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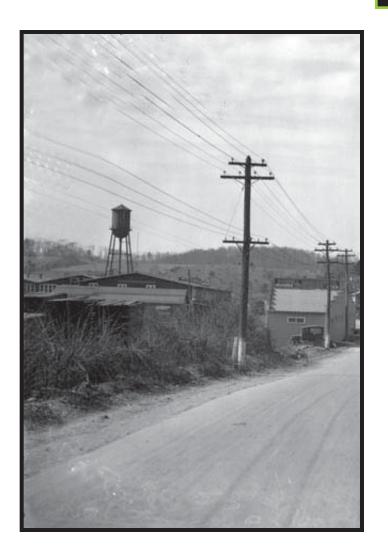
Town of Woodfin Comprehensive Plan - Preparing than, Creating IMPLEMENTATION PLAN, EXCHANGED AND ADDRING PLAN, MONITORING PLAN, MONITORING PLAN, MONITORING PLAN, MONITORING PLAN, PROPERTY OF THE ADDRESS OF THE PROPERTY OF

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Looking at cities can give a special pleasure. Like a piece of architecture, the city is a construction of vast scale, perceived only in the course of long spans of time. At every instant, there is more than the eye can see and more than the ear can hear.

- Kevin Lynch

INTRODUCTION 1.0



The Town of Woodfin is located in central Buncombe County to the north and west of the City of Asheville, the county seat. Named for Nicholas Washington Woodfin (1810-1875), a prominent lawyer, legislator and soldier, Woodfin was incorporated in 1971 to enable its citizens to have a more direct voice in determining the future of the area than they might have had if annexed by the City of Asheville. Woodfin has historically served as a residential area in which people who worked in and around Asheville could find conveniently located housing. The French Broad River, located on the west side of the Town, offered a location for industries that provided jobs for many residents until the mid to late 1900's when changing economic conditions resulted in the closing of several of the industries.

Changing Character

Residential development activity and the closing of the industries have changed the character of the Town. While primarily a residential area now, the Town does have a range of commercial businesses and industries that provide services and employment for residents of the Town and surrounding area. Today, Woodfin prides itself on its relatively low taxes, its wide range of municipal services, its involved and supportive citizens, and its development-friendly approach to regulation.

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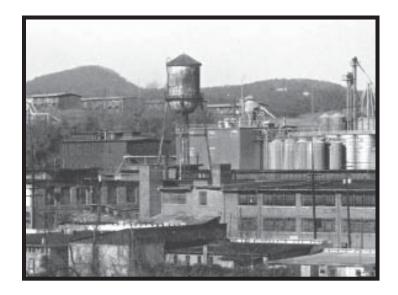
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Community Character

Aguiding principle in the preparation of Woodfin's Plan for a Sustainable Future is the preservation of the small town quality of life. This is one of the community traits that brings residents and businesses to Woodfin. The maintenance and enhancement of Woodfin's small town quality of life is a key element in distinguishing Woodfin from the neighboring City of Asheville.

Identified as a guiding principle for the Town, the preservation of the small town quality of life must be embodied in all the goals and objectives set forth in this plan. In order to achieve this goal, an understanding of small town quality of life is necessary. It must be kept in mind that small town quality of life is not directly related to the size of the community. Quality of life encompasses both tangible elements- such as schools, jobs, and housing- with intangible elements such as the ability to interact with neighbors. One definition of small town quality of life, as stated by a resident of Woodfin, is "a community where people care."

As the Town grows, maintaining the small town quality of life will become challenging. Achieving objectives and implementing strategies identified throughout this plan will aid in maintaining the small town quality of life that makes Woodfin a great place to live, work, and play. Encouraging civic activities, advocating the formation of civic clubs, providing places for residents to gather, providing civic spaces such as parks, and similar actions will all aid in maintaining the small town quality of life that is desired by the Town of Woodfin. The growth of the Town must be balanced with the desire and actions to maintain the small town quality of life. In preparing this plan, the Town has adhered to this guiding principle and has identified actions that encourage this principle.



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New Development

Woodfin's natural beauty, development-friendly approach, location on the north side of the City of Asheville, and proximity to major transportation arteries has made it a popular location for new development. People are moving to Woodfin because of its desirability as a place to live, work, and play. Unprecedented growth and development is occurring in Woodfin as people discover the advantages the Town offers in terms of location, amenities, and quality of life.

New Residential Development

Most of the development in Woodfin over recent years has been residential development. The new residential development is scattered around the town and includes Reynolds Mountain, Mountain Living, North Ridge Commons, and River Walk. Some of the residential projects are infill developments located on undeveloped parcels within the core area of the Town and others are located on the edge of Town in previously undeveloped areas. These residential developments provide homes in a range of prices and types, meeting the needs of a broad spectrum of people.

New Commercial Development

New commercial development has occurred in Woodfin in recent years to accommodate the needs of the Town's growing population. This commercial development has taken place primarily along Weaverville Highway. The predominant development pattern has been strip commercial, either in single buildings or in small strip commercial centers. The exceptions to this pattern are the redevelopment of the mill buildings on Riverside Drive at its intersection with Elk Mountain Road, and the development of the Town Center on North Merrimon Avenue in Reynolds Village.

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The redevelopment of a former industrial building on Riverside Drive created space for a number of local businesses that contribute to the economic vitality of the Town and the Town Center will provide a mixed-use downtown hub for Woodfin. At the time that this plan was written, Reynolds Mountain Development was in the initial phases of the development of the new Woodfin Town Center on and adjacent to the Newbridge Shopping Center off of Weaverville Highway. This development will create a mixed-use center for the community and will provide locations for businesses, offices, and residences.

Managing Growth

Recent development activity has provided the Town with the opportunity and challenge of shaping its future. The Town of Woodfin is undergoing rapid change, as is the rest of Western North Carolina. Managed properly, this growth and development can bring opportunities and resources to enhance the Town and to meet the needs of its residents and business owners. If not managed properly, this change can result in costs that will burden the Town for years to come. The challenge for the Town is to develop a strategy for managing the growth and change in a manner that benefits all citizens and promotes the well-being of the community.

Guiding Principles

The Town's leaders have identified guiding principles for managing the change occurring in the Town. These guiding principles are:

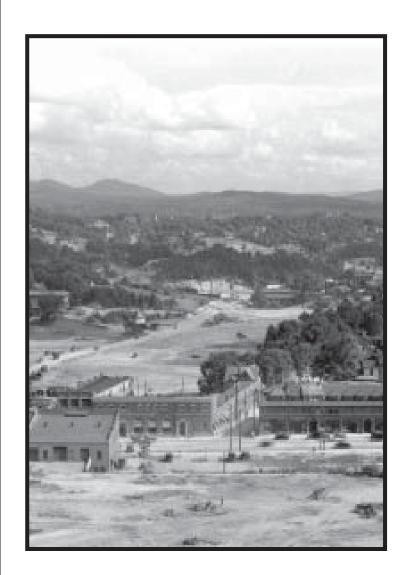
- Preserve the small town quality of life;
- Provide a basic level of services to the community;
- Maintain a low tax rate; and
- Promote environmental and economic sustainability.



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The Woodfin Board of Aldermen has stated that these principles are to guide future decisions and actions to ensure the long term health of the Town. These principles are embodied in many of the actions taken by the Town's governing body and staff during the past few years. An example of this is Woodfin's pursuit of Tax Increment Financing for the Woodfin Town Center.

Additional Themes

Additional themes to serve as guides for the comprehensive plan were identified in meetings with the Town's Board of Aldermen, Planning and Zoning Board, and Advisory Committee. These themes will provide additional guidance for future actions and decisions. The themes identified are:

- Promote sustainable development
- Provide a safe and comfortable environmental for walking
- Expand parks/greenways to meet the recreational needs of the community
- Ensure that a range of housing types and prices are available to meet the needs of current and future residents
- Ensure balanced growth for the Town
- Use the recognition of Western North Carolina as a place for health and wellness to encourage and promote development and redevelop ment that takes advantage of Woodfin's natural resources.

Purpose of the Plan

The purpose of the Plan for a Sustainable Future is to provide a ten year guide for the Town's elected and appointed officials, staff, and citizens to manage the growth and development in a manner that best benefits the Town of Woodfin and is compatible with the principles and themes listed above. To do this, the Plan for a Sustainable Future:

 Assesses services and facilities provided by the Town of Woodfin;

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- Identifies challenges and opportunities afforded with the provision of services and facilities;
- Reviews recent growth and development in the Town;
- Projects future growth and development;
- Identifies needs and opportunities resulting from the recent and pro jected growth and development;
- Identifies and evaluates actions for addressing the identified needs and for taking advantage of the opportunities;
- Develops a time line for implementing the identified actions and identi fyingies the person(s) or organization(s) responsible for the actions.

Structure of the Plan

Woodfin's plan for a sustainable future begins by giving the reader an overview of the fundamental population and economic trends in Woodfin. The plan then addresses eight substantive topics that will define the future of the community. These topics are Land Use, Transportation, Housing, Economic Development, Education, Parks and Greenways, Environment and Public Services.

Goals, objectives, and strategies are identified in each substantive topic to address the issues that arise with each. The themes listed above will serve as the foundation for the identification of goals and objectives that are found in each section of this Plan. Strategies to achieve the goals are listed in each section and are also included in the Implementation Plan found at the end of the Plan for a Sustainable Future. Time frames for the implementation of the strategies and the parties responsible for pursuing the strategies are identified in the Implementation Plan.



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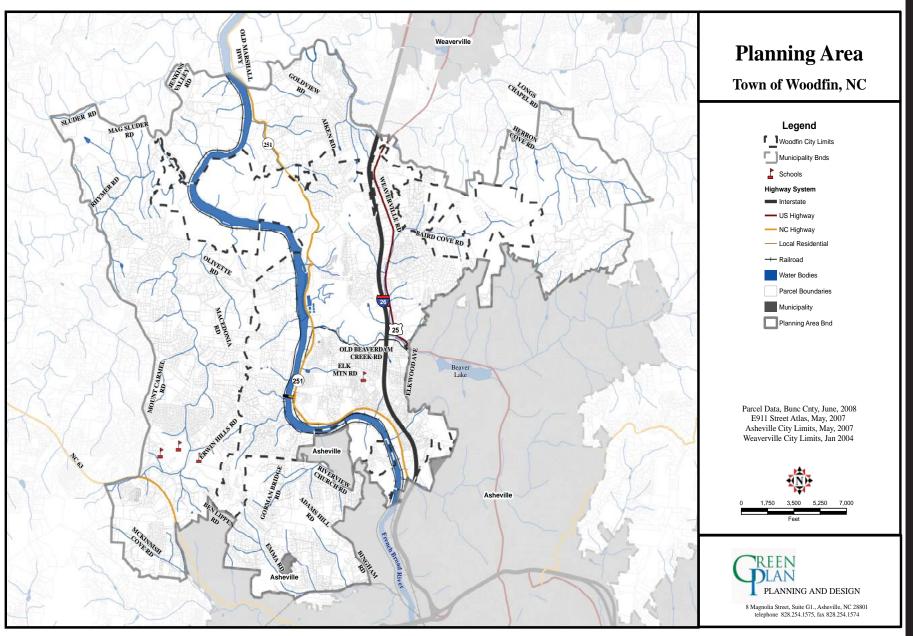
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The Plan for a Sustainable Future concludes with an assessment of the Town's main corridors: the Weaverville Highway corridor, the Riverside Drive corridor, the Elk Mountain/Brookdale/North Woodfin Avenue corridor, the Elkwood Road corridor, and the Old Leicester Highway corridor (including Erwin Hills Road. An overview of each corridor's transportation and land use dynamics is given, followed by a section on recent development trends. Each corridor section ends with an analysis of how the corridor can be developed in accordance with the goals and objectives outlined in the Plan for a Sustainable Future.

Map 1 depicts the planning area for which the Comprehensive Plan is prepared.

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-Aristole

POPULATION AND ECONOMY 2.0

This section gives detailed information on the past and current population and economic trends within Woodfin. Its purpose is to inform the planning team and reader with pertinent statistical information from which decisions about future goals can be made. This section does not analyze the information, but rather presents the information for reference and analysis in later sections.

Population Trends

As a result of recent development and an aggressive annexation program, Woodfin is now one of the fastest growing towns in North Carolina with a population growth rate of 110% between 1990 and 2009. This was not always the case. Woodfin actually lost a considerable part of its population between 1980 and 1990, with a decline of over 13% (from 3260 in 1980 to 2736 in 1990). However, the Town has grown in recent years, as shown in Table 1. Taking recently completed annexations and developments such as Reynolds Mountain into account, GreenPlan estimates the Town's 2009 population to be 5,753 persons and its area is estimated at 9.19 square miles. This represents a 82% increase in the population and a 163% increase in the land area between 2000 and 2009 (Table 1).

Table 1- Woodfin Population and Land Area

Past and Current Population				Land Area (square miles)			
April, 1990	April, 2000	July, 2005	April, 2009 (est)	April, 1990	April, 2000	July, 2005	April, 2009
2736	3162	3983	5753	3.316	3.499	5.227	9.19

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By 2020, Woodfin is expected to have 6501 residents, not taking into account growth that occurs through annexation. GreenPlan estimated Woodfin's future population using the projected growth rate for Buncombe County that is published by the North Carolina Office of State Budget and Management (OSBM). Population projections are only made at the county levels; therefore, GreenPlan extrapolated that Woodfin's growth rate would be equivalent to Buncombe County's growth in making the projections. Given Woodfin's recent growth, this is probably a conservative estimate.

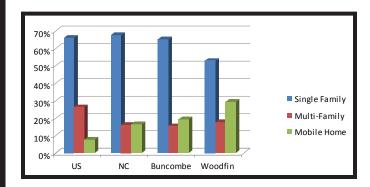
Table 2- Woodfin Population Projection

Year	Population Projection
2010	5821
2011	5889
2012	5957
2013	6025
2014	6093
2015	6161
2016	6229
2017	6297
2018	6365
2019	6433
2020	6501

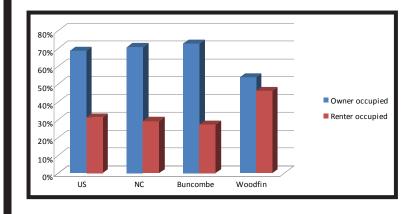
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the Town of Woodfin

Graph 1- Housing by type of structure



Graph 2- Owner occupied vs. Renter occupied housing



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Housing Statistics

In 2000, the Town of Woodfin had a significantly higher percentage of mobile homes and a smaller percentage of site built and modular single family homes when compared to the US, North Carolina, and Buncombe County (Graph 1).

In 2000, the Town of Woodfin had smaller percentage of owner occupied housing units compared to the percentage of owner occupied housing for the United States, North Carolina, and Buncombe County (Graph 2).

It is widely accepted in the mortgage and housing industries that housholds should spend no more than 35% of their income on housing. In 2000, the Town of Woodfin had a smaller percentage of renter occupied households that spent more than 35% of household income on housing compared to the United States, North Carolina and Buncombe County. However, Woodfin had a greater percentage of owner occupied households that spent more than 35% of household income on housing compared to the same groups (Graph 3).

Income and Employment Statistics

The Town of Woodfin's median household income was 65% of the median household income for the United States, 69% of the median household income for North Carolina, and 75% of the median household income for Buncombe County in 2000 (Graph 4).

Table 3 shows employment characteristics for people who work in Woodfin. Table 4 shows employment characteristic for people who live in Woodfin. In 2004, only 64 people who lived in Woodfin also worked in Woodfin. As the employment figures show, the earnings for Woodfin workers were higher than the earnings of Woodfin residents. This is mainly due to the fact that there are generally higher wages in public administration (top area of employment for

Woodfin workers) than in retail and accommodations/food service (top two areas of employment for Woodfin residents).

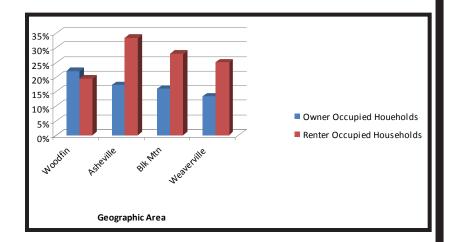
Table 3- Employment Characteristics of Woodfin Workers

16.3% made \$1,200 per month or less 24.3% made more then \$3,400 per month 2.4% (64 people)live in Woodfin

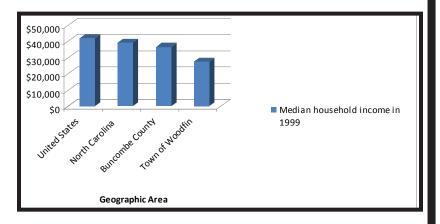
Top 4 areas of employment:

Public Administration
Manufacturing
Construction
Health Care/Social Assistance

Graph 3-Households spending more than 35% of income on housing



Graph 4- Median household income

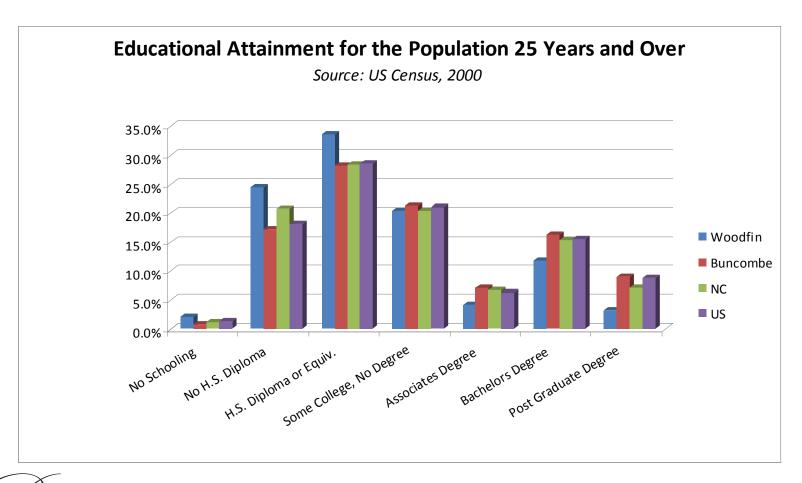


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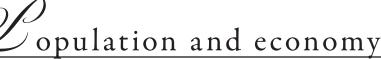
the Town of Woodfin

Education Statistics

In 2000, the Town of Woodfin had a higher percentage of people who did not have high school diplomas, and a smaller percentage of people who had college degrees, when compared to the United States, North Carolina, and Buncombe County (Graph 5).



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Make no little plans; they have no magic to stir men's blood and probably will themselves not be realized. Make big plans; aim high in hope and work, remembering that a noble, logical diagram once recorded will not die.

- David Burnham

LAND USE 3.0

The Town's current zoning is shown on map 2 and graph 6. The Woodfin Planning Area's current land use is depicted on map 3 and graph 7.

Residential Land Use and Zoning within Town Limits

The majority of the land in the Town of Woodfin is used for residential purposes, reinforcing the Town's status as a residential community. The existing land use is codified by the current zoning, which places 65.6% of the land within the Town Limits in residential zoning classifications (for the purpose of this analysis, the Mountain Village zoning classification is considered a residential classification). Residential zoning is found throughout the Town of Woodfin, with residential density permitted by the current zoning ranging from a low of one (1) unit per acre in the R-43 zoning classification to a high of eight units per acre in the R-7 and R-10 zoning classifications. The areas zoned Mountain Village are permitted a density of 17 units per acre, with dedication of land in conservation areas resulting in density bonuses.

Industrial Land Use and Zoning within Town Limits

A significant amount of the Town's land area, 21.9%, is zoned for industrial uses. The high percentage zoned for industrial uses is due to the fact that the old Buncombe County landfill, Craggy Prison, and the MSD properties are all zoned industrial. Industrial zoning is located primarily along Riverside Drive, with small areas of light industrial zoning located off Elk Mountain Road, at the US 19/23-Weaverville Highway intersection, and along Weaverville Road.

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Land Use

Proposed Town Center Development



Commercial Land Use and Zoning within Town Limits

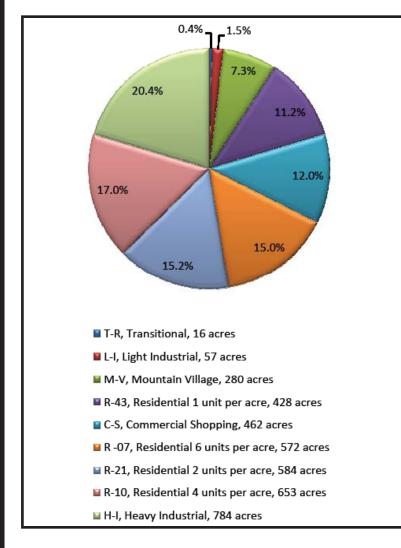
Ommercial zoning accounts for 12% of the Town's land area. Properties zoned for commercial uses are concentrated along Weaverville Highway, with some commercial zoning located along Riverside Drive and at the intersection of Elk Mountain Road and North Woodfin Avenue. A significant area of commercial zoning is located on property located at the end of Baird Cove Road. Currently there is only one commercial zoning classification in the Town's zoning ordinance, making no distinction in the capacity of areas zoned commercial to accommodate varying types and intensities of commercial development.

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Graph 6- Town of Woodfin "Current" Zoning Analysis



Planning Area Land Uses

A review of the map of current land uses in the planning area indicates that residential uses are the dominant land uses within the planning area, with 36.5% of the land in the planning area devoted to these uses. Only 0.4% (64 acres) of the planning area is classified as being used for industrial purposes. This contrasts with the Town's zoning, which classifies 21.9% (841 acres) of Woodfin's land area as industrial. Within the planning area, lands classified as commercial uses account for 5.1% of the total land area. Commercial uses are concentrated in the Town of Woodfin, primarily along the major corridors.

Lands classified as vacant account for 26.7% of the land area within the planning area. Agricultural and timber uses occupy 22.2% of the land in the planning area. With a total of almost 50% of the land in the planning area classified as vacant or in agricultural/timber use, the potential for additional new development in the planning area is significant.

3.2 Future Land Use

Map 4 depicts the recommended future land use pattern for the Town of Woodfin and its planning area. The future land uses identified in Map 4 are meant to provide a general guide for Woodfin's future growth and development rather than a rigid standard. While the future land use map can be used to guide decisions regarding the growth of the Town and its planning area, neither it nor the comprehensive plan text establish standards for the development of property. Standards for the development of property are found in the Town of Woodfin's Zoning Ordinance, Subdivision Regulations, and related development codes.



Higher Density and Mixed Use Development

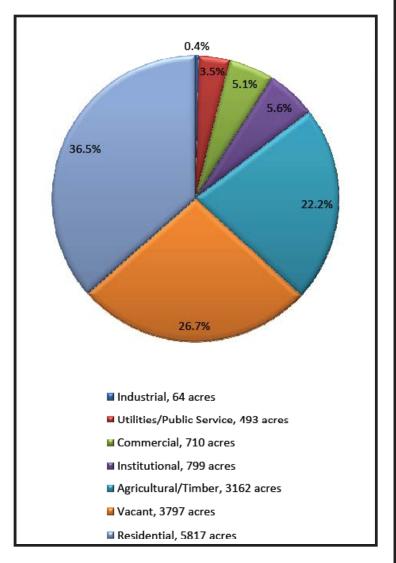
The land uses depicted in Map 4 promote denser development along the major transportation routes and in the center of the Town in an effort to encourage transit and pedestrian oriented development. The higher density land uses are also located in areas where infrastructure is in place. The recommended future land use along Weaverville Highway, the new Town Center, and other areas depicted in red on Map 4 are mixed use.

Mixed-use areas permit dense residential development in the same areas as retail, office, and other commercial uses. By encouraging a mix of uses, it is anticipated that vehicular dependency will be lessened. In addition, strip commercial development will be discouraged because it is a single use development pattern. As the Town's development standards are revised, consideration should be given to mandating a mix of uses in new developments and to requiring design standards that mitigate the impacts of commercial uses adjacent to residential uses. Care should be taken to not allow heavy industrial land uses to be mixed with residential uses because of the conflicting needs between the two. Cottage industrial uses, where the needs do not conflict with the needs of residential uses, should be allowed to integrate into residential areas.

Institutional Land Uses

The future land use map identifies areas owned by public entities as institutional. Several of these properties are located on Riverside Drive, including the MSD property, the old Craggy Prison, the UNCA property, and the former Buncombe County landfill. These properties represent opportunities for development and redevelopment that could help ensure an economically and environmentally sustainable future for Woodfin and its residents. Standards should be prepared to ensure that future development of these properties is compatible with

Graph 7- Current Land Use by Acres in the Woodfin Planning Area







the goals and objectives of the Town as set forth in this plan. In addition to these areas that are suitable for redevelopment, the property owned by Buncombe County Schools and the portion of the UNCA campus located within Woodfin are also identified as institutional land uses.

Residential Land Uses

Four residential land use categories are recommended. The residential classifications are estate, low density residential #1, low density residential #2, and moderate density residential. While is it not within the scope of this Plan to give specific residential densities, ranges of maximum residential densities within each future land use category are given as broad guidelines. The estate land use category is envisioned to have 1-3 units per acre, low density residential #1 is envisioned to have 3-5 units per acre, low density residential #2 is envisioned to have 6-10 units per acre, and moderate density residential is envisioned to have 11-20 units per acre.

Estate Land Use

A reas identified as estate are steeper areas and existing large lots. The areas marked as estate are not contiguous and form a patchwork within the future land use map. It is not necessary for the estate areas to be contiguous, as they present opportunities for low impact cluster development. Within the estate areas, clustering should be encouraged to preserve contiguous areas of open space, special site amenities, and environmentally sensitive areas.



Low Density Residential #1 and #2 Land Use

Low density residential #1 and #2 land use categories represent areas where suburban residential development patterns are the highest and best use. Low density residential #1 areas are not within close proximity to sewer lines, and thus, are less dense than low density residential #2. Low density residential #2 properties have sewer service nearby, and are thus not dependent on septic systems for wastewater disposal. Within low density #2, the availability of public sewer enables the clustering of development. As within the estate land use category, clustering is recommended to preserve open space and/or special site amenities.

Moderate Density Residential Land Use

Moderate density residential areas were selected due to their close proximity to existing infrastructure and to commercial and employment centers. Moderate density residential areas are capable of accommodating a denser residential development pattern than the other residential areas. Moderate density residential property could accommodate multi-family residential development.

Moderate density residential uses are recommended in the area of Brookdale Road, Elkwood Avenue, and North Woodfin Avenue. These areas are all in close proximity to the Town Center, allowing current and future residents of these areas to use alternate modes of transportation to access their daily needs. It is anticipated that promoting the development of moderate density residential areas near the Town Center will reduce the parking needs of the Town Center and will encourage the creation of transit routes in these areas.



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Other areas assigned a future land use classification of moderate density include the Crest Mountain development, properties in the Emma area, and other properties with adequate infrastructure in close proximity to goods and services. As these areas continue to develop, the moderate density designation would permit development at a density that could provide the population density needed to support nearby businesses.

Non-Residential Uses in Residential Areas

Much of the planning area outside the center of the Town and away from transportation routes is designated as residential estate and low density residential #1 and #2. There are a number of non-residential uses in these areas, primarily small businesses, churches, and home occupations. Rather than excluding these uses from the area or designating a different land use classification for them, the Town of Woodfin should permit these uses within these residential areas. Additional standards, addressing parking, lighting, buffering, etc, should be established for these uses to ensure that they do not have adverse impacts on their residential neighbors.

Office/Residential Land Use

Properties recommended for future Office/Residential land uses are located along Elkwood Road in the vicinity of the I-26 interchange and along Louisiana Avenue near Emma Elementary School. The future land use map designation Office/Residential is in recognition of the fact that residential areas along major transportation corridors often change to office uses over time. This designation would permit the transition of these areas without creating non-conforming uses. Areas assigned this designation could also be developed with live/work units that combine office space with residential uses. The Office/Residential land use can serve as a buffer between more intense commercial uses and residential uses, pro-



viding for a transition between these uses. Thus, opportunities are provided for small businesses in areas that are accessible to their clients and customers.

Industrial Land Use

Properties currently used for industrial purposes or that have available infrastructure to serve industrial uses are assigned a future land use classification of industrial. The Town realizes that encouraging industry is a way to provide employment opportunities in the community. Having locations for existing and new industries will help ensure that current and future residents have employment opportunities in the Town. The properties designated as industrial are concentrated along the French Broad River at the south end of the Town, near the I-26/ Town Center interchange, and in the southwestern section of the planning area.

3.3 Land Use Goals, Objectives, and Strategies

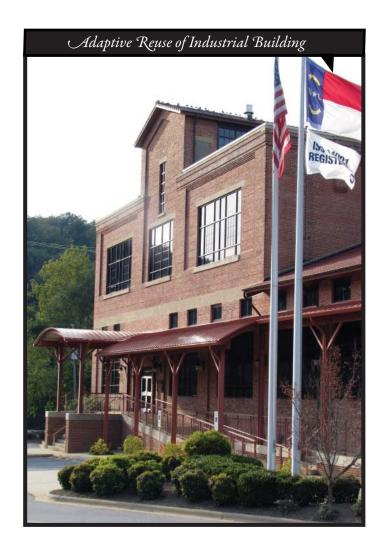
Goal 3-A. Promote infill development as both a land use priority and an economic development strategy.

Objectives:

Objective 3-Aa: Pursue compatible infill development in order to actively promote appropriate development and redevelopment of vacant and underdeveloped properties within the Town.

Objective3-Ab: Pursue compatible adaptive reuse of existing buildings in order to actively promote appropriate redevelopment of these buildings.

Objective 3-Ac: Increase the density around transportation corridors in accordance with pedestrian and transit oriented development standards.



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Objective 3-Ad: Reduce infrastructure costs while allowing open space to be preserved.

Strategies:

Strategy 3-A1: Provide incentives for the development of infill lots. These incentives could include a waiver or reduction of permit and tap fees, density bonuses for desired development types, and expedited review.

Strategy3-A2: Identify infill opportunities and make this information available to interested developers.

Strategy 3-A4: Develop a flexible zoning district that would permit higher density at appropriate locations within a five minute walk of transit stops. The zoning district should include design standards to improve compatibility of higher density development with abutting properties and community goals.

Strategy 3-A5: Develop an institutional zoning district and apply it to properties including the old landfill, the MSD property, and the old Craggy Prison to preserve these properties for development compatible with the Town's economic development goals.

Strategy 3-A6: Identify underdeveloped sites that have adequate infrastructure and zone these areas for higher density development with incentives and design standards to promote appropriate redevelopment.

Strategy 3-A7: Create zoning standards that allow concentrated development of two or more dwelling units on a property while simultaneously preserving open space.



Goal 3-B. Improve overall quality of both existing and new development.

Objectives:

Objective 3-Ba: Preserve the rural nature of agricultural and wooded areas.

Objective3-Bb: Promote an urban style of development for commercial corridors.

Objective 3-Bc: Ensure that the future development that is likely to occur on undeveloped properties is compatible with the Town's goals and benefits the community as a whole.

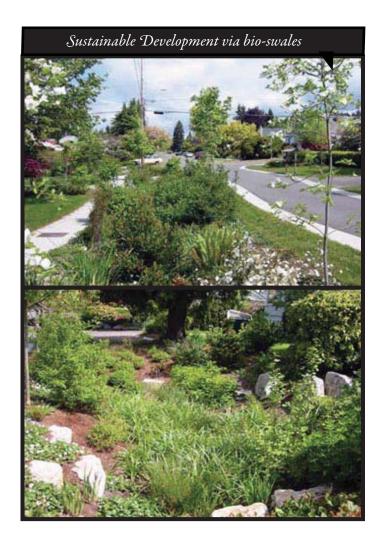
Objective 3-Bd: Allow commercial development in various areas to be in scale with the surrounding uses. Commercial districts that are appropriately scaled to their surroundings are generally more acceptable to adjacent residents.

Objective 3-Be: Promote environmentally responsible and sustainable development.

Strategies:

Strategy 3-B1: Revise the Town's development standards for its strategic corridors to ensure that these corridors are able to be developed in an urban style if so desired by the property owner.

Strategy 3-B2: Promote conservation-based development for current agricultural areas and environmentally sensitive areas through zoning regulations and incentives, the latter of which could include a waiver or reduction of permit and tap fees, density bonuses for conservation-based development, and expedited review.



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Strategy 3-B3: Prepare streetscape design plans to serve as a guide for development and treatment of the Town's streetscapes. Plans should be done for each of the Town's strategic corridors and should include:

- A list of recommended street trees.
- A schedule and policy for replacement of street trees.
- Streetscape cross-section designs for each corridor to include sidewalks, planting strip, street trees, and pedestrian cross ings.
- Recommendations for placing parking lots to the sides or rear of buildings located on Weaverville Highway, where feasible.
- Appropriate setbacks and building heights for each corridor.
- Standards for the number and location of curb cuts along major corridors.
- Recommendations for street furniture (benches, trash receptacles, etc) and street lighting.

Strategy 3-B4: Install design features such as signage and landscaping at Town gateways that define Town boundaries in an attractive and positive manner.

Strategy 3-B5: Work with developers and local business owners to create Third Places (areas outside of work and home where people can gather to socialize). Examples of Third Places include coffee shops, music venues, and pocket parks.

Strategy 3-B6: Match the zoning of institutional properties more closely to their existing use and/or to the use(s) identified as most appropriate.

Strategy 3-B7: Revise the Town's zoning ordinance to incorporate commercial zoning districts that would permit a variety of scale and intensity.

Strategy 3-B8: Consider adopting a "cottage development" zoning incentive to encourage high quality smaller homes on very small lots.

Strategy 3-B9: Include environmental standards in the development standards for industrial properties.

Goal 3-C. Continue to effectively use annexation for growth management and tax base enhancement.

Objectives:

Objective: 3-Ca: Promote voluntary annexation of developing and developed areas.

Objective 3-Cb: Annex areas on the periphery of the Town that are developed at urban densities.

Strategies:

Strategy 3-C1: Continue to offer high quality urban services and upgrade these services as needed as the Town's boundaries grow.

Strategy 3-C2: Regularly pursue annexation of areas developed at urban density levels on the periphery of the Town.



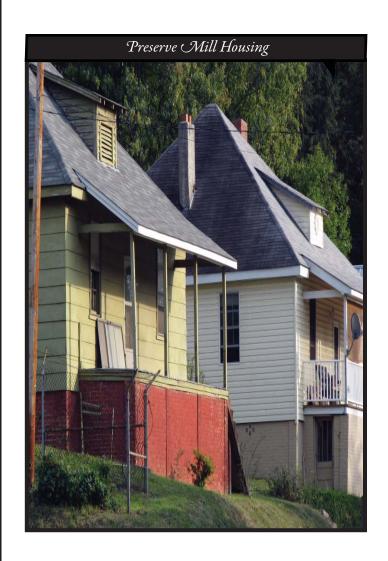
Cottage Development



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Strategy 3-C3: Complete an annexation agreement with Asheville to identify appropriate municipal boundaries based on service efficiency and effectiveness.

Strategy 3-C4: Oppose designation of Leicester as a new town unless there is mutual agreement on the future boundaries of the Woodfin and Leicester jurisdictions.

Goal 3-D. Encourage the preservation of Woodfin's historic heritage.

Objectives:

Objective 3-Da: Encourage the preservation, renovation, and adaptive reuse of the historic buildings in Woodfin, including the remaining mill houses located in the Town.

Strategies:

Strategy 3-D1: Perform a comprehensive survey to identify buildings, sites, structures, and districts significant to the history of Woodfin.

Strategy 3-D2: Seek to establish, maintain, and strengthen preservation partnerships with the Historic Resources Commission of Asheville and Buncombe County, State and federal agencies, and local institutions for implementing historic preservation objectives.



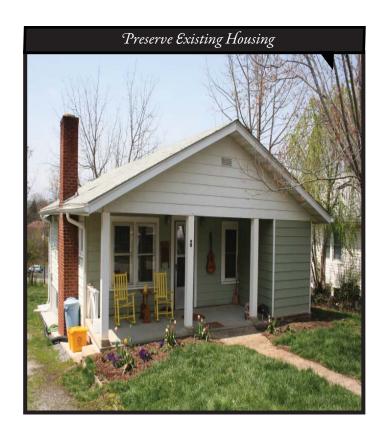
Goal 3-E. Improve intergovernmental coordination on land use issues.

Objective:

Objective 3-Ea: Promote effective and efficient intergovernmental coordination regarding key land use issues such as annexation agreements, enforcement of erosion control standards, development of a regional greenway system, and other issues.

Strategy:

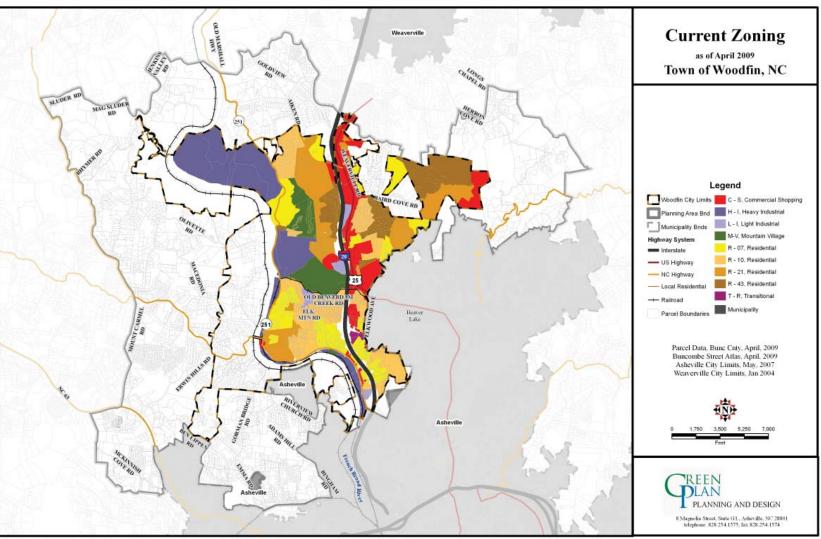
Strategy 3-E1: Facilitate intergovernmental communication, coordination, and cooperation on regional issues that affect Woodfin such as annexation agreements and the development of a regional greenway system.



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Map 2- Town of Woodfin Zoning

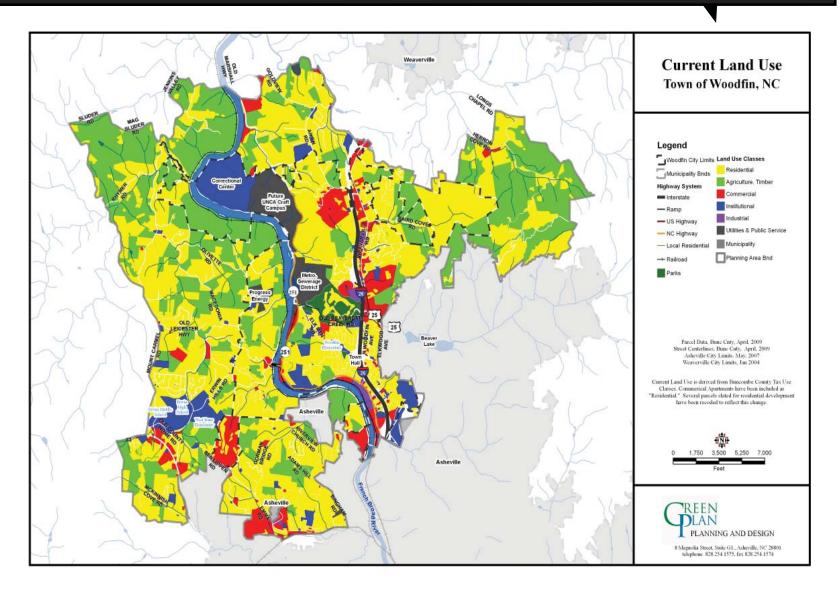


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Map 3- Woodfin Planning Area (urrent Land Use

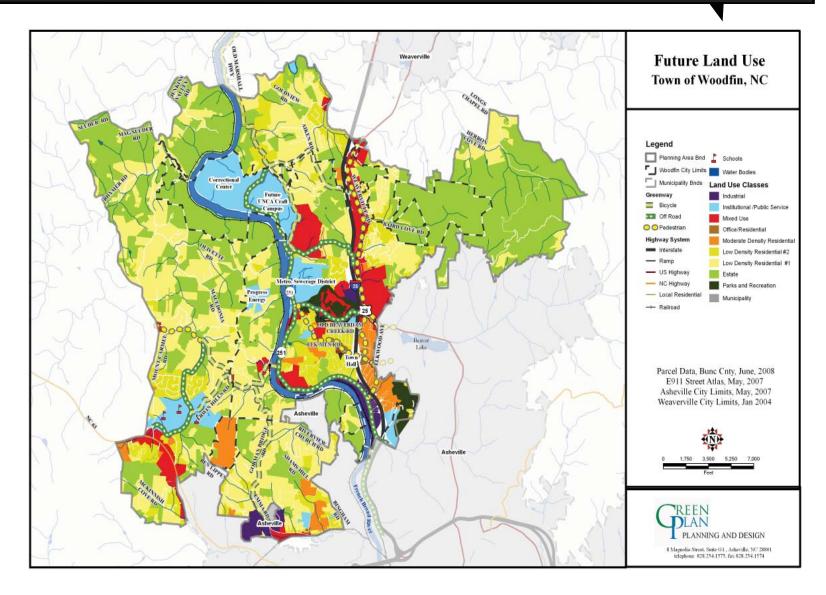


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Map 4- Woodfin Planning Area Future Land Use



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Some people prefer doing their workaday errands on foot, or feel they would like to if they lived in a place where they could. Other people prefer hopping into the car to do errands, or would like to if they had a car. Some people whose social positions required them to ride wistfully peered out at passing street scenes and longed to participate in their camaraderie, bustle, and promises of surprise and adventure.

- Jane Jacobs

I-26 Corridor

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TRANSPORTATION 4.0

4.1 Transportation Overview

Current transportation corridors in the Town facilitate the movement of vehicular traffic through the Town via US 19/23 (Future I-26), the major north/south arterial; US 25, the north/south commercial route; and NC 151, a north/south route adjacent to the French Broad River. In addition to these arterial corridors, a few primary streets provide connections within the Town. These streets include Elk Mountain Road, Brookdale Avenue/North Woodfin Avenue, Old Marshall Highway, and Elkwood Avenue. The primary streets in the planning area outside of Town limits are Old Leicester Highway and Erwin Hills Road. A network of secondary streets provides access from neighborhoods to the primary and arterial streets.

A Lack of Transportation Options

While the Town is well served with streets designed to move vehicles, facilities for other modes of transportation are lacking. Very few sidewalks are located in the Town and there are no greenways currently developed in the Town. Transit (bus) service is provided only along US 25 (Weaverville Highway). Facilities for bicyclists are also lacking in Woodfin, although NC 151 (Riverside Drive) is a popular designated bike route.

Woodfin's transportation statistics reflect the lack of transportation options. Only 2.4% of people walked to work and 0.3% of people biked to work in 2000, while 74.2% of people in Woodfin drove alone to work. Approximately 19% of people in Woodfin carpooled to work in 2000. The number of people who carpooled to work represents a high proportion when compared to the State and Nation.

Purpose of Transportation Goals

The Town of Woodfin is committed to being on the vanguard of American towns that are changing their transportation patterns. Woodfin is not unlike most other American towns and cities that were developed during the midlate 20th century, where the transportation network centers on vehicular transportation. However, Woodfin can set itself apart from other small Towns by offering a variety of transportation options.

4.2 Transportation Goals, Objective and Strategies

Goal 4-A. Extend the transit system's capability to serve the Town.

Objectives:

Objective 4-Aa: Increase the Town's quality of life and economic development potential through enhanced transit services.

Objective 4-Ab: Increase the mobility of Woodfin's residents who are on a limited budget by expanding transit options.

Objective 4-Ac: Create a more environmentally sustainable transportation network in Woodfin, one that uses less fossil fuels and less land area.

Objective 4-Ad: Ensure that the transit system is easy to use and is an enjoyable experience.



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Strategies:

Strategy 4-A1: Work with the City of Asheville and others to create a transit system that effectively serves the Town. The City of Asheville Transit Services has stated that they are willing to serve Woodfin in an enhanced fashion.

Strategy 4-A2: Ensure that amenities are installed at transit stops, including system maps, benches, and shelters.

Strategy 4-A3: When larger-scale development is proposed along an existing or future transit route, require the construction of a transit stop and shelter as part of the development.

Strategy 4-A4: Provide pedestrian and bicycle linkages to transit (bus) stops.

Goal 4-B. Provide pedestrian paths throughout the Town.

Objectives:

Objective 4-Ba: Enable Woodfin's residents to walk to work, goods, and services.

Objective 4-Bb: Increase the mobility of Woodfin's residents who are on a limited budget by expanding pedestrian options.

Objective 4-Bc: Increase the health of Woodfin residents by providing a built environment that encourages pedestrian activity as part of residents' daily activity.

Objective 4-Bd: Provide safe options for residents and visitors who wish to walk as a form of transportation or for recreation.

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Strategies:

Strategy: 4-B1: Develop pedestrian connections from residential areas to shopping, educational, office, employment, and recreational areas using a system of sidewalks and greenways. Focus on the primary routes of Weaverville Highway, Elk Mountain Road, Riverside Drive, Brookdale Avenue/North Woodfin Street, and Jonestown Road

Strategy 4-B2: Develop pedestrian routes in the area west of the French Broad River. Focus on the primary routes of Old Leicester Highway, Erwin Hills Road, and Lee's Creek Road.

Strategy4-B3: Require sidewalks and/or walking trails along new streets constructed in the Town and its planning area.

Goal 4-C. Provide options for bicycle transportation throughout the Town.

Objectives:

Objective 4-Ca: Enable Woodfin's residents to bike to work, goods, and services.

Objective 4-Cb: Increase the mobility of Woodfin's residents who are on a limited budget by expanding safe bicycle transportation routes.

Objective 4-Cc: Increase the health of Woodfin residents by providing a built environment that encourages bicycle transportation as part of residents' daily activity.



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Objective 4-Cd: Facilitate the use of bikes for recreation and commuting.

Objective 4-Ce: Provide safe options for residents and visitors who wish to use bicycles as a form of transportation or for recreation.

Strategies:

Strategy 4-C1: Develop a system of bicycle routes, both on-street and off-street, throughout the Town. Focus on the primary routes of Weaverville Highway, Elk Mountain Road, Riverside Drive, and Brookdale Avenue/North Woodfin Avenue, Old Leicester Highway, Erwin Hills Road, and Lee's Creek Road.

Strategy 4-C2: Provide bicycle storage at destinations such as schools, parks, and commercial areas.

Goal 4-D. Recognize that good transportation is essential to Woodfin's economic development.

Objectives:

Objective 4-Da: Ensure that areas designated for commercial uses are accessible to residents by all modes of transportation. This will promote the success of businesses by enhancing their accessibility.

Objective 4-Db: Ensure that the design of streets and highways in Woodfin is consistent with the Town's economic goals while remaining compatible with the character of the community.

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Objective 4-Dc: Make Woodfin a more desirable place to live, work, and vacation through designing the transportation network to attract people who are interested in health and wellness.

Strategies:

Strategy: 4-D1: Encourage multimodal transportation through balanced regulation.

Strategy 4-D2: Craft the Town's development regulations to ensure that, as land is developed or redeveloped, provisions are made for access by more than one mode of transportation. Adopt land use strategies and site design standards that encourage bicycling and walking.

Strategy 4-D3: Ensure that the land use and transportation plans align by creating zoning districts that promote transit and pedestrian oriented patterns of development along the transit and pedestrian corridors. Develop the sidewalks, bicycle routes, and greenway system to maximize the number of residents and businesses that are within ¼ mile walk of the greenways. Where possible, align the greenway system within ¼ mile of Riverside Drive, Elk Mountain Road, Weaverville Road, Brookdale Drive and North Woodfin Avenue.

Strategy 4-D4: Incorporate pedestrian and bicycle access into long-range transportation plans and the planning for new or expanded roads.

Strategy 4-D5: Create Town development standards to promote connectivity between parcels and development projects. Connectivity should include vehicular connections, frontage or service roads, alleys, and pedestrian connections. Streets in new developments should connect to existing streets, where feasible.



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Strategy 4-D6: Develop sidewalks and greenways within the core area of the Town to provide connections to recreation areas, schools, businesses, and neighborhoods.

Strategy 4-D7: Adopt standards restricting the construction of private streets in the Town unless they are constructed to Town standards.

Strategy 4-D8: Incorporate North Carolina Department of Transportation's Traditional Neighborhood Development design guidelines as part of the Town's street standards.

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No house should ever be on a hil or on anything. It should be of the hill. Belonging to it. Hill and house should live together each the happier for the other.

-Fredrick Law Olmstead

5.1 Housing Overview

A substantial part of Woodfin's housing stock was constructed prior to 1970, with a good portion constructed as housing for the employees of the factories then located in the Town. These homes provide reasonable cost housing for a number of Woodfin residents. However, due to the age of these homes, they require continued maintenance and upkeep. The Town has had a surge of new residential development in the past few years, with projects such as Reynolds Mountain, Mountain Living, River Walk, and smaller residential developments adding new homes to Woodfin's housing stock.

Recently Developed Housing

In recent years, housing in a range of types and price points has been developed in Woodfin. Recently developed housing ranges from the high-end homes constructed on Reynolds Mountain to the affordable townhomes constructed on Elk Mountain Road by Mountain Housing Opportunities. Developments such as Mountain Living and River Walk provide mid-range priced housing.

Housing Affordability

Woodfin has historically provided housing that is affordable to people who work in Buncombe County. However, the ability to provide housing that is affordable to working people is becoming more challenging in Woodfin, and throughout Buncombe County, due to the increasing cost of land, building materials, and construction. The increasing demand for housing as more people move to the County makes it imperative that Woodfin have housing in a range of prices to meet the needs of all prospective residents.



Rental and Owner Occupied Housing

In 2000, Woodfin had a significantly higher percentage of renter occupied households than the nation, State and County. 51.9% of the occupied housing units in Woodfin were owner occupied and 48.1% of the housing units in Woodfin were renter occupied (Population and Economy Section, Graph 2). Renters traditionally are not as active in the community as are home owners.

Purpose of Housing Goals

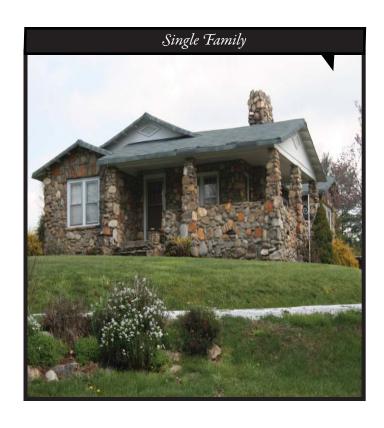
The Town of Woodfin's housing goals are designed to encourage the development of housing that encompasses a range of price points. The goals recognize the desire to provide housing that is affordable to people who work in Woodfin and Buncombe County. Affordability goals focus on increasing the opportunities for home ownership rather than rental housing, as there is currently enough affordable rental housing within Woodfin.

5.2 Housing Goals, Objectives, and Strategies

Goal 5-A. Increase the supply of affordable owner occupied housing to meet the needs of prospective residents with lower income levels.

Objectives:

Objective 5-Aa: Help to ensure a balanced and vital community by encouraging a range of housing types and price points for residents earning 150% of area median income or less. Home ownership helps create a citizenry that is fully involved and concerned about all aspects of their community.







Objective 5-Ab: Address the affordable owner occupied housing challenge in a coordinated and comprehensive fashion.

Objective 5-Ac: Recognize that the affordability of housing involves wage levels as well as home price levels, and that increased wages for Woodfin residents will assist in making housing more affordable for those prospective home owners with lower incomes.

Strategies:

Strategy 5-A1: Develop standards for administrative approval of density bonuses for affordable owner occupied housing, especially for infill situations.

Strategy 5-A2: Ensure that zoning incentives for the construction of affordable owner occupied housing are balanced with careful attention to good design and neighborhood compatibility.

Strategy 5-A3: Create permit and tap fee rebates for affordable owner occupied housing and regularly evaluate their effectiveness in achieving this goal.

Strategy 5-A4: Provide financial and organizational support for affordable owner occupied housing that is developed by nonprofit and for-profit developers.

Strategy 5-A5: Provide public education regarding the extent of the affordable owner occupied housing challenge.

Strategy 5-A6: Identify and support regional efforts to increase the supply of affordable owner occupied housing, including employer-provided programs and Buncombe County's Housing Trust Fund.



Strategy 5-A7: Advocate for and support efforts to increase earnings in the region to a level at which working people can afford adequate housing.

Strategy 5-A8: Follow the strategies in the Economic Development and Education sections of this plan in order to increase the incomes of Woodfin's residents and workers.

Goal 5-B: Provide a range of housing types and prices to meet the needs of current and future Town residents.

Objectives:

Objective 5-Ba: Recognize that there are many people who have well paying jobs who work in Woodfin but do not live in Woodfin. Those people are more likely to live in Town if there is housing that is designed for their income levels.

Objective 5-Bb: Promote a strong community by providing a variety of housing options that appeal to residents from diverse socio-economic classes.

Strategies:

Strategy 5-B1: Revise the Town's zoning ordinance to permit/encourage mixed-use development that includes residential uses.

Strategy 5-B2: Work with appropriate agencies and authorities to extend infrastructure (public water, sewer, and roads) to areas suitable for higher density residential development.



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Strategy 5-B3: Zone areas in close proximity to employment and services for higher density residential development. Ensure that there are design standards in place for these areas to encourage quality development while providing pedestrian and transit oriented housing.

Goal 5-C: Maximize the number of energy efficient buildings within Woodfin.

Objectives:

Objective 5-Ca: Help to protect the environment by reducing the amount of fossil fuels burned for electricity production and space heating.

Objective 5-Cb: Reduce the cost of home ownership by creating or retrofitting homes to be more energy efficient and as a result, cheaper to maintain.

Strategies:

Strategy 5-C1: Form partnerships with local lending institutions to offer incentives for renovating dilapidated and energy inefficient structures for both owner occupied and renter occupied housing.

Strategy 5-C2: Offer incentives such as density bonuses and fee reductions/rebates for developers who build HealthyBuilt, Energy Star, or Leadership in Energy and Environmental Design (LEED) Certified homes.

Strategy 5-C3: Adopt a policy that any new Town buildings will meet LEED standards.



Strategy 5-C4: Perform an energy audit of Town owned buildings with the goal of retrofitting the buildings to be more energy efficient.

Goal 5-D- Ensure that Woodfin's building stock is at a high-quality level.

Objectives:

Objective 5-Da: Ensure the safety and well being of Woodfin's residents.

Objective 5-Db: Ensure that Woodfin maintains the image of a quality place to live, especially for families.

Objective 5-Dc: Maintain civic pride in Woodfin through the upkeep of the building stock.

Strategies:

Strategy 5-D1: Implement minimum housing code enforcement as a means of ensuring continued efficiency, good maintenance, and safety of the Town's housing stock.

Strategy 5-D2: Educate the public about the benefits of and techniques to properly maintain buildings at current housing code standards.







Waste equals food, whether it's food for the earth, or for a closed industrial cycle. We manufacture products that go from cradle to grave. We want to manufacture them from cradle to cradle.

-William McDonough

ECONOMIC DEVELOPMENT 6.0

6.1 Economic Development Overview

Historically, industry has been a major employer in Woodfin. However, most of Woodfin's recent economic growth has resulted from new residential development and the location and/or expansion of small businesses and public agencies. The popularity of the Town as a place to live and the resulting residential development are important elements of the Town's economic development. The location of new businesses in the Town to serve the growing residential population also contributes to Woodfin's economic development.

Major Employers

The Town has several major employers, including the Department of Corrections, the University of North Carolina at Asheville, Silverline Plastics, and the Metropolitan Sewerage District of Buncombe County. The largest sector of employment in Woodfin in 2004 was public administration, which accounted for 42.1% of jobs within the Town. Among the employers located in Woodfin and classified as public administration are the University of North Carolina at Asheville, the NC Department of Corrections, the Metropolitan Sewerage District of Buncombe County, and the Town of Woodfin.

Where Woodfin Residents Work and Live

Most of the people who live in Woodfin work outside of the Town, either in the City of Asheville or in Buncombe County. Only 64 people who lived in Woodfin in 2004 worked in Woodfin. The jobs based in the Town of Woodfin were significantly higher paying than the jobs that most Woodfin residents held.

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Using Underdeveloped land to achieve Economic Development Opportunities Vacant and underdeveloped land represents an opportunity for the Town of Woodfin to achieve a variety of economic development goals. This land will support infill development, promoting a compact land-use pattern that takes advantage of existing infrastructure and allowing for efficient provision of services. This land can be developed or redeveloped to significantly enhance the Town's tax base. The land can also be redeveloped with offices, commercial businesses, and industrial businesses to expand the number of well paying jobs within Woodfin. Policies and procedures to promote business growth and residential construction, while protecting the character of the community, will be important to assure a balanced approach to economic development.

Economic Development and the Plan for a Sustainable Future

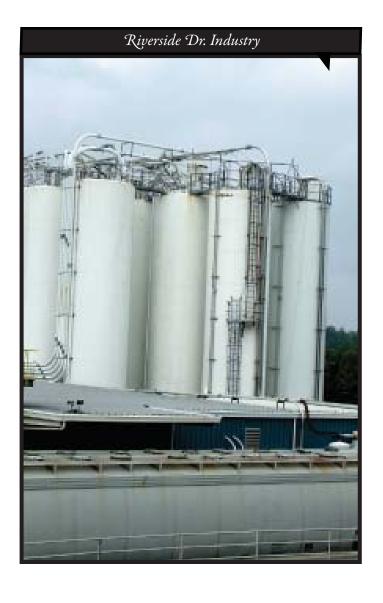
The majority of this plan is relatesd to increasing the economic prospects of the Town. Goals and strategies in this Plan that involve improving education, promoting parks and greenways, protecting the environment, promoting quality growth, incentivizing the creation of workforce housing, and providing multi-modal transportation options encourage balanced and sustainable economic growth. Implementing the Plan for a Sustainable Future is an economic development strategy in and of itself.

6.2 Economic Development Goals, Objectives, and Strategies

Goal 6-A: Increase the income of Woodfin's residents.

Objectives:

Objective 6-Aa: Increase the standard of living for Woodfin's residents.



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Objective 6-Ab: Address the affordability of housing in Woodfin by increasing people's income, and thus, their ability to pay for housing.

Strategies:

Strategy 6-A1: Ensure that Woodfin's residents have access to a variety of well paying jobs inside Town limits by working with businesses and governmental agencies to provide quality jobs within the town.

Strategy 6-A2: Encourage employers within the Town to give preferential hiring treatment to residents of Woodfin in cases where there are Town residents who are equally qualified for jobs when compared to people who are not Town residents.

Strategy 6-A2: Help Woodfin's residents increase their employability by helping them enhance their education.

Goal 6-B: Increase the number of businesses within Woodfin.

Objectives:

Objective 6-Ba: Retain existing businesses and attract new businesses to the Town.

Objective 6-Bb: Ensure that Woodfin provides an environment for businesses to be competitive in the local and global marketplace

Strategies:

Strategy: 6-B1: Maintain effective communications between the Town and businesses so that the Town can assess and address the business needs in a timely manner.

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Strategy 6-B2: Create an inventory of property suitable for development or redevelopment for targeted industrial and commercial uses and implement a program to encourage such development or redevelopment.

Strategy 6-B3: Work with Advantage West, the Chamber of Commerce and the HUB project to attract higher-wage businesses and collaborate on economic development plans, specifically to locate businesses on vacant and underutilized commercial and industrial sites.

Strategy 6-B4: Market the availability and quality of water and sewage treatment resources to attract businesses and industries.

Strategy 6-B5: Ensure that the Town's planning, zoning, and permitting processes facilitate sustained and positive development and support the needs of business and industry.

Strategy 6-B6: Regularly review and modify the comprehensive plan, building and zoning codes, local economic development incentives, and the Town's capital improvement program to ensure they are compatible with the technological and social changes of the local economic development environment.

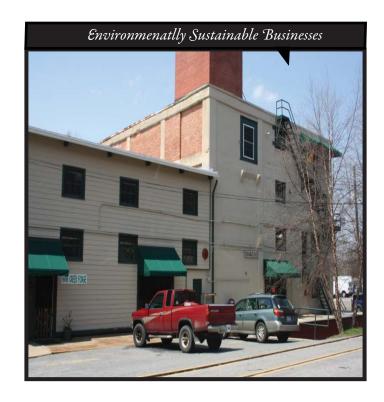
Strategy 6-B7: Evaluate industrially zoned land to ensure that it is located appropriately for industrial development and that adequate infrastructure is available to support industrial development.

Strategy 6-B8: Utilize the Town's capital improvement program to provide incentives for desired economic development.

Strategy 6-B9: Zone existing businesses and industries to permit their expansion, while simultaneously employing development and design standards to minimize impacts on adjacent properties.

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Strategy 6-B10: Implement a free Town wide wireless internet system, reducing the cost of telecommunication expenses for businesses and residents.

Goal 6-C: Encourage businesses and industries to adopt sustainability goals.

Objective:

Objective 6-Ca: Help new and existing businesses and industries within Woodfin advance and maintain environmentally and socially sustainable business practices that enhance community life.

Strategies:

Strategy 6-C1: Lobby State and Federal governments to maintain and expand the tax benefits for "green" businesses such as renewable energy industries.

Strategy 6-C2: Identify appropriate locations for health and wellness related businesses. Ensure that these locations are zoned appropriately for the development of these businesses, and that adequate infrastructure is available to serve the businesses.

Strategy: 6-C3: Continue to identify and implement programs to boost the image of the Town as a location for health and wellness businesses.

Strategy 6-C4: Work with UNC Asheville's new Health and Wellness Center and its programs to promote heath and wellness business in the town.

Goal 6-D: Increase the total assessed value of property within Woodfin.

Objective:

Objective 6-Da: Increase the tax revenue while keeping the tax rates reasonable.

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Strategy:

Strategy 6-D1: Promote residential, commercial, and industrial growth within Woodfin by implementing the strategies within the Plan for a Sustainable Future.

Goal 6-E: Support the development of the UNCA Crafts Campus on the former Buncombe County Landfill site.

Objectives:

Objective 6-Ea: Increase the number of well-paying jobs within Woodfin.

Objective 6-Eb: Help reinforce the image of Woodfin as a place of health, wellness, and creativity.

Objective 6-Ec: Assist the University of North Carolina at Asheville (UNCA) in furthering the education of area residents.

Strategies:

Strategy 6-E1: Work with MSD to extend adequate sewer service to the site.

Strategy 6-E2: Work with the region's state legislative delegation in an effort to obtain state funding to assist in the development of the Crafts Campus.

Strategy 6-E3: Maintain regular communications with UNCA staff in order to provide assistance and support for the development of the Craft Campus.



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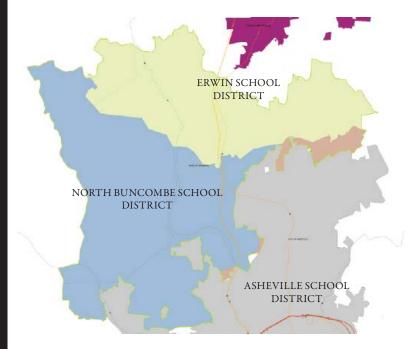
the Town of Woodfi



The important thing is not to stop questioning.

-Albert Einstein

Map 5- Woodfin Study Area School Districts



EDUCATION 7.0

7.1 Education overview

K-12 Education

Buncombe County Schools, and to a small extent, City of Asheville Schools, operates the K-12 public education system for the areas in the Town of Woodfin and the Woodfin Planning Area (Map 5). Because the amount of area within the Asheville School District is negligible, the Asheville School system is not reviewed in this plan. The majority of the Woodfin Planning Area is located in the Erwin School District, and, to a lesser extent, the North Buncombe School District.

High School Education

lyde A. Erwin High School, the primary high school serving the Town of Woodfin, is located on the west side of the French Broad River, outside of the Town limits but within the planning study area. According to the National Center for Education Statistics, for the 2006-2007 school year, Erwin High School had a 66.8% graduation rate. For the same school year, the statewide average graduation rate was 76.4%.

Conversations with Erwin High School's principal, Eddie Burchfiel, and Erwin High School's dropout coordinator, Carl Firley, revealed that the dropout statistics are misleading because of reporting methods. Two reporting methods make the dropout percentages appear higher than they really are. The first reporting method is that only students that graduate exactly four years after they begin high school are counted as graduating with their cohort. If the students take longer

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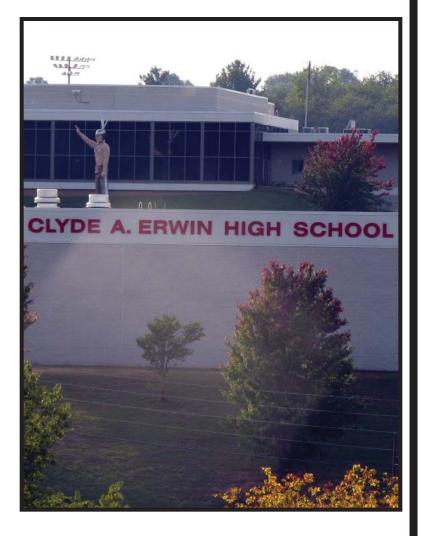


than four years to graduate, they are counted as dropouts. Secondly, students that move to different high schools are counted as dropouts at the high school where they began, unless that school can prove that the students are enrolled in different high schools. Erwin High School has a large number of Hispanic and Ukrainian students who, due to language challenges, do not graduate in four years. Also, many of these students move often, making it difficult to track their high school education.

Lack of Adult Education Attainment and High School Dropout Rates

Educational attainment levels in Woodfin are lower than the County, State and Nation (see graph 8). In Woodfin, over 26% of adults aged 25 and over do not have high school diplomas. Low education levels are directly related to high levels of employment in the service and accommodations/food service sectors [insert Table 4 from the Population and Economy section and renumber].

Both Principal Burchfiel and Mr. Firley agree that one of their largest challenges is that many parents of students in their school district have not graduated from high school. Students whose parents have graduated high school or have graduated from college are more likely to emphasize education to their children. The lack of a high school degree for many parents of students in the Erwin district generally translates into a lack of emphasis on education in those households, although there are exceptions.



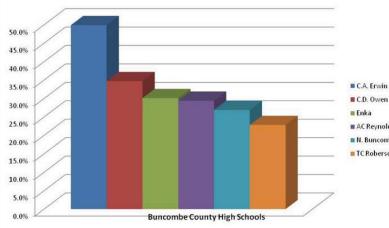
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Graph 9

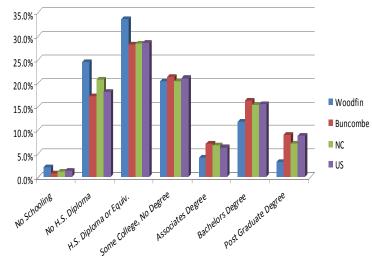
Buncombe County High Schools Percentage of Students on Free or Reduced Lunch



Graph 10

Educational Attainment for the Population 25 Years and Over

Source: US Census, 2000



Economically Disadvantaged Households and High School Dropout Rates

Another major challenge is that a disproportionally high percentage of students coming from Woodfin to Erwin High School are coming from economically disadvantaged households. The National Center for Education Statistics shows that 79% of students at Woodfin Elementary School were on free or reduced lunch for the 2006-2007 school year. At Erwin High school, 49.9% of students were on free or reduced lunch for the 2006-2007 school year, which is significantly higher than the other high schools in Buncombe County (graph 9). Poverty is one of the strongest predictors of dropping out of school. According to a report published by the OERI Urban Superintendents Network, when socioeconomic factors are controlled, the differences in educational performance across racial, ethnic, geographic, and other demographic lines are not significant.

Limited English Proficiency and Education

Another challenge for the Erwin School District is that there are a large number of students with limited English proficiency (graph 10). Erwin High School has many Latino/Hispanic students (graph 11) as well as a significant number of Ukrainian students, although a specific percentage of Ukrainian students at Erwin High School is not available. These students require English as Second Language (ESL) training in addition to normal high school educations.

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Projected Enrollment vs. Capacity

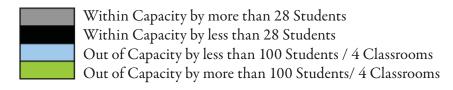
Table 4 - Erwin District

School	Capacity	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13
Emma Elem	514	512	534	541	542	542	539
Johnston Elem	336	349	381	392	392	387	388
Leicester Elem	576	614	625	641	674	671	687
West Buncombe Elem	763	788	836	855	886	874	883
Woodfin Elem	267	156	169	174	177	175	173
C. A. Erwin Middle	1035	1104	1108	1090	1129	1229	1316
C .A. Erwin High	1430	1274	1276	1316	1340	1327	1345

Table 5 - North Buncombe District

School	School	School	School	School	School	School	2012-13
Barnardsville Elem	241	214	216	231	230	237	231
Weaverville Prim	248	225	227	239	239	239	239
Weaverville Elem	501	374	370	356	345	348	360
North Buncombe Elem	701	712	770	772	773	763	780
North Windy Ridge 5-6	714	584	557	611	684	698	663
North Buncombe Middle	687	591	598	592	566	620	695
North Buncombe High	1195	1116	1159	1139	1162	1109	1094

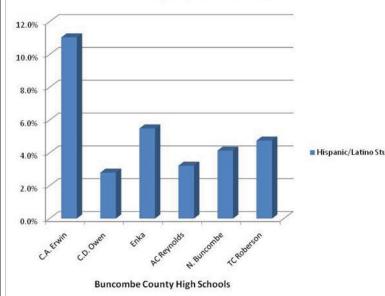
Key to Projected Membership vs. Capacity Charts





Graph 11

Buncombe County High Schools Percentage of Hispanic/Latino Students





K-12 Public School Capacity

The Buncombe County Schools projects their schools' capacities five years into the future. The most recent capacity analysis was performed in April, 2008. The full capacity analysis is available for download on the Buncombe County School's website (www.buncombe.k12.nc.us).

The schools within the Erwin district are: Emma Elementary, Johnston Elementary, Leicester Elementary, West Buncombe Elementary, Woodfin Elementary, CA Erwin Middle School, and CA Erwin High School. The capacity analysis for the schools in the Erwin School District is listed in Table 4. The majority of the schools in the Erwin district are either nearing or are over capacity, with the worst capacity problems occurring in West Buncombe Elementary, Leicester Elementary, and CA Erwin Middle.

There are two schools in this district that are projected to have enough capacity through 2013: Woodfin Elementary and CA Erwin High. It should be noted that CA Erwin High has a high number of students who start but do not finish high school (115 students dropped out in 2006-2007 according to the NC Department of Public Institution). If efforts to decrease the number of dropouts succeed, the school could become over capacity.

The schools within the North Buncombe School District are: Barnardsville Elementary, Weaverville Primary, Weaverville Elementary, North Buncombe Elementary, North Windy Ridge 5/6, North Buncombe Middle, and North Buncombe High. The capacity analysis for the schools in the North Buncombe School District is listed in Table 5. The majoirty of the schools in the North Buncombe School District are projected to have enough capacity for the next five years. The exceptions are North Buncombe Elementary, which is already over capacity, and North Buncombe Middle, which is projeted to become over capacity in 2012-13.



In the Erwin District, the Board of Education approved a new 5-6 school in June, 2008. This will take the 5th grade out of all the elementary schools and the 6th grade out of the Middle School, thereby relieving capacity issues by building a single school. The proposed site for the new school is the West Buncombe Elementary School Ssite.

North Buncombe Elementary is the school with the greatest space constraints in th North Buncombe District. Buncombe County Schools placed a new two classroom modular building at the school in the Summer of 2008 that should help alleviate short term problems. They will monitor trends and consider strategies if the number of students in that school continues to grow. Options are to build an addition to the school, add more modular classroom buildings, or to redistrict to redistribute students among existing elementary schools.

Post Secondary Education

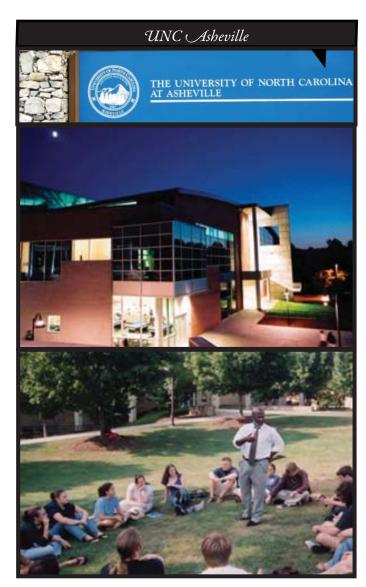
Post secondary education is available at the University of North Carolina—Asheville (UNCA), whose campus is partially located in the Town, and at Asheville-Buncombe Community Technical College (A-B Tech). General college courses, with an emphasis on the liberal arts, are provided at the UNCA. UNCA also has an extensive graduate degree program, offering graduate level courses in a number of subject areas. Associate degree, continuing education, and vocational-technical programs are provided at A-B Tech, which is a member of the North Carolina Community College System. The main A-B Tech campus is located in Asheville. Preliminary discussions are underway regarding the development of a satellite facility for A-B Tech at the future UNCA Craft Campus.



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7.2 Education Goals, Objective and Strategies

Goal 7-A. Reduce the number of students in the Town of Woodfin who do not graduate from high school.

Objective 7-Aa: Break the intergenerational cycle of not graduating high school that many people in the Town of Woodfin are born into.

Objective 7-Ab: Recognize that heads of households who do not have high school diplomas are less likely to emphasize education to their children.

Objective 7-Ac: Recognize that the poorest people generally have the least amount of education, and that both poverty and a lack of education tend to be cyclical across generations.

Objective 7-Ad: Recognize that students in poor households often drop out of high school in order to get a job and earn money for the household.

Objective 7-Ae: Recognize that people who live in areas of concentrated poverty are more likely to continue intergenerational patterns of a lack of education.

Objective 7-Af: Use adult education to successfully break the intergenerational cycle of a lack of education.

Objective 7-Ag: Use the Town's resources to mobilize the existing underutilized educational resources already available through Buncombe County Schools, ABTech, and UNCA.

Objective 7-Ah: Ensure that students have access to technology and computers both in school and outside of school.



Strategies:

Strategy 7-A1: Create a task force composed of the Town of Woodfin, Buncombe County, Buncombe County Schools, Erwin High School, A-B Tech, and UNCA to identify and coordinate all of the existing education programs that can be used to address the goals and objectives in this section. Examples of existing programs include the Buncombe County Literacy Program, A-B Tech's scholarship program, and Buncombe County School's Job Placement and Warranty program.

Strategy 7-A2: Work with A-B Tech and Erwin High School to use Erwin High School as a location for A-B Tech to provide General Equivalency Diploma (GED) programs and Vocational-Technical (Vo-Tech) programs for adults.

Strategy 7-A3: Work with A-B Tech to promote their scholarship programs to Town residents.

Strategy 7-A4: Explore the possibility of working with A-B Tech to create a stipend program for adult education that pays adults who make 80% of Area Median Income or less to obtain GED and Vo-Tech training.

Strategy 7-A5: In conjunction with Buncombe County, hire a neighborhood coordinator to promote adult continuing education programs and high school education for children and teenagers in the community.

Strategy 7-A6: Create a Town Council task force with the mission of improving adult education levels education among Town residents.

Strategy 7-A7: Encourage business leaders in the Town to partner with Erwin High School to promote high school education.



Strategy 7-A8: Implement a free Town wide wireless internet system, enabling students who live in households that have computers but no internet to access educational resources on the internet.

Strategy 7-A9: Create a public computer lab at the Woodfin Community Center for use by students and Town residents who do not have a computer at home.

Strategy 7-A10: Work with Buncombe County to develop a Woodfin branch library.

Strategy 7-A11: Follow the strategies in the Land Use and Housing section of the Plan for a Sustainable Future to de-concentrate poverty.

Goal 7-B. Ensure that Woodfin residents use their high quality educations to obtain well-paying jobs.

Objectives:

Objective 7-Ba: Enable Woodfin residents to use their education and skills to obtain quality, well paying jobs in the Town and region.

Strategies:

Strategy 7-B1: Contact local employers to identify the skill sets that they need their employees to possess.

Strategy 7-B2: Work with education providers to develop programs that provide the skill sets that local employers need.



Strategy 7-B3: Create a job warranty program for adult education, similar to Buncombe County School's Job Warranty Program, which guarantees job placement to graduates of adult education programs.

Goal 7-C. Ensure that the public schools serving Woodfin are at or under capacity.

Objective:

Objective 7-Ca: Maintain a high quality K-12 public education service for Woodfin residents.

Strategies:

Strategy 7-C1: Work with Buncombe County Schools to plan future residential growth in conjunction with school planning.





What artist so noble...as he who, with far-reaching conception of beauty, in designing power, sketches the outlines, writes the colors, and directs the shadows of a picture so great that Nature shall be employed upon it for generations, before the work he arranged for her shall realize his intentions..

-Fredrick Law Olmstead

PARKS AND GREENWAYS 8.0



8.1 Parks and Greenways Overview

Parks enhance the quality of life in a community by providing places for recreation, relaxation, and enjoyment of nature. Currently Woodfin has three parks, the Woodfin River Park, The Roy Pope Memorial Park, and the South Woodfin Park. The combined acreage of Woodfin's parks totals 9 acres. In addition to these Town of Woodfin parks, the Ledges River Park, a Buncombe County facility, is located on the French Broad River within close proximity to the Town.

Planned Park Development

The plans for the redevelopment of the former municipal golf course site by Reynolds Mountain Development call for a significant portion, approximately 30 acres, of the property to be dedicated as public open space. This open space provides an opportunity for the Town of Woodfin to provide a variety of recreational opportunities for residents and visitors. Programming and development of this open space to meet the recreational needs of the Town's citizens will come after an assessment of the needs. With the addition of this centrally located and easily accessible open space to the Town's inventory of park lands, the Town will have adequate parks and open space to meet the needs of its growing population.

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Parks and Creenways

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Chestnut Ridge Open Space

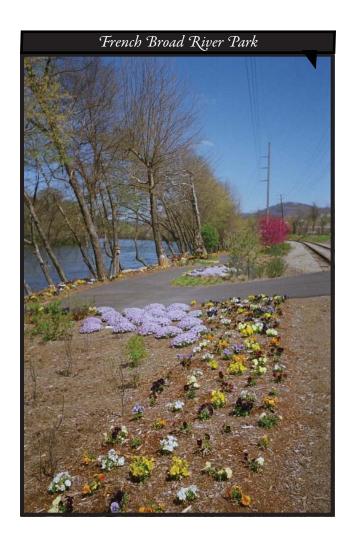
A significant parcel of open space is located on the UNCA campus in the south-east portion of the Town. This area, known as Chestnut Ridge, is wooded and contains a network of trails developed by the people who walk, run, and bike on them. Chestnut Ridge provides recreational opportunities for UNCA students, neighboring residents, and the community as a whole. Maintaining this open space will provide long term benefits for the community and for UNCA.

Future UNCA Craft Campus

Plans for the former Buncombe County landfill on Riverside Drive call for the redevelopment of this site as the UNCA Crafts Campus. The site is on a bluff above the French Broad River with sweeping views of the surrounding mountains. The Town has an opportunity to connect with the Craft Campus via a greenway, where there could be a small park overlooking the French Broad River with mountain views.

Greenways

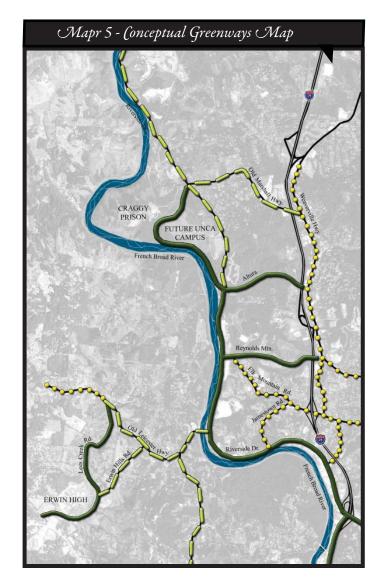
Greenways are linear parks that typically feature a multiple-use path connecting parks, neighborhoods, schools, and commercial districts. They can include off road paved trails, natural surface trails, and sidewalks, as well as on-road bicycle lanes. Greenways allow pedestrian and bicycle traffic to be accommodated in situations where attempting to add these amenities to existing streets and roadways may prove prohibitively expensive.



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Benefits of Greenways

The benefits of greenways include providing recreation and transportation alternatives and improved fitness and health for users. Greenways have environmental benefits by providing open space and wildlife corridors, and can improve air and water quality by providing alternatives to vehicle use. Greenways can encourage economic growth by providing alternative transportation and recreational opportunities. A good greenway example is the Virginia Creeper Trail, a converted rail line in Virginia that parallels a scenic stream, which attracts thousands of tourists each year to bicycle and/or hike on the trail.

Incorporating Greenways into Existing Landscape

It is sometimes challenging to incorporate greenways into the existing land-scape due to factors such as steep topography, narrow roads, utilities, unclear rights-of-ways, and financial constraints. One of the easiest places to construct greenways is next to water bodies such as rivers and streams. The French Broad River is a natural choice of location for a greenway. Grant money is available from a variety of sources to help with land acquisition and greenway and sidewalk construction.

Proposed Greenways

There are currently no greenways in Woodfin. However, a greenway is proposed along Old Beaverdam Creek as part of the redevelopment of the former municipal golf course. A greenway is also proposed along Riverside Drive as part of the North Carolina Department of Transportation's long range plans. Buncombe County is currently working on a greenway master plan for the County, which includes trails in Woodfin.

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Darks and Creenways

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Map 5 identifies the conceptual locations of greenways. Exact locations need to be determined as part of a more detailed parks and greenway master planning process. Special attention should be paid to the proposed Riverside Drive greenway, with the greenway located along the east bank of the French Broad River where feasible. The Town should coordinate its greenway planning efforts with the Buncombe County greenway planning process as well as with the City of Asheville's and RiverLink's greenway planning processes.

8.2 Parks and Greenways Goals, Objectives, and Strategies

Goal 8-A: (reate a linked system of parks, open spaces, neighborhoods, and commercial districts via greenways.

Objectives:

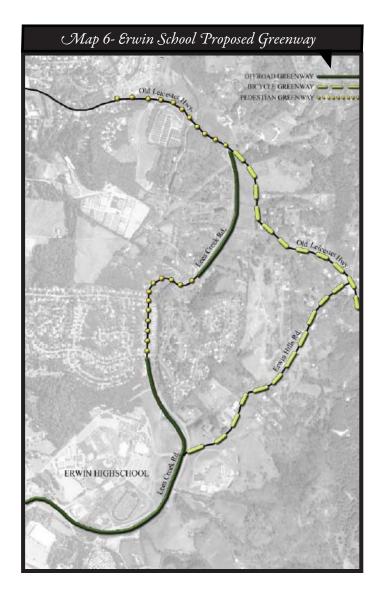
Objective 8-Aa: Seamlessly intertwine Woodfin's built environment and the natural environment so that residents have the conveniences of living in Town while simultaneously having access to nature.

Strategies:

Strategy 8-A1: Create a greenway plan, using public input, to define the location and style of Woodfin's future greenways.

Strategy 8-A2: Connect greenways to nodes such as Weaverville Highway, the Woodfin Town Hall, Woodfin Elementary School, the proposed Town Center, the riverfront, neighborhoods, and adjacent municipalities.

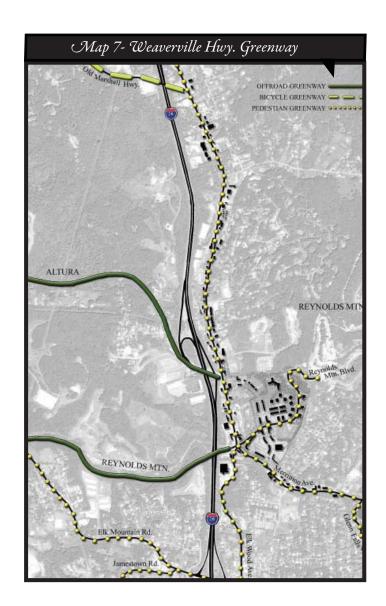
Strategy 8-A3: Investigate the creation of a Riverside Drive greenway by interconnecting a greenway trail on the east bank of the French Broad River with the abandoned railroad spur.



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Strategy 8-A4: Investigate constructing a greenway or bike lane along Old Marshall Highway.

Strategy 8-A5: Provide sidewalks and/or bike lanes in lieu of greenways where the construction of a greenway is not feasible. Potential locations are along Weaverville Highway, Elk Mountain Road, Brookdale, Burnsville Hill, Jonestown Road, and other roads in areas with concentrated populations.

Strategy 8-A6: Use the greenway system to provide access to transit (bus) stops.

Strategy 8-A7: Provide a pedestrian connection to the planning area on the west side of the French Broad River as part of the future greenway plan.

Strategy 8-A8: Connect Erwin Middle and High Schools to nearby residential areas via greenways.

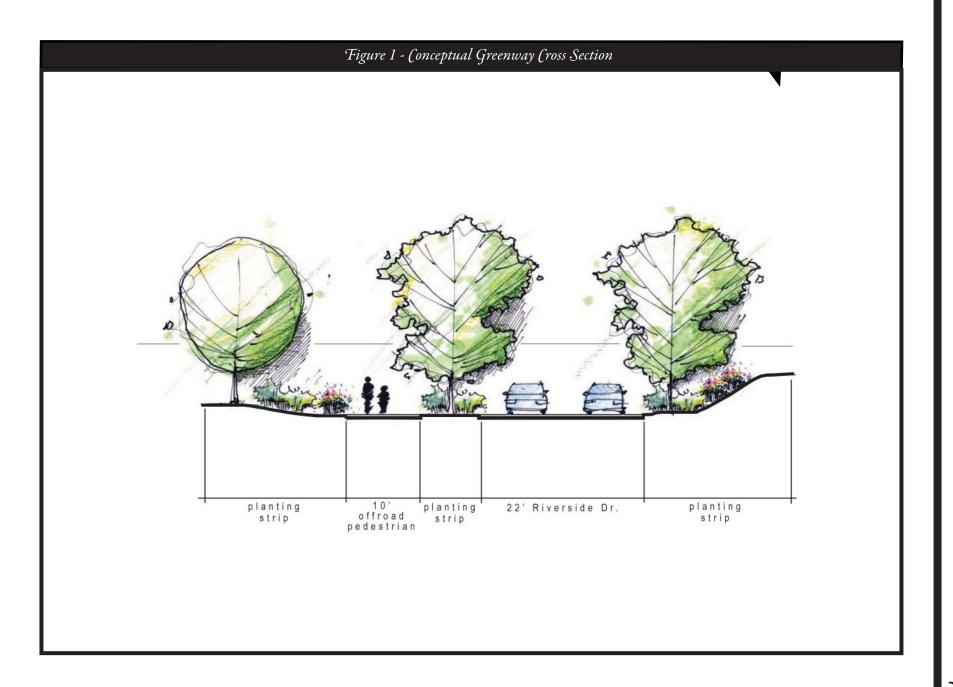
Strategy 8-A9: Encourage UNCA to provide greenway easements on the future craft campus and work with UNCA to define the location of those easements.

Strategy 8-A10: Develop trail design standards, create standards for trail amenities such as signage, rest stops, and bike storage, and develop standards to address safety issues at intersections and driveway crossings. Safety issues at intersections and driveway crossings can be addressed with signage and/or varying paving materials to make motorists aware of the potential pedestrian traffic. The standards created can be used by the public and private sectors to develop a system of greenways and trails that has uniform design.

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Darks and Greenway

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Strategy 8-A11: Work with Buncombe County, Land of Sky Regional Council, the North Carolina Department of Transportation, and other public agencies to create a master greenway plan for Woodfin that connects Woodfin's greenways to the regional greenway network.

Strategy 8-A12: Explore using existing utility easements for greenways.

Strategy 8-A13: Offer incentives to owners of land along planned greenway routes that encourage those owners to give the Town greenway easements.

Strategy 8-A14: Identify sources of grant money and apply for funds to assist in the development of the greenway system.

Goal 8-B: Expand and program Woodfin's park system to meet the needs of its growing population

Objectives:

Objective 8-Ba: Ensure that there is sufficient park space to meet the recreation and open space needs for the current and future residents of the Town.

Strategies:

Strategy 8-B1: Work with Reynolds Mountain Development to plan and program the open space to be provided as part of the redevelopment of the former golf course after identifying the recreation needs of Woodfin residents.

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Darks and Creenways

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Strategy 8-B2: Construct sidewalks and greenways that connect parks and open space areas to residential areas.

Strategy 8-B3: Work with adjacent property owners to expand the existing river parks and create new parks along the river where property is available.

Strategy 8-B4: Encourage UNCA to preserve and enhance the open space on the future craft campus for use by the public.

Strategy 8-B5: Encourage UNCA to preserve the Chestut Ridge area for use as a high elevation park.

Strategy 8-B6: Increase the quantity of neighborhood and community parks.

Strategy 8-B7: Locate new parks so as to be easily accessible to Woodfin's growing population by placing them near existing and proposed neighborhoods.

Goal 8-C: Schedule civic social events that encourage Town residents and visitors to enjoy the parks, greenways, and other amenities of the Town.

Objectives: Replace D with C throughout this section

Objective 8-Ca: Foster civic pride within the Town by sponsoring events where people can enjoy the Town's amenities while meeting their neighbors.

Objective 8-b: Promote the Town as a health and wellness destination.

Objective 8-c: Help support businesses within the Town by sponsoring events that are within walking distance to local shopping, dining, and entertainingment destinations.



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the Town of Woodfir



Strategy 8-C1: Form a Town Council appointed Civic Event Advisory Committee, made up of Town citizens and business owners. Have the Civic Event Advisory Committee work with the Environmental Services Department on planning and implementing civic events.

Strategy 8-C2: Work with local businesses to jointly sponsor civic events such as outdoor concerts and parades within the Town.

Strategy 8-C3: As new landscaping is installed within the Town, design the Riverside Drive Corridor and/or other corridors with plants and trees that flower during one specific time of the year. Schedule civic events such as driving and walking tours along these corridors during the time of year when the landscaping is flowering.

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Larks and Creenways

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Everybody needs beauty as well as bread, places to play in and pray in where nature may heal and cheer and give strength to the body and soul.

-John Muir

ENVIRONMENTAL RESOURCE 9.0

9.1 Environmental Resources Overview

Woodfin's Location in the Blue Ridge Mountains

Woodfin is located in one of the most environmentally unique areas in the world, the Appalachian Blue Ridge Mountains. The character of the Town is defined to an extent by the landscape, mountains, ridges, and streams that are synonymous with the Appalachian Blue Ridge. The Town of Woodfin encompasses many unique natural areas, from the mountainous area in eastern Woodfin to the riparian areas along the French Broad River to the open fields in western Woodfin.

Protecting Woodfin's Natural Beauty

As the Town develops, it must continue to protect and preserve these defining features. The biodiversity of the Appalachian Blue Ridge is exceptional due to the broad range of microhabitat and geologic stability over long periods of evolutionary history, the latter of which allowed for species diversification over long periods of time. According to the World Wildlife Fund, "More than 158 tree species can be found within the Appalachian Blue Ridge, ranking it among the highest ecoregions in North America for total floral diversity."

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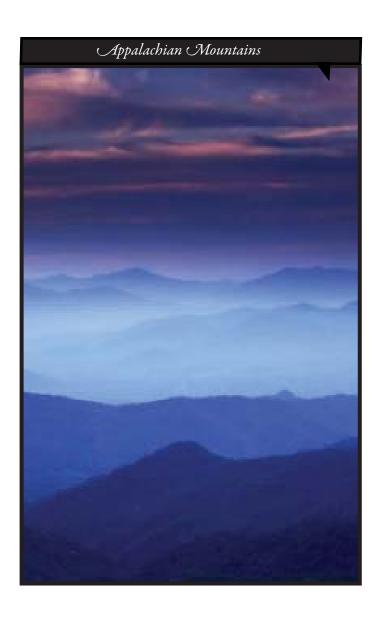


Open Space Protection

Woodfin has experienced rapid growth in recent years, with much of its open space being developed for residential, institutional, and commercial uses. This loss of open space could have an impact on the character of the community and on the quality of the local environment. In addition to providing opportunities for recreation, open space is important for wildlife habitat, air and water quality, and viewshed protection. Enhanced measures will be required to protect and preserve the environmental features that help define the character of the Town. Such measures include the use of Best Management Practices and Low Impact Development (defined below).

Best Management Practices (BMPs): A set of design, construction, and maintenance practices used to minimize disruption to the natural ecosystem. Practices include erosion control, stormwater management, and water quality enhancements.

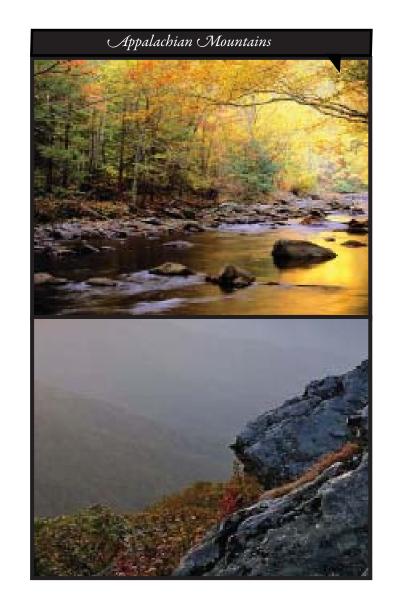
Low Impact Development (LID): An approach to developing land in a manner that retains the natural hydrologic systems in a watershed. LID techniques include reducing road widths, minimizing impervious pavement, eliminating curbs and gutters, and use of rain gardens and bioswales. These techniques allow stormwater to be retained on site, which leads to improved water quality and recharge of underground aquifers.



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9.2 Environmental Resources Goals, Objectives, and Strategies

Goal 9-A: Preserve and enhance Woodfin's open space, natural environment, and community character.

Objectives:

Objective 9-Aa: Preserve scenic views and vistas.

Objective 9-Ab: Maintain a habitat for Woodfin's numerous indigenous flora and fauna.

Objective 9-Ac: Protect downslope development from erosion and other consequences of steep slope development.

Strategies:

Strategy 9-A1: Develop specific regulations addressing steep slope and ridgetop development and land clearing/grading.

Strategy9-A2: Create development standards limiting and/or prohibiting the mass grading of sites on steep slopes.

Strategy 9-A3: Implement stormwater management practices mandated by state and federal laws in an effective and timely manner. Encourage Best Management Practices to retain and treat stormwater.

Strategy 9-A4: Promote Low Impact Development to reduce impervious surfaces, reduce flooding, and improve water quality.

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Strategy 9-A5: Assess the impact of development along the French Broad River and implement programs and standards to mitigate and/or prevent adverse impacts.

Strategy 9-A6: Require buffers along the French Broad River and other perennial streams and allow the buffers to be used for trails and greenways.

Strategy 9-A7: Prepare landscape standards for new development that would require planting to help reduce stormwater runoff while improving the appearance of new development.

Strategy 9-A8: Work with community organizations, businesses, and citizens to bring existing businesses into compliance with environmental regulations and standards on a voluntary basis.

Strategy 9-A9: Encourage the use of native and drought-tolerant species in all landscaping projects.

Strategy 9-A10: Create a zoning district that encourages cluster development to preserve open space, particularly in environmentally sensitive areas such as ridgetops, steep terrain, and areas adjacent to water bodies.

Strategy 9-A11: Consider requiring developers of large undeveloped parcels to set aside a percentage of the land as open space or natural area. Alternately, allow developers to pay a fee that would be used for the acquisition and/or maintenance of open space and natural areas.

Strategy 9-A12: Encourage private landowners to donate land to trusts as conservation easements and promote the tax benefits of conservation easements.



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Strategy 9-A13: Work with UNCA to preserve and enhance the open space on Chestnut Ridge and on the future craft campus.

Strategy 9-A14: Implement tree protection ordinances to promote the preservation and protection of trees during construction.

Strategy 9-A15: Work with businesses, residents, and community organizations to better maintain property and to control litter.

Goal 9-B: Recognize that environmental protection is an economic development strategy.

Objectives:

Objective: 9-Ba: Recognize that inappropriate steep slope development costs a significant amount of money to maintain and service, both for the Town and private property owners.

Objective: 9-Bb: Recognize that future potential residents and businesses will be more likely to locate within Woodfin if the Town has natural scenic beauty and a high quality environment.

Strategies:

Strategy 9-B1: Implement the strategies listed under the previous goal (goal 9-A).

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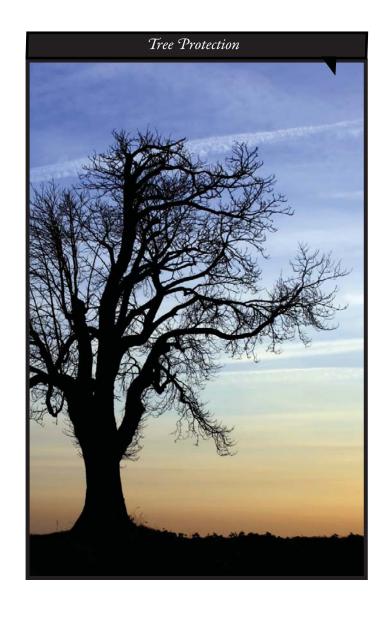
Goal 9-C: Connect Woodfin's "green infrastructure" (i.e., wildlife habitats, wildlife corridors, greenways, and open space) with the region's green infrastructure.

Objectives:

Objective: 9-Ca: Recognize that there are greater environmental and recreation benefits from green infrastructure if the local green infrastructure is connected to a regional green infrastructure network.

Strategies:

Strategy: 9-C1: Work with and support the Land-of-Sky Regional Council's Green Infrastructure Initiative and other future local and regional green infrastructure initiatives.



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We must not, in trying to think about how we can make a big difference, ignore the small daily differences we can make which, over time, add up to big differences that we often cannot foresee.

-Marian Wright Edelman

Police Department

PUBLIC SERVICES 10.0

10.1 Public Services Overview

The Town of Woodfin- in conjunction with Buncombe County, the Woodfin Water Authority, the North Carolina Department of Transportation, and several fire departments- provide many public services to Woodfin's residents. Table 6 identifies the public services that are provided to Woodfin's residents, along with the organization that is responsible for providing the services.

While the level of services that is currently provided to Woodfin residents is for the most part above average for a small town, it is important to plan for the expansion of these services to keep pace with the Town's growth. This section examines the public services that are provided to Woodfin residents and assesses sectors where needs could arise from future growth, as well as current needs that are due to the Town's recent rapid growth.

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Table 6 - Public Services Provided to Woodfin Residents

Service	Organization Providing Service				
Police Protection	Town of Woodfin Police Department				
	Woodfin Fire Department				
	West Buncombe Fire Department				
Fire Protection	Weaverville Fire Department				
	French Broad Fire Department				
	Reems Creek Fire Department				
Trash	Beaverdam Fire Department				
Brush Pick Up					
Parks and Recreation	Town of Woodfin Environmental Services				
Animal Control					
Streets					
Recycling	Curbside Recycling Management				
Administration and Zoning	Town of Woodfin				
Building Safety Inspections	Buncombe County Permits and Inspections Department				
	Woodfin Water District				
Water Service	Asheville Water Authority				
	Weaverville Water Department				
Sewer Service	Metropolitan Sewerage District of Buncombe County				
K-12 Public Education	Buncombe County Schools				

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WASTE SERVICES, BROADCASTING, EDUCATION, ELECTRICITY, FIRE SERVICE, GAS, HEALTH CARE, MILITARY, POLICE SERVICE, PUBLIC TRANSPORTATION, SOCIAL HOUSING, TELECOMMUNICATIONS, TOWN PLANNING, WASTE MANAGEMENT, WASTE SERVICES, BROADCASTING, EDUCATION, ELECTRIC

Map 8-Woodfin Planning Area Fire District Boundaries



Town of Woodfin Police Department

Town of Woodfin Police Department

Police protection in the Town of Woodfin is provided by the Woodfin Police Department. The Woodfin Police Department is headquartered at the Woodfin Town Hall. As of the writing of this plan, the Department has the personnel and resources sufficient to provide a full service police department. The Town has recently expanded its boundaries to areas on the west side of the French Broad River, and the Woodfin Police Department now has officers who concentrate their efforts on the west side of the river.

Fire Protection

The Town of Woodfin and its planning study area are served by six different fire departments: the Woodfin Fire Department, the West Buncombe Fire Department, the Weaverville Fire Department, the French Broad Fire Department, the Reems Creek Fire Department, and the Beaverdam Fire Department. Map 8 shows the boundaries of the different fire districts in the Woodfin Planning Area.

Each of these fire departments is assessed every five years by the North Carolina Department of Insurance regarding capacity and capabilities. Also, the Buncombe County Fire Marshal works with the various fire departments in the County to ensure that they are well staffed and equipped. The current ratings of these fire departments are listed in Table 7 and 8. Each of the fire departments is a combination career/volunteer fire department with the exceptions of the Weaverville Fire Departments, which is a career departments.

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Table 7-Fire District Rating

Fire District	Rating
French Broad Fire District	6/9E
Reems Creek Fire District	6/9E
Reems Creek/Beaverdam Fire District	6/9E
Woodfin Fire District	6/9E
Weaverville Fire District	5
West Buncombe Fire District	5/9E

Table 8-Fire District Rating Descriptions

Class	Description
_1 to 8	The community's fire-protection system includes a dispatch center, a fire department, and a water supply, all of which meet the criteria for credit under ISO's Fire Suppression Rating Schedule (FSRS).
8B	The community's fire-protection system includes a dispatch center and fire department that meet the criteria for credit under the FSRS. The water supply does not meet the criteria for credit. The community would normally receive a Class 9 grading. However, through superior equipment, training, and management techniques, the fire department has improved its effectiveness to compensate for the lack of traditional water supplies.
9	The community's fire-protection system includes a dispatch center and fire department that meet the criteria for credit under the FSRS. The water supply does not meet the criteria for credit.
9E	The North Carolina Office of State Fire Marshal has approved properties for a Class 9 grading if they are more than 1,000 feet from a water supply but within 6 miles of a fire station.
10.	The community's fire-protection system does not meet ISO's minimum criteria for credit under the FSRS.
Split Class; Example 6/9E	The split class means that all properties within 1,000 feet of a water supply (usually a fire hydrant) and within 5 road miles of a fire station (in most states) are eligible for the first class (Class 1 through 8). Properties more than 1,000 feet from a water supply but within 5 road miles of a fire station (in most states) are eligible for a Class 9. All properties more than 5 road miles from a fire station (in most states) are Class 10.

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The Buncombe County Fire Marshal's office has stated that whenever there are more than five buildings that are more than 35 feet tall (measured from the elevation from which the fire department has vehicular access) within a fire district, that district must obtain a ladder truck. These trucks currently cost approximately \$1,000,000. As of the writing of this plan, the only fire department that serves the Woodfin Planning Area and has a ladder trucks is the Weaverville Fire Departments. The Buncombe County Fire Marshal is currently encouraging the Woodfin Fire Department to purchase a ladder truck to keep pace with the growth in Woodfin, especially taking into account the future Woodfin Town Center. However, the Woodfin Fire Department has stated that they do not currently have the financial resources to purchase a ladder truck.

Town of Woodfin Environmental Services Department

The Town of Woodfin Environmental Services Department is responsible for animal control, sanitation (trash, brush, leaves), street maintenance, and parks and recreation. As of the writing of this plan, the Environmental Services Department has the staff and resources needed to provide services to the Town's residents and businesses. The Town created two new staff positions in 2008, and 500 additional trash and brush stops were added to the department's scheduled pick-ups. Woodfin's Environmental Services Department has also received new equipment in the last few years and they are in the process of building a new maintenance facility.

Cubside Recycling Management

urbside Recycling Management (Curbie) currently picks up recycling once every two weeks in the Town of Woodfin. The Town contracts with Curbie for recycling collection and compensates Curbie with monies from their general fund. The Curbie headquarters and recycling processing center is also located in the Town on N Woodfin Avenue. Curbie does not provide curbside recycling

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pick-up in the County outside the Town limits. As such, it routinely expands its routes to encompass the areas that are annexed into the Town. As the Town continues to annex new areas and grow, Curbie plans to continue expanding its routes to keep pace with the Town's expanding municipal boundaries.

Zoning

The Town of Woodfin's administration is responsible for ensuring zoning compliance in the Town's boundaries. As of the writing of this plan, the Town is able to adequately handle the volume of zoning and permitting requests.

Building Safety

The Town of Woodfin has a contractual agreement with the Buncombe County Permits and Inspections Department to protect the life, safety, and welfare of its citizens by administering and enforcing the North Carolina State Building Codes as adopted by the Building Code Council. The Buncombe County Permits and Inspections Department has sufficient staff and resources to carry out its responsibilities at current activity levels. It also has the ability to grow as demand increases with future development.

Water Service

Water is provided to some areas in the Woodfin Planning Area by the Woodfin Water District, the Asheville Water Authority, and the Weaverville Water Department. The exact location of the water lines is not available because of Homeland Security regulations. Not all areas in the Woodfin Planning Area are close enough to connect to public water lines, especially areas on the west side of the French Broad River because. These areas do not have public water lines because at the time that those areas were developed, the density of de-



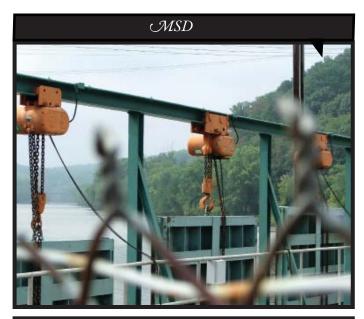


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velopment was not great enough to justify the high cost of extending water lines to them. Therefore, areas where there are no water lines are currently developed at low densities. Plans for extending water lines to service these areas should only be considered as part of an overall master plan where the cost of extending the water lines is justified by a higher density than currently exists. Water lines should only be extended to areas that can accommodate medium and high density development.

The Woodfin Water District is an independent quasi-governmental agency that provides water to most of the residents within the Town's current boundaries. The Woodfin Water District produces approximately 200,000 gallons of water per day and its current demand is also approximately 200,000 gallons per day. The Woodfin Water District is planning on doubling their capacity within the next five years. They are also currently doing a 20 year capacity analysis to plan for future growth.

The Asheville Water Authority completed a large expansion to their facilities in the early 2000's. It now has the capacity to process in excess of 41 million gallons per day and its current usage is around 22 million gallons per day. Soon after the expansion was completed, the Asheville Water Authority lost many of its large industrial clients as manufacturing industries moved overseas. Thus, the Asheville Water Authority has an abundance of water available for the foreseeable future.

The Weaverville Water Department completed the Ivy River Water Treatment Plant in 1998 at a cost of approximately \$5,600,000. The plant has the capacity to treat 1.5 million gallons per day and they currently treat approximately 450,000 gallons per day.

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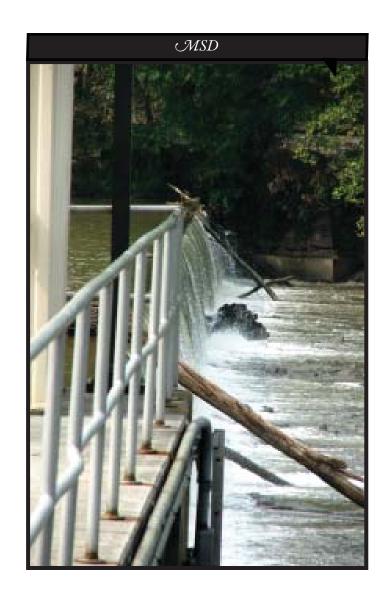
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Both the Weaverville Water Department and the Woodifn Water District have the ability to purchase water from the Asheville Water Authority. Thus, if their own capacities are not sufficient to handle future growth, they can supplement their water production by purchasing water from Asheville. As such, there are no water capacity concerns for the foreseeable future in the Woodfin Planning Area.

Sewer Service

The Metropolitan Sewerage District of Buncombe County (MSD) provides sewer service to some areas in the Woodfin Planning Area. MSD has its main offices and processing facility located in Woodfin on Riverside Drive, close to its intersection with Elk Mountain Road. Not all areas in the Woodfin Planning Area have the ability to connect to public sewer lines, especially areas on the west side of the French Broad River. These areas do not have public sewer lines for the same reason that they do not have public water, mainly because at the time that those areas were developed, the density of development was not great enough to justify the high cost of extending sewer lines to them. Likewise, plans for extending sewer lines to service these areas should only be considered as part of an overall master plan where the cost of extending the sewer lines is justified by a higher density than currently exists.

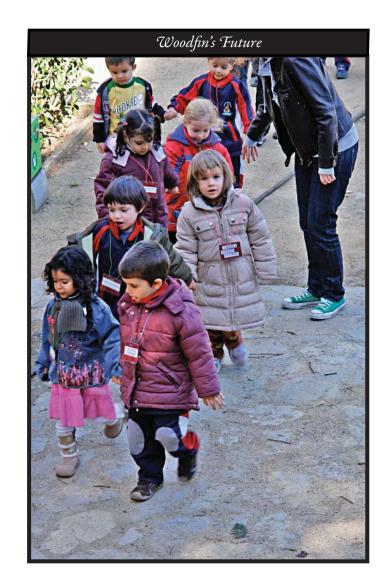
MSD expanded its facilities at the same time that the Ashville Water Authority expanded theirs, and they also encountered the same problem of losing many of their large industrial clients. MSD is currently treating 18 million gallons per day of waste water, but their capacity is 40 million gallons per day. MSD has enough capacity to serve the Woodfin Planning Area for the foreseeable future.



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K-12 Public Education Capacity

K-12 Public Education Capacity is discussed on Chapter 7, Education.

10.2 Public Services Goals, Objectives and Strategies

Goal 10-A. Provide Adequate Public Services to Town Residents.

Objectives:

Objective 10-Aa: Ensure that residents' health, safety, and welfare are protected.

Objective 10-Ab: Maintain a low tax base while still providing adequate public services.

Objective 10-Ac: Ensure that the Town remains a desirable place to live and work.

Strategies:

Strategy 10-A1: Develop a police sub-station on the west side of the French Broad River as the Town continues to expand its boundaries in that area.

Strategy 10-A2: Perform periodic reviews of the police department's staff and resources to keep up with increased personnel needs and technology changes.

Strategy 10-A3: Begin identifying funding sources for a ladder truck for the Woodfin Fire Department.

Strategy 10-A4: Begin identifying sources of funding for a ladder truck if one is needed in the West Buncombe Fire District due to the Altura Town Center.

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Strategy 10-A5: Increase the staff and resources on an as-needed basis for the Environmental Services and Administration departments.

Strategy 10-A6: Amend the Town's contract with the Buncombe County Permits and Inspections Department to include enforcement of a minimum housing code.

Strategy 10-A7: Ensure that all agencies that provide services to Town residents are knowledgeable about the areas that are planned for future growth and municipal boundary expansion.

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Cities are for people. A city is where people come to work and raise their families and to spend their money and to walk in the evening. It is not a traffic corridor.

-John Norquist

CORRIDOR STUDIES 11.0

11.1 Weaverville Highway Corridor

Current Land Use and Transportation Pattern

Weaverville Highway (US-25) is a two lane, state maintained highway that runs north-south through the Town of Woodfin. It connects Woodfin to Asheville in the south and it connects Woodfin to an unincorporated area of Buncombe County and the Town of Weaverville to the north. US Route 19/23 (future Interstate-26) has an interchange along Weaverville Highway near the Woodfin Town Center that serves as one of the main interstate interchanges for Woodfin's residents. There are several collector roads that connect to Weaverville Highway. Thus, Weaverville Highway accommodates much of Woodfin's local (residential and commercial) traffic as well as serving as a through route for motorists traveling between Asheville and Weaverville/North Buncombe County.

The section of Weaverville Highway that is in the Town of Woodfin is characterized by commercial development of varying scales. There are some relatively deep properties along the corridor but most lots are shallow. Many of the lots on the west side of the Highway near the southern end of the corridor are constricted due to the presence of a stream and its floodway at the rear of the lots. The majority of the corridor was devel-

oped in the mid to late 1900's. Most development along the corridor is developed in a suburban commercial form, with parking located in front of the buildings. This is a classic strip commercial development pattern that is common to virtually every town in the United States. Figure 2 illustrates the general lot and structure arrangement along Weaverville Highway.

Current Development Trends

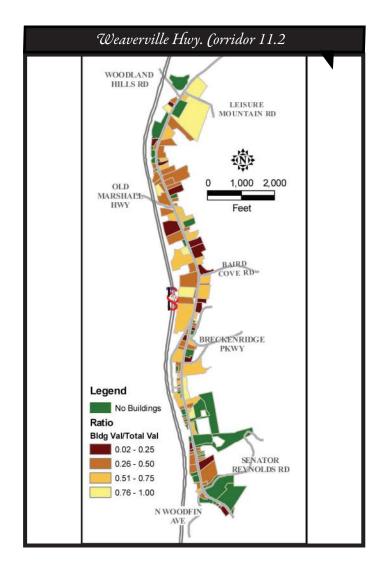
Some new development has occurred along this roadway in recent years, including the ABC liquor store and the redevelopment of the ACE Hardware shopping plaza. The Woodfin Town Center, which is a mixed-use urban village style development, is in the early construction stages as of the writing of this plan. The Woodfin Town Center is located directly off of Weaverville Highway near the south of Woodfin's Town limits. The residential section of the Woodfin Town Center includes approximately 250 for-sale attached single-family units while the commercial section of the Woodfin Town Center includes approximately 410,000 square feet of retail, commercial and office space. As part of the development of the Woodfin Town Center, a new "main street" will be constructed to provide access to the town center. This "main street", North Merrimon Avenue, will have two (2) major intersections with Weaverville Highway.

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Figure 2



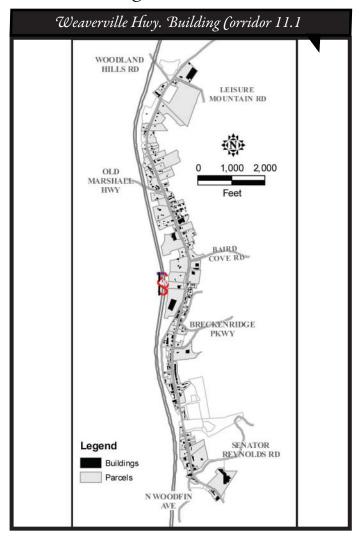


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Figure 3



Developing Weaverville Highway to follow the goals of a Plan for a Sustainable Future

Due to the spin-off effect that the Woodfin Town Center will have, market forces will probably create strong development pressure and it can be anticipated that many properties along the corridor will be redeveloped in the near future. Figure 3 illustrates the general undervaluation of the structures relative to land values along this roadway.

Redevelopment of properties along Weaverville Highway will have significant impact on the Town's tax base, its need for infrastructure to support this redevelopment, and the overall aesthetics of the community. As a consequence of these impacts, it is critical to guide the desired development pattern along this roadway so as to best meet the Town's goals as stated in this Comprehensive Plan.

The Woodfin Town Center project exhibits an urban form of development. Some of the older structures along Weaverville Highway also exhibit this form. An urban form generally has two or more story buildings with buildings close to the street and sidewalks in between the buildings and the street. There is usually a mix of uses in an urban setting, with commercial uses on the ground floor and office or residential uses on the upper floors. The mix of uses and higher density promotes pedestrian activity and other forms of transportation besides vehicular transportation. An urban form also uses land efficiently, provides a higher tax base for the town, and creates a lively commercial district. Additionally, this type of site design is generally more compatible with surrounding residential uses than the suburban form due to structure placement, walkability, and site design. Figures 4 below illustrate good examples of small town urban settings.

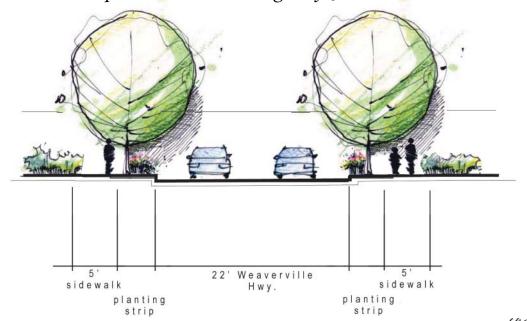
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Figure 4



Figure 5 Proposed Weaverville Highway (ross Section



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To meet the goals and objectives of this plan, the Town of Woodfin should urge new development and redevelopment along the majority of the Weaverville Highway Corridor to follow an urban form through regulations and incentives mentioned elsewhere in this plan. An urban land use along Weaverville Highway needs to be coordinated with NC DOT to ensure the efficient flow of vehicular and pedestrian traffic. The Town should continue to work with NC DOT to improve traffic flow and safety along Weaverville Highway.

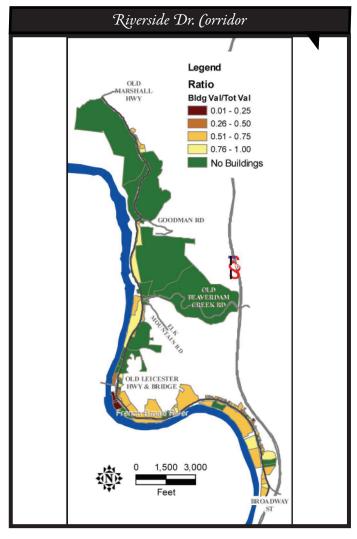
11.2 Riverside Drive Corridor

Current Land Use and Transportation Pattern

Riverside Drive, NC-151, is a two-lane state maintained road that runs north-south through Woodfin, connecting Woodfin to Asheville on the south and connecting Woodfin to an unincorporated area of Buncombe County to the north. Riverside Drive generally runs parallel to the French Broad River and the majority of the road is within the FEMA 100-year or 500-year flood plain.

The portion of Riverside Drive located within the Town of Woodfin and its planning area exhibits a variety of development patterns, from industrial to residential to parks. Industrial uses are concentrated on the western side of the corridor along its southern end. Commercial uses are the predominant land use on the east side of the corridor, although there are also some residential and institutional uses. Residential uses are more prevalent along the midsection of the corridor, with some large institutional properties also located along this section.

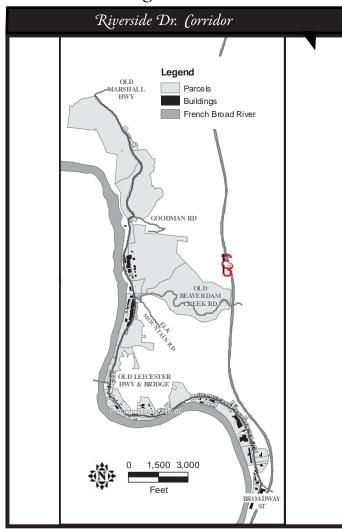
Figure 6



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Figure 7



Residential and undeveloped properties are prevalent along the north end of the corridor. Parcel sizes range from small to parcels in excess of 100 acres. Figure 7 depicts the current lot and building arrangement along the Riverside Drive corridor.

Current Development Trends

While the use of some parcels along the corridor has changed little in the past 20 years, other parcels have seen recent development activity, are in the process of being developed, or are proposed for development. Significant residential development has occurred along a portion of the corridor, with more residential development planned. The proposed Reynolds Village residential development will abut Riverside Drive at Elk Mountain Road, with the proposed Altura residential development abutting it at Goodman Drive. The University of North Carolina at Asheville is proposing the development of a crafts campus on the former Buncombe County landfill site. This development will likely spur additional development activity along the corridor.

Developing Riverside Drive to follow the goals of a Plan for a Sustainable Future

The number of undeveloped and under-developed parcels along the corridor provides opportunities for new development and redevelopment. The building to land value ratio is relatively low on a number of the parcels. Low building to land value ratios provides opportunities for redevelopment. In addition, several of the institutional properties are under used. These include the Old Craggy Prison site and the University of North Carolina facility storage property, both owned by the State of North Carolina. Discussion regarding the transfer of these properties to the Town or the private sector should be initiated with the appropriate State of North Carolina officials or agencies. Development standards should

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Figure 8



be crafted to encourage the development or redevelopment of these parcels in a manner that helps achieve the community goals set forth in this plan.

The development standards should promote a denser pattern of development that recognizes the location of these parcels in a growing, urbanizing area. Existing industrial uses should be recognized and protected by the development standards. Mixed use development should be encouraged along the corridor, with a village type approach to the development of larger parcels along the corridor.

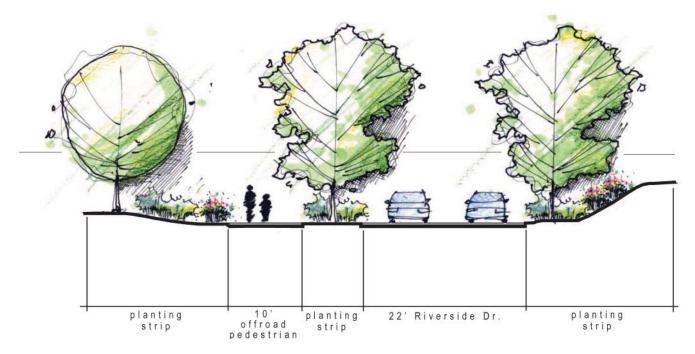
The importance of Riverside Drive as a multi-modal transportation link must be recognized in the development standards. Riverside Drive is currently a major bicycling route. This use should be recognized and enhanced during the development and redevelopment of properties along the corridor. Where feasible, the provision of a safe on-road bicycle lane should be required. New driveways and access roads should be designed to accommodate bicyclists. In addition, opportunities for pedestrians should be provided as part of the redevelopment of the corridor. The development of a greenway along Riverside Drive should be an integral part of the redevelopment of the corridor. Figure 9 provides a recommended street cross section that incorporates facilities for multi-modal transportation.

In addition to the variety of land uses and parcel sizes, the Riverside Drive corridor is characterized by varied topography. The topography ranges from flat to rolling to steep, with flood plains and steep slopes making the redevelopment of the corridor challenging in some areas. Development standards prepared to guide the redevelopment of the corridor must be sensitive to the constraints imposed by these natural features, ensuring that the redevelopment does not have adverse environmental impacts. Protection and enhancement of water quality in the French Broad River and its tributaries must be a goal of the redevelopment of the corridor.

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Figure 9
Proposed Riverside Drive (ross Section



The French Broad River is one of the Town's greatest natural assets. Redevelopment of the Riverside Drive corridor should be done in a manner that recognizes this asset. Development and redevelopment along the River should be encouraged to provide opportunities for public access and use of the River. Incentives for providing public access and use should be provided. To the extent that it is able, the Town of Woodfin should acquire land to develop new parks and/or expand existing parks along the River. Parks should be located within close proximity to mixed-use development to facilitate pedestrian connections between higher density housing, commercial development, and parks.

In order to achieve the stated goals for the Riverside Drive Corridor, the Town of Woodfin should urge new development and redevelopment to be implemented in accordance with the Plan for a Sustainable Future through a mix of zoning regulations and development incentives. There is a high degree of complexity in redeveloping the Riverside Drive corridor due to flooding issues and industrial uses mixed with residential and commercial activities. The Town should do a small area plan for the Riverside Drive corridor in order to better guide future regulations and development incentives.

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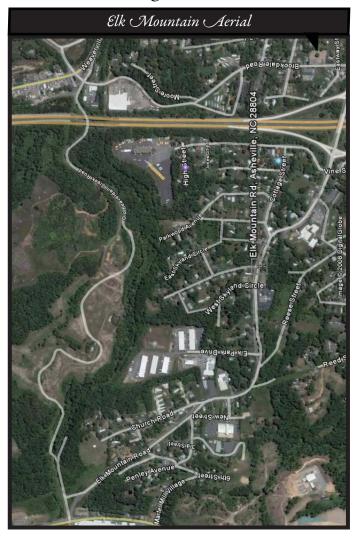
11.3 Elk Mountain Road and Brookdale Avenue/North Woodfin Avenue Corridor

Current Land Use and Transportation Pattern

Elk Mountain Road, SR 1684, is a two-lane state maintained road that runs east-west through Woodfin. US Route 19/23 (future Interstate-26) has an interchange along Elk Mountain Road near the Woodfin Town Hall that serves as a principal interstate interchange for Woodfin's residents. Elk Mountain Road connects with Brookdale Avenue/N Woodfin Avenue, which is also a two-lane state maintained road. Together, Elk Mountain Road and Brookdale/N Woodfin Avenue create one of the main links between the Weaverville Highway Corridor and the Riverside Drive Corridor. This corridor was identified for more detailed examination because it provides a link from the US 19/23 (future I-26) interchange to Riverside Drive. The Woodfin Town Hall and Woodfin Elementary School are located on Elk Mountain Road. When combined with Brookdale Avenue/North Woodfin Avenue, this corridor is a major connecting route in the Town. Most of the corridor, particularly Elk Mountain Road, has the capacity to easily accommodate the construction of sidewalk. With the construction of a sidewalk along the streets, this corridor could become a model for multi-modal transportation in Woodfin.

Elk Mountain Road and Brookdale Avenue/North Woodfin Avenue exhibit a wide variety of land uses, including residential, office, institutional, industrial, and parks. Residential uses are the predominant land use along the corridor, being comprised of older single family homes, a few new townhomes, and manufactured housing. However, the residential uses do not

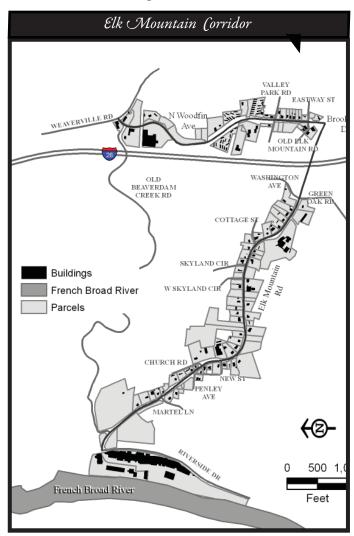
Figure 10



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Figure 11



have as strong a presence as the other more intensive land uses due to the size and scale of the industrial and institutional uses along the corridor. The institutional uses along the corridor include Woodfin Elementary School, Woodfin Town Hall, and churches. The main industrial use along the corridor is the Curbie Recycling Center. There are also a few homes that have been converted to light office or live/work buildings.

Figure 11 depicts the current lot and building arrangement along the Elk Mountain Road and Brookdale Avenue/North Woodfin Avenue corridor.

As figure 12 shows, the corridor has a significant amount of undeveloped or underdeveloped parcels. For a town corridor, there are relatively large lots that have great development potential. Figure 12 depicts the current building value to total market value ratio along the Elk Mountain Road and Brookdale Avenue/North Woodfin Avenue corridor. This figure shows that most of the parcels have a building value to total market value ratio of less then .75, which reinforces the belief that the corridor is underdeveloped.

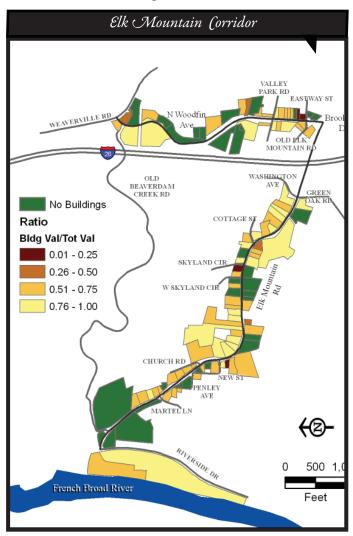
Current Development Trends

The Elk Mountain Road and Brookdale Aveune/North Woodfin Avenue corridor has seen some new development in the last few years, and development activity has increased within the last year. The Elk Park office/warehouse park has been developing for the past ten years and continues to add new structures. Mountain Housing Opportunities (MHO), a local non-profit affordable housing developer, has constructed a townhome community at the intersection of Penley Avenue and Elk Mountain Road. A few newer stand-alone residential and commercial

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Figure 12



buildings have been constructed within the last 10 years, such as the prefabricated metal commercial building at 8 Brookdale and the major remodel and home office conversion of 120 Elk Mountain Road. Also, The Town of Woodfin is continuing to expand and upgrade the Roy Pope Memorial Park adjacent to the Town Hall and Woodfin Elementary School.

Developing the Elk Mountain Road and Brookdale Avenue/North Woodfin Avenue Corridor to follow the goals of a Plan for a Sustainable Future

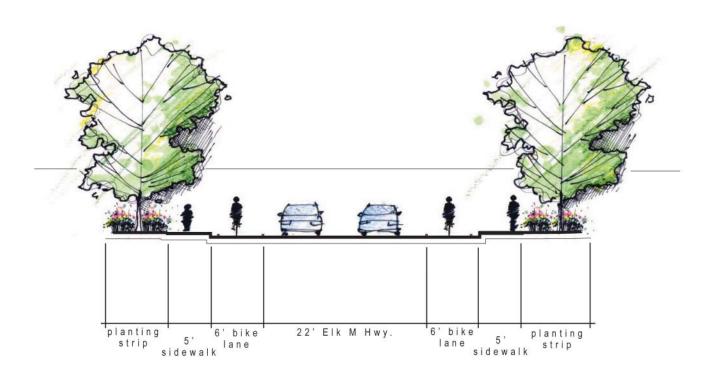
The number of undeveloped and under-developed parcels along the corridor provides opportunities for new development and redevelopment. In addition, several of the residential properties are under used. The future land use plan (Map 4) calls for the land uses to change from primarily residential to a mix of office, residential, and light commercial due to the ease of access provided by Elk Mountain Road. Changing the land use on the Elk Mountain Road corridor to office, residential, and light commercial provides an opportunity for the Town to encourage office development, commercial development, and higher density affordable transit-oriented housing. Mixing residential uses, office uses, light commercial uses and institutional uses facilitates pedestrian activity and is compatible with the transportation and land use goals in the Plan for a Sustainable Future.

Development standards should be crafted to encourage the development or redevelopment of the corridor's parcels in a manner that helps achieve the community goals set forth in this plan. The development standards should promote a denser pattern of development that recognizes the location of these parcels in a growing, urbanizing area. The standards should include a mix of governmental regulations and incentives, so as to not overly burden the private sector but achieve the desired development pattern.



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Figure 13
Proposed Elk Mountain Highway (ross Section



There is an opportunity to create a pedestrian connection from the Woodfin Town Center to the Elk Mountain Road Corridor through the 100 Elk Park Drive property. This is a 13.5 acre parcel that is used for office and light industrial purposes. Providing a pedestrian connection through this site would greatly enhance multi-modal transportation options within the Town. The Town should work in conjunction with the owner of this parcel to develop this connection.

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There is also an opportunity to foster non-motorized transportation along the Elk Mountain Raod and Brookdale Avenue/North Woodfin Avenue Corridor with the creation of sidewalks and a bike lane on the corridor. There is graded right-of-way along much of the Elk Mountain Road portion of the corridor and there appears to be right-of-way sufficient to accommodate sidewalks and a bike lane along Brookdale Avenue/ North Woodfin Avenue. Sidewalks and a bike lane would enhance the urban environment, would complement the proposed urban development pattern, and would provide multi-modal transportation options.

Elkwood Avenue

Current Land Use and Transportation Pattern

Elkwood Avenue is a two-lane street that runs roughly east-west along the southern edge of Woodfin, connecting Riverside Drive to Merrimon Avenue (US 25). For approximately 2/3 of its length, Elkwood Avenue is the boundary between the Town of Woodfin to the north and the City of Asheville to the south. There is one signalized intersection on the street, at approximately the mid-point of the street. Elkwood Avenue intersects with Lakeshore Drive and Elk Mountain Road at this point. Lakeshore Drive provides access to Beaver Lake and Merrimon Avenue (US 25). Elk Mountain Road provides access to the US 19/23 (future I-26) interchange and to Riverside Drive, as well as to the Town offices and the Woodfin Elementary School. As an important connector from Merrimon Avenue to Riverside Drive, and providing access to US 19/23 (future I-26), Elkwood Avenue is heavily traveled and is projected to carry more traffic as the Town develops. Given its role in the Town's transportation network, an analysis of the current status of Elkwood Avenue and a strategy for future development are important to serve as a guide for future decision makers.



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Current land uses along Elkwood Avenue within the Town of Woodfin range from low density residential to light industrial. The property at the northwest corner of the intersection of Merrimon Avenue and Elkwood Avenue is used for commercial purposes. The adjacent property to the west is a new medical office park development, abutting Deerview Street on the west. A multi-family residential development is located on the opposite side of Deerview Street, providing a transition to the single family residential uses located along Elkwood Avenue, extending west to Elk Mountain Road. At Elk Mountain Road, the land uses are mixed use (commercial, office and residential), with this land use pattern extending west to Walnut Lane. Residential land uses and a church are located along the corridor from Walnut Lane to Taylor Street. At this point the land uses change to a mix of office/warehouse and light industrial. These uses transition to the industrial uses located along Riverside Drive. Parcel sizes along the Elkwood Road corridor range from residential lots of approximately ¼ acre to 10+ acre parcels. Figure 14 depicts the current lot and building arrangement along the Elkwood Avenue corridor.

Current Development Trends

Little development or redevelopment has occurred along the Elkwood Avenue Lorridor in recent years. The development of the medical office park at the intersection of Elkwood Avenue and Deerview Street is the only recent development on the corridor. An addition to the church located on the Asheville side of Elkwood Avenue was completed in the past few years. A proposal submitted in 2005 for a large commercial development between Elk Mountain Road and Walnut Lane was not approved. There is no vacant land along the corridor, so any development would entail a redevelopment of existing structures or the removal of existing structures and construction of new structures.



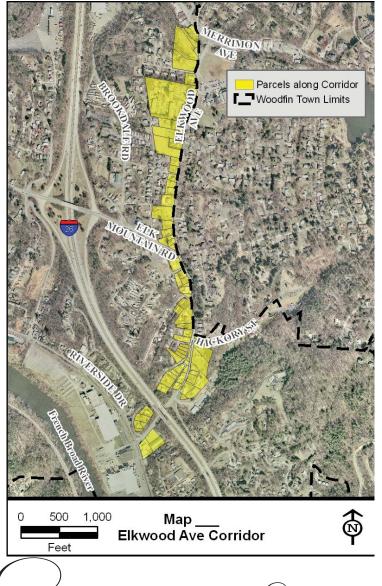


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Figure 14



Developing Elkwood Avenue to follow the Comprehensive Plan Goals

The fully developed nature of Elkwood Avenue and the stability of the uses on the corridor limit the opportunities for immediate development and redevelopment. However, during the 10 year planning period of this Plan, there will be opportunities for both new development and redevelopment. There may be some change of use in the short term, but it likely will be the end of the planning period before significant change occurs along the corridor. Even so, goals and guidelines for this development and redevelopment must be in place to ensure that all development activity maximizes the available resources, benefits the property owners and the community as a whole, and is in keeping with the sustainability initiatives of this Plan. Given the importance of Elkwood Avenue as a transportation corridor that links the French Broad River to the future Woodfin Town Center, it is important that development goals and guidelines promote a denser pattern of development. This pattern of development would provide opportunities for more housing, commercial space, and manufacturing opportunities in an accessible location close to housing, services, and employment.

The future land use map for Woodfin and its planning area calls for nodes of mixed use development along the Elkwood Avenue corridor from Merrimon Avenue to Deerview Street, at the intersection with Elk Mountain Road to Walnut Lane, and west of Taylor Street transitioning to industrial uses on Riverside Drive. The area along the corridor between these nodes of mixed use development is identified for a future land use of moderate density residential. The future land uses were identified in acknowledgement of the importance of Elkwood Avenue as transportation corridor and also in recognition of its proximity to the Woodfin Town Center. A goal of the Plan for a Sustainable Future is to provide opportunities for denser development close to the Woodfin Town Center as a means of increasing the viability of the Town Center as a hub for Woodfin.

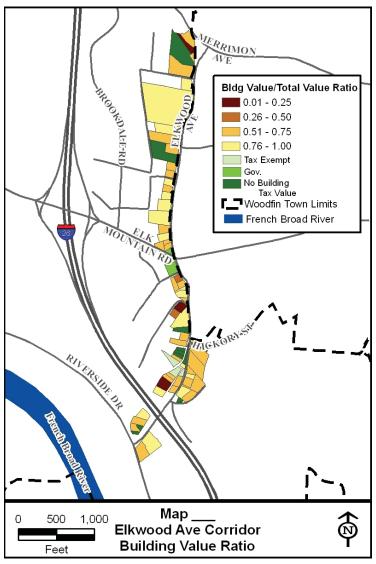
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Commercial and mixed use development should be encouraged to provide multistory buildings that make more efficient use of the limited land available in close proximity to the Town Center. The site development should exhibit more of an urban feel, with buildings related to the street and the passersby (both vehicles and pedestrians) as opposed to the suburban approach with the parking being in between the street and the building. Residential uses should be incorporated into the commercial and office development, where appropriate. New residential development should be encouraged to be of a denser pattern, with attached dwelling units and/or small lots as a means of increasing the residential density along the corridor.

Although Elkwood Avenue is one of Woodfin's important transportation corridors, options for alternative modes of transportation are limited. The road is narrow, with no sidewalks or bike lanes. There is a bus route along the section between Merrimon Avenue and Lakeshore Drive, with two bus stops located along this section. Walking along the corridor is dangerous because there are no shoulders and the road has both horizontal and vertical curves that reduce line of sight. Goals and guidelines for new development and redevelopment along the Elkwood Avenue corridor must include policies and standards to provide and promote a range of transportation options. As Woodfin works with the City of Asheville, Buncombe County, and others to increase transit service in the Town, Elkwood Avenue should be included as a route for enhanced service. If transit service is provided along the entire corridor, standards for new development should require the provision of bus shelters at appropriate locations. Provision of sidewalks along the corridor should be a goal of the Town, with the sidewalks provided in phases. The Town should work with the City of Asheville, which requires the construction of sidewalks when property is developed or redeveloped, to construct a sidewalk on the south side of Elkwood Avenue from Merrimon Avenue to Lakeshore Drive. The topography on that side of the street makes constructing the sidewalk there easier and it would serve the church at the corner of Merrimon and Elkwood. A high priority for the Town should be the construction of a sidewalk on

Figure 15



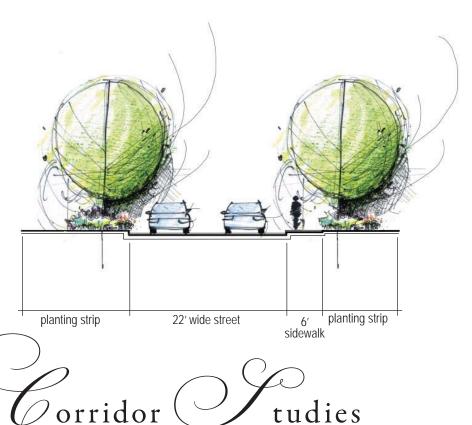
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the north side of Elkwood Avenue from Elk Mountain Road to Walnut Lane. The commercial uses in this area, and the development patterns with buildings close to the street, necessitates the provision of a safe pedestrian link along this section of the corridor. A lower priority should be the construction of a sidewalk on the south side of Elkwood Avenue from Riverside Drive to Taylor Street. This sidewalk would provide a safe pedestrian link for the businesses located along that section of the corridor and could also link to a proposed greenway along Riverside Drive. Figure 16 provides a cross-section of the proposed sidewalk along Elkwood Avenue.

Figure 16
Proposed Elkwood Avenue (ross Section



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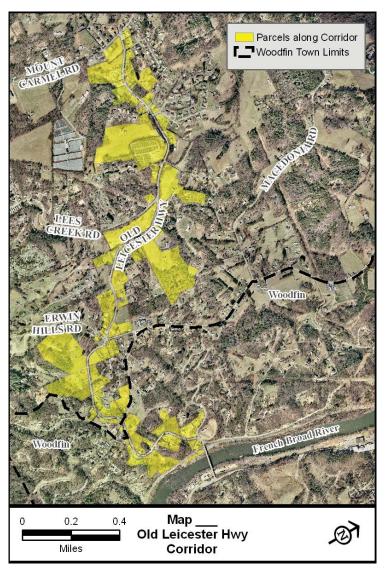
Old Leicester Highway/Erwin Hills Road

Current Land Use and Transportation Pattern

Old Leicester Highway is a two-lane road that runs roughly east-west through the western section of the planning area, connecting Riverside Drive to Leicester Highway (NC 63). Only the eastern portion of Old Leicester Highway is within the planning area. Mount Carmel Road is the boundary of the planning area, thus this corridor analysis includes only the section of Old Leicester Highway between Riverside Drive and Mount Carmel Road. The Old Leicester Highway bridge over the French Broad River is the only link between the main section of Woodfin and the growing western portion of the Town. Erwin Hills Road is a two-lane road that provides connections from Old Leicester Highway to Lee's Creek Road and Leicester Highway (NC 63). Both of these roads provide access to portions of the planning area that have recently experienced a good deal of development activity and have the potential to accommodate more development.

There are three major intersections on the section of Old Leicester Highway located within the planning area. The first is the intersection with Erwin Hills Road, which links Old Leicester Highway with the campuses of Erwin High School and Erwin Middle School and with Lee's Creek Road and Leicester Highway (NC 63). The next intersection is with Lees Creek Road, which provides a link to the school campuses. At the western boundary of the planning area, Old Leicester Highway intersects with Mount Carmel Road, which provides a link to Leicester Highway (NC 63). Old Leicester Highway is the spine of an interconnected road system providing access to the area between the French Broad River and Leicester Highway (NC 63). As part of this system, Old Leicester Highway serves an important function as a collector road carrying traffic between Woodfin and Leicester Highway (NC 63) and the surrounding area. As future development occurs, maintaining the function of the road as a major link in the transportation network will be an important goal.

Figure 17



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There is one major intersection on the section of Erwin Hills Road between Old Leicester Highway and Leicester Highway (NC 63). Approximately halfway between Old Leicester Highway and Leicester Highway, Erwin Hills Road intersects with Lee's Creek Road, providing alternate routes to Leicester Highway (NC 63). While not serving as important a role as Old Leicester Highway in the transportation network of the western section of the planning area, Erwin Hills Road does play a vital role as connector between Old Leicester Highway and Leicester Highway (NC 63). The ability of this road to accommodate traffic must be preserved as future development occurs along the corridor.

A wide variety of land uses currently exist along the Old Leicester Highway and Erwin Hills Road corridors. These uses include salvage operations, low density residential uses, institutional uses, commercial uses, and agricultural uses. The area along the corridors has developed with an inconsistent land use pattern over a number of years. Neighborhood commercial uses are typically located at major intersections of Old Leicester Highway with other roads (Riverside Drive, Erwin Hills Road, and Mount Carmel Road). Some smaller commercial uses are scattered among the residential uses that are the dominant land use along the corridor sections between the major intersections. A significant area of institutional and public uses is located at the intersection of Erwin Hills Road and Lee's Creek Road. The institutional uses include a Lion's Club facility, the Buncombe County EMS offices, a fire training facility, the West Buncombe Fire Department, and schools. There are also some office uses located in this area of institutional and public uses.

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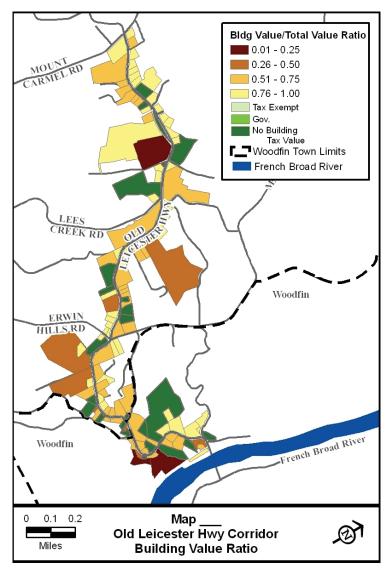
Current Development Trends

Renovation of structures and new construction at the intersection of Erwin Hills Road and Lees Creek Road has provided facilities for government offices, public facilities, and related uses. Given the nature of the corridor and the lack of public sewer in much of the area, the trend of primarily residential development will likely continue, with non-residential uses continuing to be concentrated at intersections and where adequate infrastructure is available to meet the needs of the development.

The availability of public water and sewer has played a major role in the location and type of development that has occurred along the corridor. Public water is available along much of the corridor, permitting development densities typically equated with a suburban pattern. The lack of sewer along much of the Old Leicester Highway/Erwin Hills Road corridor has limited the opportunities for dense development. Higher density development has occurred only in those areas served by public sewer.

Much of the Old Leicester Highway/Erwin Hills Road corridor has maintained a rural feel, with low density development and scattered agricultural uses. Strategies and tools to preserve the agricultural uses scattered along this corridor, and throughout the western portion of the planning area, should be identified and provided to interested property owners. These agricultural uses are important in defining the character of the area, provide important open space, and provide local sources of food.

Figure 18



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A significant amount of development, primarily residential, has taken place in the western portion of the planning area during the past ten years. There is still a large amount of vacant land in this portion of the planning area, providing opportunities for additional development in the future. Given the recent growth and the potential for future development, Old Leicester Highway will remain the primary link between the traditional Town of Woodfin and the growing western area. It is important that development along the Old Leicester Highway corridor recognize and preserve the road's role as a transportation link. While serving a lesser function as a transportation link, Erwin Hills Road does provide access to a significant school campus and a concentration of public uses. New development along this corridor must be sensitive to the need of the road to accommodate school traffic and the traffic generated by the public uses.

Developing the Old Leicester Highway/Erwin Hills Road Corridor to follow the Comprehensive Plan Goals

A Hills Road corridor is projected to be primarily residential. Future residential development likely will follow the current pattern of single family subdivisions and scattered lot development. As residential development continues along the corridor, it will be important to provide accessible services and facilities to meet the needs of the residential development. Public facilities, such as schools and recreational facilities, as well as businesses and services to meet daily needs should be provided for the residents of the area. Erwin High School and Middle School are very accessible, but there will be a need for additional recreational facilities in the area. Opportunities exist for non-residential development in some areas of the corridor, particularly with the redevelopment of properties located at the intersection of Riverside Drive and Old Leicester Highway. Small scale commercial development would be appropriate at the intersections of Old Leicester Highway with Erwin Hills Road and with Mount Carmel Road. New

commercial development should follow the scale of the existing neighborhood commercial uses at these intersections. Public and institutional uses, as well as office uses, should continue to be developed at the intersection of Erwin Hills Road and Lees Creek Road.

The goals and objectives identified in this Plan and appropriate for the Old Leicester Highway/Erwin Hills Road corridor are aimed at preserving the character of the area, protecting open spaces, and promoting denser development where services and facilities are available. As development continues along the corridor, care must be taken to balance the new development with the facilities and resources available to serve it. Clustering of residential development along the corridor should be encouraged to protect the open spaces and agricultural uses in the area.

The future land use map for Woodfin and its planning area calls for a large node of mixed use development along the Old Leicester Highway corridor at the French Broad River. The low value of the existing development in this area, and its location near Riverside Drive, provide an excellent opportunity for redevelopment. A node of mixed use development would help meet the needs of nearby residents. This area could also develop destination uses that take advantage of the ease of access and the proximity to the French Broad River. Small nodes of mixed use development are identified at the intersections of Old Leicester Highway with Erwin Hills Road and with Mount Carmel Road. Future development at these nodes should primarily serve the needs of the adjacent residential development. A large area at the intersection of Erwin Hills Road and Lees Creek Road is designated for institutional uses in recognition of the desire to permit continued expansion of the schools and public uses in this location. Office uses should also be encouraged to locate in this area. A mixed use node is designated at the intersection of Erwin Hills Road and Leicester Highway (NC 63) in recognition of the accessibility of this area. A small node of moderate density residential is noted along Erwin Hills Road in acknowledgement of the existing development at this

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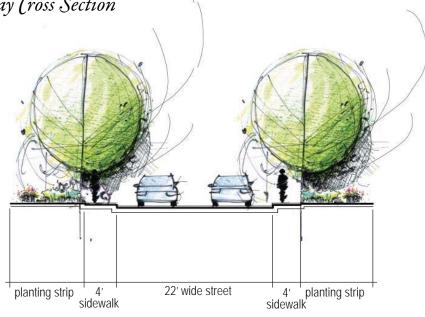


location. The recommended future land use for remaining areas of the corridor is low density residential. Most of the corridor is designated for low density residential 1, with some larger properties designated for estate residential use.

The recommended future land use pattern recognizes and continues the existing pattern of development in deference to the available infrastructure. It is recommended that an infrastructure study be conducted to develop a master infrastructure plan for the area. The recommended future land uses should be revisited and revised as appropriate if infrastructure improvements/expansions are implemented.

As with many of the important transportation corridors in the planning area, options for alternative modes of transportation are limited. Old Leicester Highway and Erwin Hills Road are both narrow, with no sidewalks or bike lanes. Bus service is not available in this area. The lack of options for alternative modes of transportation means that residents of the area are very auto-dependent. Although schools and some commercial uses are conveniently located, there are no safe ways to travel to these places other than by automobile. The provision of alternative modes of transportation is a goal of Woodfin's Plan for a Sustainable Future. In keeping with this goal, the Future Land Use Map and the Greenway Map indicate bikeways and pedestrian paths along the Old Leicester Highway/Erwin Hills Road corridor. From Riverside Drive to the intersection of Lee's Creek Road,

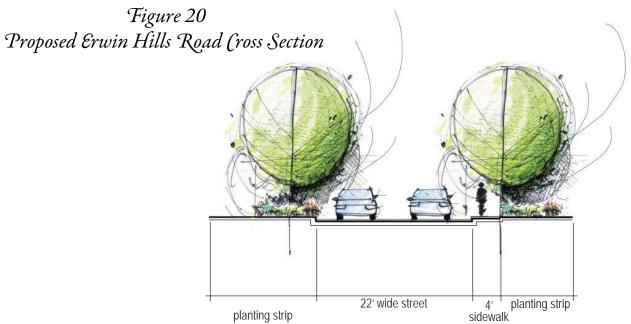
Figure 19
Proposed Old Leicester highway Cross Section



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a bikeway is recommended along Old Leicester Highway. Due to the constraints imposed by the existing development along the corridor and the width of the right-of-way, the bikeway will likely be a shared bikeway with signs advising motorists to share the road. When improvements are made to Old Leicester Highway, a bike lane should be added where possible. A pedestrian greenway (path or sidewalk) is recommended for the section of Old Leicester Highway from Lee's Creek Road to Mount Carmel Road. The less intense development pattern along this section of the highway provides some opportunity for construction of a pedestrian way or sidewalk. During the corridor study it was noted that sidewalks are needed at the neighborhood commercial centers located at the intersections of Erwin Hills Road and Mount Carmel Road. Any sidewalks constructed within the corridor will have to be located adjacent to the highway due to the limited right-of-way and the current development pattern. As the area is assessed with regard to sidewalk needs, the provision of sidewalks at the commercial centers and at the school/institutional area at the intersection of Lee's Creek Road and Erwin Hills Road should receive high priority. Medium priority should be assigned to the provision of a sidewalk from Riverside Drive to Erwin Hills Road, with the construction of a sidewalk from Erwin Hills Road to Mount Carmel Road as a lower priority. A recommended corridor cross-section is provided in Figure 20. The Future Land Use Map identifies a future bikeway along Erwin Hills Road from Old Leicester Highway to Lees Creek Road. This bikeway will likely be a shared bikeway due to the development patterns and limited right-of-way along the road. Also recommended on the Future Land Use Map is an off-road greenway along Erwin Hills Road from the school campus to Leicester Highway (NC 63). Sidewalks should be constructed along Erwin Hills Road, connecting to pedestrian and bicycle paths that will provide an option for alternative modes of transportation.



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