are encouraged to not inhibit the actions of the rental property free market. Potential renters use many sources of information, not just www.socialserve.com to find available rental properties. Likewise landlords have the availability of many avenues to advertise their available properties. Neither the tenant nor landlord should be forced to use only one avenue to find or provide rental units.

The town’s current Minimum Housing Code in many respects handles condition of rental housing and works within the complaint-driven process outlined in NC law for addressing tenant-landlord repairs and maintenance issues. It does bear mentioning that the current Minimum Housing Code ordinance 2.2 was last updated in 2009 as part of the Land Use Code release. The town is encouraged to revisit this document as it is the belief of ourselves and other rental property owners that major portions of it are not in compliance with General Statue 42 and Senate Bill S683 and likely not enforceable as currently written; especially in regards to mandatory inspections and proof of compliance. It also warrants consideration that these minimum housing standards single out rental properties at the exclusion of owner occupied single family dwellings which are almost 70% of the housing in Black Mountain.
Business Development and Recruitment
I am in favor of Section 7.2 of the Comprehensive Plan Update, which deals with business development and recruitment.

Small local businesses are part of what gives Black Mountain its small-town appeal, and efforts to expand opportunities for them will greatly enhance our community. In particular, Montreat Road should be developed as a mixed-use neighborhood that would include residences as well as attractive small offices for attorneys, accountants, and other professionals. The result would be similar to Chestnut Street in Asheville. Land values would increase with the addition of these small businesses.

Opponents of rezoning Montreat Road have pointed to the heavy traffic that already exists. The traffic problem is caused by Montreat College and its conference center. Adding a few small businesses will not greatly increase the problem. The Department of Transportation is adding sidewalks and should take additional responsibility to make the road safer, since it is a state highway.

Rental property in Black Mountain
I am proud to be the owner of several rental properties in Black Mountain. I acquired my first property in 1991 and have continually had rentals since then. My properties are small and have remained affordable. I do my best to keep all the properties affordable, in good repair and safe for my tenants. My tenants are required in their lease to let me know when any problems occur so that I may address it as soon as possible. This relationship between tenant and landlord has worked since 1991 when I began. This is surely the same with most rental property owners in town. After all it is to the interest of the property owners to maintain the value of their properties.

Many landlords are not given the credit due them. It is often the case they are perceived as holding all the cards and the tenant holds none. Nothing could be further from the truth. The state looks after the interest of the tenant very well in G.S. 42 and the landlord must follow the rules as presented in these statutes. It has not been easy buying these properties and turning any profit has always been hard and becomes more difficult as time goes by. Maintaining the property, paying county and city taxes, carrying sufficient property and liability insurance, vacancy time, repair from tenant negligence and always being on call are some of the costs incurred by the property owner. I am often unsure why one would want to do this in the first place.

I am concerned that any changes that are made that will come between the landlord/tenant relationship and the working complaint driven system would be detrimental to the affordable rental market in Black Mountain. It is another case of "if it's not broken, why do we have to fix it"? There will always be problems that occur no matter what system is used. If I have to pay for inspections and repairs as prescribed by a third party it is going to cause me to raise my rents and possibly sell my rental properties. This would probably remove them from the rental inventory which is the opposite of the desired effect.

Tenants are not forced to rent a property and are given the opportunity to inspect a property before they sign an agreement. Maybe the town could provide educational material for people in the rental market that informs them of the rights that are already in place for them. Educational material for people who are landlords or getting into the rental market would also be beneficial. This would make more sense than increasing the size or responsibility of a department. More government does not always make more sense. Remember that most landlords take their responsibility seriously and want to do the right thing. They should not be punished because of a few bad apples.

Thoughts on Comprehensive Plan
I want to thank you all for allowing the additional time for the public to review and comment on the Comprehensive Plan update. I know your time is valuable, so I will try to keep my comments as concise as possible.

Chapter 2: Land Use & Housing
The Town should also focus on expanding its involvement in the Asheville Housing Consortium and work toward more active partnerships with local builders, developers, landlords and homeowners to utilize Housing Consortium funds. Black Mountain...
is allocated over 2% of the total Housing Consortium budget (roughly $27,000) per year, but those funds have only been used for Black Mountain projects three times in the last decade.

The Town should further develop and invest in its own housing trust fund which was created as part of the Land Use Code rewrite, but has never been even partially funded, nor have any goals or priorities been set for how the trust fund could be used.

The plan should incorporate a goal of eliminating homelessness

The Housing action matrix should include a specific goal that the town will partner with local developers to encourage the construction of new rental housing stock. With a vacancy rate of 0%, it is obvious that Black Mountain needs an increased supply of rental housing.

The commentary on page 15 indicates that the TND zoning district required 10 percent of units constructed to meet affordable housing thresholds. Was this the case when Cheshire was approved, or was this requirement added as part of the LUC rewrite? If that requirement existed when Cheshire was approved, is it being enforced?

I know that you are hearing from landlords who are opposed to the adoption of any sort of minimum housing code inspection process. I have recently recommended a voluntary inspection program to the housing commission and the commission will be discussing that proposal over the next few months. I hope you will allow the commission to continue to work on this goal by leaving the goal in the action matrix. Please remember that you are exponentially more likely to hear from landlords than from tenants. But you should still keep the best interests of tenants in mind. Our local regulations, while they should not be written to discourage or prejudice landlords, should be written with the protection of the tenant in mind. This code is written at the exclusion of owner occupied housing because tenants do not have the option of seeking out community support to make improvements to a home they do not own. They are at the mercy of their landlord, and often afraid to complain about unsafe or unsanitary conditions because they fear retaliatory evictions. Please do not discount the need of tenants to be protected by local ordinances simply because their landlords are more vocal than they are.

Chapter 3: Environment & Natural Resources

Action Item E-2.1.1 seems like it should be broken up into the 6 individual measures so that each can be checked off as completed.

I would suggest adding a specific goal for the promotion of rain barrels and grey water systems.

The City of Asheville makes water conservation kits available to customers (or did the last time I was a city water customer) for a small fee, maybe $5 or $15, that include low flow shower heads, toilet tank bags, etc. This might be a helpful tool for Black Mountain in conserving water as well.

Very little is said in this section about the cost of water, but that is an important tool to be considered in curbing water waste and encouraging conservation. Perhaps the Town could review changes in its water rates over time and determine if incremental increases are warranted. It may be more politically feasible to simply include a study of water system rates as an action item.

Chapter 4: Transportation

Add an action item to produce consolidated bike/pedestrian/greenway maps for the public so that it is easy to see how to get around town without the use of a car.

Add an action item to improve pedestrian crossings at the railroad crossings

On page 10, it is not clear whether the plan advocates adopting the suggestion from the US70 Corridor plan to eliminate the center lane on US 70 to incorporate a multi-modal trail facility. It would be nice to expand on this idea and make it clear whether this is a goal for Black Mountain or not.

The Town should work to publicize the routes, transit times, and stop times of the Trailblazer and Route 170. It is actually pretty difficult for the general public to locate the times of these services using information published on the City of Asheville
website. If these routes are going to remain viable, the town should push for increased ridership. Better signage for the "Park & Ride" lot and coordination of times likely to be needed for commuters to travel.

The Straightening of the NC9 & US70 intersection should be made the highest priority. This intersection as it exists now is inconvenient at best, with ridiculously short stoplight times, confusing lane adjustments and crumbling sidewalks, and, at worst, negligently unsafe for pedestrians. As the Town Square park is developed, it will be completely irresponsible of the town not to make improvements to the intersection. If you are going to invite small children to play in a water fountain in the park, improvements to the flow of traffic must be made. When I asked at your agenda meeting several months ago if the repaving of the parking area and construction of new sidewalks along the property were going to be made in conformity with the plan seeking to realign that intersection, I was told that it was, but this is obviously not the case. With the state coming in to repave US70 next year, it would also be fiscally irresponsible of the Town not to be planning for as many of these improvements as possible to be made while the state is providing fresh asphalt. While it is true that all of the recommendations made in the plan came to a staggering total, the study's authors also noted that a great deal of the financial burden could be borne by the DOT if the town coordinated the improvements with planned repaving of the roads.

Throughout the updated plan references are made to the interstate interchange to be constructed at Blue Ridge Road. I would point out that each of the candidates running in the recent election said at public forums that they had not made up their minds about whether the interchange should be constructed at Blue Ridge Road or Lynch Cove Road. If that is true, references in the plan should be updated to reflect that the decision is still remaining to be made, rather than calling it the "interchange project at Blue Ridge Road."

Who is Black Mountain's liaison to the WNC Passenger Rail Corridor Committee?

Chapter 5: Utilities
The inclusion of stormwater and water system information in both environmental and utilities chapters of the plan seems to result in a duplication of some information, and the inclusion of some information in each chapter that is not included in the other. In my opinion, it would be clearer if there was simply a section devoted to the management of water, both the stormwater and the water utility, so that the information and goals could be consolidated.

Chapter 7: Economic Development
Who is Black Mountain's liaison to the Asheville-Buncombe Economic Development Coalition?

Notably absent from this chapter of the plan are any goals related to poverty. Let's set a goal to eliminate poverty and food insecurity in our town. Let’s find a way to support single parents who want to work, who are capable of working, but can't afford childcare because of draconian cuts to daycare funding at the state level. At the very least, let's set a goal that says we plan to see the rising tide of economic prosperity raise all ships, not just the ones that already riding high.

Chapter 9: Implementation
There are action items throughout the matrix that call for the town to enforce existing ordinances. This seems like an obvious task, and one that should not be listed as a goal in the action matrix.

Create an action item for renovation and incorporation of energy efficiency improvements at Carver Center in the Environment section of the matrix.

Remove action item E-2.5.2 calling for the town to pursue grants to purchase properties in the flood plain. These opportunities were explored after the flooding caused by Hurricanes Frances and Ivan. The town decided at the time that the high cost of land in the flood plain and the stringent qualification requirements made the pursuit of these grants impractical. If memory serves, the town attempted at least one such grant application which consumed an enormous amount of staff time and energy and was denied. Individual parcels within the flood plain are pretty small and unless a plan and application to buy up a strip of properties at once is developed, the purchase of individual parcels is not productive.

I'm sorry that my comments aren't more eloquently worded, but I do hope you will give them your consideration. I certainly don't expect that all of my suggestions will be incorporated into the plan, but I do hope they spur on additional conversations about the Town's goals and future commitments. I do also want to say that I was awestruck by the number of plans the town is expected to follow and implement, both of its own making and those of other regional authorities, even without incorporating
the plans still being written by GroWNC. It seems highly improbable that any single staff person could keep a finger on whether or not various town projects are being completed in conformity with these various plans and perhaps it would be good to create some sort of overlay style map that incorporates all of these various visioning plans so that whenever a project is proposed, it could quickly and easily be identified as being located in the line of one of these various plans.

Historic and Cultural Resources, The Future Land Use Map
How can the plan get teeth? It reads well as suggestive for a receptive audience but how can the Town use this when undesirable development or low quality development is proposed that is contrary to the goals identified herein?

Do we need as soon as possible a Future Land Use Map to guide future areas of targeted new or redevelopment and to avoid rezonings that are disruptive to this vision? If that is the missing tool then this plan should very clearly nudge the Town to adopt one, and I imagine that your agency would assist in that?

I have a few additions to Chap 8, Historical and Cultural Resources.

It should be a goal for the Town to leverage its unique history and the site of both campus locations of Black Mountain College. A visitor today would not readily discover this and it should be the goal to have a way-finding program that can direct visitors to both Blue Ridge Assembly and to Camp Rockmont. The Town and the SVMuseum should make it a goal to have the Black Mountain College Museum that is currently in Asheville ultimately relocate to Black Mountain to fully leverage this legacy and support tourism and economic development.

The Town should also seek real estate and proactively look for opportunities to provide public parking sufficient to allow continued redevelopment of historic buildings in downtown and to alleviate the challenges for new infill development in the historic downtown. One only need to look to Asheville to see the huge economic benefit to the public parking garages that have allowed urban structures to be repurposed for restaurants, pubs and shops and to encourage visitors to leave their car in one place as they explore on foot.

The Town should consider wrapping the historic downtown with a compatible and similar form based mixed use district to encourage pedestrian scale new development. This concentric district would serve to 1) expand the downtown urban fabric and to 2) utilize valuable existing infrastructure and 3) alleviate the pressure to allow new commercial sprawl elsewhere and to 4) further utilize precious tourism to support new businesses. This expanded district should replace the highway commercial district that is a car oriented land use, especially immediately adjacent to the historic downtown district and I-40 to encourage quality mixed use development as the Hwy 9/I-40 interchange is the primary gateway tourists experience their visit to Black Mountain. In addition to revising the envisioned land use and rezoning, the Town could invest in urban form street trees, wide sidewalks, decorative street lamps and street furniture and public parking as described above.

Both this new district and the Historic Downtown District should adopt scale and setback regulations at a minimum to ensure that the historic scale is preserved with new infill buildings and to avoid big box structures and suburban setbacks in both districts. The Town could go so far as to adopt a form based code for both districts.

As far as residential land uses, the Town may consider changing the TR-4 to UR-8 south of I-40 and this area of existing residential is well served by major infrastructure, is close to downtown and is a logical place to encourage denser redevelopment.

As regards Black Mountain’s active live music scene, several venues were omitted and should be recognized as valuable locations as well, being Shakespeare Circle in Cheshire, Lake Tomahawk, and multiple buildings in Montreat College.

Please refer to the minutes of the September 2013 Planning Board meeting for additional public comments provided on the Draft Comprehensive Plan Update.
A.3 Public Comments from Town Planning Board Meetings

Background
Much of the Comprehensive Plan Update process occurred during regular Town Planning Board meetings. As a result, a large amount of input on Comprehensive Plan priorities was collected from Black Mountain residents at monthly Planning Board meetings between May 2012 and September 2013.

Planning Board Meeting Minutes
Public comments from residents on the Comprehensive Plan Update have been recorded in the Planning Board Meeting Minutes, which can be downloaded from www.townofblackmountain.org.