



TOWN OF BLACK MOUNTAIN BOARD OF ALDERMEN
SPECIAL CALL MEETING MINUTES
Blue Ridge Rd. Small Area Plan - Wetherill Engineering
February 21, 2019

Joint/Planning Board

THE BLACK MOUNTAIN BOARD OF ALDERMEN, held a special called meeting on Thursday February 21, 2019 at 6:00 p.m. in the board room of Town Hall, 160 Midland Avenue, Black Mountain NC. The purpose of this meeting was for the Board of Aldermen and Planning Board to view a presentation given by Wetherill Engineering and to discuss the Blue Ridge Road Small Area Plan project.

1. CALL TO ORDER

Mayor Collins called the special meeting to order at 6:03 p.m. with the following members present:

Board of Aldermen

Mayor Don Collins
Vice Mayor Maggie Tuttle
Alderman Larry Harris
Alderman Carlos Showers – absent
Alderman Ryan Stone – absent
Alderman Tim Raines

Planning Board

Peter Vazquez
Lee Scott Reed - absent
Mike Raines
Lisa Milton
Jennifer Willet
Pam Norton
Jesse Gardner - absent

The following staff members were present:

Josh Harrold, Town Manager
Angela Reece, Town Clerk
Ron Sneed, Town Attorney
Jessica Trotman, Planning Director
Jennifer Tipton, Zoning Administrator

Presenters:

Drew Draper, Transportation Planning Manager- Wetherill Engineering
Richard Smith, Community and Economic Development Director - McGill Associates

Mayor Don Collins opened the meeting. Drew Draper, Transportation Planning Manager, Wetherill Engineering presented a project information sheet and short presentation to both boards which is made part of and included in these minutes.

In his presentation Mr. Draper discussed the project information sheet and clarified this plan is not part of the NCDOT I40 Interchange Study but said it will be useful to inform the I40 study. Mr. Draper stated the plan looks at useful tools for managing growth resulting from the interchange. Mr. Draper stated the plan is useful in determining planning strategies for land use

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and transportation in the Blue Ridge Road corridor. "A small area plan will provide a future vision and guidance for how Blue Ridge Road should change and grow in the future."

Mr. Draper stated the timeframe for completion of this plan would be a four to five month process completing in summer 2019. Board members discussed the nature of the plan being informative for future land use decisions but clarified it is not a regulatory process. Richard Smith, Community and Economic Development Director with McGill Associates confirmed the small area plan is not a rezoning and stated gaining input from stakeholders is valuable before the interchange is completed.

Mr. Draper discussed projected traffic counts in the Blue Ridge Road area, presenting traffic counts through the year 2020. Board members discussed the statistics and gave direction to the consultants regarding presentation of this data to the public and their preferences for clarification to the timeframe. Board members conceded their preferences were to be very clear about the data and how many years in the future it represents to the public.

Alderman Larry B. Harris and Mayor Don Collins as well as members of the Planning Board discussed the proposed Blue Ridge Road modernization project and how it relates to this plan with regard to sidewalks and turn lanes. Members of the planning board discussed safety concerns in specific areas along Blue Ridge Road stating turning lanes would be a benefit. Mr. Draper stated the data did not support widening the road to a four lane. Alderman Larry B. Harris stated he wanted to make sure the public understood there was no request, plan, or funding to widen Blue Ridge Road to a four lane highway regardless of any data being submitted for future traffic counts and said he is adamant about respecting property owner's wishes along the corridor.

Board of Aldermen members gave suggestions to the engineers of how to better present the data to the public without causing a panic with regards to a four lane highway and future traffic count numbers and discussed locations to hold the public input meeting that would be convenient for the Blue Ridge Road area residents to attend. Mr. Smith stated the small area plan is a useful tool for area residents to give their input on what they would like future development in this corridor to look like, whether it is remaining a residential area or allowing other types of uses. Mr. Smith also stated the plan could be used as a tool to create conditional zoning requirements on the many restaurants and shops that could move into the area as a result of the interchange.

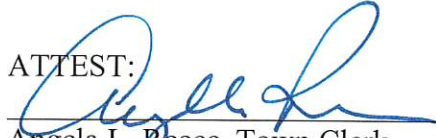
Jessica Trotman summarized the intent of the small area plan. She emphasized this is the town's opportunity to respond to the interchange and determine what it wants to preserve and maintain as much as it is to make improvements or changes that may be in the best interest of the community in response to increased traffic caused by the interchange.

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The Board of Aldermen extended their thanks and appreciation to the citizens who attended the meeting and to staff for facilitating the discussion.

There being no further business, on a motion made by Alderman Larry B. Harris and with a vote of 4-0, Vice Mayor Maggie Tuttle adjourned the meeting at 6:35 p.m.

ATTEST:


Angela L. Reece, Town Clerk


Don Collins, Mayor

ATTEST:

Jennifer Tipton, Zoning Administrator

Peter Vazquez, Chair



BLUE RIDGE ROAD SMALL AREA PLAN KEY WORDS AND PHRASES

Below you will find some key words and phrases that will be used during the Blue Ridge Small Area Plan process. The thematic logo above provides key themes that stress the need to prepare for change but also respect identity.

Thematic logo phrases:

- Respect what exists
- Plan for changing conditions
- Protect scenic nature
- Grow tourism
- Value sense of place

Key words and phrases:

- **Growth management:** specific regulatory policies aimed at influencing how growth occurs, mainly within a locality. Seeks to accommodate growth rationally, not to prevent or limit it.
- **Compact form:** using the least amount of land for development and supporting infrastructure that is reasonable under the circumstances. Promotes high residential density with mixed land uses.
- **Street walls:** the front façade of a building where it is built on or close to the street boundary. Helps define the public realm.
- **Transit oriented development:** a type of development that maximizes the amount of residential, business and leisure space within walking distance of public transport.
- **Streetscape:** the visual elements of a street, including the road, adjoining buildings, sidewalks, street furniture, trees and open space, etc. that combine to form the street's character.
- **Active transportation** (or alternative transportation): carsharing, public transportation, bike commuting.
- **Context sensitive solutions:** transportation decision-making and design that takes into consideration the communities and lands through which streets, roads and highways pass.
- **Complete Streets:** streets for everyone. They are designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities.
- Connected system
- **Roadway capacity:** the maximum traffic flow obtainable on a given roadway using all available lanes.
- **AADT (annual average daily traffic):** total volume of vehicle traffic of a highway or road for a year divided by 365 days.
- **Long range plan:** a set of goals (usually five to ten years) that outlines the path for the future. It is important to note that this project does not have a specific timeline.

- **Conditional zoning:** a zoning in which the governmental body allows a change in zoning activities subject to certain conditions that are designed to protect adjacent land. The combination of uses is something that is informed by the community and goes through both the Planning Board and the Board of Aldermen.
- **Overlay:** a special zoning district placed over an existing base zoning district which identifies special provisions in addition to those in the underlying base zoning district.
- **Boulevard design:** buffers the commercial or residential street edge from a high-speed thruway by means of multi-way operations and frontage roads.
- **Mixed-use:** pedestrian-friendly development that blends two or more residential, commercial, cultural, institutional, and/or industrial uses. The combination of uses is something that is informed by the community and goes through both the Planning Board and the Board of Aldermen.
- **Community visioning** (as a part of the process)
- **Civic engagement:** a necessary tool to promote and encourage community buy-in; we anticipate this one to be robust given the cross coordination with the NCDOT interchange meetings and the nature of the jurisdiction/constituents as a whole.
- Creating a **shared (community owned) vision:** a goal of the Small Area Plan
- **Sense of place**
- The Small Area Plan will stand as a **roadmap** to guide change as further opportunities for the interchange area occur.
- Create **people (user)-friendly space**
- **Create safe space** (roundabouts and traffic flow; pedestrian and biking possibilities)
- **Identity:** interchange and Blue Ridge Road area should reflect who Black Mountain is/wants to be
- **Stakeholders:** involve those that have an interest and desire for the area to flourish

Below you will find a link to a training module on conditional zoning offered through the UNC School of Government. The module will give you more information regarding conditional zoning.

<https://sog.adobeconnect.com/landuse-mod14>

Reminder that there will be a joint meeting between the Board of Aldermen and the Planning Board on Thursday, February 21, 2019 at 6:00 p.m. in the Board of Town Hall. Weatherill Engineering will be delivering a presentation regarding the Blue Ridge Road Small Area Plan.

Project Information Sheet

Blue Ridge Road Small Area Plan



Black Mountain, NC

Project Background

The new I-40 interchange will provide all traffic, particularly truck traffic, with alternative access to the interstate and encourage more commercial and industrial activity in the western portions of Black Mountain and along Blue Ridge Road. As such, the Town will be exploring independent land use and transportation opportunities along Blue Ridge Road in order to maximize the potential for this future growth area.

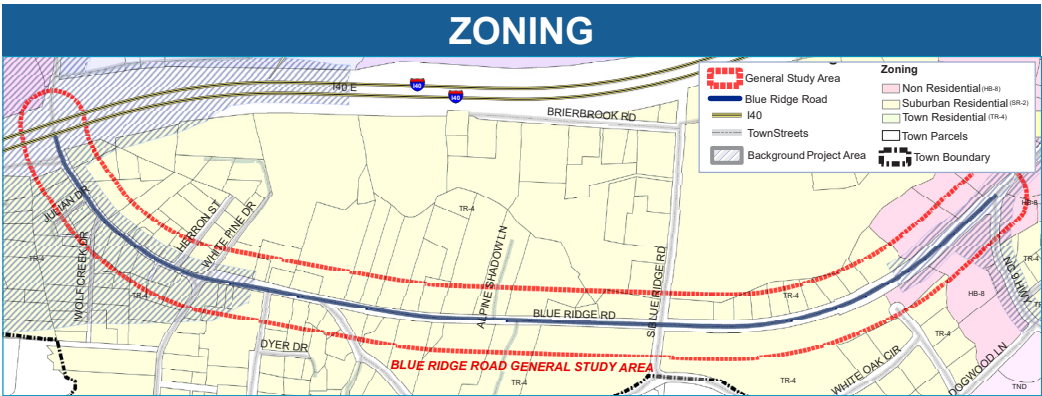
Attachments to 2/22/19 BoA & Planning Board Special Call Meeting Minutes

What is a Small Area Plan?

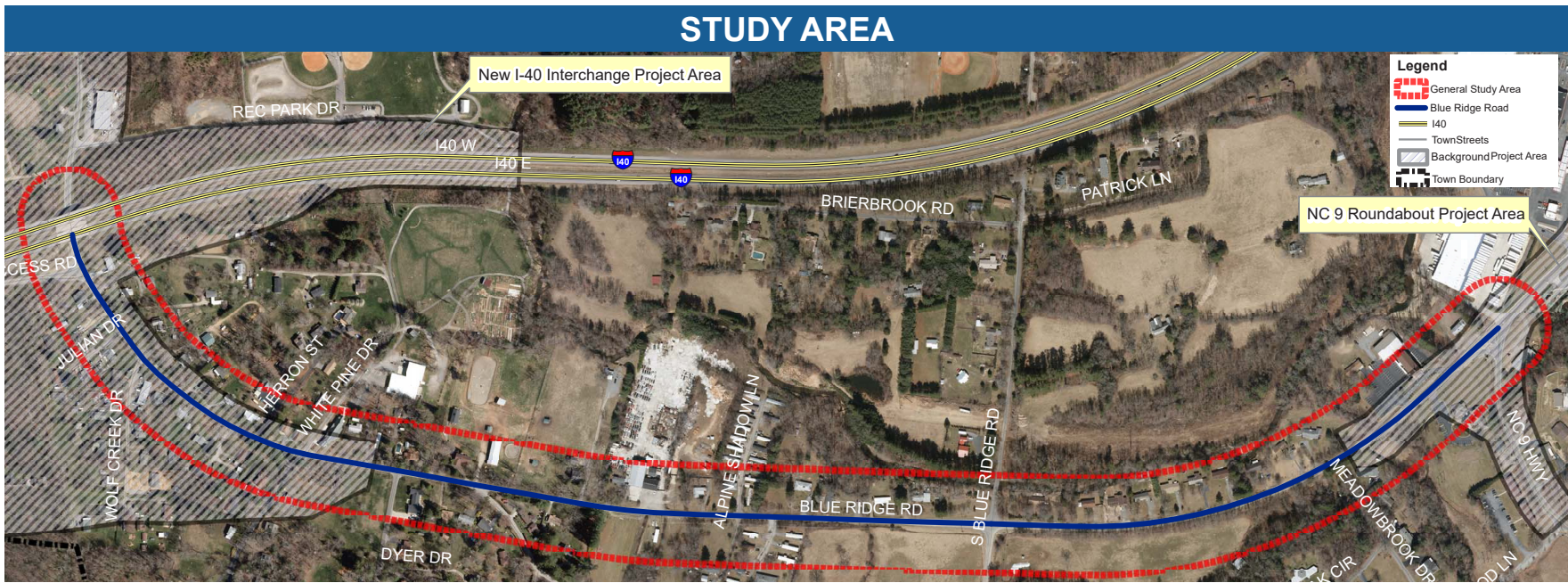
A small area plan is a detailed, long-range land-use and transportation plan that is focused on a particular size limited area – in this case Blue Ridge Road from I-40, east to NC 9. Small area plans guide future land-use expectations and decisions by providing a collaborative process for citizens to express their views on changes impacting the community.

Why is it Important?

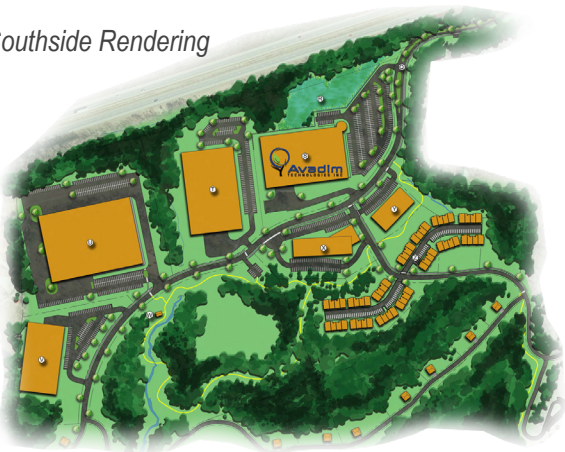
In the absence of a plan, undesirable development may occur. A small area plan will provide a **future vision and guidance** for how Blue Ridge Road should change and grow in the future. It will identify land use, transportation, and development strategies responsive to changes in conditions associated with the new interchange.



STUDY AREA

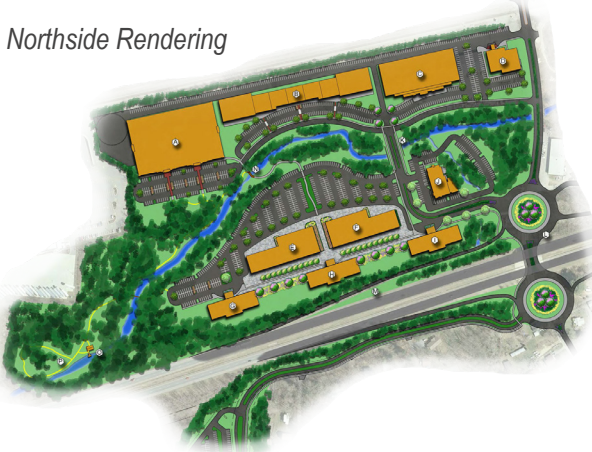


Southside Rendering



The Black Mountain Commerce Park is located at the new I-40 interchange. The anticipated growth activity at the Commerce Park coupled with the new interchange will further increase the attractiveness of western Black Mountain and Blue Ridge Road.

Northside Rendering



What this Small Area Plan is not.

This small area plan is not a “canned” study and will be uniquely customized through feedback from the Town. Furthermore, it is not formally part of the new I-40 interchange project; therefore, provides an independent and fresh look at reshaping Blue Ridge Road. Finally, this plan is not a traditional rezoning effort but will offer guidance and suggestions as changes occur along Blue Ridge Road.

How will the Plan’s Vision be Achieved?

The overall plan will be informational; however, detailed enough to provide a blueprint the Town can follow and implement. The plan will clearly define land use and transportation “drivers” and then lay out steps to follow in order to achieve the vision, building on the current regulatory land use and zoning framework. The plan will outline options including mixed use zoning strategies, transportation funding opportunities, and growth management practices, among others, aligned to the vision.



Blue Ridge Road





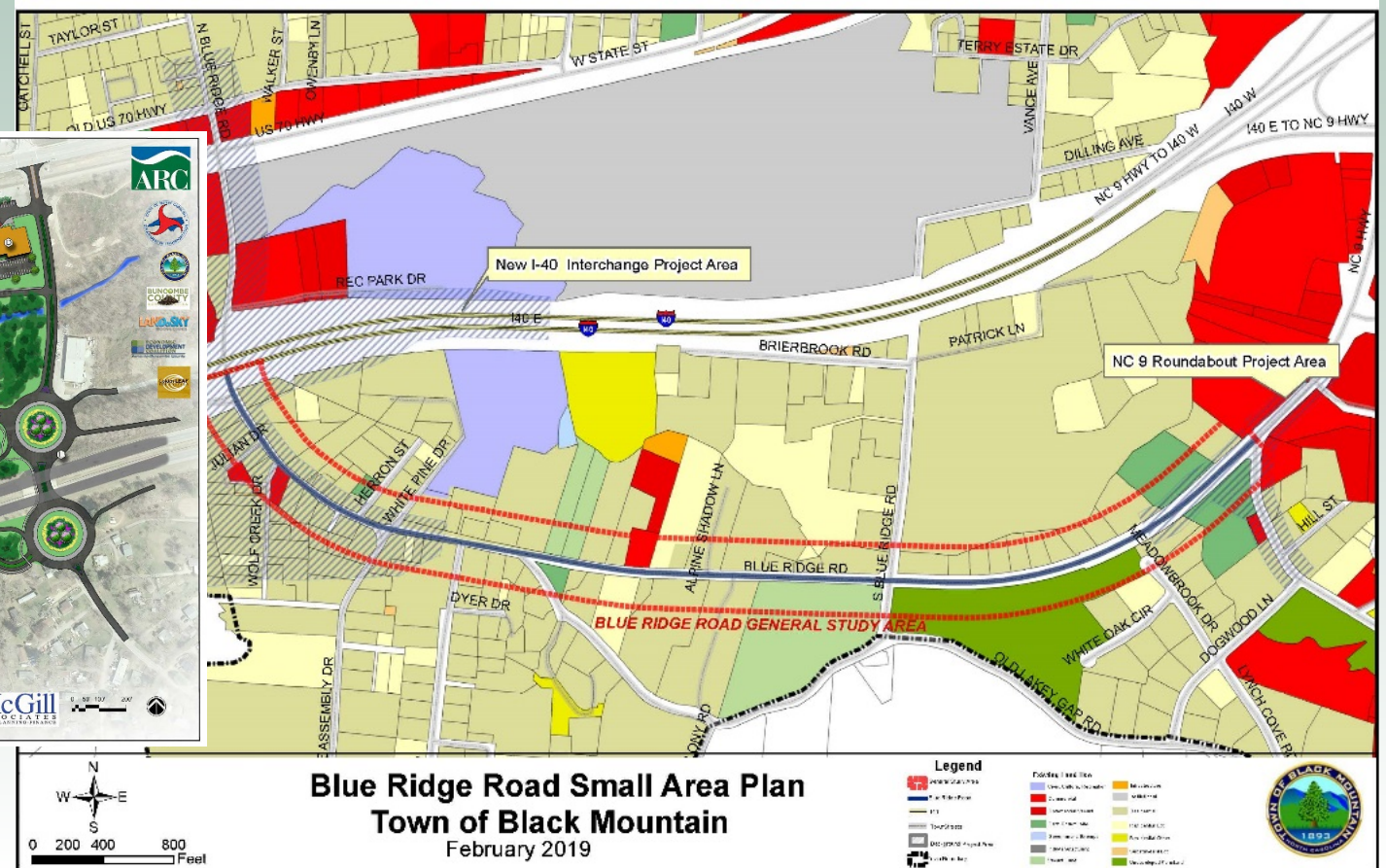
Board of Alderman and Planning Board

Project Kick-Off and Joint Workshop

Blue Ridge Road Area Plan

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Blue Ridge Road Area Plan

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Agenda

- Project Overview
- Project Phases
 - Phase I – Existing Conditions and Visioning
 - Phase II – Development Scenarios and Transportation Needs
 - Phase III – Implementation and Reporting
- Next Steps
- Interactive Board Workshop





Blue Ridge Road Area Plan

February 21, 2019

Project Overview

- What is a Small Area Plan?
 - Long range land-use and transportation plan
 - Focused on a limited size area
 - Guides future land use decisions and expectations (macro level)





February 21, 2019

Project Overview Cont.

- What this Small Area Plan is NOT
 - Not a canned study
 - Not formally part of the I-40 interchange project
 - However, it will inform the project
 - Not a traditional rezoning effort
- What we will do >>>>>>>>>>>>>>>





Blue Ridge Road Area Plan

February 21, 2019

Project Overview Cont.

- Why is it Important?
 - No plan = potential undesirable development
 - Responsive to changing conditions
 - Town OWNERSHIP
- How will it be Achieved?
 - Establish vision
 - Define land use and transportation drivers
 - Informational, yet procedural
 - Builds on existing regulatory framework

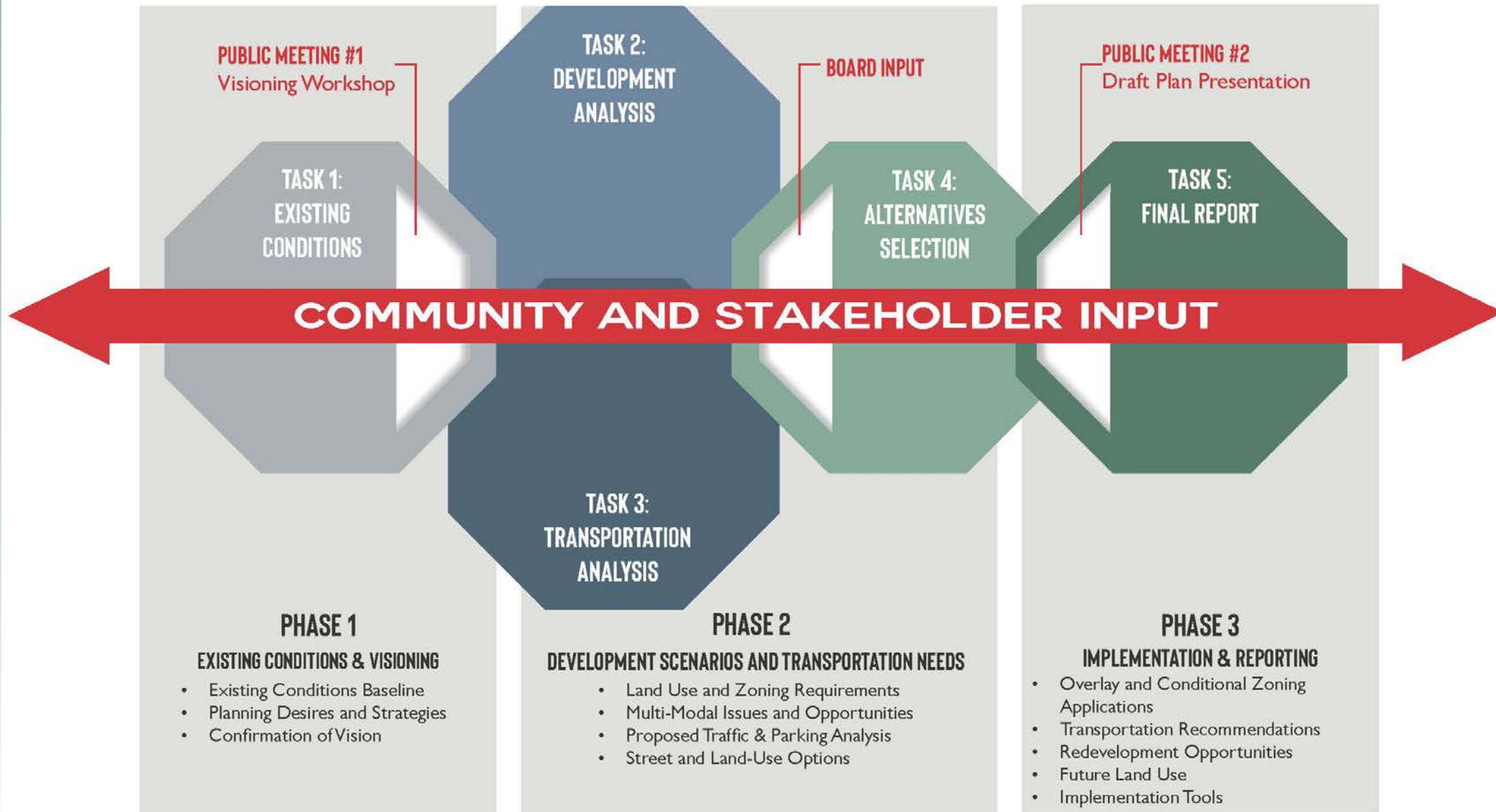




Blue Ridge Road Area Plan

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Project Phases Overview





Blue Ridge Road Area Plan

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Phase I: Existing Conditions and Visioning

- Develop existing conditions baseline
- Hold Board workshop and public meeting #1

Determine Planning Strategies

- Zone for the future
- Complete bike/ped networks
- Increase development density
- Promote quality design
- Manage parking
- Expand, or preserve parks and open space

- Confirm overall vision





Blue Ridge Road Area Plan

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Phase IIA: Development Scenarios



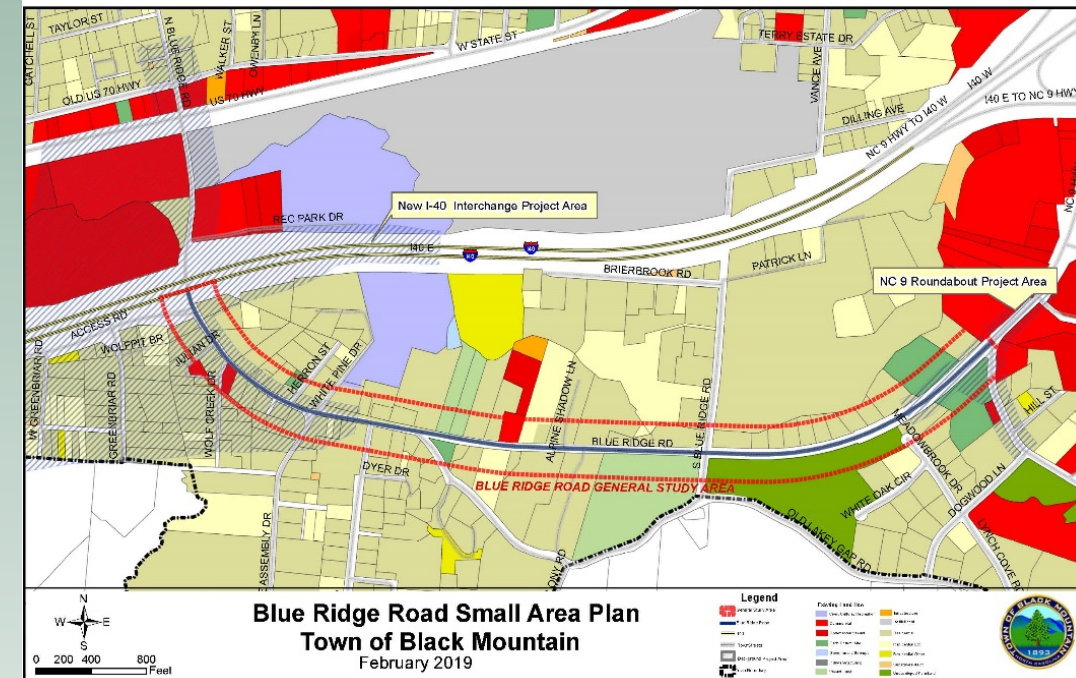


Blue Ridge Road Area Plan

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- Maintain status quo?
- Land use and zoning overview
- Overlay districts and conditional zoning applications
- Necessary regulatory framework and ordinance requirements

Phase IIA: Development Scenarios

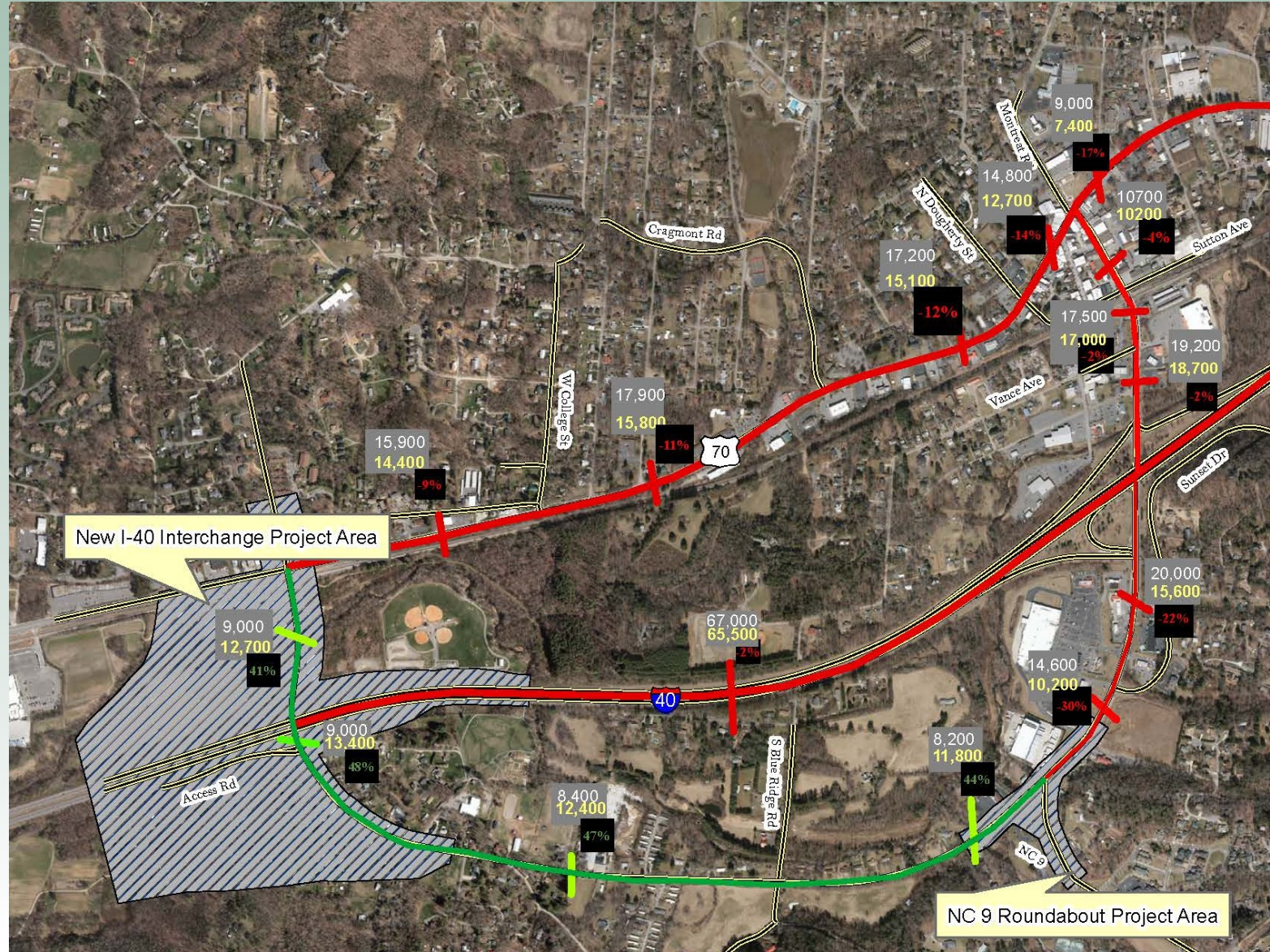




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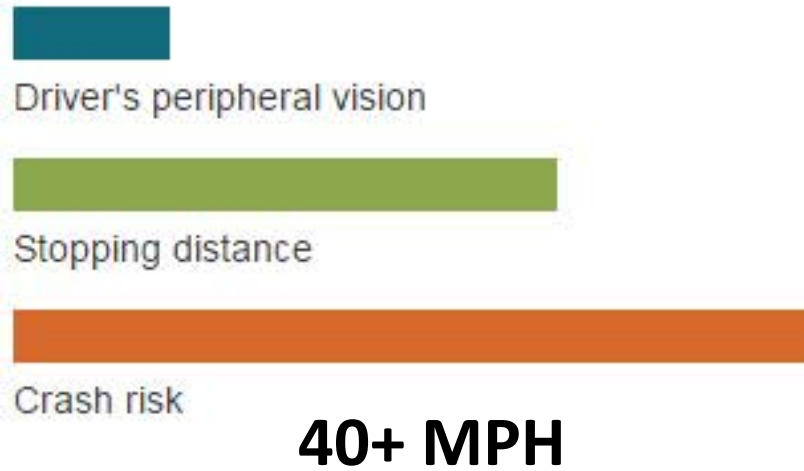
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- Changing traffic patterns
- Future growth
- Multimodal issues and opportunities
- Roadway capacity, parking, and access management





Design for Desired Function



Conventional Highway Design: Operating Speed = Design Speed = Posted Speed

Proactive Urban Street Design: Target Speed = Design Speed = Posted Speed





Blue Ridge Road Area Plan

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Phase III: Implementation and Reporting

- Integrated future transportation and land use vision
- Regulatory framework to implement
- Documentation and adoption (macro verse micro)

Residential Street

LAND USE	
Complementary Land Use Transect**	Traditional neighborhood
Complementary Land Use Character	• Single and two-family homes • Some pockets of limited neighborhood scale commercial • Can include: work-life units and/or residential over 1st floor retail uses; community spaces (e.g. parks, ball fields, library) • Parcels of 1 acre or less • Structures generally 1-2 stories in height

MOTOR VEHICLE REALM

Functional Class	Collector
Typical Pavement Width Range	20' - 48'
Typical Right-of-Way Range	30' - 64'
Target Speed	20 - 35 mph
Travel Lane Width	10' - 11'
On-Street Parking	Permitted

BICYCLIST & PEDESTRIAN REALM

Bike Treatment	• Alternative A: shared use or shared lane markings • Alternative B: bike lanes (minimum of 5')
Pedestrian Treatment	Sidewalk (minimum of 5')

**Based on and building from land use transect as included in the "Street Color" by County Planning & Design, with consideration of "Thematic Land Use Master Plan" and "Severson Mills Town Center Plan".

Figure 13: Street Requirements Table

PENBERTON COMPLETE STREETS | STREET TYPOLOGIES



Figure 14: Existing street example - Scapleton Road, south of College Drive



Figure 15: Existing street example - Lakeshore Drive, northeast of Bluff Street

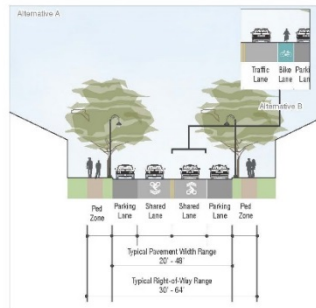
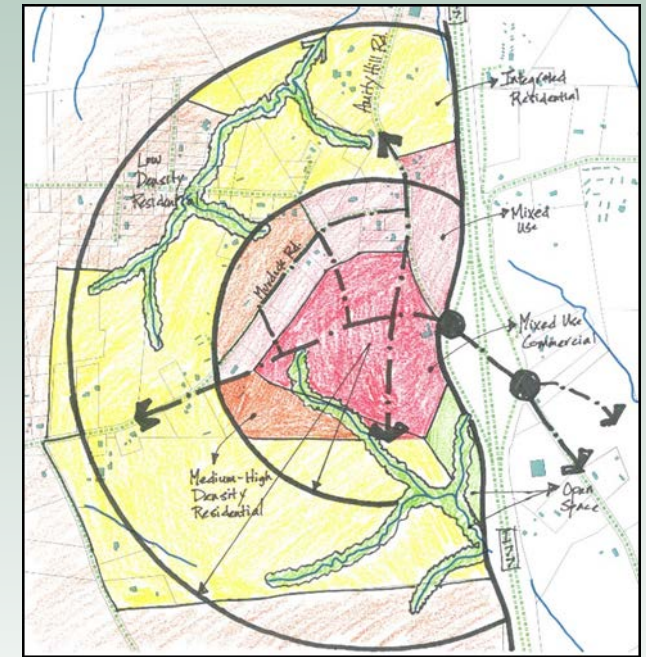
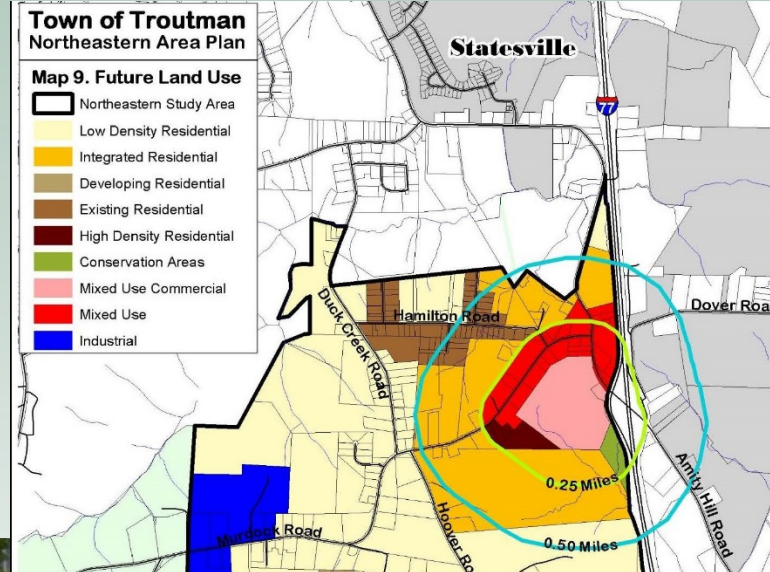


Figure 16: Typical Existing Street Section for 'Residential Street' Typology

Town of Troutman Northeastern Area Plan

Map 9. Future Land Use

Northeastern Study Area	
Low Density Residential	
Integrated Residential	
Developing Residential	
Existing Residential	
High Density Residential	
Conservation Areas	
Mixed Use Commercial	
Mixed Use	
Industrial	



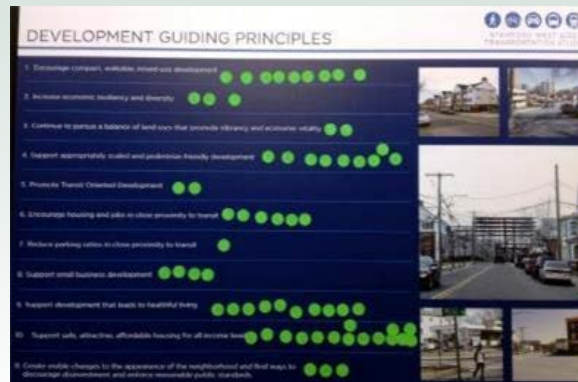


Blue Ridge Road Area Plan

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Next Steps – Public Input Session

- General support for the vision/guiding principles
- Demand for:
 - Bike/ped connections
 - Higher density development (residential and/or commercial)
 - Pedestrian amenities
 - Healthy living
 - Tourism
- Open house forum with interactive stations





**Blue Ridge
Road Area
Plan**

February 21, 2019

Board Workshop – VISION EXAMPLE

Blue Ridge Road and the surrounding mixed use development will be a well-connected corridor offering multimodal opportunities integrated with high quality housing, jobs, shopping, dining, and recreational services.





Blue Ridge Road Area Plan

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Let's Get Started!!

- Consultants will remain available as needed for the next hour to discuss issues and opportunities Board members would like to address.
- Handouts and table-top maps will be available

