



TOWN OF BLACK MOUNTAIN

Town Hall, 160 Midland Avenue, Black Mountain, NC 28711

Date: May 20, 2021 Time: 8:30 a.m.

Special Call Agenda

*The agenda and all related documentation may be accessed electronically via Wi-Fi in Town Hall. From your laptop or smartphone, access the Town's website at www.townofblackmountain.org. Click on **Town Government** and select **Mayor and Town Council** to download materials for all Town board meetings.*

 **Conserve resources; print only when necessary.**

The Town of Black Mountain is committed to providing accessible facilities, programs and services for all people in compliance with the American with Disabilities Act (ADA). Hearing assistive devices are available at the door.

Should you need other assistance or accommodation for this meeting, please contact

*Town Clerk Savannah Parrish at 419-9310, or by email at savannah.parrish@townofblackmountain.org
(828) 419-9300 / TDD (800) 735-2962*

1. CALL TO ORDER

- Welcome

2. NEW BUSINESS

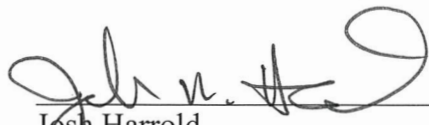
- A. Letter of Support – Galen School of Nursing
- B. Elevate Black Mountain Presentation

3. COMMUNICATION FROM STAFF

- A. Town Attorney – Ron Sneed
- B. Town Manager – Josh Harrold

4. COMMUNICATION FROM MAYOR AND TOWN COUNCIL

5. ADJOURNMENT



Josh Harrold
Town Manager



PUBLIC NOTICE

SPECIAL CALL MEETING

Thursday, May 20, 2021 at 8:30 a.m.

The Black Mountain Town Council will hold a **SPECIAL CALL MEETING** on Thursday, May 20, 2021 at 8:30 a.m. in the Board Room in the Town Hall Building, 160 Midland Avenue, Black Mountain, NC. The purpose of this meeting is to discuss Elevate Black Mountain – the comprehensive plan.

There are three ways the public can participate in the meeting:

1. **Join the meeting through YouTube Live on your computer or smart device. * Citizens will be able to comment at the appropriate time using the chat feature to enter their comments. *Citizen video feeds will not be enabled. There is no password.**

https://www.youtube.com/channel/UCWJmKy_6LVe7VFXUrHwpESA

2. **Join the meeting by telephone (listen only).**

Call toll free 877 853 5247 or 888 788 0099

Meeting ID: 820 175 2195

Passcode: 916686

3. **Email or call in your citizen comments or questions prior to the meeting.**

Call in comments prior to meeting: Town Clerk at 828-419-9310

Email comments to: Comments@townofblackmountain.org.

The Town is making every effort to ensure that the public is able to not only listen to the meeting, but also to participate in the public comment portion of the Board meeting, while still maintaining all of the Town's statutory requirements and keeping the public safe. **During the meeting, if at any time inappropriate content is detected the electronic meeting will be ended by the host.**

Savannah M. Parrish
Savannah M. Parrish
Town Clerk

The Town of Black Mountain is committed to providing accessible facilities, programs and services for all people in compliance with the Americans with Disabilities Act (ADA). Should you need assistance or a particular accommodation for this meeting please contact, Savannah Parrish, Town Clerk at 419-9310 or by email at townclerk@townofblackmountain.org

Please visit www.townofblackmountain.org to obtain agenda packets and other meeting information.

Posted to the Town Bulletin Board 05/14/21



Town of Black Mountain

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Phone (828) 419-9310 • Fax (828) 669-4204 • TDD 800-735-2962
www.townofblackmountain.org

Mayor

Larry B. Harris

Town Manager

Josh Harrold

Town Council

Vice-Mayor Ryan Stone
Council Member Tim Raines
Council Member Archie Pertiller
Council Member Pam King
Council Member Doug Hay

Town Clerk/Asst. to Manager

Savannah Parrish

May 20, 2021

NC Board of Nursing
4516 Lake Boone Trail
Raleigh, NC 27607

Dear NC Board of Nursing:

The Town Council of Black Mountain NC is pleased to ask our Mayor to offer this letter of support for the opening of a Galen College of Nursing program at Mission Hospital in Asheville, NC.

We are experiencing a significant shortage of nurses which impacts access to care. A new nursing program will bring compassionate and competent nurses that our community residents deserve. Mission Hospital is ready to support the needs of these Galen students with health care clinical experiences and employment, during or after graduation. Leadership has connected with all 13 nursing schools in Western NC that we partner with to assure them we will continue to provide clinical rotation opportunities for their students at Mission even with the addition of our own nursing school.

The pandemic has intensified the demand for nurses due to early retirements and the increased need for healthcare services. It is time to build our local supply of registered nurses and Galen College of Nursing has the expertise to bring Asheville, Black Mountain, and our surrounding communities the nurses we so desperately need.

The Black Mountain Town Council understands that the supply of nurses in our community is not meeting our demand. Galen College of Nursing would help us rebalance the regional workforce. Thank you for your consideration and please reach out to me if you have questions.

Sincerely,

Larry B. Harris
Mayor
Black Mountain, NC



**THE TOWN OF
BLACK MOUNTAIN**
Public Draft | May 2021

Acknowledgments

Preparation of the Elevate Black Mountain Comprehensive Plan was a collaborative process involving numerous town officials, stakeholders, and community members.

Town Council

- Larry Harris, Mayor
- Pam King, Council Member
- Doug Hay, Council Member
- Ryan Stone, Council Member
- Archie Pertiller, Jr., Council Member
- Tim Raines, Council Member
- Don Collins, Former Mayor
- Maggie Tuttle, Former Vice Mayor
- Jennifer Willet, Former Alderman

Planning Board

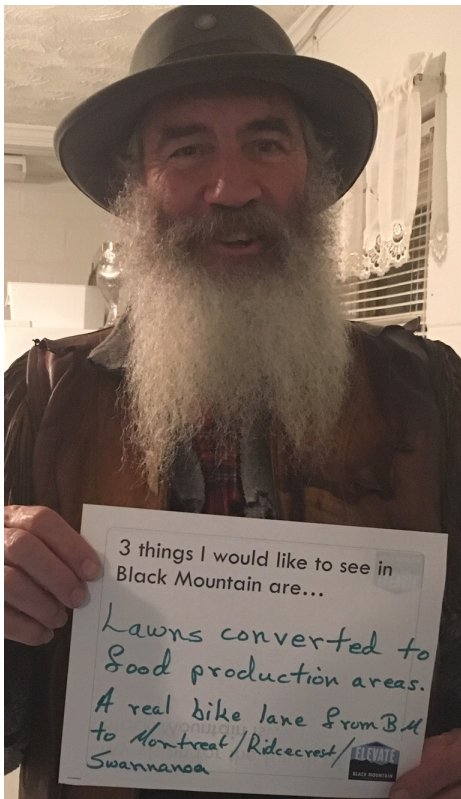
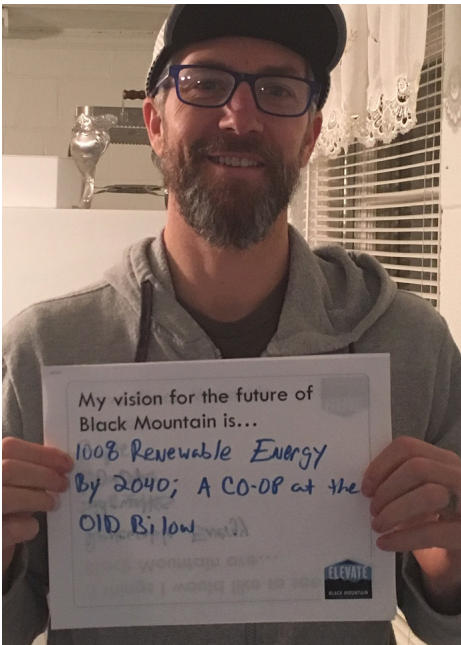
- Christopher Collins, Chair
- Pam Norton, Vice Chair
- Lauronda Teeple
- Jesse Gardner
- Rick Earley
- Kathy Phillips
- Chas Fitzgerald

Town Staff

- Jessica Trotman, Planning Director
- Jennifer Tipton
- Jake Hair

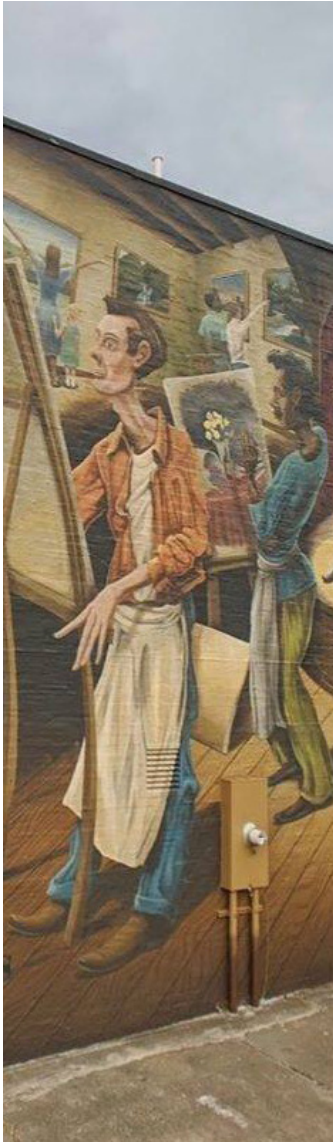
Consultants

- Clarion Associates**
- Nate Baker
- Leigh Anne King
- Addie Sherman
- Holly White
- Chipley Consulting**
- Sealy Chipley



100%RENEWABLEENERGYBY2040IC
ANAFFORDTOLIVEHEREGREENWAYS
COMMUNITYGARDENSLOCALFOODS
BLACKMOUNTAINCOMMERCEPARKV
ETERANSPARKCELEBRATETHESWANN
ANOARIVERMORESIDEWALKSANDBI
KELANESNEWCOMMUNITYCENTERBL
UERIDGEROADINTERCHANGEOPENS
PACEPROTECTIONHISTORICPRESERV
ATIONWALKABLEDOWNTOWNCOM
MUNITYENGAGEMENTGROWTHMAN
AGEMENTNEIGHBORHOODPLANNIN
GAFFORDABLEHOUSINGSAFETYHIG
HQUALITYPARKSANDRECREATIONIN
CLUSIVEGOVERNANCEAGINGINPLAC
ETRAFFICCALMINGLAKETOMAHAW
KADVENTURETOURISMSMALLSCALE
MANUFACTURINGSTORMWATERMAN
AGEMENTGREENROOFSCHAMBEROF
COMMERCEBEAUTIFICATIONCOMMI
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CONTENTS



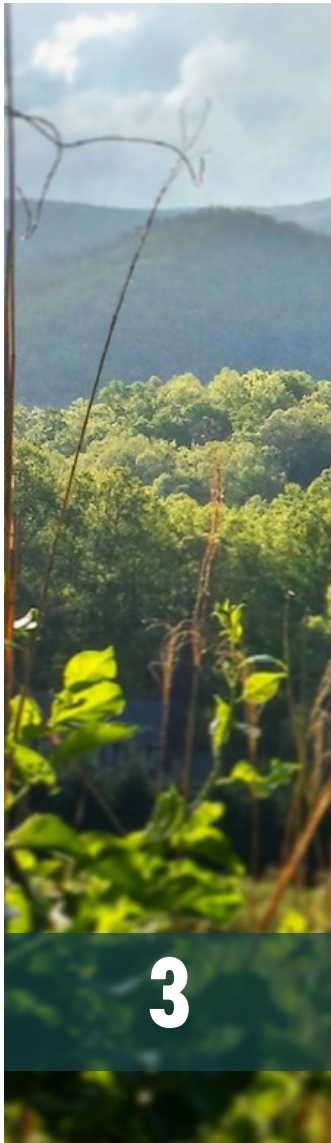
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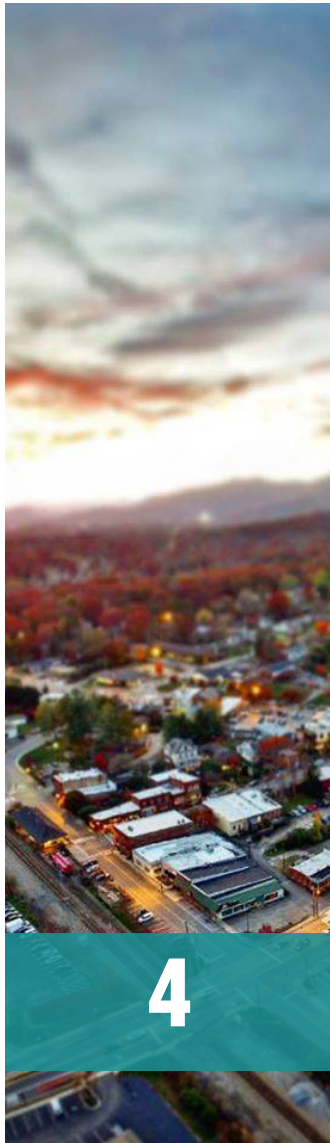
FUTURE LAND
USE



WALKABLE &
LIVABLE



GREEN &
RESILIENT



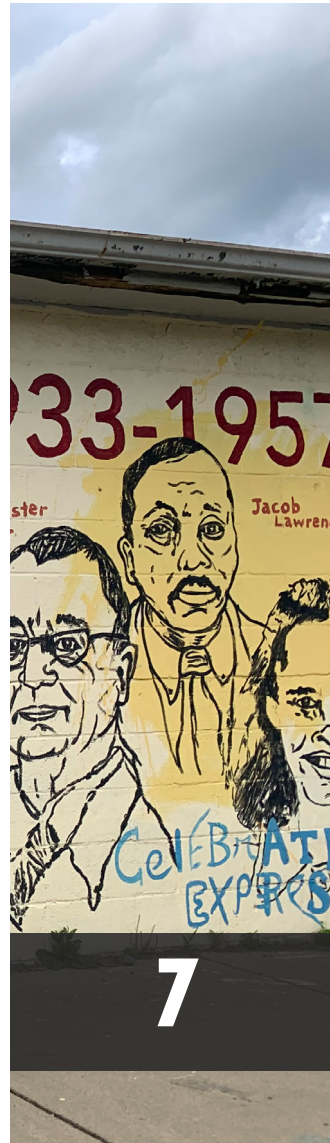
VIBRANT
ECONOMY



CIVIC
ENGAGEMENT



CONNECTED &
ACCESSIBLE



IMPLEMENTA-
TION
MATRIX



First public meeting, Black Mountain Church of God, 1/27/2020

Executive Summary

Black Mountain, North Carolina is a place people want to live, work, and visit. The town hosts eclectic neighborhoods, a charming downtown, restaurants, breweries, and industry. Its location among the mountains, yet near the bustling City of Asheville, makes it increasingly attractive.

Black Mountain's attractiveness as a place to be is both an opportunity and a challenge. As the town grows, it must protect, maintain, and enhance the character of the places that make Black Mountain special, while growing in an environmentally and fiscally sustainable pattern and expanding affordable living and traveling options for people of all incomes.

To address the challenges and opportunities facing Black Mountain, the town initiated a long range comprehensive planning process. *Elevate Black Mountain* is the broadest public policy document for the Town of Black Mountain. It sets forth the long-range community vision for five different topic areas: land use, environmental sustainability, economic development, civic engagement, and transportation. It serves to connect existing and future community plans under one umbrella to ensure cohesion between them. The plan also includes goals the community wants to achieve, and the specific policies and actions to help achieve them.

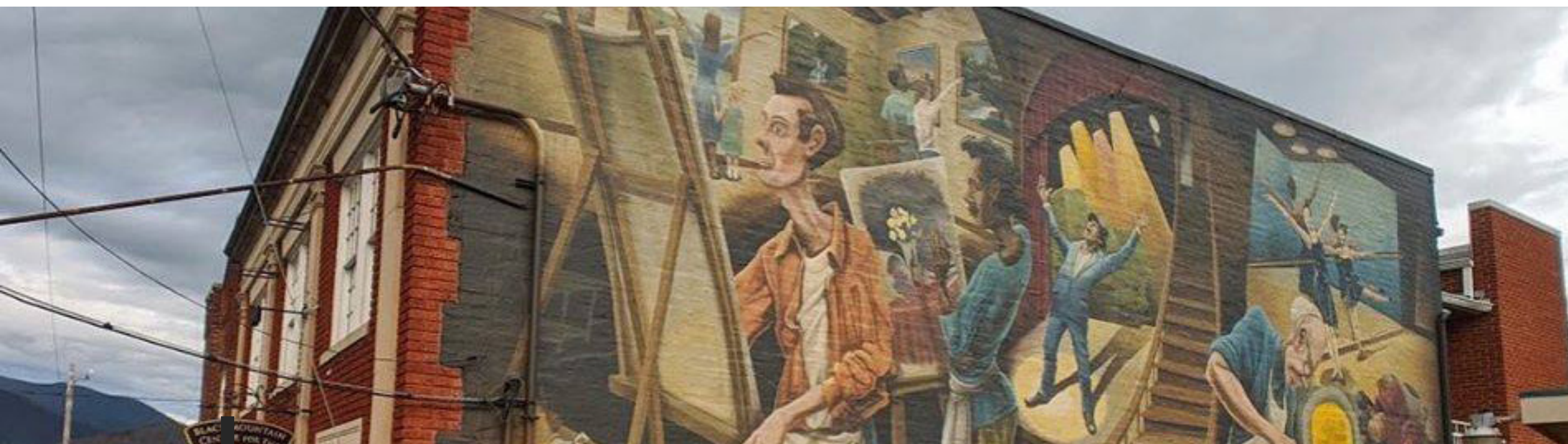
Elevate Black Mountain was developed through a robust planning and community engagement process that involved over 300 residents through in-person interviews and workshops, online meetings, online surveys, paper surveys, planner office hours, and emails. Furthermore, the planning process was informed by analyses that helped tell the story of the current trends and conditions. While many planning analyses informed this plan, four key trends and conditions are identified in the document. They are:

1. Black Mountain is increasingly interlinked to the growing region, with residents and workers commuting to work between jurisdictions.
2. Nearly all recent housing construction has been limited primarily to single-family homes and duplexes.
3. On average, Black Mountain households currently spend over 50% of their income on housing and transportation.
4. The town is undergoing demographic changes, including an aging population.

The planning process began in the second half of 2019. The first major community engagement events took place in January 2020. By March, North Carolina began feeling the public health and economic impacts of the COVID-19 public health crisis. The pandemic caused uncertainty while adding to and exposing challenges already facing Black Mountain and the region. The *Elevate Black Mountain* project went on hold during the summer months as more was learned about the virus and how to best manage it at the state and local level. In many ways, the pandemic also brought to the forefront issues related to social and economic precarity, affordable housing, community safety, wages, and access to critical goods and services.

By September 2020, the planning process resumed, mostly online amidst the public health crisis and following guidelines for maintaining physical distancing to avoid person-to-person transmission of the virus. Resident participants built on community-based goals and vision and developed strategies for how to achieve them.

Planning for the future is key to building a community that reflects all our values, while guiding and prioritizing decision-making. Planning is important both in times of uncertainty and times of stability, and is more important now than ever. The *Elevate Black Mountain* Comprehensive Plan was created during an unprecedented time in our history, but it is intended to help guide the community over the next decade and beyond.



INTRO

Black Mountain is a special place. River fog rises from the valley and clouds wrap high ridges; red and yellow colors explode each October; and history is hidden around corners across town. Residents are drawn to Black Mountain for many reasons—for its access to jobs and opportunities throughout the region, and the ability to escape into the lush green mountains. Our town is home to a diverse population of new and long-time residents.

We are a small town that has grown and continues to grow amidst a changing global, national, and regional economy. That makes the Elevate Black Mountain Comprehensive Plan important now more than ever. Elevate Black Mountain builds off unprecedented levels of community engagement to set the stage for our future.

Why Plan? Why Now?

Planning for the future is an important way to create an agreed upon collective community vision, and achieve it by prioritizing and acting upon goals, policies, and actions. Planning also helps to be efficient with limited resources and govern communities in a fiscally balanced way.

The Elevate Black Mountain planning process began in the second half of 2019. There were three key motivations for initiating the plan. They included:

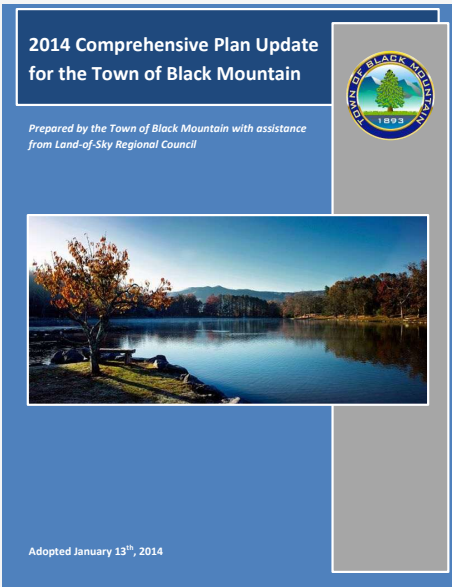
- 1. To address rapid regional growth, coupled with rising housing prices and uneven growth in wages
- 2. To take advantage of a key opportunity to revisit topics in the previous comprehensive plan
- 3. To conduct a genuine, robust communitywide dialogue about Black Mountain's future

The first major community engagement events took place in January 2020. By March, North Carolina began feeling the public health and economic impacts of the COVID-19 public health crisis.

The pandemic caused uncertainty and added to and exposed significant challenges already facing Black Mountain and the region. The Elevate Black Mountain project went on hold during the summer months as more was learned about the virus and how to best manage it at the state and local level. In many ways, the pandemic also brought to the forefront issues related to social and economic inequality, affordable housing, community safety, wages, and access to critical goods and services.

By September 2020, the planning process resumed, mostly online amidst the public health crisis and following guidelines for maintaining physical distancing to avoid person-to-person transmission of the virus. The plan was created during an unprecedented time in our history, but it is intended to help guide the community over the next decade and beyond.

The 2014 Comprehensive Plan Update for the Town of Black Mountain



Black Mountain's former comprehensive plan provided guidance on land use and housing, environment and natural resources, transportation, utilities, parks, recreation, and health, economic development, and historic and cultural resources. The plan was built through public engagement that took place in 2013. The plan served the community well and helped create the Black Mountain that exists today.

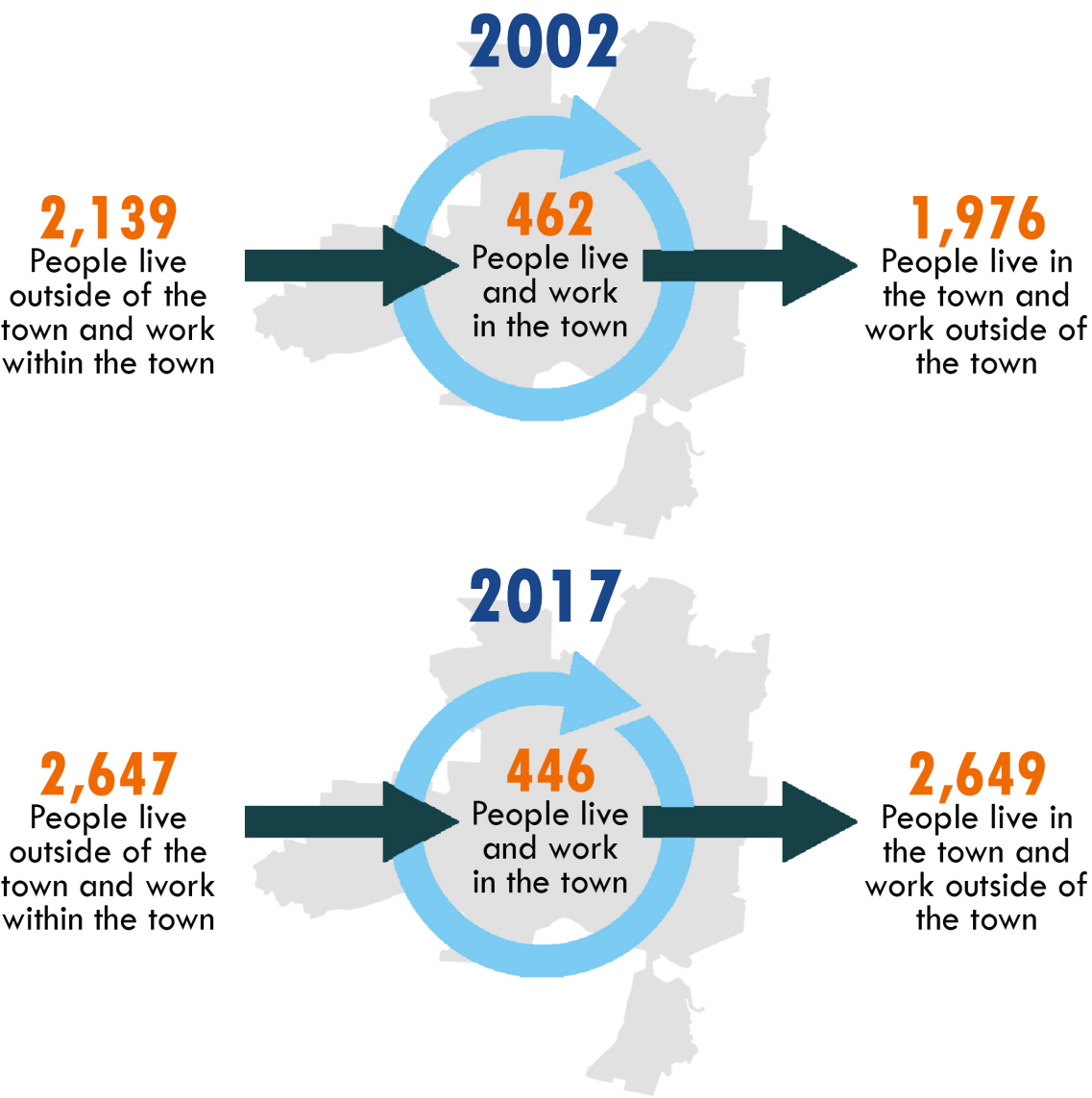
The Elevate Black Mountain Comprehensive Plan builds on the 2014 plan update's concepts, while updating goals, policies, and actions, and providing land use guidance, to address new planning trends and conditions. Elevate Black Mountain reflects the community aspirations of current residents.

4 Key Planning Trends & Conditions

To plan for the future, it is important to understand the current trends and conditions that are impacting Black Mountain and which form the fact-based foundation for the planning process and the plan's policies. While there are many influences, below are four key trends and conditions.

1 Black Mountain is increasingly interlinked to the growing region, with residents and workers commuting between jurisdictions.

Why it Matters
As population grows throughout Buncombe County and the region, Black Mountain and its environmental quality, economy, housing market, and transportation networks are increasingly interlinked with the region, necessitating greater interjurisdictional cooperation and collaborative regional planning.

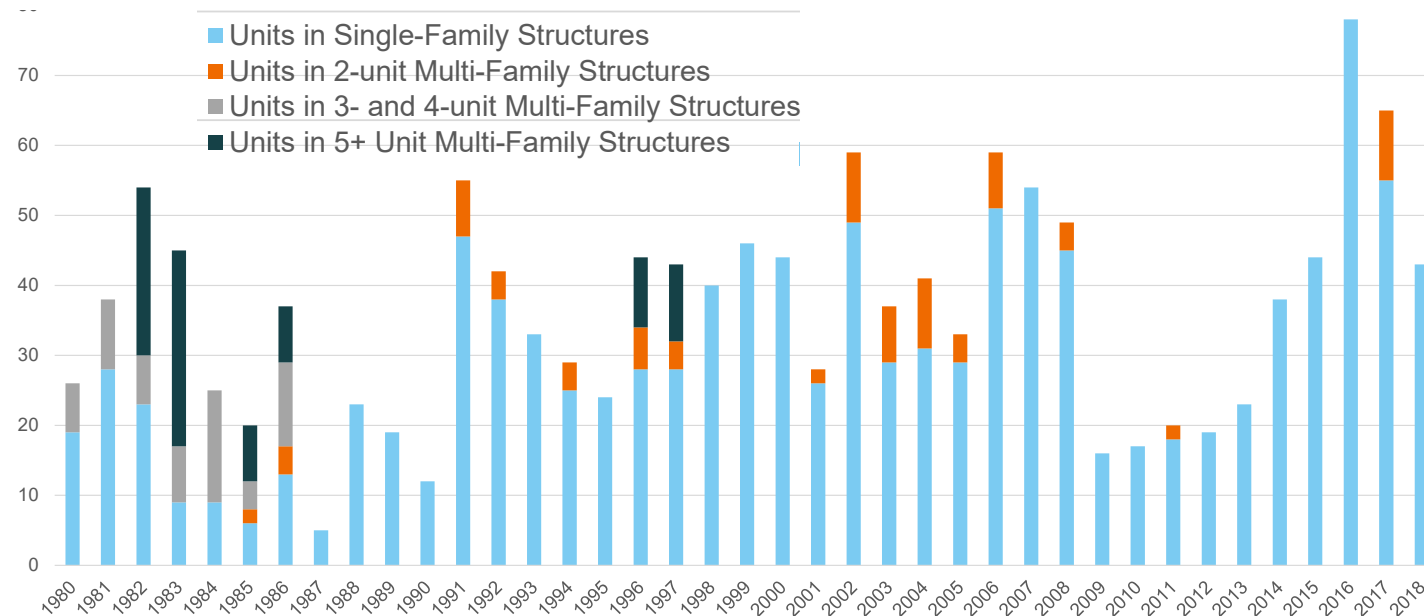


2 After 1997, all newly constructed housing units were single family houses or duplexes.

Why it Matters

The limited housing types produced in Black Mountain over the past two decades have somewhat restricted the housing options available to Black Mountain residents. With growing housing prices, this may be a trend worth further investigation.

Housing Units Permitted By Year

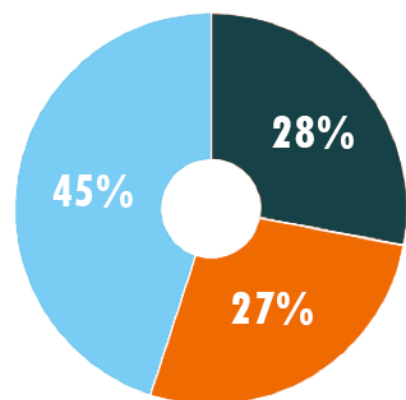


3 On average, Black Mountain households currently spend over 50% of their income on housing and transportation.

Why it Matters

Many residents face higher costs of living, without receiving a proportional increase in income. Due to a variety of factors, including automobile-dependent built patterns and limited transportation and housing options, housing + transportation costs now make up 55% of average Black Mountain household expenditures.

● Housing
● Transportation
● Remaining Income



\$11,865

Annual Transportation Costs



1.64

Autos Per Household



21,087

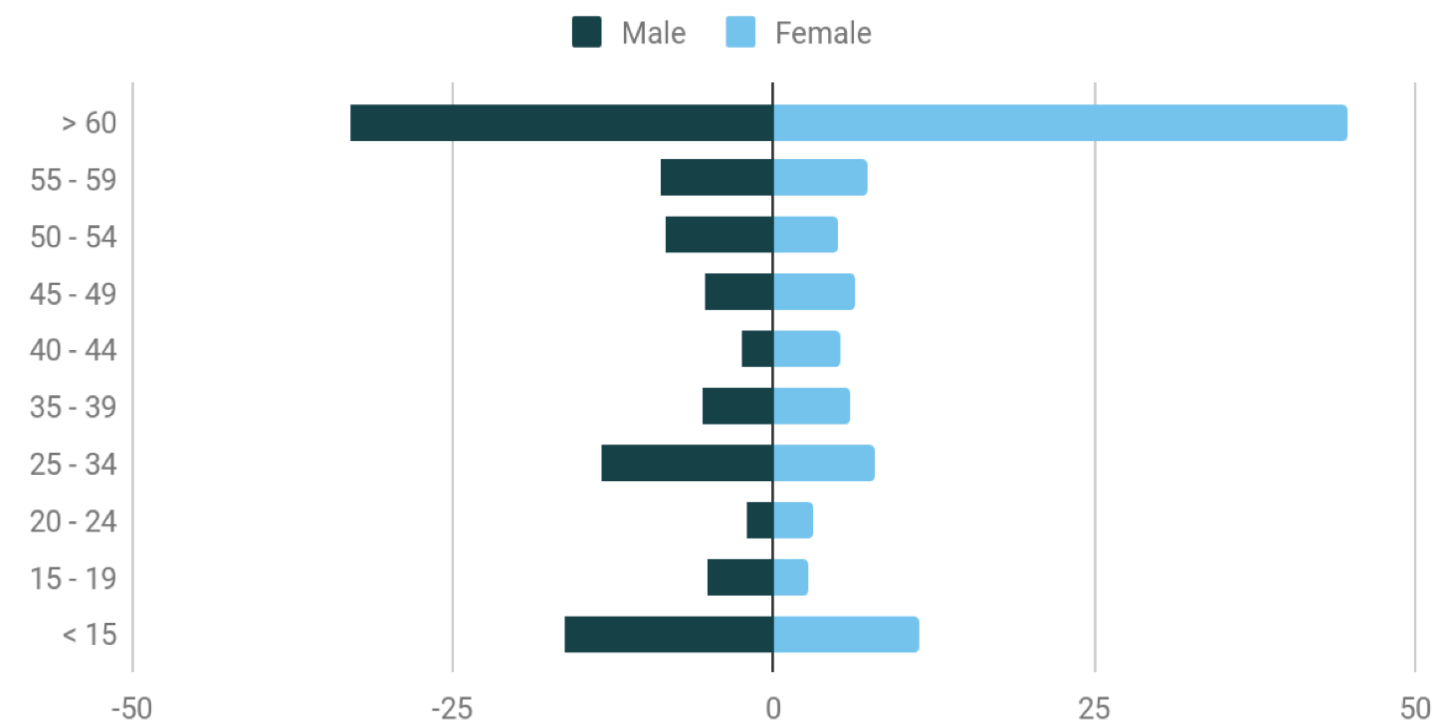
Average Household VMT

4 The town is undergoing demographic changes, including an aging population.

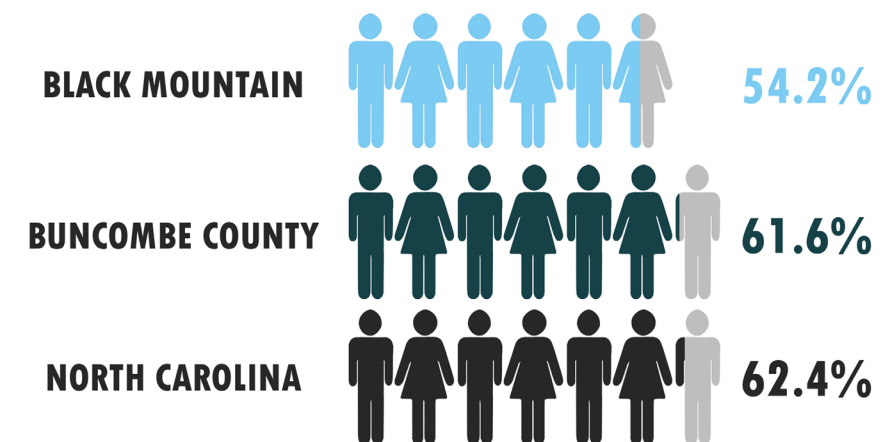
Why it Matters

Black Mountain is a multigenerational town with needs to accommodate individuals and families at all stages of life from young families with children in school, to young professionals and entrepreneurs, to retirees. All of these age groups benefit from neighborhoods and built patterns designed with a diverse array of housing, work, civic, shopping, and travel choices. It can also be useful to monitor demographic trends as they relate to economic and fiscal impacts to the town.

Black Mountain Population by Age



% of Residents in the Labor Force



Planning Black Mountain's Future

What is the Comprehensive Plan?
The comprehensive plan is a community's broadest public policy document. It sets forth the long-range vision for transportation, housing, development, the environment, and other local government services and facilities. It serves to connect existing and future community plans under one cohesive umbrella. The plan also includes goals the community wants to achieve, and the specific policies and actions to help achieve them.

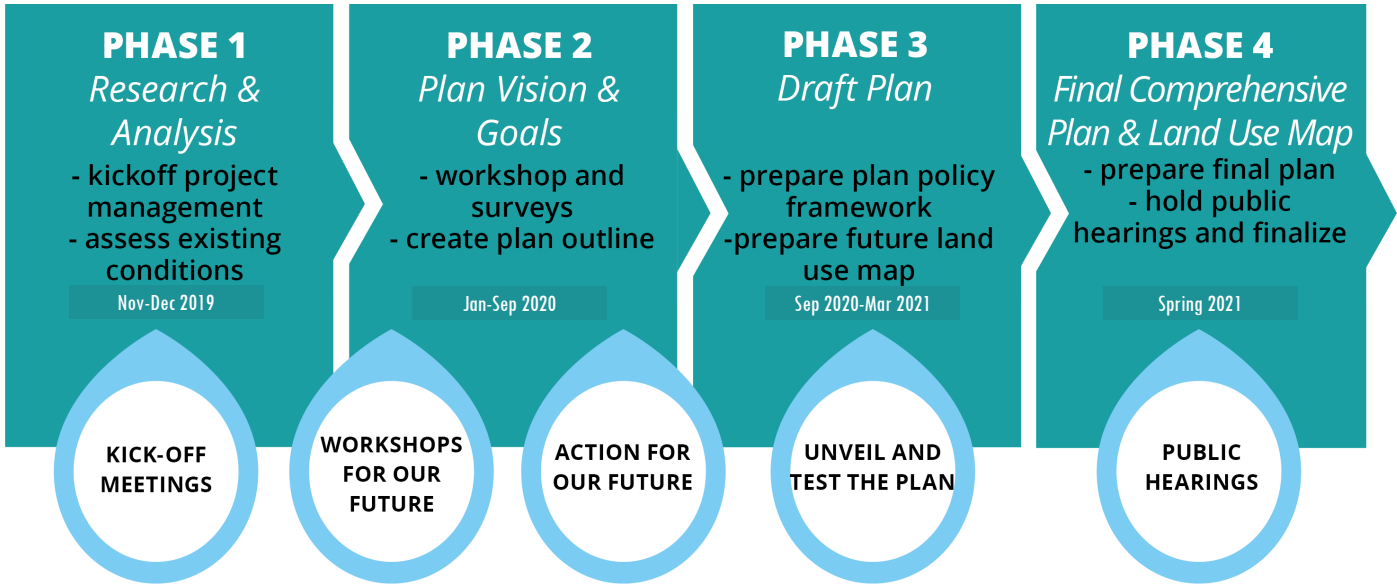


About Elevate Black Mountain
Elevate Black Mountain was developed through a robust planning and community engagement process that involved over 300 residents through in-person interviews and workshops, online meetings, online surveys, paper surveys, planner office hours, and emails. The result is a community-based plan to guide the community as it grows and changes. The Community Vision sets the plan's direction. Each of the five policy chapters provides additional guidance to achieve the community vision. This plan is intended to be readable, accessible and user-friendly.



Second public meeting, Meadowbrook Free Will Baptist, 2/17/2020

Planning Process



The Community Vision

Black Mountain will be a thriving community with a vibrant downtown surrounded by livable neighborhoods. The town strives to offer everyone the opportunity to live, work, play, access the arts, and be civically engaged. We embrace our community's special mountain character and unique identity as a foundation for economic development, environmental stewardship, and a future of opportunity.



Walkable and Livable

Black Mountain is a distinct mountain town that is affordable, livable, human-scale, and grounded in its historic character.



Green and Resilient

New growth is green, resilient, and embodies the values of responsible environmental stewardship.



Vibrant Economy

The Town's vibrant, innovative, and diverse economy provides dignified jobs with living wages.



Civic Engagement

The Town engages with the community to offer excellent services and facilities.



Connected and Accessible

Residents have the freedom to safely and realistically get around using multiple travel modes.

How To Use This Plan

Chapter Guidance

Each chapter includes chapter guidance as reflected under the plan’s Community Vision statement. The chapter guidance is supported by the goals and policies.

Goals

Goals are high-level and long term and aim to present steps that work toward achieving the vision and the chapter guidance. Each goal contains more specific policies.

Residents have the freedom to safely and realistically get around using multiple travel modes.

Transportation planning is key to maintaining the cherished characteristics of the town, the quality of life that current residents enjoy, and the ability to get between places conveniently and safely. With growing local and regional growth pressures, it is clear that expanding the number of realistic travel modes available to people is a key strategy to limit growing traffic congestion and travel times, manage transportation spending, reduce automobile collision rates, reduce per capita energy consumption, and be economically competitive.



Goal 6.1

Multiple safe and realistic transportation mode options for residents

POLICIES

- 6.1.1 Enhance street intersection safety, pedestrian crossings, and other traffic-calming measures.
- 6.1.2 Prioritize physical barriers, such as curbs, on-street parking, trees, curbs, or bollards, between automobile lanes and non-automotive infrastructure.
- 6.1.3 Encourage alleys in new development and redevelopment to reduce conflicts between pedestrians and turning vehicles.
- 6.1.4 Manage growth around freeway interchanges through land use planning.

Goal 6.2

Non-automotive transportation network

POLICIES

- 6.2.1 Establish a connected network of local and regional protected bicycle lanes, paths, and greenways.
- 6.2.2 Expand the Town’s sidewalk and street tree network within both new and existing development.
- 6.2.3 Expand short term and long term bicycle parking in areas of activity.
- 6.2.4 Support future initiatives that would expand access to regional and interstate rail transportation.

Goal 6.3

Right-sized, well-located parking

POLICIES

- 6.3.1 Maximize use of current parking supply by promoting shared parking and way-finding for existing parking.
- 6.3.2 Recognize the high cost of free parking and work to reduce parking.
- 6.3.3 Encourage land patterns that support and encourage non-auto modes of travel.
- 6.3.4 Locate surface and structured parking in the rear of buildings, with on-street parallel parking.

Goal 6.4

An enhanced and user-friendly transit network

POLICIES

- 6.4.1 Provide safe, visible and accessible transit stops and transit lines.
- 6.4.2 Coordinate infrastructure and land use planning to facilitate future local and regional transit expansion.
- 6.4.3 In coordination with regional planning agencies, enhance and expand regional transit options, especially rapid transit.

Goal 6.5

Well-planned freight corridors

POLICIES

- 6.5.1 Identify key freight corridors that accommodate large vehicles.
- 6.5.2 Reduce freight conflicts with other modes of transportation modes. Reduce the need for freight trucks to travel through retail and residential areas.
- 6.5.3 Support access of industrial properties to regional roads through transportation and land use planning.

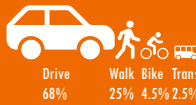
“I would love to see more lanes, trails, and parking for cyclists, more pedestrian infrastructure, more transportation options for seniors, and more public transportation.”

-Black Mountain Resident

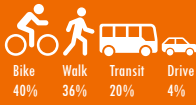
What Black Mountain Residents Said

During the Elevate Black Mountain public engagement process, residents juxtaposed the way they travel around today against the way they would prefer to be able to travel around if they had the choice.

How Black Mountain Residents Travel Around Today



How Black Mountain Residents Wish They Could Travel



These results show that Black Mountain residents have few transportation options and that most people have to own and operate a car to get to the places they need on a daily basis. Respondents indicated they would prefer to be able to bike walk and take the bus, in addition to driving.

Elevate Black Mountain Big Ideas

Manage growth locally and regionally; work to ensure that new development is green, sustainable, and unique to the charm and history of Black Mountain.

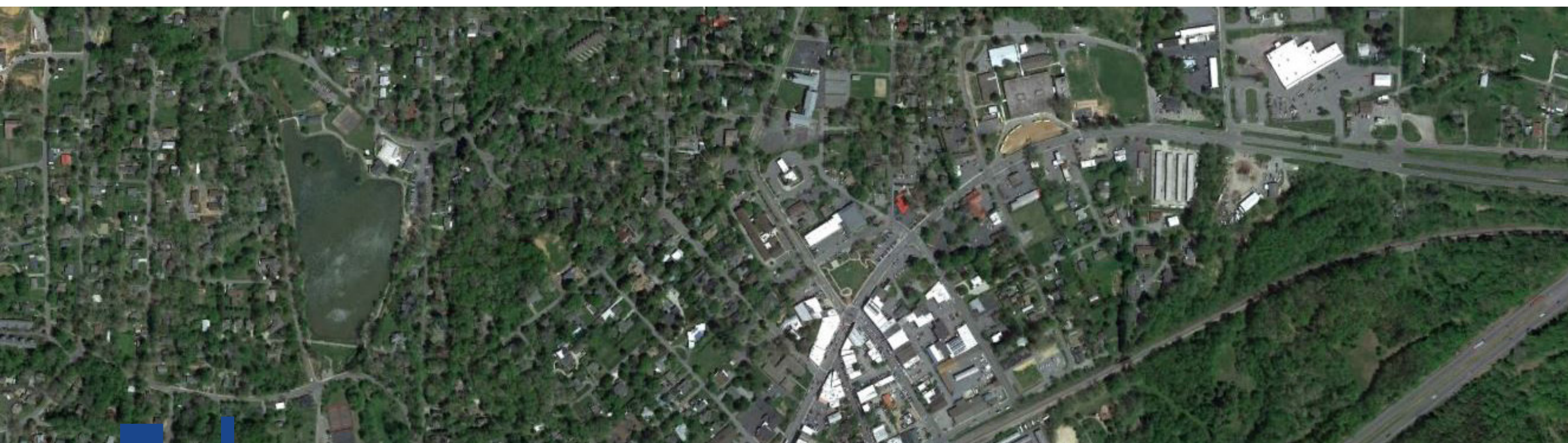
Update the town’s zoning and implement plan policy to support walkable development that increases active travel options for current and future generations.

Seek to prioritize affordability and cost of living so that all residents that work in Black Mountain have the option to live here and residents who live here already are not forced to move away.

Address key needs as discussed in the plan, such as stormwater management, affordable housing, a community center, and community planning with robust engagement.

Policies

Policies provide more specific direction for achieving the goals and vision. While the actions listed in the Implementation Matrix are proactive, policies provide Town staff, appointed officials, the Town Council, developers, business owners, and residents ongoing guidance for decision-making.



1 | FUTURE LAND USE



How to Use This Section

The Future Land Use Map

The Future Land Use Map (next page) depicts how Black Mountain should grow in the future, based on current trends and conditions and future needs and community values. This map identifies character areas, which are types of places that share attributes of urban form and function including the size and type of buildings and their relationship to the street, the surrounding street and block pattern, parking and access, as well as land uses or types of development. Character areas are not zoning but do help to provide guidance for planning, zoning, and development decisions. Multiple zoning district areas may fit appropriately into a given character area, while some character areas may require the adoption of new zoning district areas differing from the ones that exist today.

How Future Land Use Relates to Zoning

Zoning is an important regulatory tool to ensure the orderly development of the Town of Black Mountain and land where the Town is anticipated to grow over the coming decades. Zoning in Black Mountain is administered through its zoning map and linked to the Town’s Land Use Code, which stipulates permitted uses, dimensional standards, and development standards.

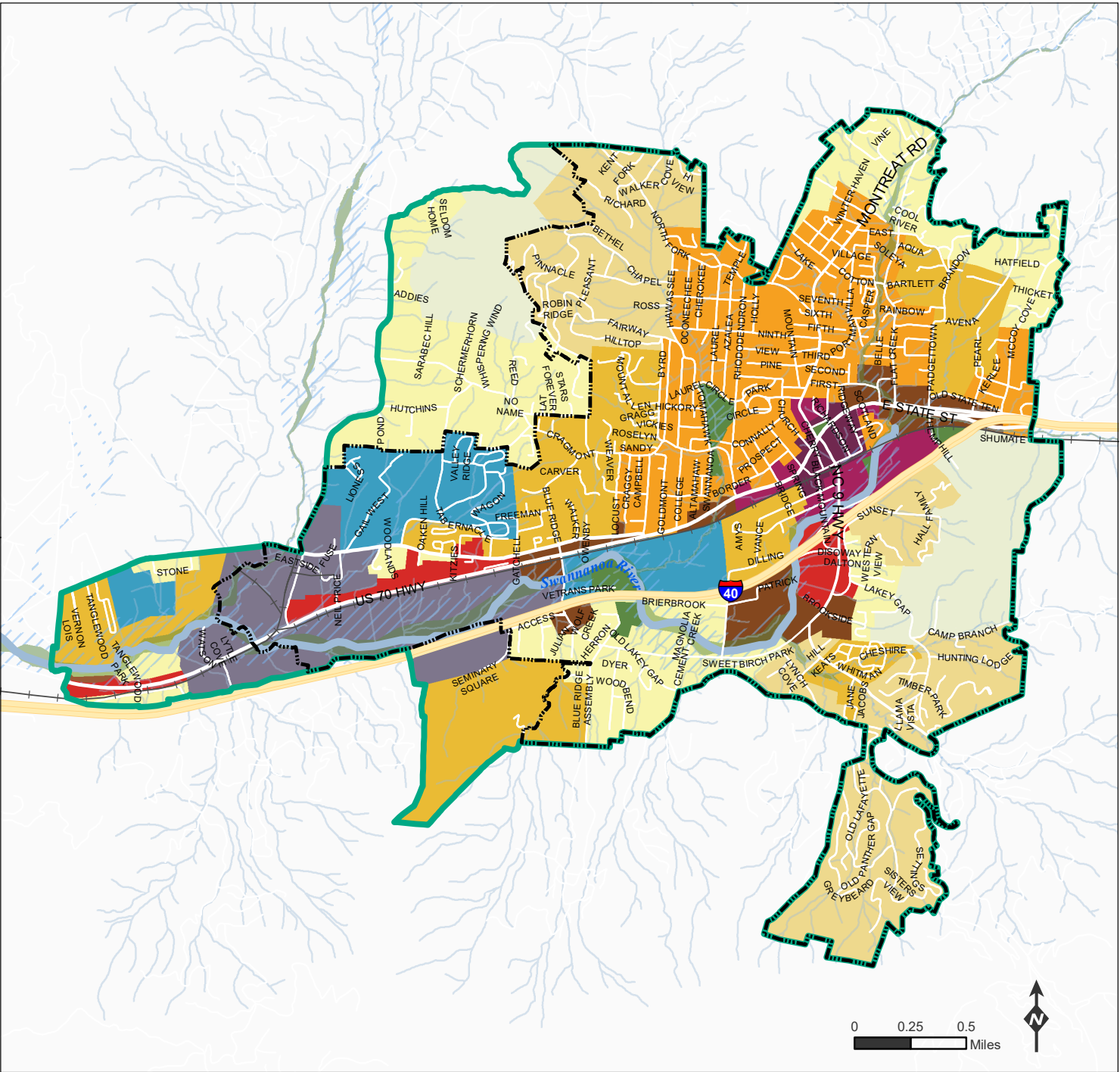
Black Mountain zoning regulations divides the Town into various residential, commercial, industrial, business, and mixed use zoning district areas. The Land Use Code

describes what type of land use and specific activities are permitted in each zoning district, and also regulates how buildings, signs, parking, and other development may occur on a property. The zoning regulations also provide procedures for rezoning and other development activities.

The zoning map and zoning regulations provide property owners in Black Mountain with certain rights to development, while the Elevate Black Mountain Comprehensive Plan provides guidance to decision-makers regarding the land use and character of future development on a property. The Future Land Use Map should be used as a guide for future rezoning decisions by the Town’s Planning Board and Town Council, but does not have the authority of law that the Land Use Code does.

The Future Land Use Map provides guidance regarding land development, annexation, and capital planning decisions. The Future Land Use Map is not parcel-specific. To best interpret which category should apply to a property located in an edge condition where the categories change from one to another, discretion should be used to identify the most appropriate fit given the site conditions and surrounding context.

FUTURE LAND USE MAP



How are the Zoning Map and the Future Land Use Map different?



Future Land Use Map	Zoning Map
Displays broad categories of land use areas	Describes zoning districts applied to specific parcels
Represents a long range vision	Provides rules and regulations of development on individual parcels
Encourages sustainable patterns of growth	Encourages sound project-level site planning
Provides predictability in long term planning decisions	Discourages land use conflicts between properties
Can be amended in response to changes in community’s goals	Can be amended with guidance from the Elevate Black Mountain Comprehensive Plan

Activity and Employment

- Downtown
- Downtown Edge
- Commercial
- Walkable Mixed Use
- Heavy Industry and Warehousing
- Institutional Campus

Neighborhoods

- Core Neighborhood
- Complete Neighborhood
- Mountain Residential
- Valley Residential
- Conservation Residential

Boundaries

- Black Mountain Town Boundary
- Planning Area

Downtown

DESCRIPTION

Downtown is the historic, cultural, and civic heart of Black Mountain. Development includes historic buildings, as well as buildings from the past several decades, and supports a mix of retail, restaurants, employment, and some residential. Buildings are located up to the sidewalk, are short in width, and include ample windows and doors along first floors.

OPPORTUNITIES

- » Retain historic character through preservation and adaptive reuse of buildings
- » Ensure new development is contextually compatible, high quality architecture
- » Enhance streetscapes with street trees, wider sidewalks, pedestrian amenities, and burying overhead wires
- » Economic development through events and placemaking

PRIMARY USES

- » Commercial/Mixed Use
- » Office
- » Civic

SECONDARY USES

- » Mixed Use Residential

DESIRED CHARACTERISTICS

Building Height	2 stories (up to 3 with incentives)
Building Setback	0-10 ft
Lot Width	15-75 ft
Block Length	300-500 ft
Parking	Shared parking behind buildings, on-street parking



Downtown Edge

DESCRIPTION

Downtown Edge encompasses lands generally located adjacent to downtown and where there are opportunities to extend the pedestrian-oriented character of downtown and establish gateways. Development includes high quality building design that supports a mix of retail, restaurants, employment, and residential. Sidewalks are wide with street trees adjacent to the curb. First floors include ample windows and doors.

OPPORTUNITIES

- » Break up large lots into short connected blocks with rear alleys, civic space, and pedestrian-oriented buildings
- » Use creative and inspiring architecture, street trees, green building, and signage to establish gateways into downtown

PRIMARY USES

- » Commercial/Mixed Use
- » Office
- » Mixed Use Residential

SECONDARY USES

- » Civic

DESIRED CHARACTERISTICS

Building Height	3 stories (More with incentives)
Building Setback	0-20 ft
Lot Width	20-200 ft
Block Length	400-800 ft
Parking	Shared surface & structured parking behind buildings, on-street parking



Walkable Mixed Use

DESCRIPTION

Walkable Mixed Use areas are strategic nodes where the built environment should transition over time to walkable mixed use development. Buildings should be located adjacent to the sidewalk with translucent first floor frontages. A vertical mix of uses is encouraged, with retail or other residentially-compatible uses on the first floor and residential or office uses on upper floors.

OPPORTUNITIES

- » New sidewalks, street trees, and protected bike lanes
- » Zoning Map changes that enable a smooth transition over time to a new built pattern

PRIMARY USES

- » Commercial/Mixed Use
- » Mixed Use Residential

SECONDARY USES

- » Office
- » Civic

DESIRED CHARACTERISTICS

Building Height	3 stories (More with incentives)
Building Setback	0-20 ft
Lot Width	40-300 ft
Block Length	400-1,000 ft
Parking	Shared surface & structured parking behind buildings, on-street parking



Commercial

DESCRIPTION

Commercial areas include lands along major transportation corridors with existing commercial development. Buildings in these areas typically include large setbacks from the street with surface parking located between the building and the street. These are generally expected to remain automobile-oriented in character.

OPPORTUNITIES

- » New sidewalks and street trees
- » Redevelopment opportunities could include adding rear access through alleys, dedicating new and shorter blocks
- » Landscaping and stormwater retrofits in parking lots
- » Green building retrofits

PRIMARY USES

- » Commercial
- » Office
- » Light industrial

SECONDARY USES

- » Mixed Use Residential

DESIRED CHARACTERISTICS

Building Height	1-3 stories (More with incentives)
Building Setback	15-50 ft
Lot Width	400-1,000
Block Length	400-1,200
Parking	Shared surface with landscaping, pedestrian and bicycle facilities, and low impact development stormwater principles



Industry and Warehousing

DESCRIPTION

Industry and Warehousing areas include buildings and lands for large- and small-scale manufacturing, warehousing, assembly, and other similar uses. Uses in this area are often incompatible with residential uses due to sounds, vibrations, smells, or hazards. Where these lands abut residential uses, measures should be taken to physically buffer the uses and limit any harmful or hazardous impacts.

INTENT

- » Key areas for economic development and employment
- » Enhance access to local and regional transit service
- » Ensure land is used efficiently
- » Encourage new development to use low impact development and green building techniques

PRIMARY USES

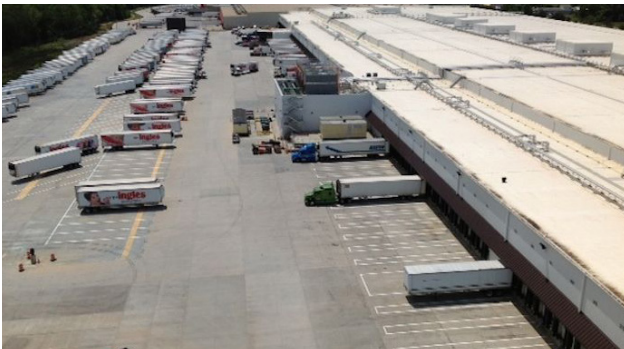
- » Manufacturing
- » Warehousing

SECONDARY USES

- » Extraction
- » Storage
- » Limited commercial

DESIRED CHARACTERISTICS

Building Height	15-50 ft
Building Setback	0-50 ft
Lot Width	50-1,200 ft
Block Length	600-2,000 ft
Parking	Surface parking to the side, rear, and front (side and rear preferred), and low impact development stormwater principles



Institutional Campus

DESCRIPTION

Institutional Campus areas include the continued and future use, expansion, and new development of academic, religious, government, and similar types in a campus arrangement. These areas should generally maintain the overall design integrity of the campus or facility setting and include a variety of different uses that meet the daily and weekly needs of residents, visitors, and workers.

INTENT

- » Protect and enhance green space
- » Low impact development stormwater and green building techniques
- » Pedestrian and bicycle facilities

PRIMARY USES

- » Residential (variety)
- » Open space and trails
- » Institutional uses

SECONDARY USES

- » Limited commercial
- » Civic

DESIRED CHARACTERISTICS

Building Height	1-4 stories
Building Setback	Varied
Lot Width	Varied
Block Length	Varied
Parking	Surface parking to the side, rear, and front, and low impact development stormwater principles



Core Neighborhood

DESCRIPTION

Core Neighborhoods are the neighborhoods surrounding the downtown and include primarily single family homes, with some additional residential types, nonresidential buildings, and short term rental units. Neighborhoods within this area include several characteristics, with a mix of building sizes, ages, setbacks, and street infrastructure.

OPPORTUNITIES

- » Neighborhood planning initiatives
- » Low impact development retrofits
- » Where possible, new sidewalks, bicycle facilities, and street trees
- » Contextually-compatible infill

PRIMARY USES

- » Medium- to high-density residential

SECONDARY USES

- » Home-based businesses
- » Secondary dwellings

DESIRED CHARACTERISTICS

Building Height	2-3 stories
Building Setback	10-25 ft
Lot Width	45-75 ft
Block Length	200-1,000 ft
Parking	Rear and side garages, driveways, on-street



Complete Neighborhood

DESCRIPTION

Complete Neighborhoods are new walkable neighborhoods with a mix of housing types and uses, arranged to make daily needs accessible within a 5-10 minute walk or bike ride. Blocks generally include alleys, with buildings located close to the street. Buildings are designed and oriented to frame the public realm using pedestrian-oriented features like front porches and stoops.

OPPORTUNITIES

- » Master planned communities
- » Protection of open space with compact clusters of walkable mixed-use development
- » Wide sidewalks and street trees
- » Green building designs, LID, and renewable energy

PRIMARY USES

- » Mix of residential types
- » Mixed use commercial

SECONDARY USES

- » Secondary dwellings
- » Home-based businesses

DESIRED CHARACTERISTICS

Building Height	2-4 stories
Building Setback	0-20 ft
Lot Width	25-60 ft
Block Length	200-1,000 ft
Parking	Rear and side garages, driveways, on-street



Mountain Residential

DESCRIPTION

Mountain Residential areas are low density residential areas with sometimes steep and mountainous terrain. These lands are primarily accessible to automobiles and can sometimes be challenging to provide services.

OPPORTUNITIES

- » Ensure Mountain Residential areas limit development and visual impacts on the natural environment
- » Use low impact development techniques for stormwater management

PRIMARY USES

- » Residential

SECONDARY USES

- » Trails and open space
- » Home-based businesses

DESIRED CHARACTERISTICS

Building Height	1-2 stories
Building Setback	25-35 ft
Lot Width	100 ft min
Block Length	n/a
Parking	Driveways, garages



Valley Residential

DESCRIPTION

Valley Residential areas are areas which predominantly include single family homes of varying ages, sizes, and setbacks. Over time, some Valley Residential areas may evolve through redevelopment. Where large redevelopment projects occur, new development should take a more compact form that enhances the streetscape and creates a variety of housing and commercial options.

OPPORTUNITIES

- » Large-scale redevelopment efforts should resemble complete neighborhood development principles using walkable design.
- » Neighborhood and area planning

PRIMARY USES

- » Medium density residential
- » Neighborhood-oriented commercial

SECONDARY USES

- » Home-based businesses

DESIRED CHARACTERISTICS

Building Height	2-3 stories
Building Setback	10-30 ft
Lot Width	35-100 ft
Block Length	500-1,000
Parking	Driveways, garages



Conservation Residential

DESCRIPTION

Conservation Residential areas include large contiguous tracts of land where conservation of open space and protection of the watershed is a priority. Various low impact economic opportunities are available, including conservation subdivisions with large amounts of dedicated open space. Where development occurs, it should use best practices in conservation and sustainable design.

OPPORTUNITIES

- » Rural economic opportunities, like summer camps, campsites, trails
- » Cluster residential neighborhoods with land conservation
- » Permanent conservation through land purchase or purchase of development rights

PRIMARY USES

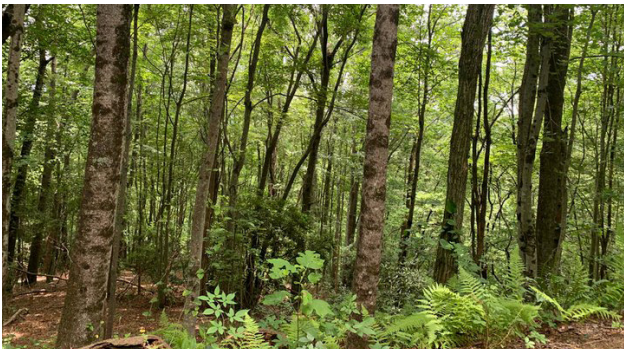
- » Forest, open space
- » Passive recreation
- » Cluster residential

SECONDARY USES

- » Low impact rural economic opportunities

DESIRED CHARACTERISTICS

Building Height	1 story
Building Setback	n/a
Lot Width	n/a
Block Length	n/a
Parking	Use gravel, impervious pavement



Parks and Open Space

DESCRIPTION

Parks and Open Space areas are permanently protected active and passive open space areas. These areas can be either natural or used primarily for recreational purposes, and include fields, trails, benches, playgrounds, and other limited types of development that supports the open space use.

OPPORTUNITIES

- » Permanent open space protection
- » Public land acquisition or dedication
- » Purchase of development rights and open space easements
- » Community facilities and programming

PRIMARY USES

- » Recreation facilities
- » Trails and open space
- » Wildlife habitat

SECONDARY USES

- » Low impact development

DESIRED CHARACTERISTICS

Building Height	n/a
Building Setback	n/a
Lot Width	n/a
Block Length	n/a
Parking	Use gravel, impervious pavement



Black Mountain Development Principles

This section lists eight principles that apply generally to all new development and provides guidance for growth in Black Mountain. These principles should be used to ensure land is developed in an efficient manner that maintains and enhances the town’s cherished character and creates a greener more walkable pattern.

Principle 1

Development of underutilized land within the town’s existing built areas that is served by infrastructure is a priority over undeveloped land on the town’s edge.

It is preferable to accommodate growth in locations within the existing town limits that are appropriate for and can support new development. Infill and redevelopment will occur in a strategic manner that considers community needs like access to amenities, transportation service, and the quality and quantity of open space.

Principle 2

Quality design is emphasized for all uses to create an attractive, distinctive public and private realm—architecture, streetscape, corridors, gateways, and edges—that distinguishes the town.

Public areas (streets, sidewalks, parks, streetscapes, etc.) and private areas (building facades, lawns, landscaping, parking lots, driveways, etc.) will be planned and designed to celebrate a sense of place and character by balancing function, appearance, and affordability, while allowing for creative differences, innovation, and diversity of design that is true to Black Mountain.

Principle 3

Compact, human-scale development that integrates a mix of uses (residential, commercial, office, institutional, civic etc.) and connects with existing developed areas is encouraged in strategic locations.

Places will be created with multiple uses— residential, commercial, and institutional, among others—in proximity to each other, perhaps on the same site and/or in the same structure. Close attention will be given to the compatibility of those uses and their surroundings. Uses will be arranged in a manner that maximizes pedestrian activity.

Principle 4

Places throughout Black Mountain are well connected and designed to balance the needs of pedestrians, drivers, cyclists, and transit users.

Opportunities will be sought to improve the street pattern and connectivity, thereby increasing travel options, potentially decreasing vehicle miles, reducing congestion, and improving safety.

- » A connected street pattern will be the preferred network for future development and redevelopment unless prevented by streams, steep slopes, or other barriers.
- » Well-connected streets will be designed with short blocks and include sidewalks to facilitate walking.
- » Streets and trails will have high connectivity within and between neighborhoods and commercial districts.
- » Bicycle and pedestrian paths and supporting amenities will be integrated into new development and areas undergoing redevelopment.

Principle 5

Downtown features a vibrant mix of businesses, residences, retail, restaurant, entertainment, and civic uses, and a distinctive human-scale character that is cherished by residents and visitors.

As the historic and civic heart of Black Mountain, downtown will be a focus for thoughtful design efforts, strengthening community and placemaking. Revitalization efforts will include both public and private investment.

- » Downtown edge areas will be leveraged to attract new development and help strengthen the town’s gateways into downtown.
- » Adaptive reuse of underutilized buildings will be encouraged.
- » New buildings should frame streets and civic spaces and create “outdoor rooms.” Redevelopment of the surrounding sides of the Town Square with attention to detail is a key opportunity for placemaking and economic development.

Principle 6

The town’s established neighborhoods are maintained, while new residential developments have the characteristics of complete neighborhoods, including sidewalks, mixed housing types, parks, and easy access to basic retail needs.

Complete neighborhoods will include a variety of land uses (residential, commercial, civic, and recreational areas), building types, and housing types. They will have an identifiable center that offers basic services such as grocery stores and specialty shops.

The neighborhoods will support a variety of travel options and be well-connected to adjacent neighborhoods and districts. They will seamlessly integrate the members of diverse, multi-generational communities living in proximity to one another.

Principle 7

A network of connected greenways and green infrastructure will protect wildlife habitat and sensitive natural areas and provide recreational opportunities.

Future development will contribute to expanding the quantity, quality, access to, and connections between the town’s parks, open space, and recreational amenities.

Principle 8

Environmentally-sensitive and sustainable practices will be incorporated into future developments.

Development will be designed to reduce potentially negative impacts on environmental features such as stream corridors, slopes, important viewsheds, wetlands, and wildlife habitat.

- » The town will continue efforts to protect watersheds, wetlands, and floodplain areas in development or redevelopment.
- » New construction will use context-sensitive design to reduce impacts on existing site features.
- » New development should use green building practices. Projects should minimize the consumption of resources and use recycled building materials.
- » Green stormwater management is important, along with protections to the watershed.
- » Infill and redevelopment will maintain or enhance the urban tree canopy.

Utility Service and Annexation Criteria

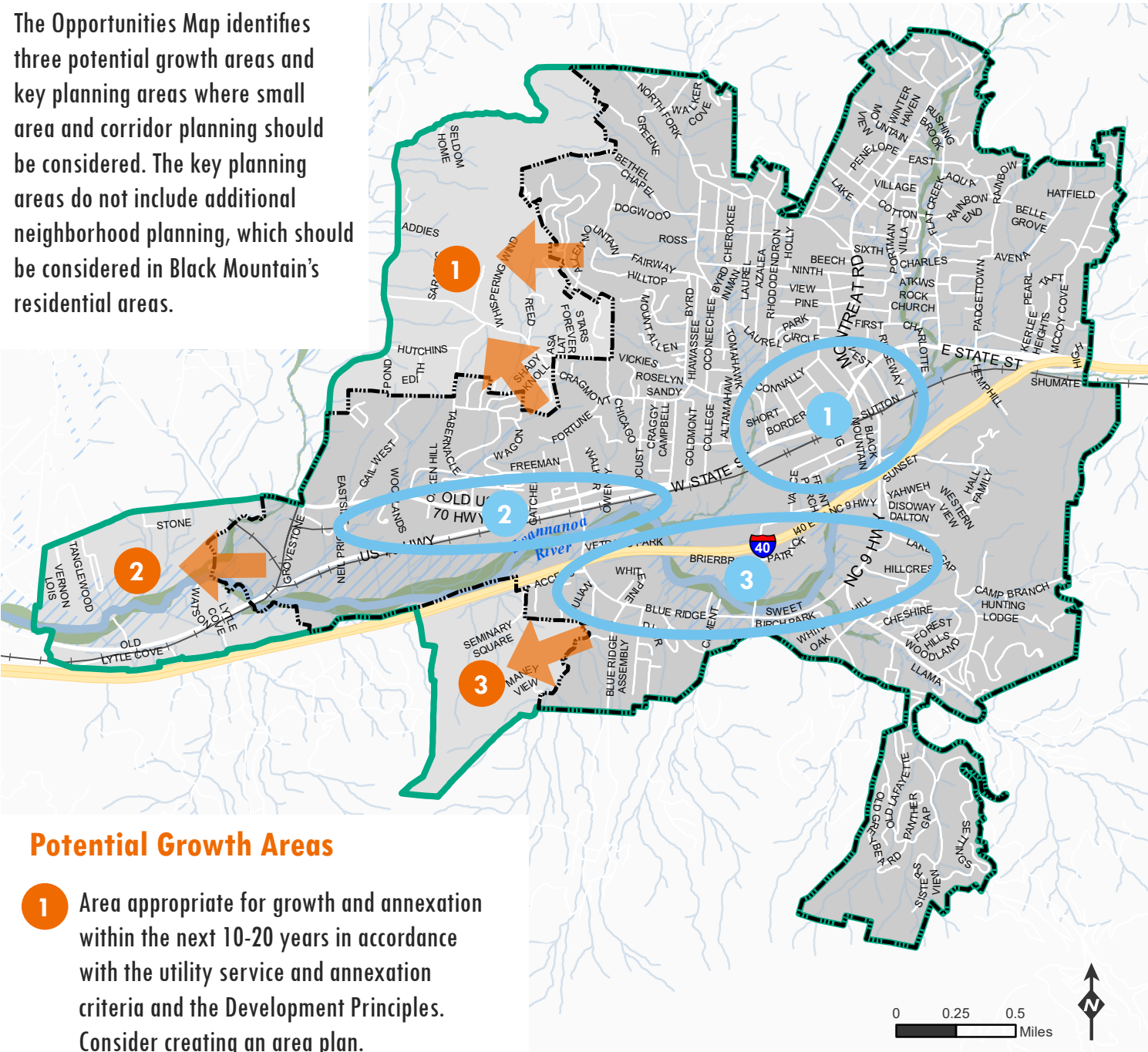
It is the town’s policy that if a property owner requests public water services, they must voluntarily request annexation into Black Mountain and receive approval by the Town. There are long-term efficiencies and advantages of public systems compared to individually-maintained septic systems and wells.

To assist with annexation and utility extension decisions, the following criteria should be evaluated for individual requests. Specifically, requests that support the following should be considered for approval:

Criteria 1	Aligns with the Comprehensive Plan Consistent with the Comprehensive Plan, specifically the Future Land Use and Opportunities Maps
Criteria 2	Contiguous with Town Boundary Portion of the site lies contiguous with town boundary
Criteria 3	Creates Logical Town Boundaries Expansion of logical town boundaries and service areas and elimination of unincorporated islands within the town’s corporate limits
Criteria 4	Consistent with Interjurisdictional Agreements Consistent with any relevant existing interjurisdictional agreements
Criteria 5	Supported by Public Services Adequately supported by current or future town services, including public safety and other services
Criteria 6	Demonstrates Community Benefits Community benefits clearly assessed against the fiscal benefits and costs
Criteria 7	Utility Service Adequate utility services to the site can be provided by utility providers
Criteria 8	Supported by Public Schools Framework Considers public schools expansion/services plans
Criteria 9	Consistency with Transportation Investments Proposal location situated in an area prioritized for transportation projects

OPPORTUNITIES MAP

The Opportunities Map identifies three potential growth areas and key planning areas where small area and corridor planning should be considered. The key planning areas do not include additional neighborhood planning, which should be considered in Black Mountain’s residential areas.



Potential Growth Areas

- 1 Area appropriate for growth and annexation within the next 10-20 years in accordance with the utility service and annexation criteria and the Development Principles. Consider creating an area plan.
- 2 Area appropriate for growth prior to 2045 in accordance with the utility service and annexation criteria.
- 3 Area appropriate for growth prior to 2045 in accordance with the utility service and annexation criteria.

Key Planning Areas

- 1 Area appropriate for downtown plan.
- 2 Area appropriate for small area/corridor planning.
- 3 Implement and regularly update the Blue Ridge Road Small Area Plan.

Ideas and Opportunities



Active transportation, public health, and the built environment

Studies show that the built environment - including buildings, streets, trees, parks, and more - directly impact transportation options available to people. Bicycle and pedestrian-friendly districts and neighborhoods result in more people using active modes of transportation, and result in better health outcomes.

Pedestrian-friendly design

High quality building design and town layout can be key to a community's economic vibrancy quality of life, and sustainable growth. Communities use different approaches to achieve the design they want. Some communities adopt a community design handbook (like that pictured to the right from Eugene, OR) to identify key design principles as they relate to the existing community character.



Regulatory options

Black Mountain's zoning regulations do not construct the town, but they do serve as the DNA that determines what new development looks like, where and how buildings are arranged, and the uses that occupy them. Increasingly, communities are easing restrictions on uses, clarifying and simplifying development review processes to make them more understandable to the public, and modifying building form, design, and dimensional standards to encourage walkable form.



Gateways

Gateways can mark primary entrances into Black Mountain and provide the opportunity to announce your entrance into a special, unique, and memorable place. Using distinct design features gateways can communicate Black Mountain's unique history, access to nature, and commitment to environmental excellence and quality of life. Gateways can take many forms including signs, graphics, landscaping, lighting, unique buildings, and other forms of public art.

Terminating Vistas

A terminating vista is a building, monument, or natural feature that stands at the end or in the middle of a corridor, so that when looking up the street the view ends with the site. Terminating vistas help create memorable places, and elevate the site's importance. Common terminating vistas include government buildings, like town halls, religious buildings and towers, or mountains.



Outdoor Rooms

Outdoor rooms are places that naturally attract people through design and activation of spaces. Outdoor rooms, are often streets, plazas, and squares that are fully enclosed by well-designed buildings with active street frontages and uses. Tree canopies help to enclose outdoor room spaces while water features, statues, or other features further help to activate the space and give it life.





2 | WALKABLE & LIVABLE

What makes Black Mountain such a special place? How can we keep it special while the town and surrounding region rapidly grow? Black Mountain is a place people want to live in and visit. The town hosts eclectic neighborhoods and housing options, a charming downtown, restaurants, breweries, and industry.

Its location among the mountains, yet near the bustling City of Asheville, make it increasingly attractive, which is both an opportunity and a challenge. As the town grows, it must protect, maintain, and enhance the character of the places that make Black Mountain special, while growing in an environmentally and fiscally sustainable pattern and expanding living and traveling options for people of all incomes.

Black Mountain is a distinct mountain town that is affordable, livable, human-scale, and grounded in its historic character.

To achieve the vision of a livable and walkable community requires a variety of creative solutions. As the town grows, it will prioritize growth where there is existing infrastructure rather than unrestrained outward growth. Therefore, Black Mountain supports infill development and redevelopment, however, such development must support and enhance the character of the town’s historic and human-scale built patterns.



*“More walkable public and community areas.
More sidewalks.”*

-Black Mountain Resident

Naturally occurring affordable housing is existing housing that is currently affordable for modest-income homeowners and renters, often found in in-town and older suburban neighborhoods in danger of decline or gentrification.



Goal 2.1

Complete neighborhoods with diverse housing options and walkable daily needs, jobs, and services

POLICIES

- 2.1.1** The Future Land Use Map guides zoning and development decisions and new zoning and development regulations.
- 2.1.2** Build a network of active mixed-use walkable centers that are well-connected by multimodal corridors.
- 2.1.3** In new multi-building developments, promote a variety of housing types, mix of uses, and walkable pattern.

Goal 2.2

Social housing that is affordable to everyone, including workers and low-wealth residents

POLICIES

- 2.2.1** Support low income and workforce housing, mixed throughout the town.
- 2.2.2** Prioritize construction and preservation of permanent affordable housing and housing that is affordable to individuals and families at 60 percent AMI and below.
- 2.2.3** Using incentives, regulations, and other strategies, and to the extent possible, strive to achieve 10 percent affordable units in new multi-unit residential construction projects.

Goal 2.3

A town that maintains an affordable cost-of-living for low- and middle-income residents

POLICIES

- 2.3.1** Consider both the cost of housing and the cost of transportation as the town develops (transportation costs rise as distances increase).
- 2.3.2** Expand the variety of housing types (townhomes, small multifamily, etc.) and housing tenure (own, rent, cooperative, etc.) in appropriate locations and using contextually-compatible approaches.
- 2.3.3** Preserve the Town’s stock of naturally occurring affordable housing (NOAH) using zoning and other innovative planning tools.

Goal 2.4

Unique community character that celebrates the Town’s history, provides gateways, enhances safety, and creates active and exciting places

POLICIES

- 2.4.1** Support identification, stewardship, preservation, and improvements of historic properties and the town’s historic district.
- 2.4.2** Use the town’s walkable and special historic character as a guide for design of new development.
- 2.4.3** Encourage reuse and rehabilitation of existing homes and buildings.
- 2.4.4** Identify, protect, and enhance terminating vistas, both built and natural. Identify and protect cherished mountain views.

Goal 2.5

Leveraging of the arts and support of creative public places

POLICIES

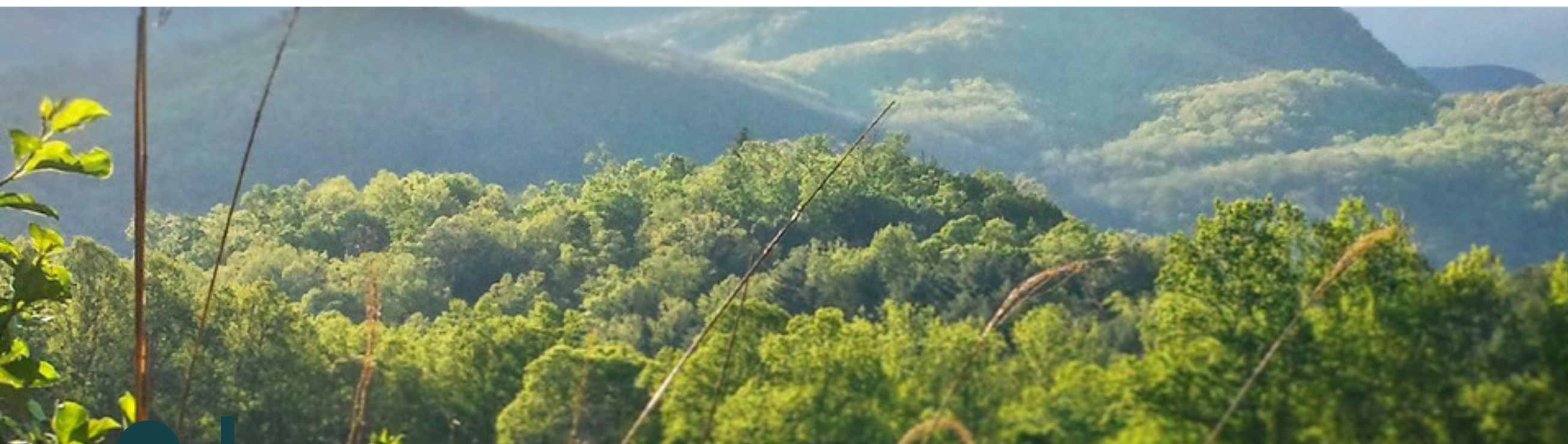
- 2.5.1** Incorporate art into new public and private development, civic spaces, gateways, and infrastructure projects.
- 2.5.2** Create and enhance gateways into Black Mountain and between different distinct areas within the town.
- 2.5.3** Support and carry out demonstration projects, especially using art, to test and display building and transportation retrofit opportunities.

Goal 2.6

An active environment that supports physical activity and healthy living

POLICIES

- 2.6.1** New growth should use best practice principles of walkable design to improve human health through active modes of transportation.
- 2.6.2** Enhance the pedestrian realm, through high quality building design, like transparent first floor facades that front onto streets and public spaces and architectural detailing, where appropriate.



3 | GREEN & RESILIENT

Black Mountain, and communities across the country and around the world, are turning toward sustainable development approaches as a tool to enhance quality of life, reduce long term energy costs, lower greenhouse gas emissions and pollution, and make their local economies more competitive. By building a greener and more resilient town, we can ensure we leave our town better to future generations than we inherited it from past generations.

To achieve a truly sustainable future, the Elevate Black Mountain Comprehensive Plan sets a vision and charts a new course for the future of our town. In achieving a sustainable town, we will also capitalize on the many fiscal benefits that accrue from energy efficiency.

New growth is green, resilient, and embodies the values of responsible environmental stewardship.

As it grows, Black Mountain will protect natural water systems and manage development. The town will grow sustainably by using design approaches that serve to minimize impacts on the natural environment and enhance energy resiliency. Conservation efforts will maintain the health of the watershed, manage stormwater flows, and help guarantee the quality of the environment for future generations. Black Mountain will support nature not just in parks, yards, and open spaces, but also along streets and on buildings.



“Make caring for the environment the underpinnings of all we do when making town decisions”

-Black Mountain Resident

What Black Mountain Residents Said

During the Elevate Black Mountain public engagement process, in-person and online participants expressed a strong interest in sustainability and protection of open space.

When residents were asked about what is most important to them as the community grows and changes the #1 response (46% out of 8 choices) was to protect open space.

When residents were asked what they value most about living in Black Mountain, nearly a quarter of responses were access to the natural environment.

Goal 3.1

Efficient and fiscally balanced growth that prioritizes use of existing utilities and service areas

POLICIES

- 3.1.1** Intentionally manage outward growth to balance protecting community character and natural areas while directing desired growth to identified centers.
- 3.1.2** Use the Utility Service and Annexation Criteria to ensure new growth is within or contiguous to Town boundaries.
- 3.1.3** Ensure new growth is consistent with the Black Mountain Development Principles and other principles of smart growth planning and design.

Goal 3.2

Conserved green spaces and green corridors that are integrated throughout the Town

POLICIES

- 3.2.1** Protect floodplains, steep hillsides, wetlands, and other ecologically valuable areas and corridors from development.
- 3.2.2** Promote environmental stewardship through education outreach programs, classes, signage, public art, or other methods.
- 3.2.3** Encourage public access to green space within walkable and bikable distances to residential properties.

Goal 3.3

A sustainable and resilient watershed that uses natural approaches to address stormwater

POLICIES

- 3.3.1** To protect water quality, use low impact development practices, like bioswales, rain gardens, and impervious pavement that use or mimic natural processes.
- 3.3.2** Expand green infrastructure features throughout the built environment, like street trees and green roofs and walls.
- 3.3.3** Promote use of local plant species and limit or eliminate the planting of invasive plant species.
- 3.3.4** Update and continue to maintain the stormwater master plan and focus on the plan’s long term capital investments.

Goal 3.4

Energy efficient buildings and transportation options

POLICIES

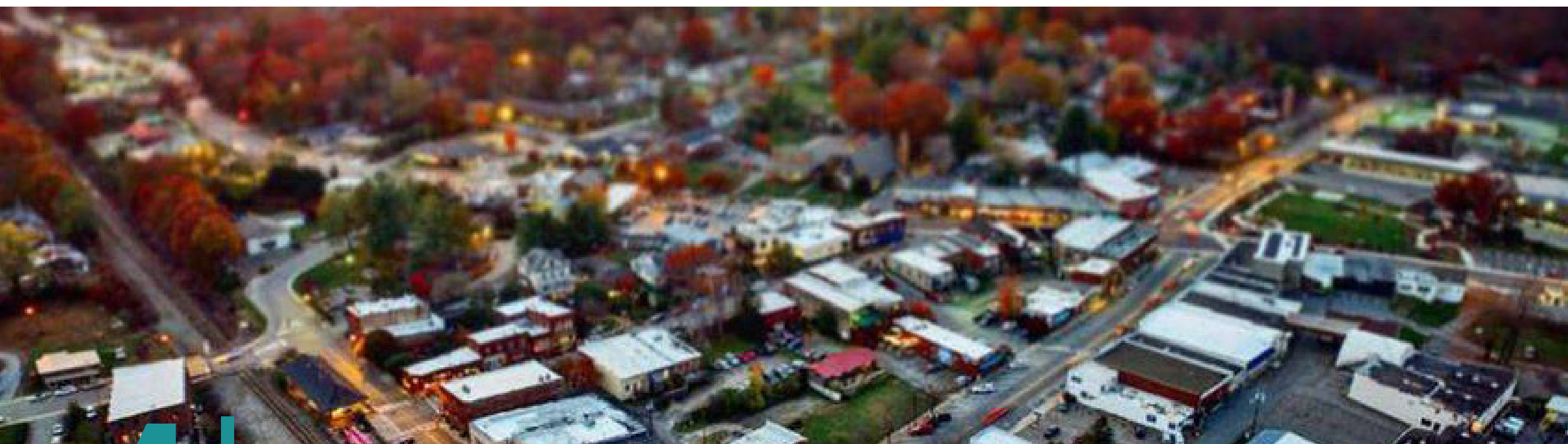
- 3.4.1** Promote long term town-wide sustainability planning, with goals and policies for climate mitigation and energy resilience.
- 3.4.2** Promote green and energy-efficient building using tools, such as the development ordinance, incentives, and public investments.
- 3.4.3** Construct new public buildings to LEED standards.
- 3.4.4** Ensure new infrastructure projects incorporate green energy. Consider Asheville’s green Capital Improvement Program as a model.

Goal 3.5

Active and accessible public parks, trails, plazas, greens, and squares

POLICIES

- 3.5.1** Expand and enhance street tree infrastructure between sidewalks and street curbs and lining public spaces.
- 3.5.2** Create outdoor rooms by centralizing public space, fronting buildings onto them, and incorporating high quality design with public art and sustainable features.
- 3.5.3** Celebrate the Swannanoa River by orienting the frontage of buildings adjacent to and nearby to face the river. The Blue Ridge Road area is a key opportunity.



4 | VIBRANT ECONOMY

The Black Mountain economy has recently seen an explosion in its tourism sector, but it has a manufacturing foundation and a strong working class history. Today the most common jobs for Black Mountain workers are in retail trade, accommodation and food services, manufacturing, and health care. Black Mountain also has a high number of residents who are not working, with 54% of residents in the labor force compared to 62% for Buncombe County. Many of those are retirees. About one third of the town's workers commute into Asheville.

Today, Black Mountain's economy is inextricably linked with the labor and jobs available throughout Buncombe County and the region, and the features that support the town's high quality of life including the historic character, culture of education, and access to parks, trails, and nature.

The Town’s vibrant, innovative, and diverse economy provides dignified jobs with living wages.

Black Mountain will have high quality employment opportunities for a growing and changing population. The town delivers innovation by supporting business development, entrepreneurship, and labor force training. It also prioritizes the economic opportunities for those most in need and seeks to work with regional partners to balance the distribution of, and transportation connections between, jobs and residences.



“Encourage businesses and municipal enterprises to pay a living wage.”

“Diversify the local economy.”

-Black Mountain Residents

Goal 4.1
A strong, diversified economy

POLICIES

- 4.1.1 Leverage existing economic assets by promoting businesses that are actively investing in Black Mountain and providing good jobs.
- 4.1.2 Support Black Mountain’s independent businesses and ensure existing resources are adequately advertised to existing and prospective small business. Foster a spirit of entrepreneurship and information-sharing.
- 4.1.3 Support the development and growth of worker-owned businesses as a means of promoting higher wages, upward mobility, and a diversity of locally-owned services.

Goal 4.2
A competitive workforce

POLICIES

- 4.2.1 Support regional job training opportunities like the NCWorks Career Center, Mountain Area Workforce Development, and Goodwill’s Buncombe County Career Connections Centers.
- 4.2.2 Support expanded pre-K and childcare services, in conjunction with Buncombe County and other regional partners.
- 4.2.3 Collaborate with partners to expand access to high quality, affordable internet services.

Goal 4.3
A renowned outdoor tourism destination

POLICIES

- 4.3.1 Invest in placemaking initiatives that create active streets, plazas, and public art. Encourage developments that are environmentally, socially, and financially sustainable, use renewable energy, green infrastructure, and reduce pollution.
- 4.3.2 Support marketing efforts that highlight Black Mountain’s natural assets and position as a key destination for outdoor activities.
- 4.3.3 Support local outdoor running and biking events.

Goal 4.4
Innovation through arts, culture, and creativity

POLICIES

- 4.4.1 Capitalize on Black Mountain’s existing arts infrastructure to strengthen the town as a center for art and culture.
- 4.4.2 Consider an incubator space for local entrepreneurs, artists, and musicians.
- 4.4.3 Where practical, promote hiring of local artists for public art projects.
- 4.4.4 Encourage incorporation of public art on new development projects of a certain size.

Goal 4.5
Thriving manufacturing, including small-scale

POLICIES

- 4.5.1 Support the town’s existing manufacturing economic base.
- 4.5.2 Ensure an adequate amount of land and space for small- and medium-scale manufacturers through land use planning and zoning policy.
- 4.5.3 Encourage the growth of small-scale artisans and homegrown manufacturing and assemblage.

Goal 4.6
A connected food economy with access to local foods

POLICIES

- 4.6.1 Build and strengthen the local food economy through the Black Mountain Farmers Market. Consider ways of creating or attracting a local food cooperative.
- 4.6.2 Support local restaurants, food incubators, food-related events, and other initiatives.
- 4.6.3 Support community gardens, like the community garden in Veterans’ Park, throughout the town to expand local food production and foster a strong sense of community.



5 | CIVIC ENGAGEMENT

The people of Black Mountain are the town's greatest strength and key to the town's governance and decision-making. The town offers many services to serve its people, both directly and indirectly. The town provides parks and recreation services and facilities, emergency services, clean water, planning and development services, and administrative and financial services. It also serves as a leader and a convener to facilitate collaboration and communication with non-profit, institutional, business, and regional partners.

Black Mountain residents, and residents in communities across the state, are continuing to act collectively through their local governments to provide needed services and improve quality of life.

The Town engages with the community to offer excellent services and facilities.

The Town of Black Mountain seeks to support all of its people by providing a variety of excellent facilities, services, and programs that promote the health, safety, and welfare of all who live, work, and visit the town. Growth and change in Black Mountain should be leveraged as an opportunity to advance quality of life, while ensuring the maintenance and growth of quality services, stewardship of town resources, and community engagement in coordinated planning efforts with regional jurisdictions and community institutions.



Goal 5.1

Equitable engagement opportunities for residents

POLICIES

- 5.1.1 Continue to make governance and government decision-making accessible and transparent to all residents.
- 5.1.2 Promote ongoing, community-driven neighborhood and small area planning that delivers area-specific targeted zoning, capital investment, and programmatic solutions throughout Black Mountain.
- 5.1.3 Actively seek to include hard-to-reach populations in engagement efforts. Where possible, track participant demographics to identify participation gaps.

Goal 5.2

High quality parks and public spaces

POLICIES

- 5.2.1 Continue to plan ahead for the development or expansion of future needs for park facilities.
- 5.2.2 As the town grows, seek to maintain service levels for parks and recreation, fire, police, public works, planning, and other town departments.
- 5.2.3 Encourage or require the dedication of new public spaces in master-planned developments, including playgrounds, pocket parks, and neighborhood parks.

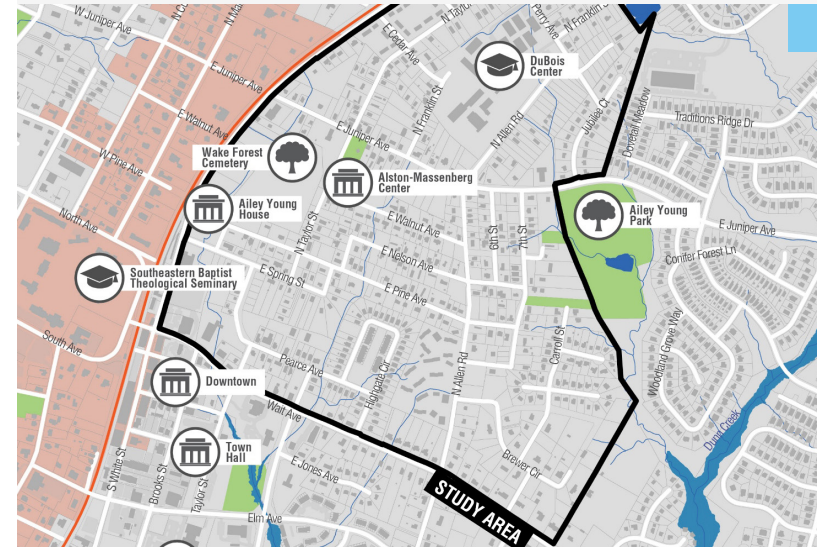
Goal 5.3

Excellent public services and facilities

POLICIES

- 5.3.1 As the town grows, ensure high quality services and infrastructure are maintained or improved. Support improvements especially within areas of need through strategic planning and CIPs.
- 5.3.2 Ensure new growth and development is fiscally balanced in the long run while directing more growth to areas with existing services and infrastructure.
- 5.3.3 Continue to coordinate with local and regional partners to plan for and administer affordable housing, transportation, environmental, educational, and economic development opportunities.

Ideas and Opportunities



Neighborhood Planning

Neighborhood planning offers residents ongoing opportunities to think proactively about the future of their communities and create strategies to achieve it. The image to the left comes from the Wake Forest, NC Northeast Community planning effort, a community-driven effort which seeks to address housing, zoning, public facilities, economic opportunities, transportation infrastructure, and preservation of community character.

Incubators and Coop Space

Launch Chapel Hill was founded in 2013 to provide co-working space and resources for businesses in Orange County. Launch is a collaborative investment between the Town of Chapel Hill, Orange County, and other public and private partners. Their mission is to develop the entrepreneurial ecosystem that allows entrepreneurs to build and grow their businesses in the area. They offer networking opportunities, coworking space, and learning events.



Workforce Housing

More and more communities are seeking to form regional partnerships to tackle the challenge of providing permanent affordable and workforce housing infrastructure, key to the health of the local economy as areas grow. Several North Carolina communities are using creative methods to fund housing projects, like issuing bonds, establishing trust funds, creating community land trusts, and affordable housing ordinances like that in the Town of Davidson, North Carolina.



6 | CONNECTED & ACCESSIBLE

How we travel between the places we need to reach on a daily basis impacts our quality of life, physical and mental health, our fiscal and economic health, the quality of the air and greenhouse gas emissions, and relationships with our friends and neighbors. Today, Black Mountain residents travel predominantly by car and on foot to reach their daily needs. According to the Center for Neighborhood and Transportation Technology, Black Mountain households spend an average \$12,000 per year on transportation, 27 percent of their income, and drive 21,000 miles.

Many residents want to expand the number of realistic transportation options they have available to them to include driving, walking, biking, and transit. To achieve that, the Town should coordinate land use planning and transportation investments to advance these goals

Residents have the freedom to safely and realistically get around using multiple travel modes.

Transportation planning is key to maintaining the cherished characteristics of the town, the quality of life that current residents enjoy, and the ability to get between places conveniently and safely. With growing local and regional growth pressures, it is clear that expanding the number of realistic travel modes available to people is a key strategy to limit growing traffic congestion and travel times, manage transportation spending, reduce automobile collision rates, reduce per capita energy consumption, and be economically competitive.



Goal 6.1

Multiple safe and realistic transportation mode options for residents

POLICIES

- 6.1.1 Enhance street intersection safety, pedestrian crossings, and other traffic-calming measures.
- 6.1.2 Prioritize physical barriers, such as curbs, on-street parking, trees, curbs, or bollards, between automobile lanes and non-automotive infrastructure.
- 6.1.3 Encourage alleys in new development and redevelopment to reduce conflicts between pedestrians and turning vehicles.
- 6.1.4 Manage high quality, mixed-use growth around freeway interchanges through land use planning.

Goal 6.2

Non-automotive transportation network

POLICIES

- 6.2.1 Establish a connected network of local and regional protected bicycle lanes, paths, and greenways.
- 6.2.2 Expand the Town’s sidewalk and street tree network within both new and existing development. Enhance connectivity between denser neighborhoods and services.
- 6.2.3 Expand short term and long term bicycle parking in areas of activity.
- 6.2.4 Support future initiatives that would expand access to regional and interstate rail transportation and other rapid transit options.

Goal 6.3

Right-sized, well-located parking

POLICIES

- 6.3.1 Maximize use of current parking supply by promoting shared parking and way-finding for existing parking.
- 6.3.2 Implement the most recent parking study.
- 6.3.3 Encourage land patterns that support and encourage non-auto modes of travel.
- 6.3.4 Wherever possible, locate surface and structured parking in the rear of buildings, with on-street parallel parking.

“I would love to see more lanes, trails, and parking for cyclists, more pedestrian infrastructure, more transportation options for seniors, and more public transportation.”

-Black Mountain Resident

Goal 6.4

An enhanced and user-friendly transit network

POLICIES

- 6.4.1 Provide safe, visible and accessible transit stops and transit lines.
- 6.4.2 Coordinate infrastructure and land use planning to facilitate future local and regional transit expansion.
- 6.4.3 In coordination with regional planning agencies, like Asheville Rides Transit (ART) and Mountain Mobility; enhance and expand regional transit options.
- 6.4.4 Coordinate with Amtrak to ensure any new passenger rail service includes a stop in Black Mountain.

Goal 6.5

Well-planned freight corridors

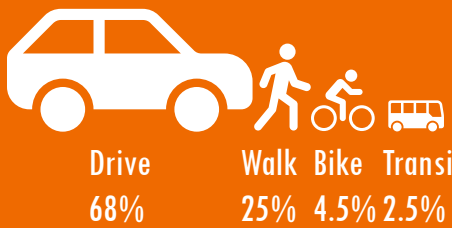
POLICIES

- 6.5.1 Continue to identify key freight corridors that best accommodate large vehicles.
- 6.5.2 Reduce freight conflicts with other modes of transportation modes. Reduce the need for freight trucks to travel through retail and residential areas.
- 6.5.3 Support access of industrial properties to regional roads through transportation and land use planning.

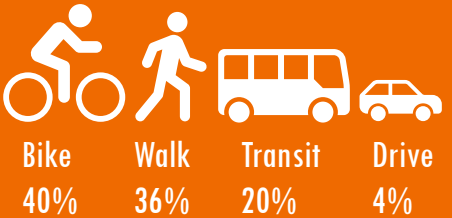
What Black Mountain Residents Said

During the Elevate Black Mountain public engagement process, residents juxtaposed the way they travel around today against the way they would prefer to be able to travel around if they had the choice.

How Black Mountain Residents Travel Around Today



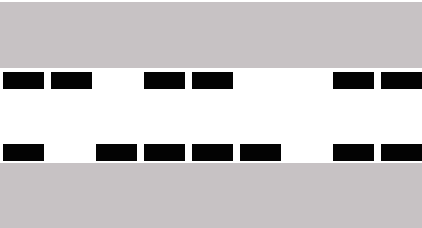
How Black Mountain Residents Wish They Could Travel



These results show that Black Mountain residents have few transportation options and that most people have to own and operate a car to get to the places they need on a daily basis. Respondents indicated they would prefer to be able to bike walk and take the bus, in addition to driving.

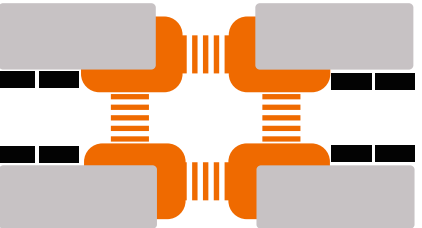
TRAFFIC CALMING STREET DESIGN TOOLBOX

The selection of traffic calming features below illustrates strategies proven to encourage lower vehicle speeds, improve travel safety, and enhance non-automotive travel.



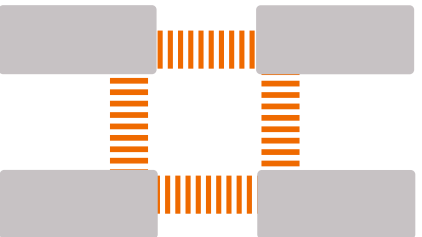
On Street Parking

On street parallel parking slows traffic and provides a barrier between moving vehicles and pedestrians.



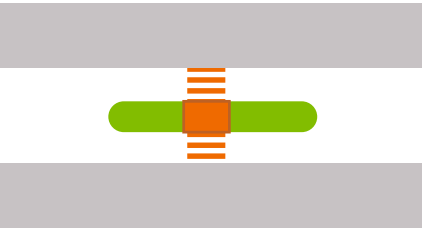
Bulbouts

Bulbouts shorten the distance for pedestrians crossing the street and slow vehicles as they turn corners.



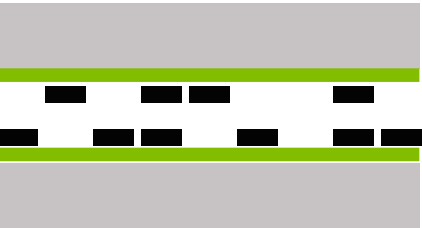
Marked Pedestrian Crossings

Pedestrian crossings, painted or marked with pavers, enhance visibility for pedestrians and slow traffic.



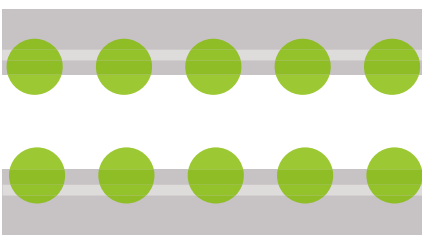
Pedestrian Island

Pedestrian Islands encourage drivers to slow in anticipation of pedestrians and offer a refuge for people crossing the street.



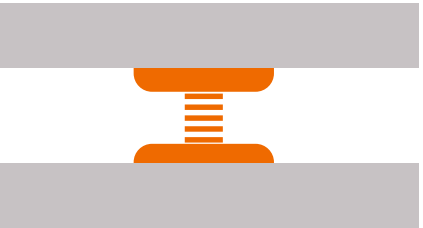
Protected Bike Lanes

Pavement markings and signage designate exclusive space for bicyclists using these lanes, which help create predictable movements for cyclists and cars.



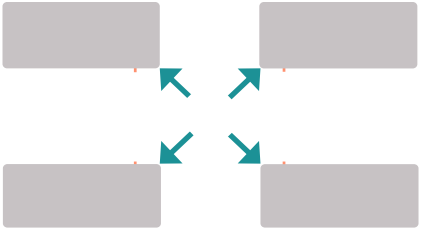
Street Trees and Sidewalks

Street trees offer shade and a protective barrier for pedestrians. Sidewalks/multi-use paths should be on both sides of the street.



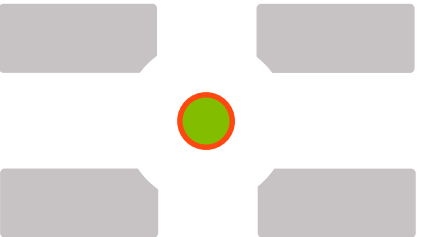
Mid-block Choker

Mid-block chokers shorten the distance to cross the street. This element can be combined with LID infrastructure for stormwater.



Pedestrian-Friendly Curbs

Neighborhood curb radii between 5 and 15 feet reduce pedestrian crossing distances and slow moving vehicles.



Traffic Circles and Roundabouts

Traffic circles slow traffic at neighborhood intersections. Roundabouts offer alternatives to traffic lights at larger intersections.

Ideas and Opportunities



Multimodal design

Multimodal street right-of-ways evenly split travel space between automobile and non-automotive infrastructure. Key elements of multimodal design are pictured in the image to the left from the National Association of City Transportation Officials. Some elements include (from left to right) a well-designed building facade, space for outdoor seating, sidewalks, space for street lamps, trees, and benches, bicycle facilities, stormwater infrastructure, and on-street parking.

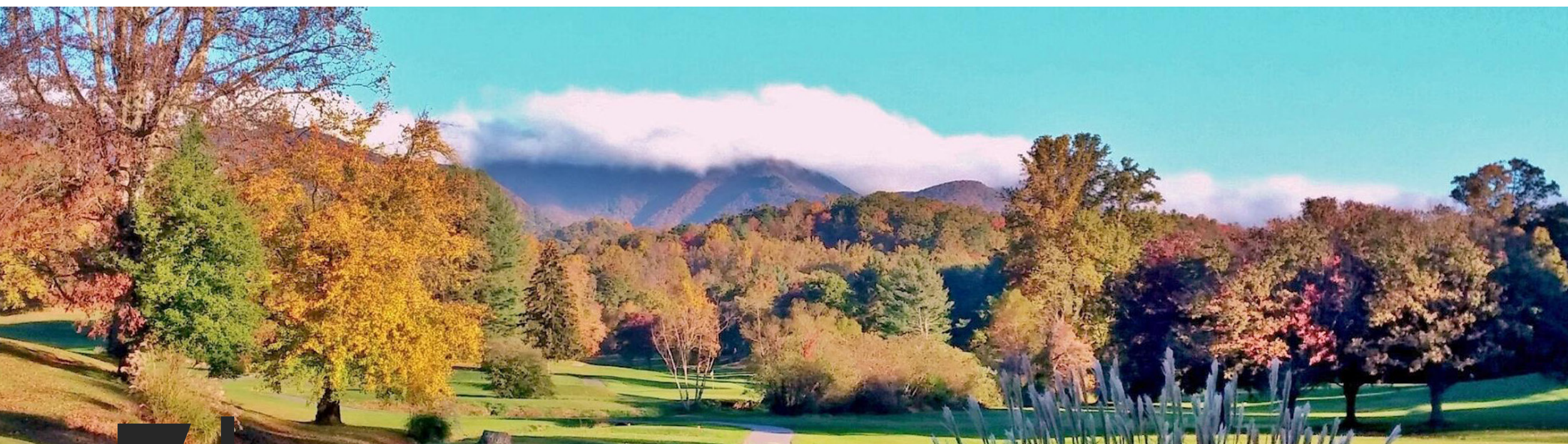
Low Impact Development

Swales within the street right-of-way, rain gardens, and other natural low impact stormwater infrastructure can double as traffic calming infrastructure. This infrastructure creates additional green space and provides a natural filter and retention area for stormwater runoff. It also improves street safety by reducing street widths and creating shorter crossing distances for pedestrians.



Demonstration Projects

New infrastructure and retrofits are costly, which is why transportation projects can often take so long to implement. Now many communities are testing out new ways of retrofitting their existing infrastructure. Demonstration projects can be used as a low-cost method of testing out new infrastructure designs, such as this bike lane built using plants, astroturf, and chalk. A car lane is quickly transformed into a comfortable bike lane with on-street parking.



7 | IMPLEMENTATION MATRIX

The Implementation Matrix lists the blueprint for action to implement the goals of Elevate Black Mountain. The matrix is a tool for prioritizing implementation actions and tracking the status of their implementation. This matrix can be used and updated regularly. This matrix can also be reviewed by the Town Council as they prepare budgets, capital improvement programming, and strategic planning exercises.

Each action is tied directly to the chapters and goals of Elevate Black Mountain, and the policies in the plan can be used to help to guide their implementation. There is not necessarily an action for every policy. The actions also designate a lead Town department, the action's priority, how long the action is expected to take, and the status of the action's implementation which is to be updated as implementation progresses.



Walkable and Livable

Black Mountain is a distinct mountain town that is affordable, livable, human-scale, and grounded in its historic character.

ACTIONS

A.2.1 Conduct a Comprehensive Rewrite of the LUC

- To implement the recommendations of this comprehensive plan, the town's land use code (LUC) should be rewritten. Key elements to adjust include:
- » Establish infill and redevelopment context sensitive standards that allow flexibility and enhance character
 - » Update form and design standards to reinforce walkable, compact development objectives
 - » Modernize zoning districts to align with the vision for new nodes of activity; consider form-based zones
 - » Revise block length and connectivity standards to be consistent with this plan
 - » Establish a UDO with conditional zoning; improve multifamily housing provisions
 - » Consider requiring centrally-located dedication of park or civic spaces in master planned communities
 - » Consider ways of incorporating public art into new projects
 - » Create incentives (including but not limited to height and density) for green and sustainable building practices; consider sustainable building standards for certain types of development
 - » Consider formalizing the Utility and Annexation Criteria
 - » Revise parking requirements to include a maximum parking allowance, and location in the rear of the building in areas intended for more walkable mixed use development
 - » Remove barriers, create incentives, and streamline development review for infill development
 - » Consider initiating zoning map changes to targeted areas in Black Mountain

Responsible Department	Priority (H, M, L)	Time Horizon	Status
Planning	H	2 Yrs	Awaiting Action

A.2.2 Prioritize and conduct small area, corridor, and neighborhood plans

- » Use the Opportunity Areas Map to identify key small area, corridor, and neighborhood planning projects
- » In downtown, consider strategies for creating a four-sided outdoor room of the Black Mountain Town Square. If public safety were to be relocated, retain ownership and consider active uses within an iconic building
- » In downtown, consider strategies for burying of overhead wires, widening of sidewalks, and planting of street trees
- » Consider new development standards along Broadway Avenue that create a mixed-use walkable corridor and gateway into downtown
- » Ensure large sites accommodate small walkable blocks and civic space

Responsible Department	Priority (H, M, L)	Time Horizon	Status
Planning	H	1.5 Yrs Each	Awaiting Action

A.2.3 Create a Community Design Handbook

- » Create a community design handbook that considers Black Mountain's cherished built pattern for new development and redevelopment
- » Incorporate design criteria into the LUC

Responsible Department	Priority (H, M, L)	Time Horizon	Status
Planning	M	2 Yrs	Awaiting Action

A.2.4 Implement the Blue Ridge Road Small Area Plan

- » Evaluate and track progress on the plan implementation

Responsible Department	Priority (H, M, L)	Time Horizon	Status
Planning	H	10 Yrs	Awaiting Action

A.2.5 Conduct a housing plan

- » Partner with Buncombe County to conduct a housing study and plan
- » Prioritize strategies for building and permanently protecting low income housing
- » Consider adopting an affordable housing ordinance, similar to Davidson, NC
- » Consider an affordable/workforce housing nexus study
- » Consider support for a community land trust and a housing trust fund
- » Evaluate the LUC and zoning map for ways to diversify the town's housing types while maintaining town character; ensure there are no barriers to construction of affordable housing
- » Study impacts of short-term rentals and opportunities to adopt modern regulations to address them
- » Conduct build-out analysis

Responsible Department	Priority (H, M, L)	Time Horizon	Status
Planning	H	2 Yrs	Awaiting Action



Green and Resilient

New growth is green, resilient, and embodies the values of responsible environmental stewardship.

ACTIONS

A.3.1 Conduct a Sustainability Plan

To implement the recommendations of this comprehensive plan, the town should develop and implement a sustainability plan. The plan should:

- » Include a greenhouse gas inventory
- » Conduct an energy/sustainability survey of town buildings
- » Establish public sector and private sector energy and climate goals and strategies
- » Involve collaboration with regional partners
- » Continue to explore solar installation on town-owned buildings; collaborate with Buncombe County
- » Identify areas where energy consumption can be reduced in town buildings

Responsible Department	Priority (H, M, L)	Time Horizon	Status
Planning, All	M	1.5 Yrs	Awaiting Action

A.3.2 Adopt stormwater best practices

- » Coordinate with Buncombe County, NCDOT, and other partners to ensure best practices for stormwater are carried out and incorporated into engineering handbooks
- » Update the LUC to incorporate directly or by reference best practices for stormwater management
- » Evaluate current practices to ensure they are resulting in intended stormwater management
- » Construct downtown stormwater control measures (SCMs) with grant support from DWQ
- » Identify stormwater SCMs that could be incorporated into downtown streetscapes
- » Create stormwater utility
- » Incentivize low impact development
- » Implement the Stormwater Management Plan
- » Maintain compliance with the NPDES Phase II Regulations

Responsible Department	Priority (H, M, L)	Time Horizon	Status
Planning, Public Works	H	Ongoing	In Progress

A.3.3 Reduce waste and expand recycling

- » Develop citizen education/outreach program for waste reduction and recycling
- » Partner with local specialized recycling organizations for educational outreach and events
- » Consider ways of adopting innovative practices that promote a new waste stream by moving it from a linear disposal system to a circular one.

Responsible Department	Priority (H, M, L)	Time Horizon	Status
Public Works	H	Ongoing	Awaiting Action

A.3.4 Evaluate and update municipal regulations for sustainability

- » Incorporate NCDEQ's Conservation Planning Tool into development review process
- » Increase open space requirements (this could be based on use or size of project)
- » Increase incentives for LEED construction
- » Develop guidelines for water-efficient landscaping

Responsible Department	Priority (H, M, L)	Time Horizon	Status
Planning	H	Ongoing	Awaiting Action

A.3.5 Conduct stream restoration and preservation projects

- » Continue to identify areas for stream restoration and/or preservation
- » Coordinate with state agencies and other partners for stream restoration projects
- » Seek grant opportunities for stream restoration and/or preservation projects

Responsible Department	Priority (H, M, L)	Time Horizon	Status
Planning	H	Ongoing	Awaiting Action



Vibrant Economy

The Town's vibrant, innovative, and diverse economy provides dignified jobs with living wages.

ACTIONS

A.4.1 Create a downtown business strategy

- » Consider a variety of financial investments and assessments to finance improvements, like special taxing districts, special assessments, bonds, or other strategies, in the downtown district and other commercial districts

Responsible Department	Priority (H, M, L)	Time Horizon	Status
Planning	H	4 Yrs	Awaiting Action

A.4.2 Develop an economic development strategic plan

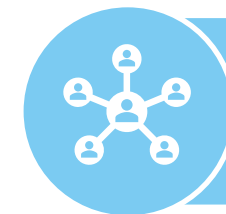
- » Consider opportunities to build on and find synergies between Black Mountain's current assets: outdoor economy, art and culture, food, small-scale manufacturing
- » Expand the town's professional staff for economic development, such as hiring an economic programs coordinator
- » Develop programs to support small business owners through capacity building and promotion activities
- » Consider expanding and diversifying grocery store and market options
- » Find strategies to fund workforce housing; consider conducting a housing nexus study
- » Find more opportunities to hold events that draw spending from throughout the region; consider artist night outs
- » Find opportunities to enhance connection to high quality, affordable internet
- » Consider overhauling or updating Black Mountain's branding, to make it more consistent with the town's green, active, and inclusive values
- » Ensure sustainable balance between housing and jobs; protect and design space for employment uses

Responsible Department	Priority (H, M, L)	Time Horizon	Status
Planning	M	3 Yrs	Awaiting Action

A.4.3 Establish an incubation and cooperative working space

- » Consider development of incubation spaces to help seed homegrown business development

Responsible Department	Priority (H, M, L)	Time Horizon	Status
Planning	M	5 Yrs	Awaiting Action



Civic Engagement

The Town engages with the community to offer excellent services and facilities.

ACTIONS

A.5.1 Build a new community center and expand recreation capacity

- » Build a new community center and expand Black Mountain's recreation facilities
- » Adopt joint use agreements with local schools for gyms, playgrounds, and fields
- » Identify areas for pocket parks and develop pocket parks

Responsible Department	Priority (H, M, L)	Time Horizon	Status
Parks & Rec, Planning	H	4 Yrs	Awaiting Action

A.5.2 Implement the Parks and Recreation Master Plan

- » Implement, monitor, and update the parks and recreation master plan

Responsible Department	Priority (H, M, L)	Time Horizon	Status
Parks & Recreation	H	10 Yrs	Started

A.5.3 Continue to grow town's online and in-person engagement activities

- » Continue to improve organization, use, and functionality of the town's website and general online presence to make it more accessible, user-friendly, and interactive
- » Promote town activities and business through social media
- » Consider a town newsletter (update citizens on board decisions, projects, budget, sanitation updates, etc.)
- » Conduct community-based neighborhood planning; seek grant funding to conduct plans
- » Track and provide regular progress reports on plan and action item implementation

Responsible Department	Priority (H, M, L)	Time Horizon	Status
All	H	2 Yrs	Started

A.5.4 Enhance and maintain town's infrastructure and services

- » Ensure new developments can be served by existing infrastructure
- » Make a priority list of infrastructure needs and budget accordingly or seek grant funding if applicable
- » Coordinate with Police, Fire, Parks & Recreation, Public Works and all relevant town staff
- » Monitor and address Buncombe County's State of the County's Health Report metrics and recommendations
- » Continue to provide excellent public safety services; Ensure budget priorities meet the needs of the community (ex. ladder truck, installation of emergency signals at police and fire stations).

Responsible Department	Priority (H, M, L)	Time Horizon	Status
All	M	Ongoing	Started



Connected and Accessible

Residents have the freedom to safely and realistically get around using multiple travel modes.

ACTIONS

A.6.1 Implement the Black Mountain Bike Plan

- » Evaluate and update status of the plan's Action Steps for Implementation

Responsible Department	Priority (H, M, L)	Time Horizon	Status
Planning, Public Works	H	10 Yrs	Awaiting Action

A.6.2 Implement the Black Mountain Parking and Circulation Study (2020)

- » Implement the plan's priority actions

Responsible Department	Priority (H, M, L)	Time Horizon	Status
Planning, Public Works	M	10 Yrs	Awaiting Action

A.6.3 Modernize transportation infrastructure standards and programs

- » Assess and revise Black Mountains street construction standards in new development to ensure consistency with best practices and implement the goals of creating multimodal travel corridors (i.e. installation of sidewalks and greenways)
- » Consider a sidewalk incentives grant or cost-sharing program developed to complete connections where there are currently gaps in infrastructure specifically along town roads.
- » Develop an easement banking program

Responsible Department	Priority (H, M, L)	Time Horizon	Status
Planning, Public Works	H	3 Yrs	Awaiting Action

A.6.4 Complete the Blue Ridge Road Interchange

- » Continue to collaborate with NCDOT for the design and construction of the Blue Ridge Road Interchange to include complete street considerations.
- » Continue to advocate for modernization of Blue Ridge Road, including multiple model recommendations in the Blue Ridge Road Small Area Plan.

Responsible Department	Priority (H, M, L)	Time Horizon	Status
Planning, Public Works	M	5 Yrs	Started

A.6.5 Improve State and local roads

- » Continue to collaborate with NCDOT for safety improvements such as signalization, intersection improvements, road diets as deemed necessary, and modernization of Blue Ride Road and Montreat Road.
- » Increase resurfacing and maintenance on local roads to meet best practices

Responsible Department	Priority (H, M, L)	Time Horizon	Status
Planning, Public Works	M	10 Yrs	Started

A.6.6 Implement Greenway Master Plan (2019)

- » Continue to implement the Greenway Master Plan, develop community partnerships for the promotion of the greenway system and development of amenities and small trail sections.

Responsible Department	Priority (H, M, L)	Time Horizon	Status
Planning, Parks & Rec	H	10 Yrs	Started

