

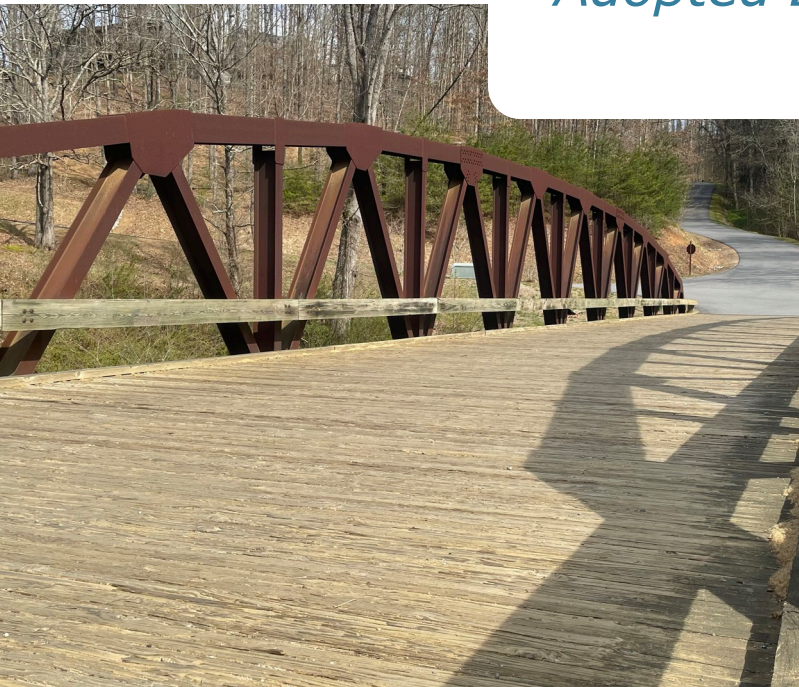


WOODFIN TOGETHER

Our Town. Our Future.

***The Town of Woodfin
Comprehensive Plan***

Adopted 2/20/2024



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Adoption Date

2/20/2024



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ACKNOWLEDGMENTS

The Many Residents and Visitors of Woodfin

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Johanna Young, *Council member*
Ken Kahn, *Council member*
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With special thanks to former council members who supported this effort:

Jerry VeHaun (Mayor), Ronnie Lunsford, and Judy Butler

Land Acknowledgment

Buncombe County is situated on the original homelands of the Anigiduwagi, more commonly known as the Cherokee. We respectfully and gratefully acknowledge the Cherokee people's connection and contribution to this land.

Woodfin Planning Board & Board of Adjustment

Michael Hayes, *Chair*
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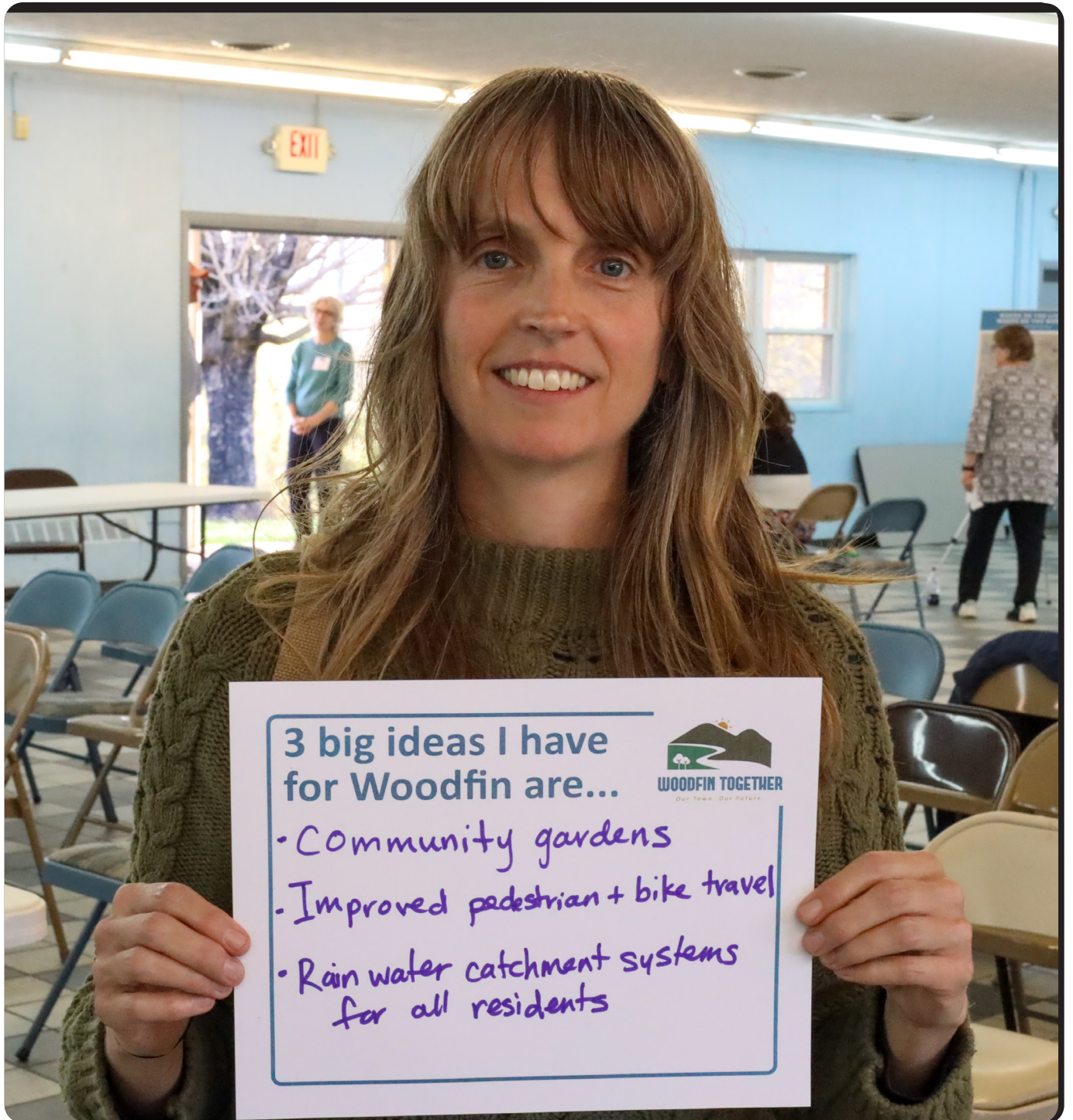


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3 big ideas I have
for Woodfin are...



- Community gardens
- Improved pedestrian + bike travel
- Rain water catchment systems
for all residents

INTRODUCTION



INTRO

Woodfin Together is the name of the effort launched in 2022 to create a new comprehensive plan for the Town of Woodfin, North Carolina. The planning process provided a framework for community members to come together to identify the town’s critical needs and opportunities, discuss ideas and aspirations, and chart the future on a broad range of topics. In doing so, the process achieved broad levels of engagement.

That effort resulted in this plan, which is rooted in the aspirations and values of many community participants. Because it reflects these varying viewpoints it includes different perspectives. **This plan serves as a policy tool for guiding the community forward to achieve a prosperous, sustainable, and inclusive future.** The plan is comprehensive in scope by touching on multiple topics, but it includes a primary focus on land use and how land use impacts other aspects of the town.

The Woodfin Together Plan serves as a guide for Woodfin to ensure the town embodies the qualities that make our community special and livable. It informs decisions that we make as

a community, guiding other initiatives, policy documents, regulations, and small area and corridor plans (specific studies of certain sites or places).

This plan covers territory within the Town of Woodfin’s Planning Area, which includes Woodfin's town limits and certain areas outside of the town.

WHY PLAN? WHY NOW?

Planning is an important way for the community to come together, establish a vision for the future, and set a course toward achieving it. As the community itself grows and changes over time, new plans need to be made.

The motivations behind creating the Woodfin Together Plan include:

- o Managing rapid growth in Woodfin and Buncombe County
- o Convening both new and long-time community members
- o Creating an aspirational plan with achievable and actionable steps



"My excitement about Woodfin's future stems from the possibility that we are at the crossroads of what could continue to be a very cool small town to live in. Our proximity to the river and other amazing natural resources has the potential to be expanded, allowing more residents to access the natural beauty around us."



Photo from community workshop

4 KEY PLANNING TRENDS & CONDITIONS

Several trends and planning conditions are impacting Woodfin — presenting the town with key challenges and opportunities. The following topics represent some of the town's noteworthy trends and existing conditions influencing this plan.

1 Strong growth pressures

Woodfin's attractive location in the beautiful North Carolina mountains, on the French Broad River, and abutting Asheville and UNC-A is causing strong growth demand. Since 2000, Woodfin has outgrown peer communities of Fletcher and Black Mountain by population change and has attracted interest in new development and investment.

2 A community of comparatively low wealth

Woodfin is home to a disproportionate number of low wealth households. Woodfin's median household income falls below peer communities and Buncombe County. Similarly, Woodfin's poverty rate exceeds the poverty rate of peer communities and Buncombe County.

3 Physical constraints to growth

Rugged terrain and disconnected street network present challenges to density and redevelopment, potentially slowing the pace of, but not stopping, gentrification and displacement. A few strategic sites remain within the town for stimulating growth and walkable density.

4 Transportation constraints

Rugged terrain, existing narrow road rights-of-way, lack of sidewalk infrastructure, and limited transit service present challenges — but don't prevent opportunities — for enhancing on-street walking and biking options. This plan presents some ideas for creatively overcoming this hurdle and ways of conducting additional studies for future changes.

THE COMMUNITY VISION

The community vision was built through robust community input and confirmed through community and steering committee engagement. It represents the highest-level policy statement in the plan and guides the goals, policies, and actions throughout the document. The Woodfin community vision includes a high level statement and five statements representing key topic areas covered by the chapters of the Woodfin Together plan.

HOW TO USE THIS PLAN

The Woodfin Together plan provides a vision, goals, policies, strategies, maps, analyses, community voices, and ideas, which should all serve as input to help policymakers prioritize strategies and make decisions. The plan can be used by various community stakeholders in the following ways:

Residents and Community Members

Woodfin residents played a key role in shaping this plan. Residents and other community groups such as HOAs should reference the goals, policies, and maps when seeking to understand and/or apply town policy and development related issues.

Government and Nonprofit Partners

Community partners should review the plan to understand the town's vision and carefully consider how their work will align with Woodfin Together.

Town Staff

Town staff should consult and cite the plan when reviewing development proposals, making recommendations, and addressing zoning, annexation, utility, and capital investments. Staff will also introduce the plan to stakeholders so that they may be aware of the town's vision and goals.

Developers and Landowners

Developers, landowners, and design professionals should support Woodfin Together goals when creating plans, in addition to complying with the town's development regulations.

Business Owners

Business owners should review the vision, goals, and policies of the plan when considering location, growth, economic opportunities, and the Woodfin community's vision for the town's future.

Elected and Appointed Officials

Land use touches on many aspects of life in Woodfin. Town officials should be familiar with the plan as a way to carry out their work and mission. Some boards will regularly consult the plan for guidance on decision-making and policy formulation.

THE COMMUNITY VISION

In 2040, Woodfin will be a safe, livable, and welcoming mountain town with a great quality of life for everyone. Residents have equal access to civic opportunities, nature, jobs, goods, and services.



A LIVABLE BUILT PATTERN

Woodfin's built environment supports affordable, convenient, and sustainable living with access to nature and buildings that inspire pride.



TRANSPORTATION OPTIONS

Residents and visitors can easily reach the places they need to go with diverse transportation options that suit their needs.



OPPORTUNITIES TO THRIVE

Workers have access to, and the necessary training for, dignified jobs with excellent wages and benefits. Entrepreneurship thrives in Woodfin. Families have access to high-quality, well-resourced public education, food, and health care.



GREAT GOVERNMENT

Woodfin fosters a sense of ownership and pride over the town, provides excellent services and facilities, and supports all residents, especially the most vulnerable.

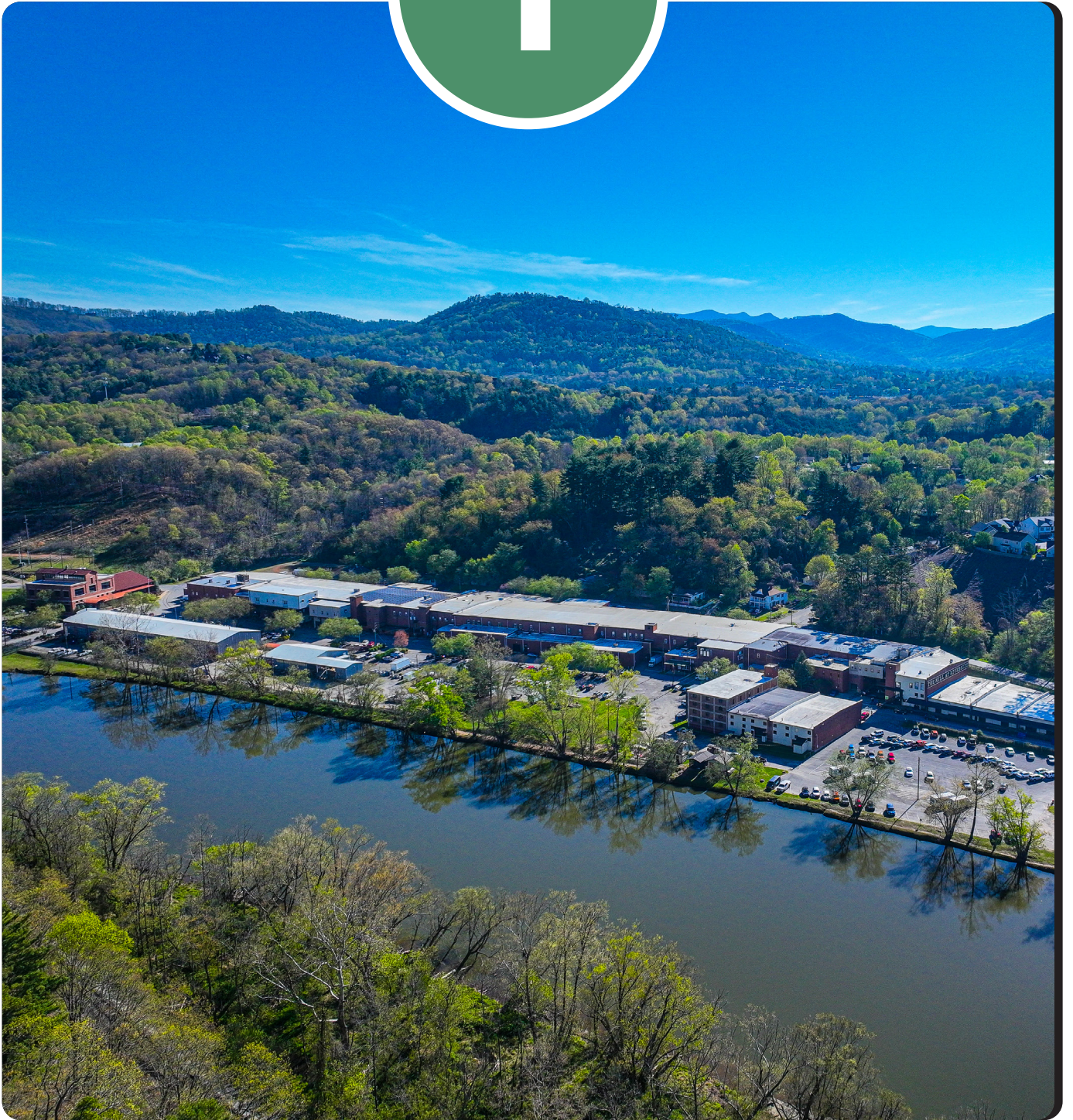


A SUSTAINABLE TOWN

Woodfin is a green and resilient community and offers high quality public access to the French Broad River.

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1



A LIVABLE BUILT PATTERN

1

A LIVABLE BUILT PATTERN



Woodfin's built environment supports affordable, convenient, and sustainable living with access to nature and buildings that inspire pride.

People love Woodfin for many reasons. Residents agree it is a great place to live, with access to the Appalachian Mountains, a metropolitan region, UNC Asheville, and more.

The attributes that make Woodfin a great place to live also attract new residents and businesses. Woodfin's growth presents both challenges and opportunities. It is important to plan carefully to protect the places we love and make them even better.

The town will not grow for the sake of growth, but instead grow and change intentionally and create new special places — both natural and built — for current generations and the many that will follow us. We must also strive to make our special places inclusive and accessible to all members of the Woodfin community.

HOW TO USE THIS SECTION

This chapter provides guidance on land use planning, zoning, and development issues through the vision statement, the Planning Principles, the goals and policies, and the Future Land Use Map.

This policy direction should be used to support development-related decisions, prioritize planning initiatives, and amend the town's development regulations.

WOODFIN RESIDENT QUOTE

"I would love to see greenway and riverside development and hopefully some additional small restaurants and shops."

WOODFIN'S PLANNING PRINCIPLES

1 Reimagine the Town's relationship with the French Broad River

The French Broad River is the gem of Woodfin, and is celebrated for its views, habitat, and recreational value. High quality public access to the river is paramount while townwide green stormwater management protects water quality for current and future generations. The east riverfront is a central community space, with public parks, plazas, civic uses, and inspiring mixed-use activity centers that shape and reflect the town's authentic identity.

2 Direct most new growth within targeted activity centers, connected with multimodal corridors

Activity centers will emphasize thoughtful design, promoting community gathering spaces and diverse uses such as businesses, residences, retail, restaurants, entertainment, and civic functions. Gateways will identify key nodes, and adaptive reuse of existing buildings is encouraged. New constructions should frame streets and civic spaces, creating inviting outdoor areas.

3 Foster connections between multi-modal networks and open spaces

Future growth and development will contribute to expanding the quantity, quality, access to, and connections between parks, open space, streams and floodplains, the French Broad River, and civic and recreational amenities.

4 Land use policies accommodate growth while protecting the most vulnerable residents and small businesses against economic displacement

Through robust engagement and communication with existing residents and small businesses, limit the negative and undesired effects of gentrification and displacement, while ensuring that current residents and small businesses that are in Woodfin today and want to remain here are able to afford to stay.

5 Promote infill over new greenfield growth on the edges of town

It is preferable to accommodate growth in locations within the existing town limits that can support new development over undeveloped land on the town's edge. Infill and redevelopment will occur in a thoughtful manner that prioritizes community needs like access to services, amenities, affordable housing, and community open space.

When existing homes, businesses, wildlife habitat, and farmland are replaced with new development, the new development must serve a significant public interest.

6 Use green and sustainable design principles in new development

A commitment to green building practices will be integral to new developments, utilizing recycled materials and techniques to conserve resources (such as those that meet LEED or other certification). Sustainable approaches, such as tree preservation/tree canopy enhancement and innovative green infrastructure, will safeguard the watershed while improving public access to nature. In cases where a new development proposal has adverse environmental impacts, it will be required to exceed minimum standards to offset these effects.

7 Promote distinct, human-scale architectural design

High quality, pedestrian-oriented design is emphasized for all new development to create attractive and distinctive public and private realms that will contribute to Woodfin's sense of place and community character by balancing function, appearance, and affordability, while allowing for creative and innovative design.

8 Create and celebrate great civic spaces

Great civic spaces, like parks, trails, plazas, community centers, and streets should be accessible and allow for different types of public gatherings and activities for all generations, needs, and preferences. Civic spaces should be inspirational by their design, accessibility, and the natural and built environment around them.

9 Use creative design solutions for expanding transportation options

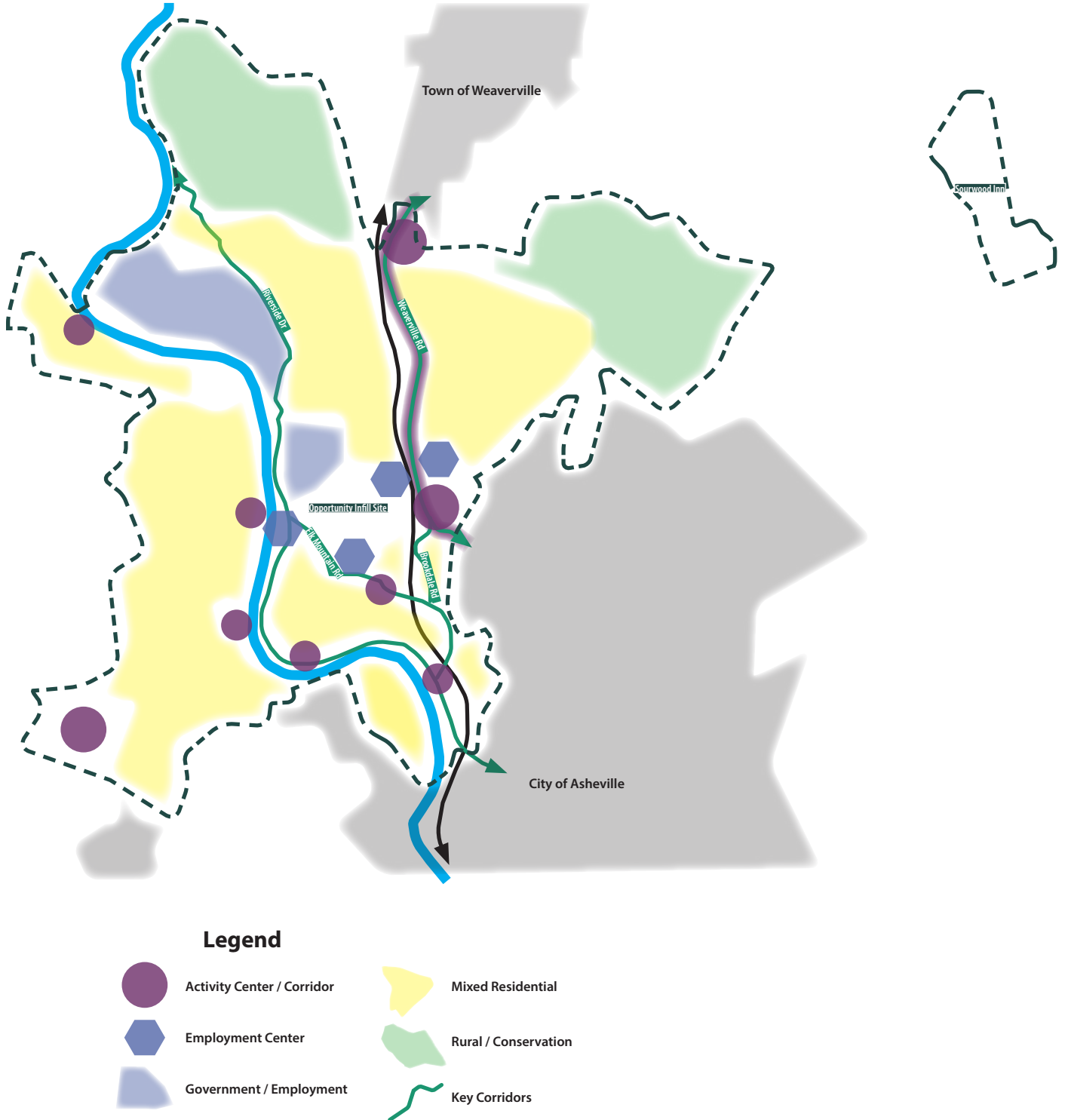
Because Woodfin is limited in its options for roadway expansion and connectivity due to terrain and right-of-way widths, the town should strive for creative design solutions that make walking, biking, and transit safe and viable options throughout more parts of town. Bicycle and pedestrian paths and supporting amenities will be integrated into new development and areas undergoing redevelopment.

10 New residential development should form complete communities

New residential developments should have the characteristics of complete neighborhoods, including sidewalks, mixed housing types, accessible parks and open spaces, and easy access to basic retail and service needs. The neighborhoods will support a variety of travel options and be well-connected to adjacent neighborhoods and districts naturally integrating into the larger Woodfin community.

CONCEPTUAL GROWTH FRAMEWORK

What is the general vision of future growth in Woodfin? Where and how should we grow in order to reflect our community's Planning Principles? These are the questions the Conceptual Growth Framework addresses. The map itself serves as a bridge between the Planning Principles and the Future Land Use Map, which provides more specific guidance to zoning and development decisions.



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THE TOWN OF WOODFIN FUTURE LAND USE MAP

The Future Land Use Map shows how Woodfin plans to grow in the future. This map isn't just about what the land will be used for; it's also about how things will look and feel in the town. This includes things like the size and type of buildings, how they're placed on the streets, where you can park, and how you can get around.






It's important to note that this map doesn't show zoning districts, which have stricter rules and are linked to the town's zoning regulations.

The 10 Future Land Use areas are listed below and defined in greater depth on the following pages.

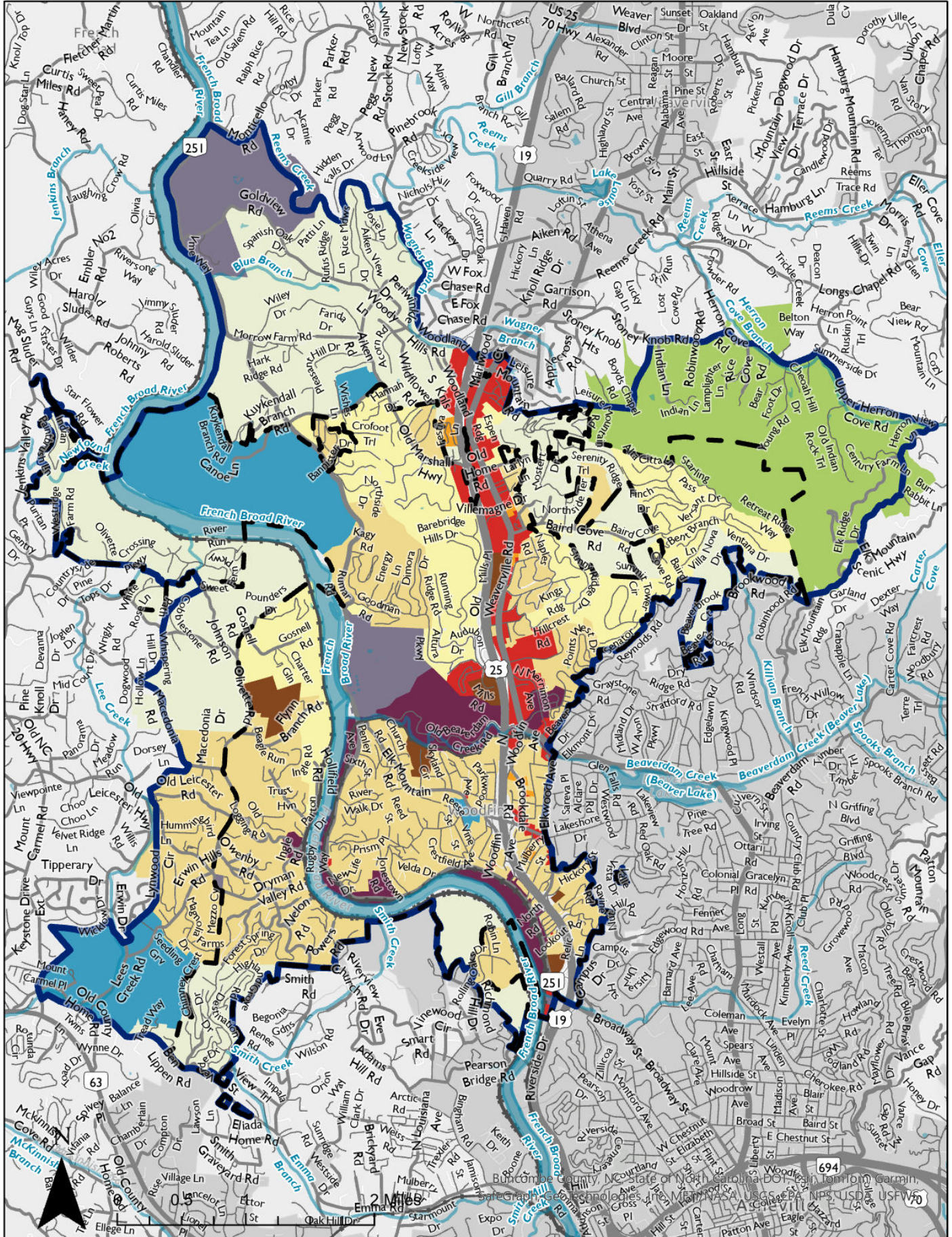
Districts

-  Commercial
-  Walkable Mixed-Use
-  Industrial 1
-  Industrial 2
-  Institutional
-  Opportunity Areas
-  Municipal Limits
-  Planning Area

Neighborhoods

-  Mobile Home Community
-  Residential 1
-  Residential 2
-  Cluster Residential
-  Conservation

Town of Woodfin Future Land Use Map



Commercial

DESCRIPTION

Commercial areas include a variety of existing and future commercial uses, generally oriented toward the wants and needs of the Woodfin residential and small business community, as well as providing goods and services to the region. Over time, certain commercial areas may evolve to become more walkable.

OPPORTUNITIES

- Protect and maintain affordable commercial properties
- Add sidewalks, street trees, bike facilities

PRIMARY USES

- Community-oriented commercial
- Mixed-Use

SECONDARY USES

- Office
- Institutional

DESIRED CHARACTERISTICS

| | |
|------------------|----------------|
| Building Height | 1-2 stories |
| Building Setback | 0-20 ft |
| Lot Width | 40-300 ft |
| Parking | Shared surface |



Walkable Mixed-Use

DESCRIPTION

Walkable Mixed-Use areas are nodes where the built environment should evolve over time to become walkable activity and employment centers. Buildings should have pedestrian-oriented first floor designs. A vertical mix of uses is encouraged, with retail or other active uses on the first floor and residential or employment uses on upper floors.



OPPORTUNITIES

- Inspiring placemaking and design that displays Woodfin's identity
- New sidewalks and street trees
- Civic uses and public spaces for gatherings
- Public art



PRIMARY USES

- Commercial
- Employment
- Mixed-Use
- Residential

SECONDARY USES

- Office
- Civic



DESIRED CHARACTERISTICS

| | |
|------------------|-------------------------------------|
| Building Height | 3 stories (More with incentives) |
| Building Setback | 0-20 ft |
| Lot Width | 40-300 ft |
| Parking | Rear and on-street parallel parking |

Industrial 1

DESCRIPTION

Industrial 1 areas are areas with heavy industrial-type uses that may have impacts felt off-site, such as noise, smell, vibrations or other externalities. Such areas should be buffered and separated from other uses to the extent possible and external impacts should be limited.

OPPORTUNITIES

- Implement measures to reduce external impacts like bad smells
- Increase and enhance natural buffers

PRIMARY USES

- Heavy industrial

SECONDARY USES

- Office
- Institutional

DESIRED CHARACTERISTICS

| | |
|------------------|-------------|
| Building Height | 1-2 stories |
| Building Setback | 20-50 ft |
| Lot Width | no target |
| Block Length | no target |
| Parking | Surface |



Industrial 2

DESCRIPTION

Industrial 2 areas are low-impact, smaller-scale industrial uses and may include warehousing, employment, and assembly. These areas will have limited external impacts on surrounding uses, however, natural buffers may still be appropriate.

OPPORTUNITIES

- Protect employment areas
- Provide flex spaces for employers

PRIMARY USES

- Industrial
- Warehousing

SECONDARY USES

- Office
- Institutional

DESIRED CHARACTERISTICS

| | |
|------------------|-------------|
| Building Height | 1-3 stories |
| Building Setback | 15-30 ft |
| Lot Width | no target |
| Block Length | no target |
| Parking | Surface |



Institutional

DESCRIPTION

Institutional uses are generally mid- to large-scale in nature and include schools, administrative offices, and other institutional or government owned properties. Such sites may experience high levels of traffic during certain times of the day and week but do not have significant external impacts.



OPPORTUNITIES

- Use high quality architecture and design
- Enhance accessibility and visibility



PRIMARY USES

- Civic (ie community center, town hall)
- Schools, places of worship, medical facilities, etc.

SECONDARY USES

- Office



DESIRED CHARACTERISTICS

| | |
|------------------|------------------------|
| Building Height | 1-4 stories |
| Building Setback | 0-20 ft |
| Lot Width | 50-600 ft |
| Block Length | no target |
| Parking | Surface, side and rear |

Mobile Home Community

DESCRIPTION

Mobile home communities are an important part of Woodfin that provide housing at affordable rates. Mobile home communities may face a wide variety of challenges related to housing standards, flooding, or instability surrounding ownership arrangements. Care should be taken to improve conditions for residents, protect these housing sources, and support stable tenure options.

OPPORTUNITIES

- Discourage development-related financial incentives to displace residents
- Support ownership alternatives such as those implemented the nearby manufactured housing community of PODER Emma

PRIMARY USES

- Manufactured residential

SECONDARY USES

- Neighborhood-serving commercial
- Civic

DESIRED CHARACTERISTICS

| | |
|------------------|--------------|
| Building Height | 1 Story |
| Building Setback | 5-20 ft |
| Lot Width | 30-50 ft |
| Block Length | 400-1,000 ft |
| Parking | Driveways |



Residential 1

DESCRIPTION

Residential 1 properties are generally, older, historic, in-town neighborhoods with a variety of modest single-family housing types. Most neighborhood streets and street rights-of-way are relatively narrow and do not have sidewalks. Steps should be taken to minimize gentrification and displacement, while also offering opportunities for infill housing.



OPPORTUNITIES

- Protect existing and encourage new affordable housing
- Add sidewalks, bike facilities, and other pedestrian safety facilities where feasible
- Consider future permission of tri- and quad-plex units
- Encourage historic preservation of manufacturing era homes
- Encourage infill development where utility and road infrastructure already exist



PRIMARY USES

- Small-scale single family and duplexes
- Manufactured homes
- Existing multifamily

SECONDARY USES

- Institutional uses
- Neighborhood-oriented commercial
- Accessory dwelling units

DESIRED CHARACTERISTICS

| | |
|------------------|---------------------|
| Building Height | 1-2 stories |
| Building Setback | 5-25 ft |
| Lot Width | 40-75 ft |
| Block Length | No target |
| Parking | Driveway, on-street |



Residential 2

DESCRIPTION

Residential 2 areas include medium to large-sized lots on rugged terrain. Most neighborhood streets and street rights-of-way are relatively narrow and do not have sidewalks. Steps should be taken to minimize impacts of steep slopes and other environmentally sensitive infill housing.



OPPORTUNITIES

- Protect wildlife habitat and migration
- Green and sustainable buildings and landscaping



PRIMARY USES

- Single family and duplexes

SECONDARY USES

- Open space
- Parks or greenways



DESIRED CHARACTERISTICS

| | |
|------------------|-------------|
| Building Height | 1-2 stories |
| Building Setback | 10-50 ft |
| Lot Width | 75-300 ft |
| Block Length | No target |
| Parking | Driveway |

Cluster Residential

DESCRIPTION

Cluster residential areas include developed and undeveloped areas both within and outside of town limits. These areas should be sensitively-designed with clustered homes and protected open space and other community amenities.



OPPORTUNITIES

- Cluster compact residential / mixed-use development
- Protect significant amounts of open space, wildlife habitat, farmland



PRIMARY USES

- Cluster development

SECONDARY USES

- Institutional
- Parks and greenways



DESIRED CHARACTERISTICS

| | |
|------------------|---|
| Building Height | 1-3 stories |
| Building Setback | 5-25 ft |
| Lot Width | 30-300 ft |
| Block Length | no target |
| Parking | Driveway, on-street, rear-located surface |

Conservation

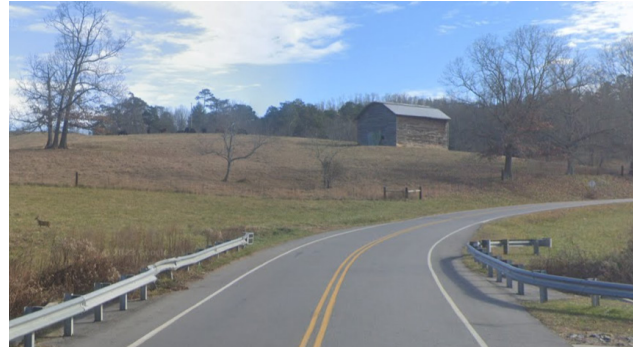
DESCRIPTION

Conservation areas include land and viewsheds that should be protected in their current state, with limited development over the lifespan of this comprehensive plan. Conservation areas generally include forest, farmland, and large-lot single-family housing outside the town limits and where development is limited or discouraged.



OPPORTUNITIES

- Protect open space forest and farmland
- Protect viewsheds



PRIMARY USES

- Open space
- Farm
- Existing single family

SECONDARY USES

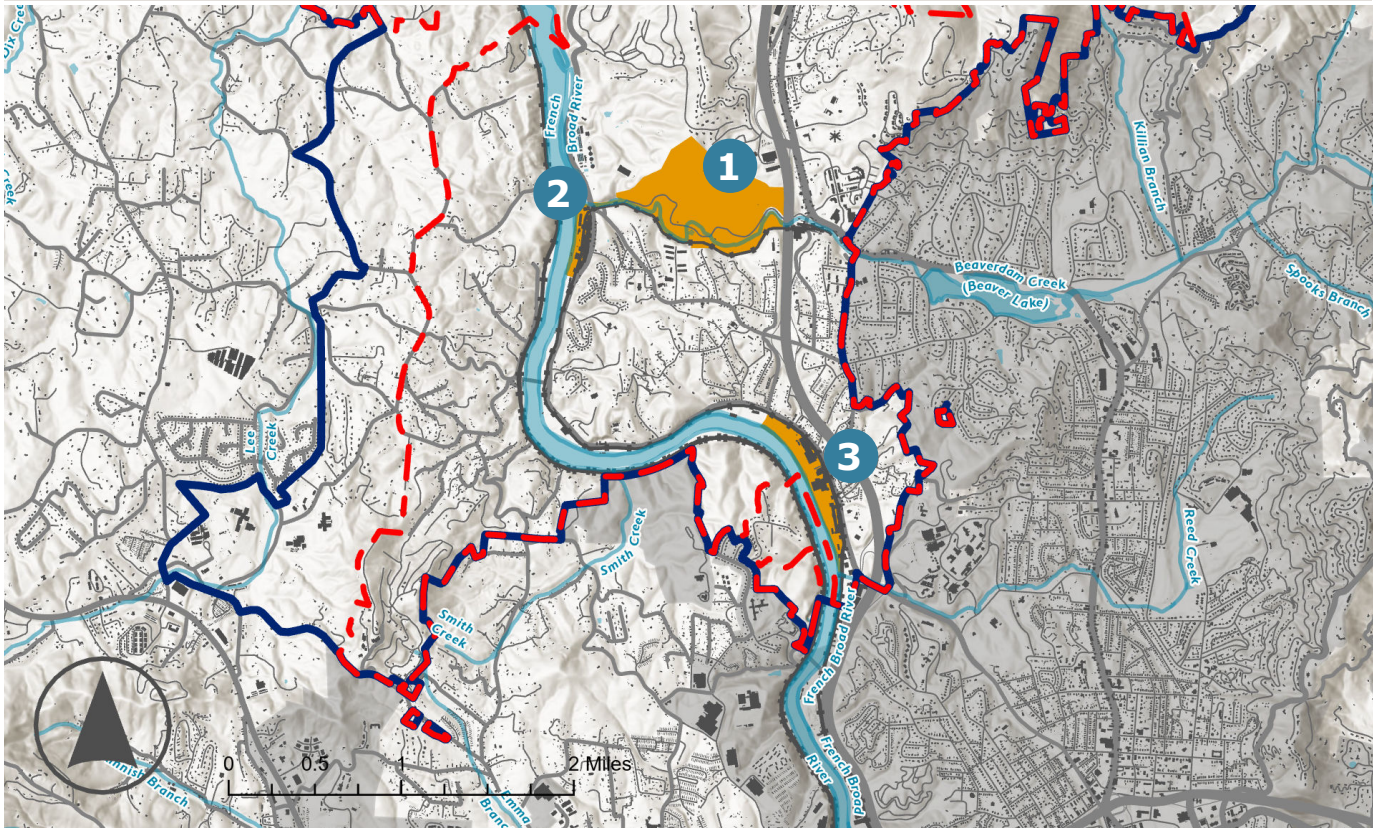
- Rural economic uses (ie wedding venue, camp site, equestrian)



DESIRED CHARACTERISTICS

| | |
|------------------|-----------------------------|
| Building Height | 1-2 stories |
| Building Setback | No target |
| Lot Width | No target |
| Block Length | No target |
| Parking | Driveway, permeable surface |

Map 1. Opportunities Map



The Opportunities Map provides more specific policy direction for opportunity areas in Woodfin.

1 This is a large, undeveloped, centrally-located former landfill site. It connects one of Woodfin's most active areas along the French Broad River to Woodfin's only dense mixed-use development. The site should be designed and developed using the following principles:

- Remediation, where necessary
- Variety of housing, including large-scale and small-scale multifamily, fourplexes, townhomes, (fewer than 50% total units should be single-family homes)
- Minimum of 10% residential units designated for 80% or less of area median income
- Front porches, balconies
- High quality, pedestrian-oriented, green architecture and design
- Mix of uses, first floor commercial frontages, alleys and parking in the rear



2 This riverfront site contains old brick buildings with a variety of employment, park, and commercial uses. The existing buildings are an asset to Woodfin and hold architectural and historical value that should be built upon and supported through redevelopment of the public spaces and infill development that retains the character of the existing site. The site should be designed and developed using the following principles:

- Protect existing buildings, uses, and activities
- New infill development should complement (but doesn't necessarily need to resemble) the architectural character of existing buildings
- Future infill development should enhance the pedestrian realm through building scale, gateways, public spaces, seating, shade, art, and terminating vistas
- Consider maintaining the existing on-site rail tracks



3 This site contains a large and active manufacturing facility; however, given the size of the property and its strategic location in town and on the river, it has significant redevelopment potential. This site provides an opportunity for iconic architecture and high-quality public space and redevelopment of this site should apply the following principles:

- Enhance access to and along the French Broad River
- Use inspiring architecture
- Incorporate public assets like museums, public parks, squares, and playgrounds, and educational features into future development
- Use best practices in green building and sustainable design across the entire site
- Hide all vehicular parking behind buildings



UTILITY SERVICE AND ANNEXATION CRITERIA

Opportunities for annexation are limited in the State of North Carolina with expansions to municipal boundaries most commonly achieved through voluntary annexations; however, not all properties are suitable for municipal annexation.

Criteria 1: Aligns with the Comprehensive Plan

Consistent with Woodfin Together, including the Future Land Use Map

Criteria 2: Creates Logical Town Boundaries

Expansion of logical town boundaries and service areas and/or elimination of unincorporated islands within the town's corporate limits.

Criteria 3: Consistent with Interjurisdictional Agreements

Consistent with relevant existing interjurisdictional agreements

Criteria 4: Supported by Public Services

Adequately supported by current or future town services, including public safety and other services

Criteria 5: Demonstrates Community Benefits

Community benefits assessed against costs; answers the question: *does this make Woodfin better?*

Criteria 6: Utility Service

Adequate utility services to the site can be supplied by utility providers

GOAL 1.1

Woodfin's built environment will be sustainable and equitable.

Policies

- 1.1.1** Use the Future Land Use Map to guide development decisions.
- 1.1.2** Promote an integrated mix of housing types and affordability options. Design with people in mind and around human interaction.
- 1.1.3** Connect existing and future town activity centers with well-designed multimodal transportation connections comfortable for all users.
- 1.1.4** New developments should be human-scale, inspiring, and designed to align with Woodfin's values of affordability and sustainability.
- 1.1.5** Identify and protect cherished mountain views. Establish and enhance identifiable gateways into and through the town.
- 1.1.6** Use the Utility Service and Annexations Criteria for intentional growth.
- 1.1.7** Preserve Woodfin's valuable historic buildings and encourage new development that reflects Woodfin's unique sense of place.
- 1.1.8** Extend or improve basic infrastructure needed to support current residents and sustainable growth.

GOAL 1.2

Woodfin will seek to remain an affordable place to live and work.

Policies

- 1.2.1** Discourage gentrification and displacement of existing residents and small businesses.
- 1.2.2** Protect existing affordable housing through regulatory and other tools.
- 1.2.3** Expand affordable transportation options.
- 1.2.4** Work with developers, nonprofits, and community land trusts to incorporate income-restricted housing into new residential and mixed-use developments.
- 1.2.5** Protect land and buildings designated for small- and large-scale employment uses.
- 1.2.6** Promote long-term fiscal responsibility in new development by encouraging growth in areas with existing services over other areas.

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TRANSPORTATION OPTIONS



TRANSPORTATION OPTIONS

It is important for people in Woodfin to be able to get around effectively. This means that investments in multimodal transportation options are key to ensuring accessibility, equity, and overall quality of life.

The way we travel to reach our destinations on a daily basis profoundly affects various aspects of our lives, including our overall well-being, physical and mental health, economic stability, environmental impact, and community relationships. Due to a lack of pedestrian and bicycle infrastructure and limited bus routes, few options exist other than using a personal vehicle to commute. Consequently, most people find it necessary to own and operate a car to get where they are going. However, many residents who provided input throughout this planning process want to see a broader range of viable transportation choices in addition to driving, including walking, biking, and public transit. To achieve this objective, the Town can coordinate land use planning and invest in transportation infrastructure to promote these objectives.

HOW TO USE THIS SECTION

This section provides goals and policies focused on transportation throughout Woodfin. Smart transportation planning helps maintain the quality of life enjoyed by current residents, and can support convenient and safe connectivity between various locations. As local and regional growth pressures continue, expanding travel mode choice is essential to offset traffic congestion, help people manage transportation expenses, and give people the freedom to decide how they get around.

COMMUTING IN WOODFIN



78.5%
drove to work



1.3%
rode the bus
to work



0.7%
walked or
biked to work



19.6%
worked from
home

Source: 2021 ACS 5-Year Estimates (U.S. Census)

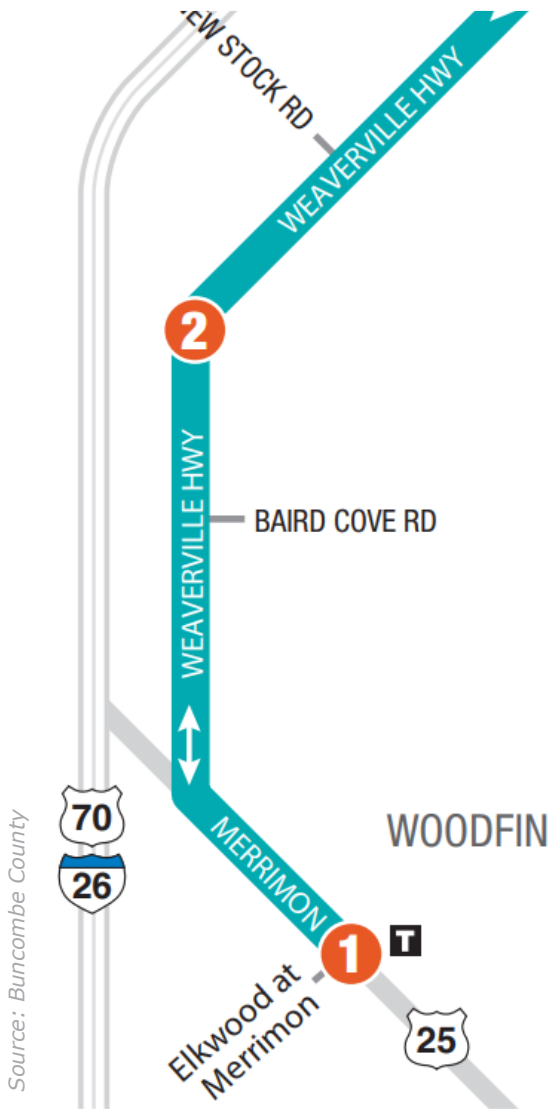


Source: City of Wilson

The City of Wilson, NC, is a good example of successful implementation of a municipal microtransit service:



NCDOT's widening project (STIP #A-0010A) along U.S. 19/23 (Future I-26) is in the environmental and engineering study phase. This project includes proposed roadway improvements from just north of I-240 in Asheville to just south of Stockton Road (Exit 13) near Mars Hill. The project could include adding lanes to portions of U.S. 19/23 – currently a four-lane, divided freeway, replacing several bridges, upgraded pedestrian crossings at on-/off-ramps, and possibly even a multiuse trail connecting Woodfin to Weaverville. Proposed work would address traffic congestion as well as improve bridges and replace deteriorating pavement.



Source: Buncombe County

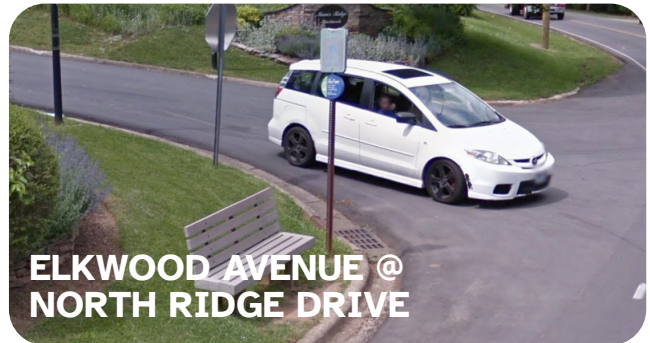
Mountain Mobility's North Buncombe Trailblazer Route provides service for Woodfin and Weaverville on weekdays at peak and midday hours. The #2 stop has no signage or seating and could be improved as more of an established shelter. Additionally, the distance between stops 1 and 2 is almost two miles. Having additional stops added to the route can help ensure that Woodfin residents can safely use the system.

Bus stops designed with the needs of pedestrians in mind provide a comfortable and user-friendly experience for transit users.

The City of Asheville's ART bus system operates route N1, which services Elkwood Avenue and offers an opportunity for Woodfin residents in this neighborhood to ride the bus. However, not all bus stops have seating or shelter.



ELKWOOD AVENUE @ VALLEY PARK ROAD



ELKWOOD AVENUE @ NORTH RIDGE DRIVE

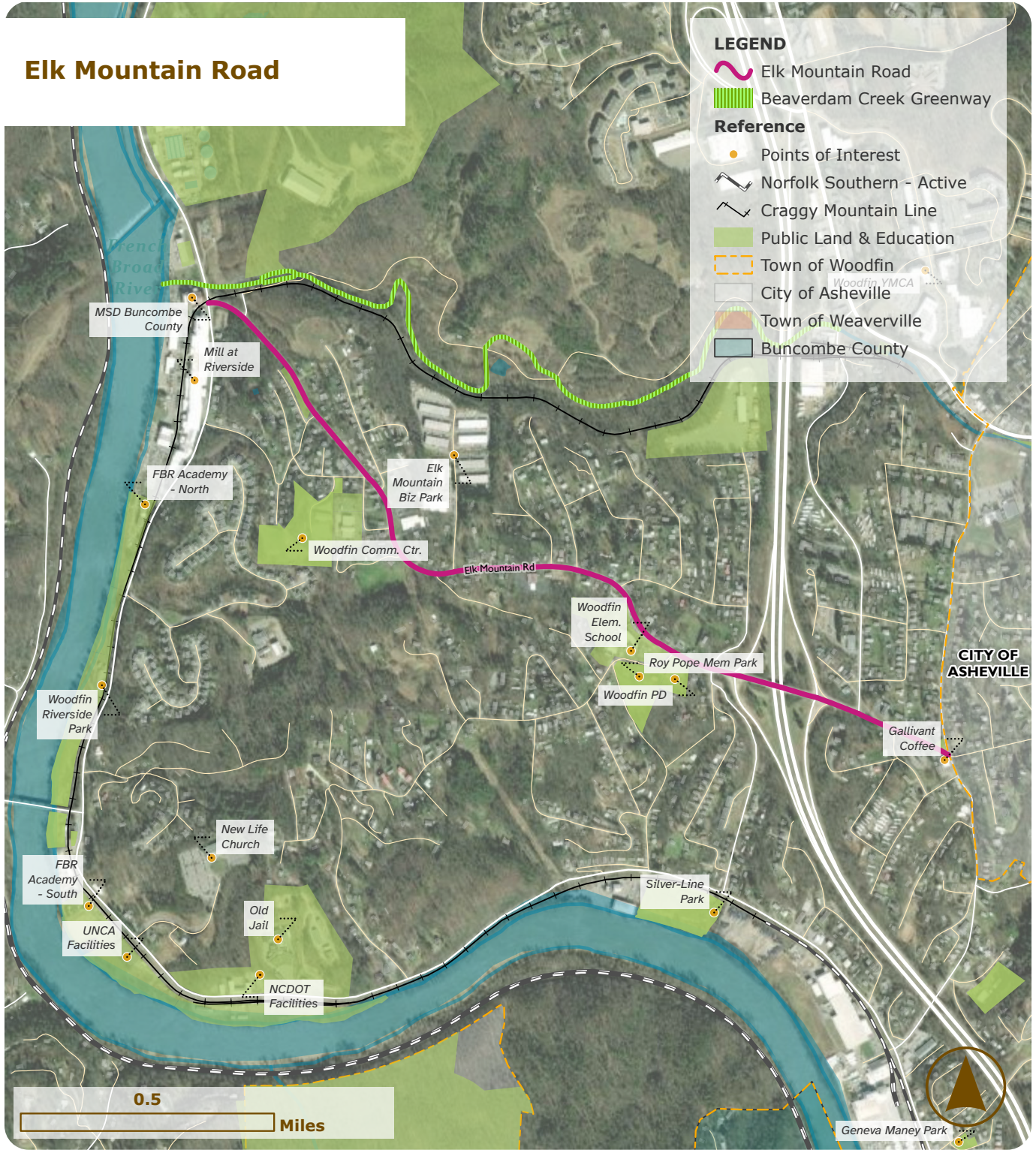


ELKWOOD AVENUE @ MERRIMON AVENUE



Source: Cape Fear Public Transportation

Elk Mountain Road



Elk Mountain Road is a vital corridor for Woodfin residents, providing access to important amenities and many homes. It also serves as a commuter pathway with links to Asheville. Constructing the sidewalk almost a decade ago has helped address equity concerns for people without access to a personal vehicle and provided a recreational opportunity for those who walk for health and fitness purposes. This sidewalk offers a safe link between residential neighborhoods, school, parks, Town Hall, the Community Center, and destinations on the French Broad River. Adding bike lanes or repurposing the sidewalk into a wider multiuse path would make this vital corridor truly multimodal.

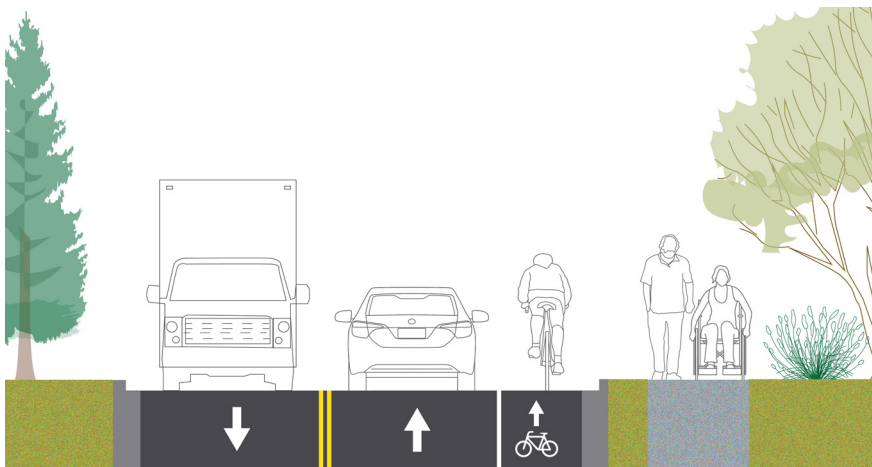


BEFORE



AFTER

Elk Mountain Road serves as an example of a key connector for the community - linking the river and Riverside Drive to Woodfin Elementary, Town Hall, Roy Pope Park, I-26, and more. It is important for commuter traffic, but also a vital pedestrian corridor with one of Woodfin's most substantial lengths of continuous sidewalk infrastructure. The roadway is wide - approximately 27 feet - which could accommodate a 5-foot bike lane on the eastbound side, a "climbing lane" for uphill bicyclists.



BEAVERDAM CREEK GREENWAY



This planned greenway will connect all of Woodfin's primary roadways, offering an off-road route between key destinations. This trail will also expand the town's recreational trail system and create its own park-like atmosphere as it winds along a tranquil creek through wooded areas. A recreational facility that links important economic centers and ties into the broader bicycle and pedestrian system can have a significant positive impact. The community should plan for desired adjacent land use, trailheads and access, and long-term maintenance.

RIVER CONNECTORS & CROSSINGS

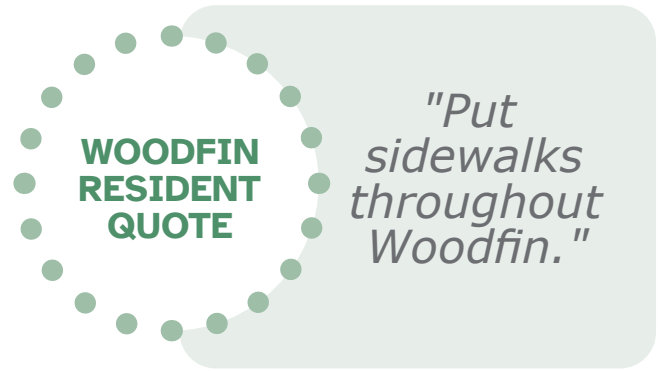


Many of Woodfin's residential streets are low volume, but are often steep with blind curves. It is important to add sidewalks where feasible or consider treatments (proposed on the next page) in places where sidewalks are not feasible. Community input identified residents' desire for safe access to Silver-Line Park, Riverside Park, and the Mill at Riverside. This demand will continue to grow with construction of more miles of greenway along the French Broad River, multimodal connections to Asheville, and ensuing residential development.

Multi-Use Sidepaths

Woodfin could explore alternative pedestrian walkways along some streets where the cost of a traditional sidewalk is prohibitive, with the flexibility and tools to improve pedestrian safety. This can also be implemented as temporary measures to determine viability of long-term sidewalk or multiuse path construction.

One example (below) provides a paved walkway on one side of the street, separated from traffic by a concrete curb (with breaks for driveway access).



Source: Jonathan Maus/BikePortland



Other examples use a painted buffer, bollards, and/or highly visible markings to delineate the space. Existing roadway widths can often accommodate pedestrian space by narrowing vehicular lanes or removing on-street car parking. While many of these configurations prioritize pedestrian use, others offer space for both bicyclists and pedestrians. Coupling these changes with traffic calming elements can help create a more comfortable environment overall.



Source: Kittelson & Associates

Source: FHWA Rural Design Guide



Source: City of Reading PA

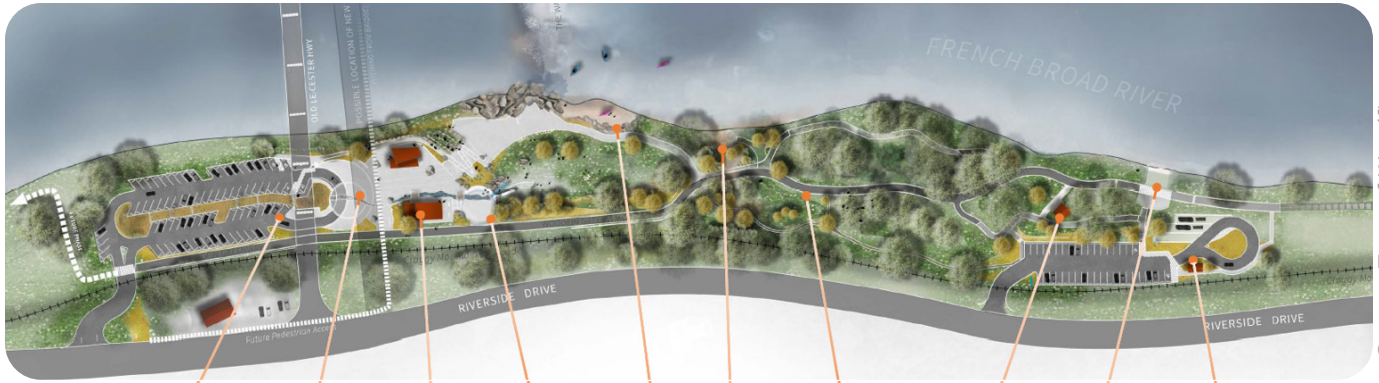


**WOODFIN
RESIDENT
QUOTE**

*"Increased bike/
pedestrian access
around town
will be a HUGE
improvement to
quality of life in
Woodfin."*



The Woodfin Community Center has an access road down to the ballfield that connects to 6th Street. This is a good opportunity to rethink some pedestrian connections and make sure that people know how to get around on foot. Clear signage, well-lit pathways, and traffic calming can all be used to make walking feel safe and comfortable. As the river greenway system is developed and attracts more visitors, the Community Center could be an option for people to park and walk or bike down to the greenway - or as a base for shuttles to Taylor's Wave for events.



- EXPANDED PARKING
- EXPANDED TURN-AROUND
- SEPARATE CHANGING ROOM AND RESTROOM
- SEATING PATIO
- BEACH
- NATURAL PLAY
- 14' WIDE GREENWAY
- LOWER PAVILION
- NON-MOTORIZED RAMP ACCESS
- REVISED PARKING
- EDUCATION LIGHTING
- BIKE RACKS
- GRILLS



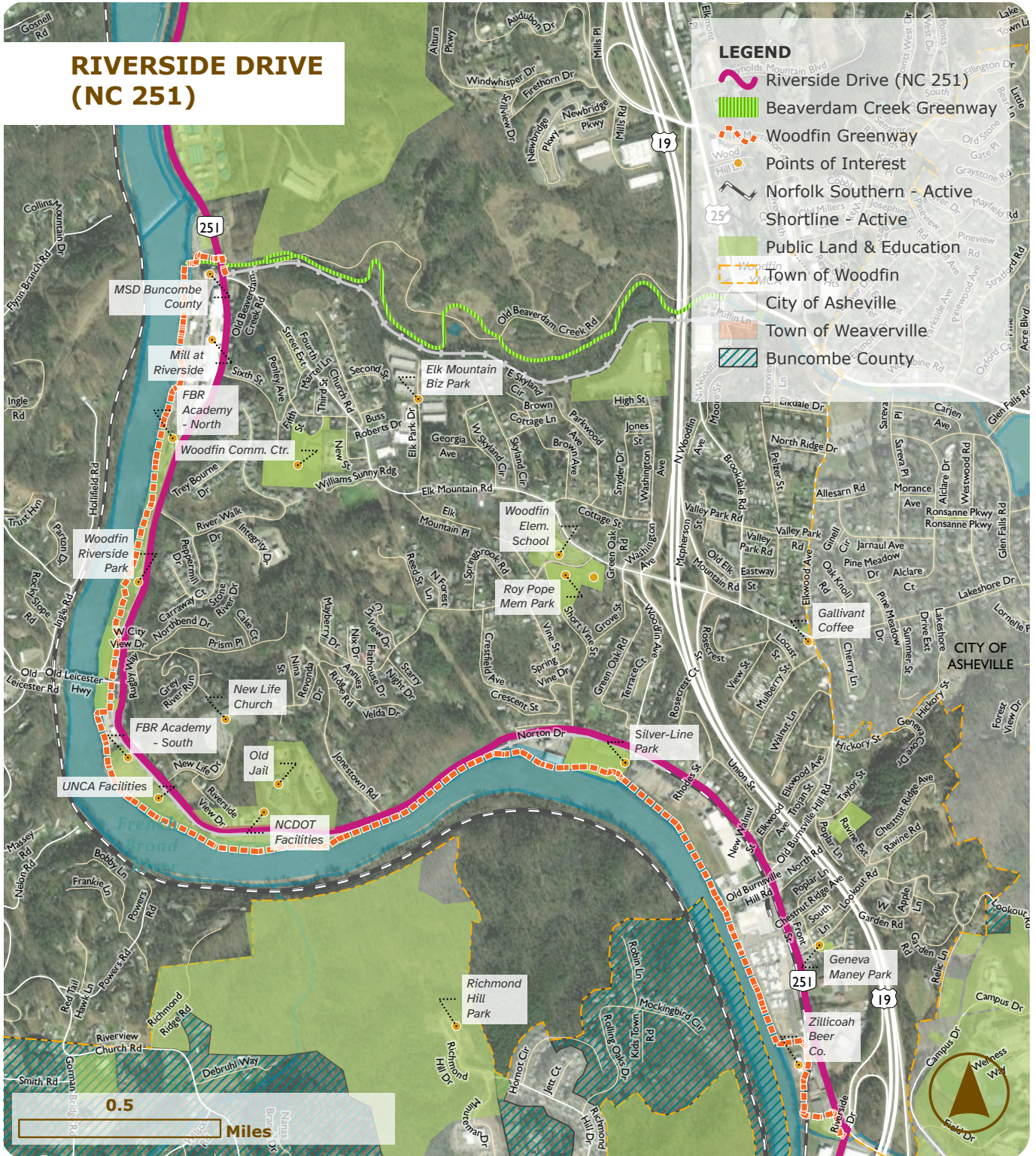
Plans for the whitewater feature, greenway, and park space along the French Broad River will undoubtedly attract new visitors who will need to park nearby. Parking facilities should be included in all planning and design for improvements along the river, making sure that those who want to use these new recreational facilities are able to. The Town could explore incentives to businesses that offer public parking on private land. Meanwhile, the Town could also consider a circulator ride share or microtransit service to get people to/from these amenities without having to drive themselves - a great option for special events and those without access to a car. The Community Center is a good park-and-ride location option.



WOODFIN RESIDENT QUOTE

"Hope for greenways and bike & pedestrian paths connecting to Asheville along the river."

RIVERSIDE DRIVE (NC 251)



With new park facilities, innovative entrepreneurial small businesses, in-demand schools, and new housing construction, Riverside Drive is becoming ever more popular. It is now a commuter corridor and a destination in itself. The Town can work with NCDOT to make safety improvements like pedestrian crossings to help residents connect to the riverside amenities and support connectivity to the Woodfin Greenway system.



BEFORE



AFTER

To enhance the river trail network's accessibility for Woodfin residents, it is essential for the Town to focus on secure pedestrian and bicycling access. In addition to investing in parking facilities, efforts should be directed towards establishing highly visible crossings along Riverside Drive.



Source: David Veselenák



BEFORE

AFTER



The Town should work with NCDOT and the French Broad River Metropolitan Planning Organization to fund construction of a sidewalk along Woodfin Avenue to link Elk Mountain Drive to the French Broad River. This would provide an important connection for many residents and make Roy Pope Memorial Park, Woodfin Elementary, Town Hall, churches, and businesses more reachable on foot.

The proposed crossing at Riverside Drive and Woodfin Avenue will need to have an ADA-compliant at-grade railroad track crossing to make sure that everyone can access Silver Line Park and the future greenway.

The example shown here features tactile surfaces, clear signage, fencing, and a wide, level paved area to help guide people across in the safest place.



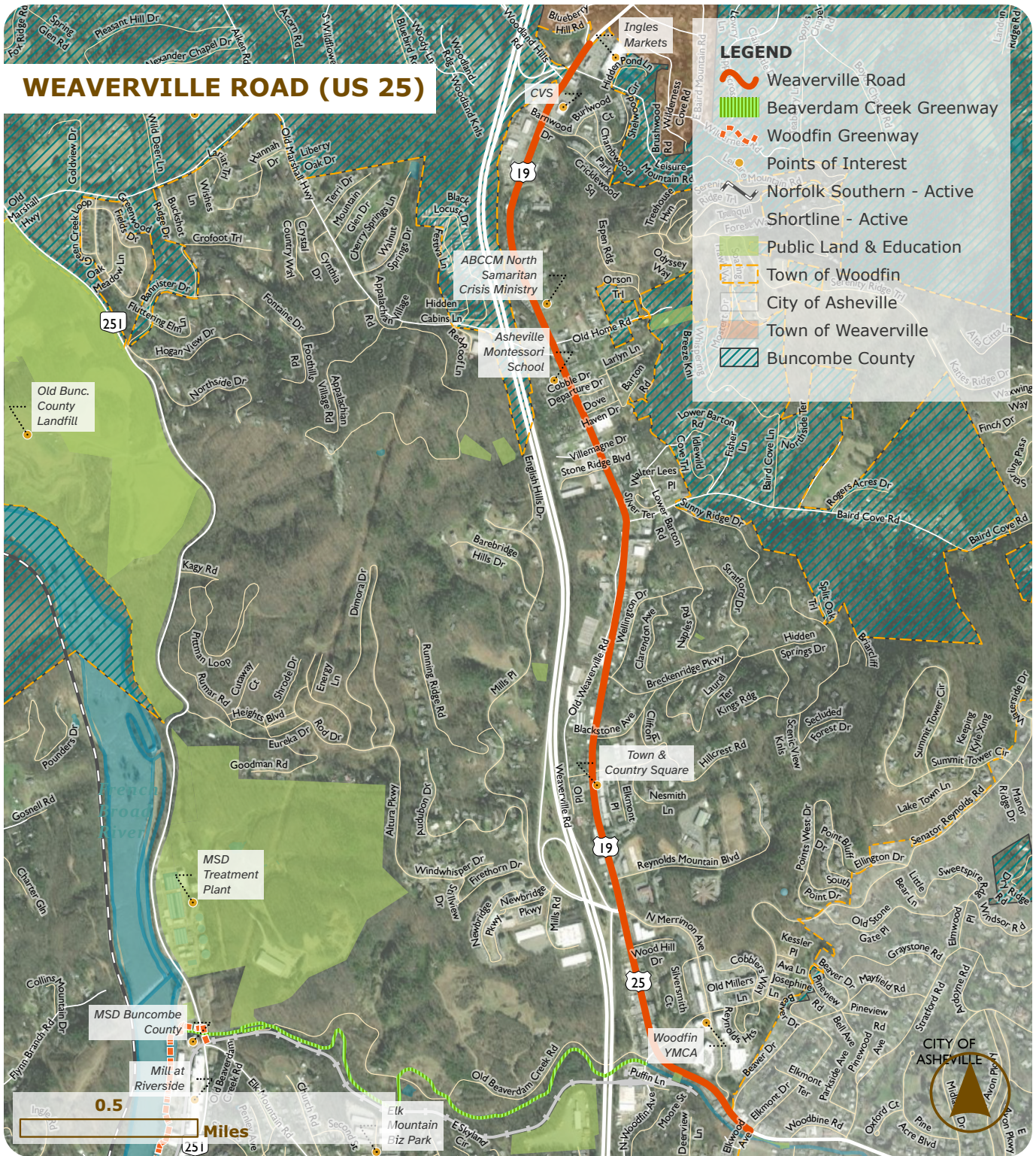
Corridor Studies

Corridor studies provide a comprehensive analysis of transportation corridors, encompassing long-term goals and immediate needs. They create a roadmap for enhancing mobility, safety, and community interests while ensuring sustainable and resilient transportation infrastructure. The process involves crafting a vision and setting study goals, collecting necessary data, conducting inventory and detailed analysis, developing and vetting design alternatives, and selecting recommendations for adoption. A crucial aspect of these studies involves determining proposed cross-sections and alignments for specific roadway segments.

Transportation corridor planning also offers an opportunity to educate the public about the benefits, impacts, and trade-offs associated with different options. Public meetings, workshops, and information campaigns raise awareness, build understanding, and encourage informed discussions among community members. Engaging stakeholders early in the process fosters relationships, builds trust, and addresses their concerns, bringing diverse perspectives and expertise to the decision-making process and resulting in better-designed transportation corridors.

Once a corridor study is adopted, the Town of Woodfin, NCDOT, and the French Broad River Metropolitan Planning Organization can work together towards implementation. This process often takes years or even decades, working into preprogrammed prioritization systems and incorporating updates to municipal policies, capital project funding and construction, and further studies.

One of Woodfin's primary commercial corridor is Weaverville Road, with longtime and newer developments alike. However, this roadway has no pedestrian or bicycle accommodations, many driveways, few signalized intersections, and some additional constraints associated with topography, drainage, and a small creek running parallel to the roadway.



Weaverville Road is a perfect candidate for a comprehensive corridor study to help address issues of safety, access management, drainage, and connectivity. There are numerous driveways to local businesses, but no sidewalks and few signalized intersections. Its current design does not support the land use density, pedestrian access need, or through-traffic efficiency. NCDOT, in partnership with the Woodfin community, can work purposefully to improve this roadway and maximize its benefit.

KEY PHASES OF A CORRIDOR STUDY



Vision & Goal Setting

The process of corridor planning begins with the formulation of a distinct vision for the corridor and the definition of study objectives.

This includes the identification of sought-after results, such as enhanced mobility, safety, accessibility, and community cohesion. This established vision and objectives serve as overarching guidelines throughout the entire planning process.



Data Collection

Thorough data collection is vital for comprehending the current state and obstacles within the corridor.

This includes the acquisition of details concerning traffic flow, land utilization, population characteristics, infrastructure, environmental aspects, and community feedback. The amassed data is subsequently scrutinized to recognize patterns, concerns, and potential avenues for enhancement.



Inventory & Analysis

A comprehensive inventory and examination of the gathered data are conducted to evaluate the present condition of the corridor.

This entails assessing the existing transportation facilities, land use arrangements, safety issues, entry points, public transportation alternatives, and any pertinent aspects. The analysis aids in pinpointing strengths, vulnerabilities, and potential zones for enhancement.



Design Alternatives

In accordance with the analysis, various design options are formulated. These options suggest distinct arrangements,

enhancements, or remedies to tackle the recognized requirements and realize the established objectives. Design alternatives could encompass alterations to road and intersection layouts, public transportation amenities, cycling lanes, pedestrian infrastructure, or land utilization strategies. The goal of these alternatives is to balance the needs and concerns of the corridor's stakeholders.



Evaluation & Selection

The design alternatives that are created go through a comprehensive assessment procedure. This assessment

takes into account elements like viability, cost efficiency, ecological repercussions, societal fairness, community approval, and alignment with the predefined objectives. Through this assessment, a collection of endorsed alternatives or favored choices is pinpointed.



Recommendations & Adoption

The recommended alternatives are compiled into a final set of recommendations, which include

a prioritized list of improvements, policies, and actions necessary to implement the selected alternatives. The corridor study, including the recommendations, is then presented to the appropriate governing body, such as the Town Council, for adoption and approval.



Implementation

Upon adoption of the corridor study, implementation becomes feasible. This could encompass revising municipal policy

records, ordinances, or land use schemes to synchronize with the study's discoveries. It might also encompass the procurement of funding for capital projects aimed at the recognized enhancements, thereby initiating the phases of design and construction. Certain facets of implementation might necessitate supplementary studies or planning.

“If you plan cities for cars and traffic, you get cars and traffic. If you plan for people and places, you get people and places.”

- Fred Kent, *Project for Public Spaces*

GOAL 2.1

Recognize and support greenways as a viable and key transportation connector for the community.

Policies

- 2.1.1** Continue to design, engineer, fund, construct, and maintain greenways throughout town.
- 2.1.2** Identify locations for new public parking lots along the river to improve access to the future greenway system. Work with property owners to establish shared use agreements and require event planners to produce event management plans.
- 2.1.3** Utilize multi-use sidepaths as an alternative when planning future roadway improvements in lieu of having both sidewalks and bike lanes (especially when topography constraints exist).
- 2.1.4** Develop and implement a town-wide wayfinding sign system to help people find their way around.
- 2.1.5** Review and update a greenways masterplan that integrates with greenways outside of Woodfin.

GOAL 2.2

Woodfin's amenities are accessible on foot and by bicycle.

Policies

- 2.2.1** Identify locations for accessible pedestrian crossings along major corridors so people can access parks and trails.
- 2.2.2** Work with NCDOT on identifying highest priority streets in need of sidewalk or multi-use sidepaths.
- 2.2.3** Identify streets suitable for road diets and explore potential improvements.
- 2.2.4** Coordinate with NCDOT on corridor studies for key state-owned roads, focusing on access management and pedestrian safety improvements.
- 2.2.5** Explore the feasibility of a bikeshare program to improve access to bicycles and maximize use of the greenway network.
- 2.2.6** Regularly review and update the bicycle-pedestrian master plan.
- 2.2.7** Conduct corridor studies and plans to coordinate transportation and land use planning.
- 2.2.8** Promote and prioritize multiple high quality multimodal connections over I-26.

GOAL 2.3

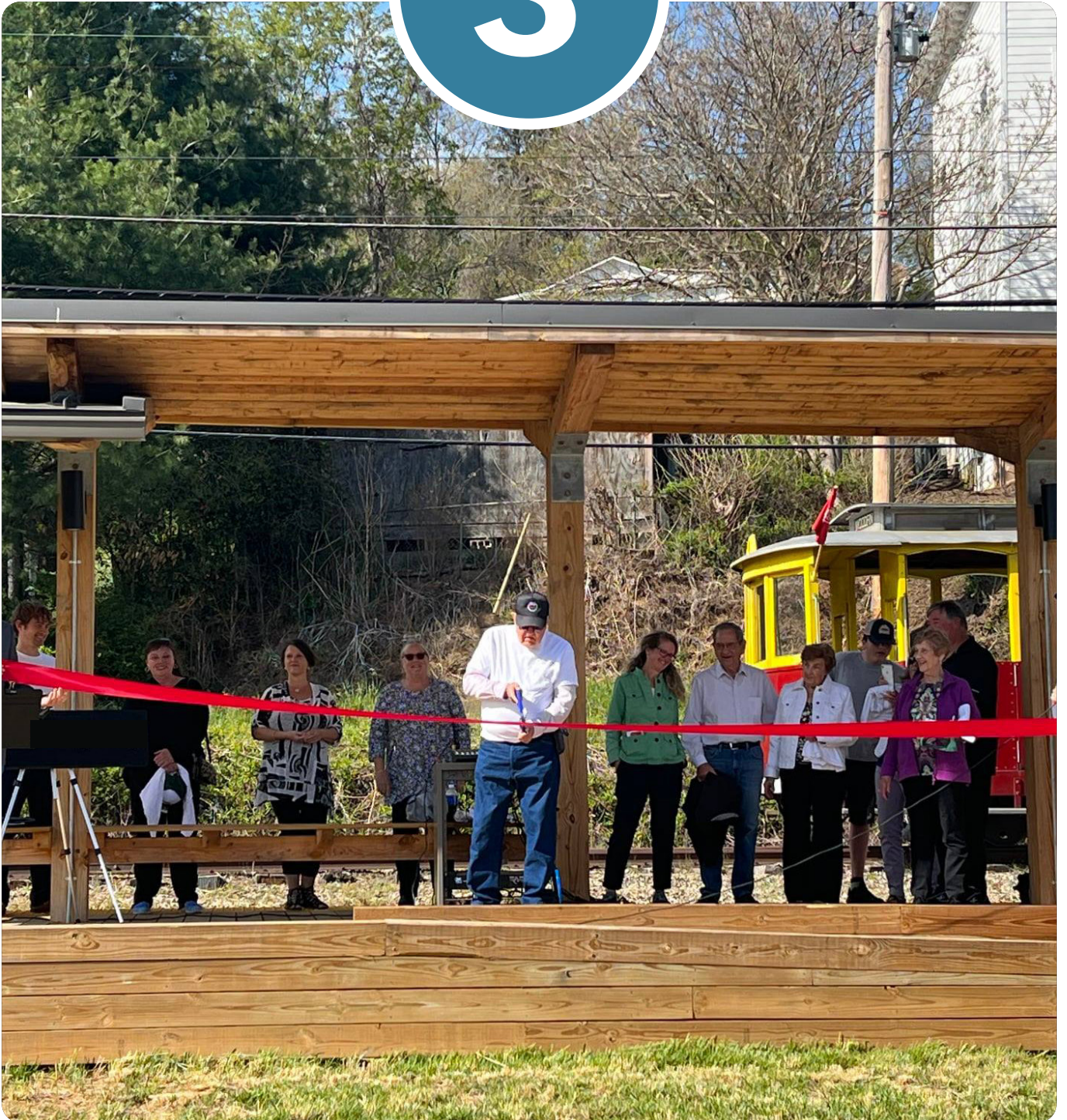
A reliable bus system that people can use to commute and make trips to Asheville and Weaverville.

Policies

- 2.3.1** Explore partnerships that would make using transit more convenient.
- 2.3.2** Raise awareness about the existing bus system.
- 2.3.3** Look for opportunities to enhance existing, and expand new, bus stop amenities.
- 2.3.4** Coordinate with regional partners on future planning for state owned road corridors that can accommodate transit.
- 2.3.5** Explore the feasibility of an on-demand microtransit service and pursue grants for pilot programs.

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3



OPPORTUNITIES TO THRIVE

3



OPPORTUNITIES TO THRIVE

Workers have access to, and the necessary training for, dignified jobs with excellent wages and benefits. Entrepreneurship thrives in Woodfin. Families have access to high-quality, well-resourced public education, food, and health care.

Ensuring a vibrant local economy is key to providing a high quality of life. Woodfin's economic roots lie in manufacturing, and today its economy is inextricably linked to the broader Buncombe County region.

Manufacturing continues to be the sector with the greatest number of jobs in Woodfin, followed by health care, construction, and retail. The sector in which most Woodfin residents work is education, followed by entertainment and recreation, and manufacturing. Like most towns, a small percentage of the workforce both lives and works within Woodfin, and many workers commute into Woodfin or out of the town on a daily basis.

HOW TO USE THIS SECTION

This section provides goals and policies focused on the local economy, and prioritizing the quality of life of workers and residents in the town. That relationship is increasingly dependent upon the broader region, and thus coordination with interjurisdictional partners is critical to fostering a vibrant local and regional economy.

WOODFIN RESIDENT QUOTE

"Develop opportunities for good paying jobs, not just low paying service jobs. Support the Woodfin Elementary School."

GOAL 3.1

Jobs are accessible locally and residents have opportunities to both live and work in Woodfin.

Policies

- 3.1.1** Promote local hiring practices from Woodfin employers and expand employer-provided workforce training.
- 3.1.2** Support home offices as a workspace for small businesses and start up firms.
- 3.1.3** Coordinate with regional partners, such as Land of Sky and Buncombe County, as well as nonprofit economic developer partners to retain, recruit, and stimulate good local jobs. Consider the use of development agreements.
- 3.1.4** Support walkable employment centers, such as those identified on the Future Land Use Map.
- 3.1.5** Balance the supply of land for housing and employment and protect land for economic development.

GOAL 3.2

A thriving, modern local economy that offers a variety of job opportunities

Policies

- 3.2.1** Support institutions (like A-B Tech and UNC Asheville) and initiatives in Woodfin that foster new businesses and entrepreneurship.
- 3.2.2** Continue to support Woodfin's existing independent businesses and ensure existing local and regional resources are adequately advertised in order to keep money local.
- 3.2.3** Support initiatives to transition toward a green economy, including attracting businesses that manufacture sustainable products, and socially responsible practices.
- 3.2.4** Support a tourism economy that also benefits local residents through placemaking initiatives, great parks and trails, marketing efforts, wayfinding signage, and locally-produced public art.
- 3.2.5** Support local small businesses and ensure an adequate supply of appropriately-located and sized employment space for a variety of industries. Ensure existing resources are adequately advertised to existing and prospective small businesses.
- 3.2.6** Support and participate in the Woodfin Business Association.

GOAL 3.3

An equitable and inclusive local economy for all residents

Policies

- 3.3.1** Recruit and retain equitable businesses, such as those that offer unionization, worker-ownership, fair wages, and environmental responsibility.
- 3.3.2** Encourage green and healthy working spaces by facilitating the design and construction of developments that use renewable energy, walkable design, and green infrastructure that reduces pollution and energy costs.
- 3.3.3** Support the local food economy through farmers markets, local restaurants, food incubators, community gardens, and other initiatives.

GOAL 3.4

A town that provides educational excellence for everyone

Policies

- 3.4.1** Continue to support and cooperate with A-B Tech with future expansion, redevelopment, and modernization of its facilities. Seek opportunities for mutually beneficial projects that benefit the Woodfin community.
- 3.4.2** Promote workforce training and outreach opportunities, with an emphasis on jobs that pay a living wage.
- 3.4.3** Support Woodfin Elementary School to the extent possible, including ensuring safety and accessibility to the school site.

GOAL 3.5

Access to programs, facilities and other resources that promote healthy outcomes

Policies

- 3.5.1** Support efforts to improve food security including home gardens, community gardens, food banks, and related activities.
- 3.5.2** Support access to quality health care through new facilities, transportation, and program space.
- 3.5.3** Support accessible and affordable childcare and in-home care services throughout the town.

4



GREAT GOVERNMENT

4



GREAT GOVERNMENT

Woodfin fosters a sense of ownership and pride over the town, provides excellent services and facilities, and supports all residents, especially the most vulnerable.

The people of Woodfin are the heart of this community. The Town of Woodfin seeks to support all of its residents by providing a variety of excellent facilities, services, and programs that promote the health, safety, and welfare of Woodfin community members.

As we strive to manage increasing growth and development, Woodfin will continue to provide quality services, be a responsible steward of town resources, and engage in coordinated planning efforts with partner jurisdictions and institutions. Growth brings both challenges and opportunities to ensure that the town maintains high-quality services and a fiscal balance for this and future generations.

HOW TO USE THIS SECTION

This section provides goals and policies addressing local government services and facilities. Providing public services is one of the core functions of municipal governments. The town government provides a variety of services that enhance Woodfin residents' quality of life. These include services related to safety, health, critical infrastructure, cultural and recreational opportunities, among many others.

WOODFIN RESIDENT QUOTE

"We are moving towards greater transparency in how our government is running the town. The vision is for an open and accessible town government."

GOAL 4.1

Woodfin residents receive high quality public services and facilities that promote the health, safety, and well-being of all community members.

Policies

4.1.1

Seek to ensure an equitable distribution of quality services across the town.

4.1.2

As the town grows, ensure services are maintained and improved. Support the improvement of these assets within geographic areas of need.

4.1.3

Continue to plan ahead to meet future needs for public facilities and services as the town grows.

4.1.4

Incorporate climate resilience and green building practices into town facilities and operations.

GOAL 4.2

Woodfin residents have access to excellent parks, recreation, and community facilities.

Policies

4.2.1

Encourage or require dedication of public spaces, such as parks, playgrounds, and squares, within new master planned developments.

4.2.2

Continue to implement, maintain, and update the Town of Woodfin Parks and Recreation Master Plan. Continue to plan ahead for future parks needs.

4.2.3

Promote geographic accessibility of parks and community spaces, and ensure parks are fairly distributed across the town.

4.2.4

Where possible, seek to create outdoor rooms by centralizing parks, squares, and plazas. Front buildings toward them and use high quality design, public art, and green building.



GOAL 4.3

Woodfin will be an active participant in planning and policymaking efforts that impact the town across the region.

Policies

- 4.3.1** Coordinate with neighboring jurisdictions on decisions of local significance. Consider plans of neighboring governments in decision-making and partner with governments or organizations when relevant to more effectively and efficiently provide services and infrastructure.
- 4.3.2** Collaborate with institutional and community partners to pursue initiatives that enhance Woodfin residents' quality of life.

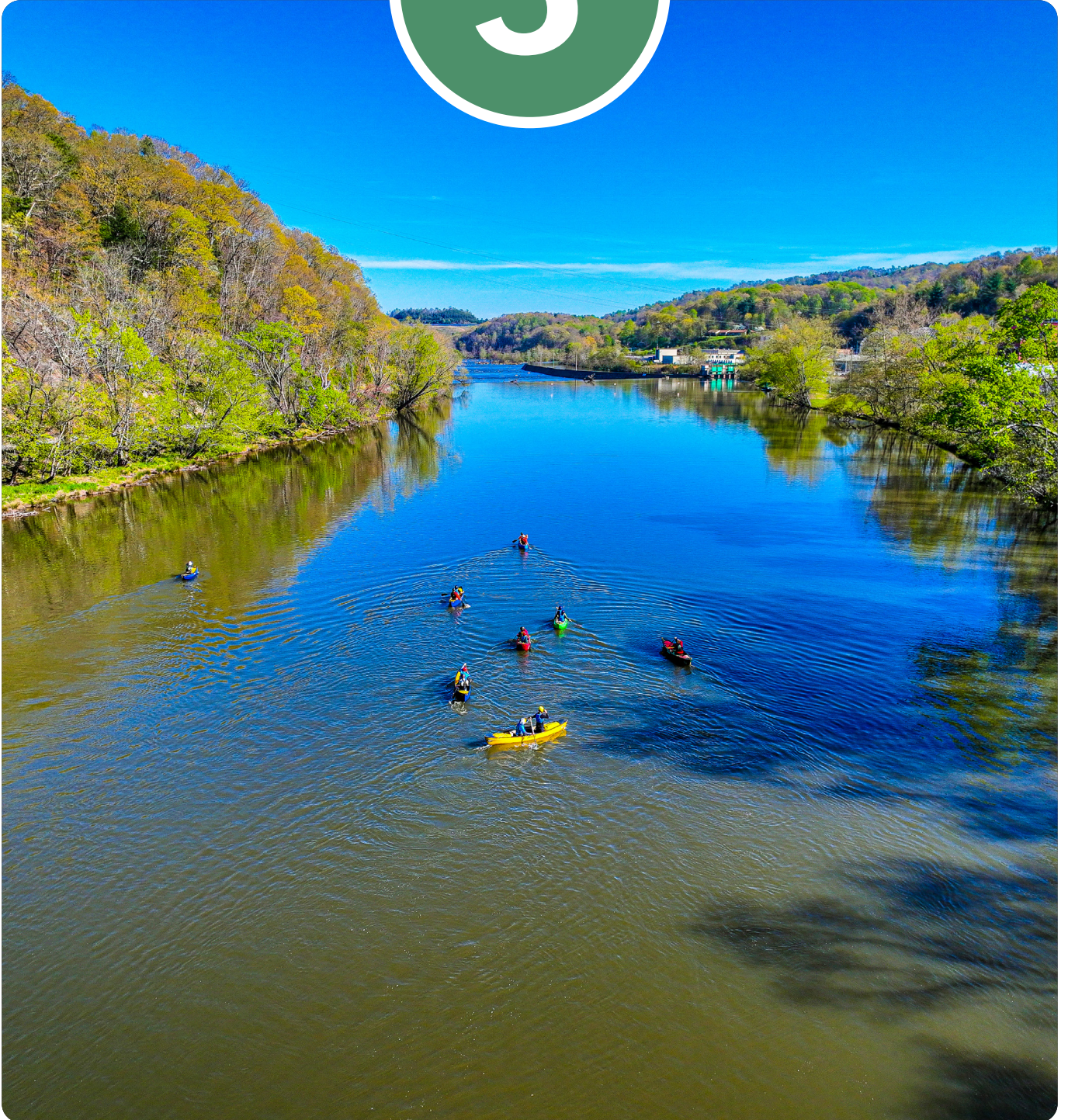
GOAL 4.4

Woodfin is a place where residents have opportunities to engage on community issues.

Policies

- 4.4.1** Ensure inclusion of hard-to-reach populations in engagement efforts. Track participant demographics, where possible.
- 4.4.2** Conduct small area and corridor plans in key areas with potential for growth and development.
- 4.4.3** Make government decision-making accessible and transparent to all residents.

5



A SUSTAINABLE TOWN



A SUSTAINABLE TOWN

Woodfin is a green and resilient community and offers high quality public access to the French Broad River.

Building a sustainable and resilient town is an important goal and value for the Woodfin community, and an increasingly important initiative for towns and cities across the state. One of Woodfin's greatest environmental assets is the French Broad River.

The town has seen the harm that comes from heavy industrial pollution and is in the process of reimagining its relationship with the river and the watershed. A healthy watershed is key for clean drinking water, fishing, swimming, and wildlife habitat.

HOW TO USE THIS SECTION

This section provides goals and policies to enhance the environmental sustainability and resiliency of Woodfin. These goals and policies should be used when making town decisions, including development decisions.

WOODFIN RESIDENT QUOTE

"We want to see sustainable and environmentally conscious growth, protection of the riverside and environmentally-sensitive land, and pedestrian accessibility to parks. Woodfin should be a Green Town."

Stormwater on Streets

Streets can become conduits for delivering pollutants into the water system. Runoff from surfaces can carry everything from heavy metals from car tires, brakes, and engine wear to hydrocarbons from engine lubricating fluids. Uncontrolled stormwater runoff is a significant factor in the degradation of surface water quality and can lead to costly overflows that result in flooding and dangerous public health hazards. Woodfin residents want a resilient community and hope to see improvements to the Town's stormwater abatement infrastructure in order to help protect against storms and flooding events.

Stormwater management in transportation is especially vital in collecting and cleaning runoff. Engineering design is key in diminishing these effects, with specific strategies tailored by location or project to incorporate stormwater best management practices (BMPs).

The Town could provide planning and design guidance and a framework for incorporating effective and environmentally sensitive stormwater management practices into the street and roadway project development process. This encourages a greater uniformity in developing plans for stormwater management systems that:

- Ensure safe driving conditions
- Diminish downstream flood risks to individuals and properties
- Mitigate downstream bank and channel erosion
- Decrease pollutants in stormwater runoff to safeguard water quality

This guidance can be made available for use by engineers, private developers, contractors and transportation agencies.

Source: City of Los Angeles CA



| Pollutant | Primary Sources of Pollutants in Street and Highway Runoff |
|----------------------|--|
| Particulates | Pavement wear, vehicles, maintenance, snow/ice abrasives, sediment disturbance |
| Nitrogen, Phosphorus | Roadside fertilizer use, sediments |
| Metals | Gasoline, diesel, tire wear, lubricating oil and grease, bearing wear, auto body rust, brake linings wear, engine parts wear |
| Sodium, Calcium | De-icing salts, grease |
| Chloride | De-icing salts |
| Sulphate | Roadway beds, fuel, de-icing salts |
| Petroleum | Spills, leaks, motor lubricants, antifreeze, hydraulic fluids, asphalt surface leachate |

Source: Adapted from Kobringer, N. 1984. Sources and Migration of Highway Runoff Pollutants. FHWA



Source: City of Portland OR



Source: NACTO

GOAL 5.1

A town with plentiful green spaces connected together and interwoven by green corridors

Policies

- 5.1.1** Protect floodplains, steep slopes, wetlands, wildlife habitat, and other environmentally valuable and sensitive areas.
- 5.1.2** Encourage public accessibility to green space, where possible.
- 5.1.3** Promote environmental stewardship through community engagement initiatives, signage, public art, and education.
- 5.1.4** Plan for and manage the coexistence of nature and wildlife habitat through development standards that integrate habitat and wildlife migration throughout the town.

GOAL 5.2

A clean watershed that enhances sustainability and resiliency

Policies

- 5.2.1** Support watershed planning efforts in Woodfin.
- 5.2.2** Use low impact development practices that mimic natural processes, such as bioretention, vegetated swales, green roofs, and permeable pavement.
- 5.2.3** Promote use of local plant species and limit or eliminate harmful invasive plants.
- 5.2.4** Work with community partners to fund infrastructure and other clean water initiatives in Woodfin.

Examples of low impact development stormwater practices



GOAL 5.3

Woodfin is an energy efficient city with green transportation and energy options

Policies

5.3.1 Construct new public buildings using principles of green building standards, such as LEED or other comparable guidelines.

5.3.2 Promote green energy and efficiency, sustainability, and resiliency in new public facilities and infrastructure projects.

5.3.3 Promote energy efficiency and green building in new private development and redevelopment projects through development regulations, incentives, and dialogue.

5.3.4 Support collaboration with Asheville and Buncombe County on climate action and resiliency planning.

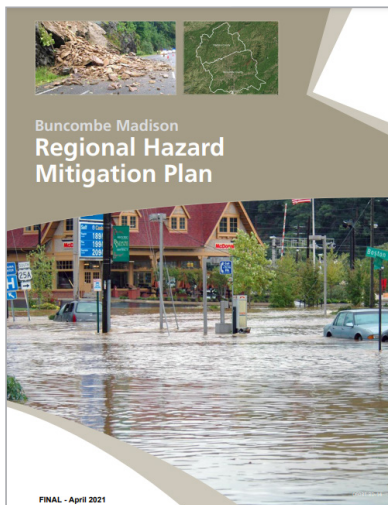
GOAL 5.4

Woodfin is climate resilient and mitigates risk to landslides, flooding, and wildfires

Policies

5.4.1 Provide education to the public on risks and what actions they can take to protect themselves.

5.4.2 Analyze and update development standards to minimize risk from new development.



Woodfin is a participant in the Buncombe-Madison Regional Hazard Mitigation Plan, along with several other local towns and cities. The greatest hazards for Woodfin are flooding and wildfires, but the town is vulnerable to other hazards such as landslides and heavy winds.

The plan calls for strengthening and enforcing local ordinances, addressing stormwater management and impervious surface issues, avoiding development in hazardous areas, and updating hazard planning efforts.

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APPENDIX - ACTIONS



APPENDIX - ACTIONS

The Implementation chapter is a tool for prioritizing implementation actions and tracking the status of their implementation.

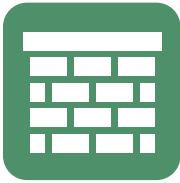
Each action is tied to the vision framework and goals of the comprehensive plan, and the policies in the plan can be used to help to guide their implementation. The actions also designate priority, how long the action is expected to take, and the status of the action's implementation which is to be updated as implementation progresses.

HOW TO USE THIS SECTION

This chapter can be used and updated regularly. It can be reviewed by the Town Council as they prepare budgets, capital improvement programming, and strategic planning exercises.



" I have watched Woodfin grow and develop over the years, and now is the time to implement strategies that enhance the experience for those who live, work and visit here."



A LIVABLE BUILT PATTERN

Woodfin’s built environment supports affordable, convenient, and sustainable living with access to nature and buildings that inspire pride.

A.1.1

Comprehensive Code Rewrite

Conduct a comprehensive Unified Development Ordinance (UDO) rewrite. At a minimum, the UDO rewrite should aim to:

- o Re-organize the UDO to make it more readable, accessible, and understandable
- o Modernize zoning districts to better align them with the Future Land Use Map
- o Implement the goals of the comprehensive plan through modernization of development standards, uses, and dimensional standards
- o Alternatively, the town could pursue a smaller-scale project and make substantive code changes to the existing UDO
- o Consider a related initiative to rezone certain portions of land within town limits for consistency with the Future Land Use Map
- o Require sidewalks/paths in new development/redevelopment
- o Develop a Standard Specifications and Details (SSD) manual to guide construction of the public realm and remove these provisions from ordinances
- o Explore requiring bicycle parking for commercial and multifamily development

| PRIORITY (H, M, L) | TIME HORIZON | STATUS |
|--------------------|--------------|-----------------|
| H | 2-3 years | Awaiting Action |

A.1.2

Small Area Planning

To established more fine-grained solutions to key opportunity areas within town, conduct small area plans for the following locations:

- o Riverfront - Implement the vision set out in the comprehensive plan including reimagining the town's relationship with the French Broad River
- o Old Landfill Site - Establish clear guidance and expectations for development of this large and centrally-located tract of land

| PRIORITY (H, M, L) | TIME HORIZON | STATUS |
|--------------------|--------------|-----------------|
| M | 2-5 years | Awaiting Action |

A.1.3

Other Strategies

- o Recruit developers for key sites
- o Consider tax incentives to implement the land use vision
- o Explore the use of zoning tools such as Conditional and Overlay Zoning to protect manufactured housing; apply the PODER Emma model where appropriate
- o Explore incentives to promote brownfields program for riverfront redevelopment



TRANSPORTATION OPTIONS

It is important for people in Woodfin to be able to get around effectively. This means that investments in multimodal transportation options are key to ensuring accessibility, equity, and overall quality of life.

A.2.1

Pedestrian Crossings

- o Use the transportation chapter and other corridor studies to improve pedestrian and other multimodal road crossings
- o Safe pedestrian crossings along Riverside Drive should be a priority to ensure safe passage to parks, trails, and the riverfront

| PRIORITY (H, M, L) | TIME HORIZON | STATUS |
|--------------------|--------------|-----------------|
| H | 2-6 years | Awaiting Action |

A.2.2

Public Parking

- o With the anticipated growth of demand to access Woodfin's riverfront, a strategy for accommodating parking is needed
- o Identify locations for new public parking along the river
- o Work with property owners to establish shared use agreements and require event planners to produce event management plans
- o Consider how transit/shuttles can support events and event parking

| PRIORITY (H, M, L) | TIME HORIZON | STATUS |
|--------------------|--------------|-----------------|
| M | 2-10 years | Awaiting Action |

A.2.3

Other Strategies

- o Develop a town-wide wayfinding sign system
- o Identify areas for a bus circulator. Support private bus.
- o Identify locations for bike racks and other facilities
- o Consider partnerships with private short-term rental providers including car, scooter, and rail options
- o Find opportunities to add roundabouts or traffic circles on existing intersections
- o Design promotional materials that raise awareness about the bus system and help Woodfin residents understand how to use it
- o Coordinate with NCDOT and FBRMPO on future planning for Weaverville Road and Elkwood Avenue to ensure that transit needs are accommodated
- o Partner with Buncombe County to add additional bus stops along Weaverville Road to make using the bus more convenient
- o Partner with Buncombe County to construct a bus shelter at the Weaverville Road Mountain Mobility stop on both sides of the street.
- o Restripe Elk Mountain Rd to narrow vehicle lanes and add an uphill (climbing) bike lane.
- o Work with NCDOT on adding bike/ped features to Craggy Bridge that connect to future Woodfin Greenway



OPPORTUNITIES TO THRIVE

Workers have access to, and the necessary training for, dignified jobs with excellent wages and benefits. Entrepreneurship thrives in Woodfin. Families have access to high-quality, well-resourced public education, food, and health care.

A.3.1 Business Development

- Support Business Growth & Development
 - Support the work of the new Woodfin Business Association
 - Study zoning code for barriers to new business development

| PRIORITY (H, M, L) | TIME HORIZON | STATUS |
|--------------------|--------------|-----------------|
| M | 1-3 years | Awaiting Action |

A.3.2 Public Art

Establish policies that incorporate art into infrastructure projects and private development, to the extent possible.

| PRIORITY (H, M, L) | TIME HORIZON | STATUS |
|--------------------|--------------|-----------------|
| M | 1-3 years | Awaiting Action |

A.3.3 Public Health

Seek to promote resident health by supporting public health initiatives such as mobile clinics, educational programs, nutritional programs, etc.

| PRIORITY (H, M, L) | TIME HORIZON | STATUS |
|--------------------|--------------|-----------------|
| M | Ongoing | Awaiting Action |

A.3.4 Other Strategies

- Encourage flex office and/or industrial space; collaborate with AB-Tech and other regional partners to create a pathway to employment for residents
- Prohibit storage and warehousing along the riverfront
- Explore opportunities to support artists and craftspeople
- Collaborate with Buncombe County and other partners to support childcare services and in-home care



GREAT GOVERNMENT

Woodfin fosters a sense of ownership and pride over the town, provides excellent services and facilities, and supports all residents, especially the most vulnerable.

A.4.1 New Town Facilities

- o Create a co-located town hall/town center that serves as the civic heart of Woodfin and provides greater access to valuable services, outdoor gathering spaces, and government resources
- o Explore town-owned properties for the (re)development of community resources such as a farmers market, food distribution, nutrition hub, and additional recreation, social, and cultural programming

| PRIORITY (H, M, L) | TIME HORIZON | STATUS |
|--------------------|--------------|------------|
| H | 1-5 years | In Process |

A.4.2 Affordable Housing on town-owned land

- o Explore town-owned land for construction of affordable housing and/or other community-based needs

| PRIORITY (H, M, L) | TIME HORIZON | STATUS |
|--------------------|--------------|-----------------|
| M | 2-6 years | Awaiting Action |

A.4.3 Communication

- o Connect with POA/HOAs to encourage communication to/from residents
- o Expand use of the website and social media for community announcements and news alerts
- o Develop and use communication plans for large town initiatives
- o Explore newsletters and other forms of outreach

| PRIORITY (H, M, L) | TIME HORIZON | STATUS |
|--------------------|--------------|-----------------|
| M | 2-6 years | Awaiting Action |

A.4.4 Other Strategies

- o Develop space and programming for promoting civic life and town identity with festivals and events, including a farmers' market. The riverfront and new civic center should be a key locations of planning for event spaces.
- o Prioritize maintenance and programming of Woodfin's increasingly extensive park and greenway network
- o Convene roundtable of local service-based non-profit partners
- o Explore town's role in helping to fund/find grants to support local artists and other types of innovation and entrepreneurship
- o Provide ongoing education about how the plan is being implemented
- o Continue to set goals for broadening inclusive outreach and community engagement
- o Connect owners of distressed properties with housing repair/rehabilitation agencies to preserve existing built housing stock
- o Explore funding options and coordinate with community partners on extending utility service to outlying areas of the town, especially on the west side of the French Broad River



A SUSTAINABLE TOWN

Woodfin is a green and resilient community and offers high quality public access to the French Broad River.

A.5.1 Watershed Plan

- o Collaborate with area nonprofit groups to conduct watershed plan
- o Explore stream restoration opportunities (such as Beaverdam Creek)
- o Enhance green infrastructure throughout the town
- o Explore option of dam removal in the French Broad River
- o Monitor effectiveness of ordinances and improve them where possible
- o Consider wildlife corridors
- o Collaborate on cleaning the river, banks, and streams
- o Work with community partners to identify and pursue infrastructure and other clean water initiatives in Woodfin
- o Seek out funding for septic repair/replacement programs & develop communication to residents

| PRIORITY (H, M, L) | TIME HORIZON | STATUS |
|--------------------|--------------|-----------------|
| M | 2-5 years | Awaiting Action |

A.5.2 Green Building

- o Incorporate green building practices into public buildings
- o Explore opportunities to incorporate green building practices into new private development

| PRIORITY (H, M, L) | TIME HORIZON | STATUS |
|--------------------|--------------|-----------------|
| M | 1-5 years | Awaiting Action |

A.5.3 Other Strategies

- o Develop communications plans for large town initiatives
- o Recruit developers for key sites
- o Develop a recommended species list
- o Discourage, limit, or restrict new construction within regulated flood plains, especially residential uses

