AGENDA
BREVARD PLANNING BOARD– SPECIAL CALLED MEETING
Tuesday, April 12, 2016 – 7:00 PM
Council Chambers

I. **Welcome**

II. **Introduction of Board Members**

III. **Approval of Minutes**

a. March 15, 2016

IV. **New Business**

a. Pisgah Forest Small Area Plan Presentation - Destination by Design

V. **Old Business**

VI. **Other Business**

VII. **Adjourn**

Agenda posted and emailed to T.Times, April 5, 2016 Janice H. Pinson, Board Secretary

MINUTES
BREVARD PLANNING BOARD – SPECIAL CALLED MEETING
MARCH 15, 2016

Brevard Planning Board met for a regular meeting, Tuesday, March 15, 2016, at 7:00 PM in Council Chambers of City Hall.

Members Present: Demi Loftis, Vice Chair
Frank Porter
Katie Thompson
Jimmy Perkins
Chris Strassner
Keenan Smith

Members Absent: Kimsey Jackson, Chair

Staff Present: Daniel Cobb, Planning Director
Janice H. Pinson, Board Secretary

I. Welcome and Introduction of Planning Board Members -

At 7:00 PM Vice Chair, Demi Loftis, called the meeting to order and there was a moment of silent reflection. Board members and staff introduced themselves.

II. Approval of Minutes –

a. February 16, 2016, Frank Porter moved to approve as amended, seconded by C. Strassner unanimously approved.

III. New Business

a. Updated 2016 Meeting Schedule. Josh Freeman requested that Planning Board move their meeting to April 12, 2016 for the presentation of the Pisgah Forest Small Area Plan to allow for the plan to be presented to council at their April meeting. The board requested that they be allowed to check their calendars, and that the matter be handled by email.

IV. Old Business –

a. Annual Review Sign Chapter 12.9.J

F. Porter recommended that this matter be moved ahead on agenda. This item was tabled to a later date, due to the complexity of the matter and to allow Staff appropriate time to draft text amendments for the entirety of Chapter 12.

The City of Brevard North Carolina

STAFF REPORT – NEW BUSINESS
Planning Board, Tuesday, April 12, 2016

Title: Pisgah Forest Small Area Plan

Speaker: Teresa Buckwalter, R.L.A., Destination By Design

From: Joshua S. Freeman, AICP, CFM, Community Development / Special Projects Director
Prepared By: Joshua S. Freeman, AICP, CFM, Community Development / Special Projects Director
Approved By: NA

Background: In August, 2015, the City of Brevard contracted with Destination by Design, a planning and landscape architectural firm, to develop a plan for the portion of the Pisgah Forest community located within the jurisdiction of the City of Brevard. The plan is heavily focused upon identification of opportunities for redevelopment, as well as improvements to bicycle, pedestrian, and vehicular transportation infrastructure within the project area.

Destination by Design will present the draft plan document at the Planning Board's April 12, 2016 meeting.

Staff requests that the board review the plan document and offer any comments and feedback. If the Board is satisfied with the plan, Staff requests Planning Board action to recommend the plan to City Council.

PISGAH FOREST Small Area Plan

BREVARD NC

J.M. TEAGUE Engineering & Planning

DESTINATION BY DESIGN
planning | design | promotion

Plan Goals

1. Policy Direction
   - Land Use Regulation
   - Capital Infrastructure
2. Alleviate Congestion
3. Improve Gateway to Pisgah Ntl. Forest
4. Improve Sense of Place
5. Land Efficiency and Density
6. Improve Bike and Pedestrian Connectivity
7. Public Engagement

PLAN GOALS

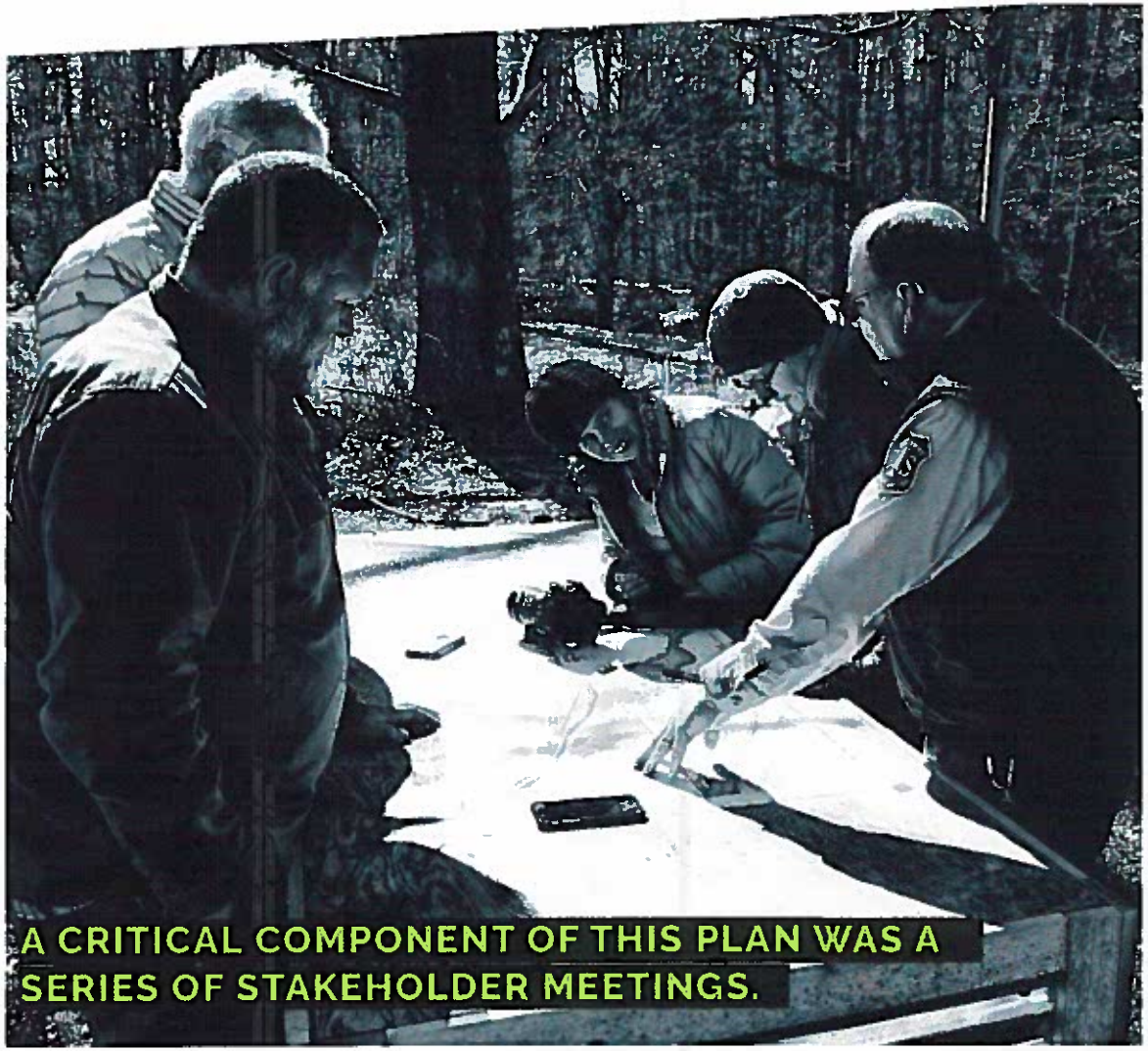
1. *Provide local leaders with clear policy direction as it relates to future land development and capital infrastructure improvements.*

2. *Provide transportation improvement recommendations that alleviate congestion, particularly at the intersection of Hwy. 280 and 64, and in the vicinity of Ecusta Road and Wilson Road.*

3. *Establish a bold gateway for Pisgah National Forest.*

4. *Expand and create safe bicycle and pedestrian connections.*

5. *Engage the public and local business owners to develop and further refine*



A CRITICAL COMPONENT OF THIS PLAN WAS A SERIES OF STAKEHOLDER MEETINGS.

PISGAH FOREST
SMALL AREA PLAN

FACT SHEET

BACKGROUND

The City of Brevard is committed to developing a long-range vision for new development and redevelopment throughout the Pisgah Forest community.

The heart of Pisgah Forest, which includes the intersection of NC 280, US 276, and US 64, serves as a critical gateway to both downtown and Pisgah National Forest. The City wishes to evaluate and improve current zoning regulations, vehicular transportation, bicycle and pedestrian infrastructure, and the area's streetscape to promote and enhance private investment, improve access and safety for bicyclists and pedestrians, and foster growth that is consistent with the community's vision. The Pisgah Forest Small Area Plan will ultimately guide future public and private investment throughout the project area. **We want to hear your ideas about the future of this important entrance to Brevard and Pisgah National Forest!**

PISGAH FOREST Small Area Plan
BREVARD NC

Find us and share your ideas!
Search: Pisgah Forest Small Area Plan

PLAN INITIATIVES

1. Collect extensive transportation data from throughout the study area and make recommendations to **improve traffic flow.**
2. Evaluate current land uses and zoning and make recommendations to **improve existing development standards.**
3. Develop recommendations to **improve bicycle and pedestrian infrastructure** to cross the Davidson River and for general mobility and safety throughout the study area.
4. Create specific design schematics and plans that illustrate how the City can **improve the streetscape** within key locations throughout the study area.
6. **Engage the public** throughout the planning process using social media (Facebook) and conduct a public workshop in February 2016.

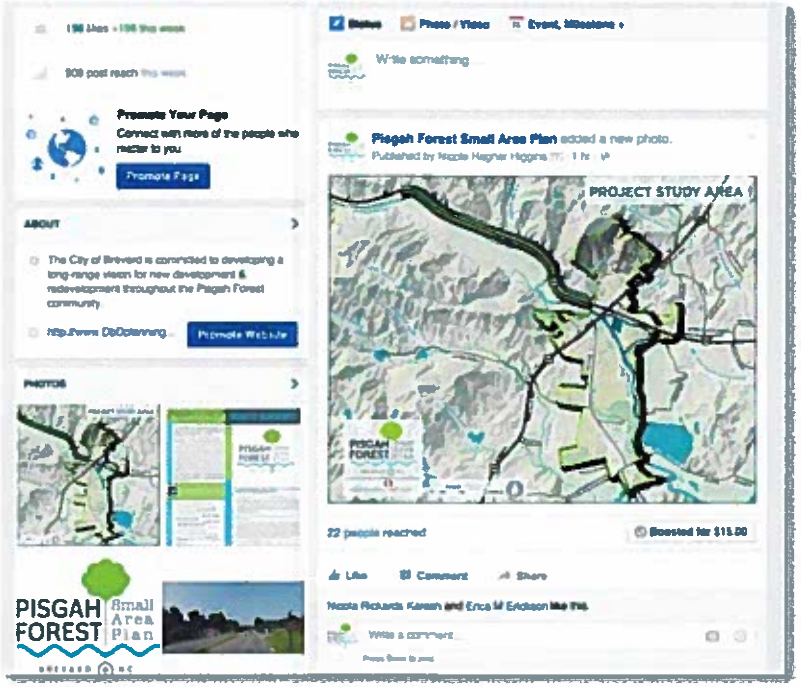
CONSULTANT

Eric Woolridge, AICP
Destination by Design
www.DbDplanning.com
Eric@dbdplanning.com
828.356.1866
DESTINATION BY DESIGN

THE PLANNING PROCESS

The planning consultant team will lead a four-part planning process that will conclude by April, 2016.

1. **Direction Setting and Project Launch (Sept. 2015)**
   Meet with local government staff to further discuss key challenges and opportunities within the study area. Finalize the approach to ensure public engagement throughout the planning process. Develop a project brand and fact sheet to be disseminated to local leaders and the public.
2. **Research and Framework Plan Development (Oct. - Feb. 2016)**
   Develop a project Facebook page and disseminate an online survey to Brevard citizens to gain insights about traffic, bicycle and pedestrian needs and future growth. Collect detailed traffic count data from throughout the study area and prepare recommendations for traffic improvements. Develop recommendations for improving the area's streetscape and bicycle and pedestrian network.
3. **Public Workshop (Feb. 2016)**
   Conduct a public meeting in late February that highlights a draft vision for Pisgah Forest. Provide the opportunity for the public to respond to the recommendations and provide ideas for further refining all concepts.
4. **Final Plan Development (March - April 2016)**
   The consultant team will revise the draft plan based on public comments. A recommendation will be presented to the City Council for adoption.



PISGAH FOREST Small Area Plan
BREVARD NC

PLANNING PROCESS

project timeline

SEPTEMBER '15

DIRECTION SETTING

- Kick Off
- Facilitating Planning Oversight Committee
- Develop Project Brand & Fact sheet

OCT. '15 - FEB. '16

RESEARCH AND FRAMEWORK PLAN DEVELOPMENT

- Develop Facebook Page
- Collect Traffic Data
- Develop Preliminary Recommendations

FEBRUARY '16

PUBLIC WORKSHOP

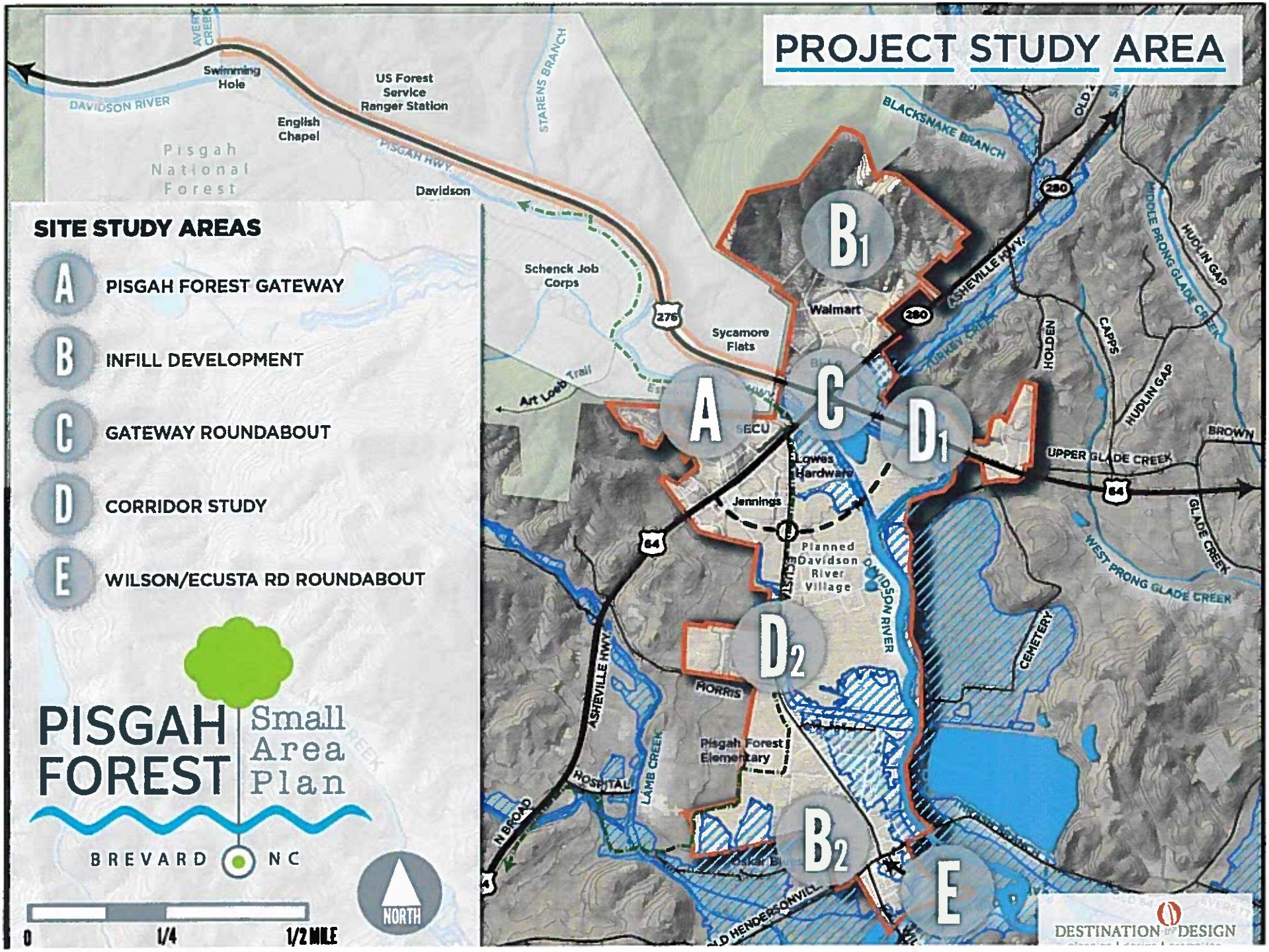
- Conduct Public Meeting & Present Draft Vision
- Request Recommendations to Refine Plan

MARCH - APRIL

FINAL DRAFT DEVELOPMENT

- Revise Draft P
- Present to Bre Council for a

PROJECT STUDY AREA



OPPORTUNITIES AND CONSTRAINTS

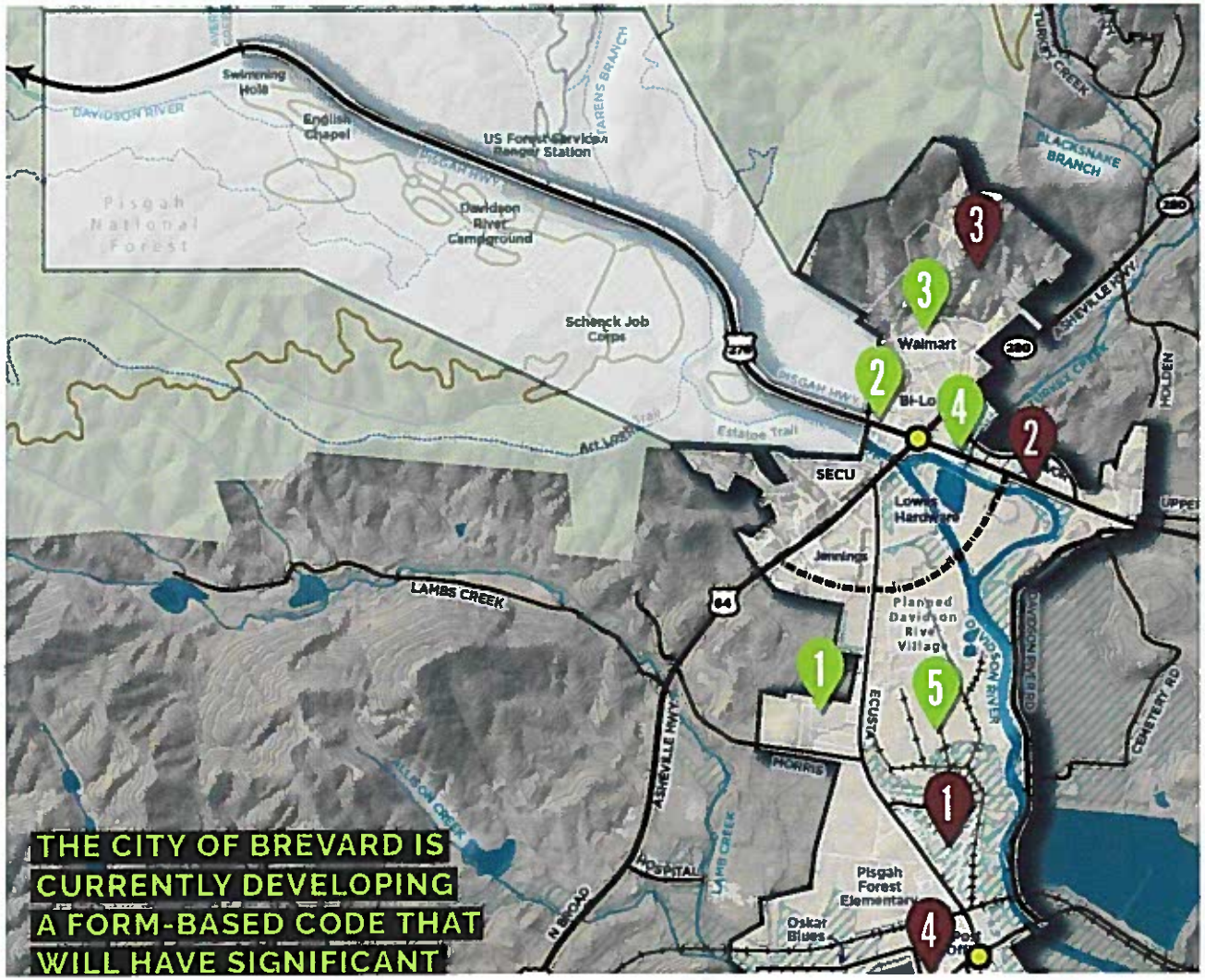
LAND USE

OPPORTUNITIES

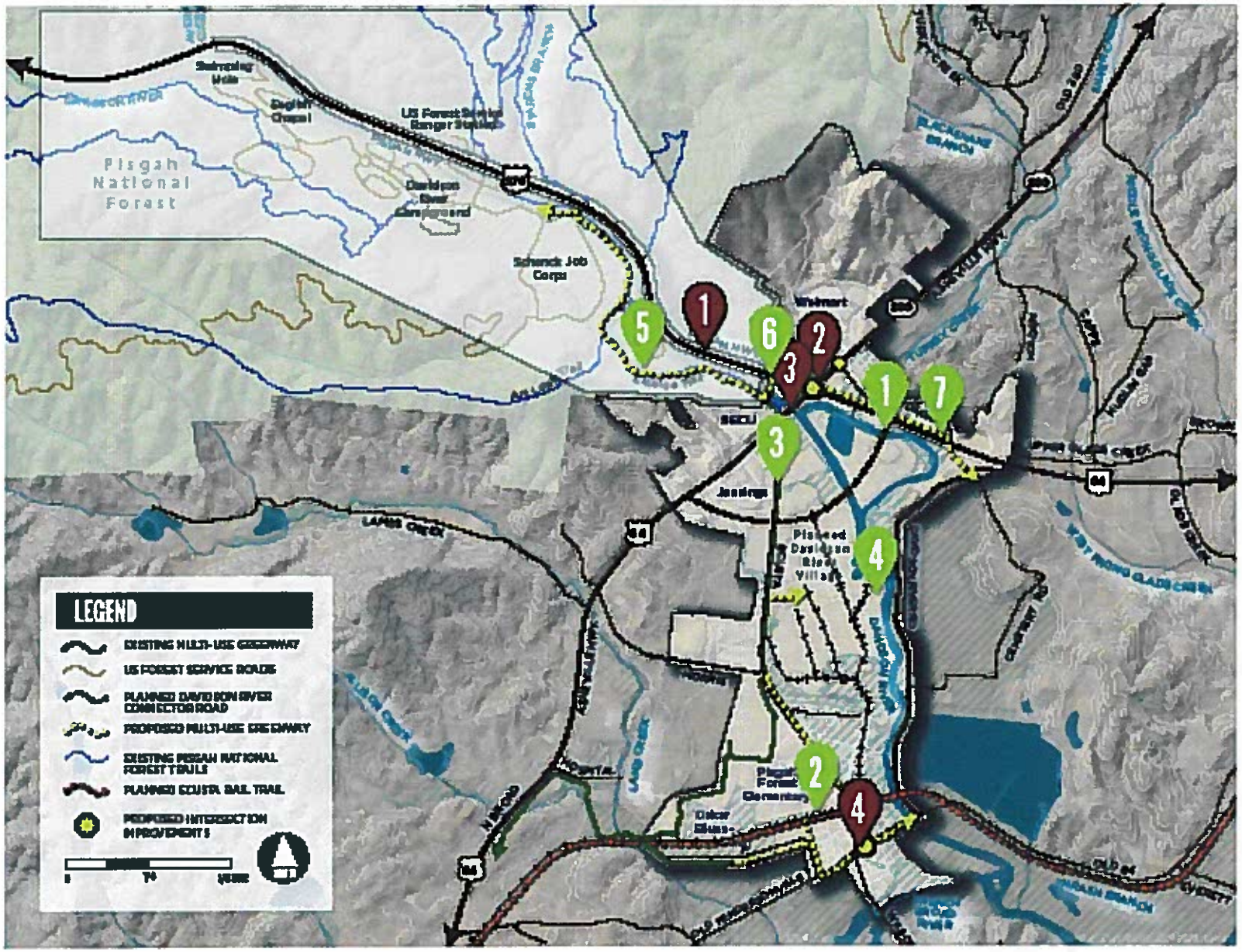
1. New Opportunities for Light Industrial Uses (50,000 sq. ft. facility)
2. New Development associated with outdoor activities related to users of Pisgah National Forest
3. Opportunity to re-imagine "big box" retail for more attractive and walkable land use
4. City owns right-of-way – opportunity exists to turn this into a vehicular connector and/or a greenway connector
5. Developable land outside of the floodway

CONSTRAINTS

1. Land lying in the floodplain presents limited opportunity for development
2. Automobile-oriented and marginal buildings along Highway 64
3. Steep slopes present constraints to dense development
4. Dilapidated building stock



BIKE AND PEDESTRIAN TRANSPORT



OPPORTU

1. Davidson River Connecto pedestrian crossing of th commercial distric

2. Trains do not currently ope line has not been used for f Opportunity exists for future Trail Planning

3. The Existing Brevard Gree connect major destination t

4. The Proposed Davids incorporate bicycle and pe open to th

5. Opportunity to connect to system from the commerci trai

6. Opportunity to develop a bicycle/ pedestrian bridge

7. Public Right-of-Way could use trail on the north

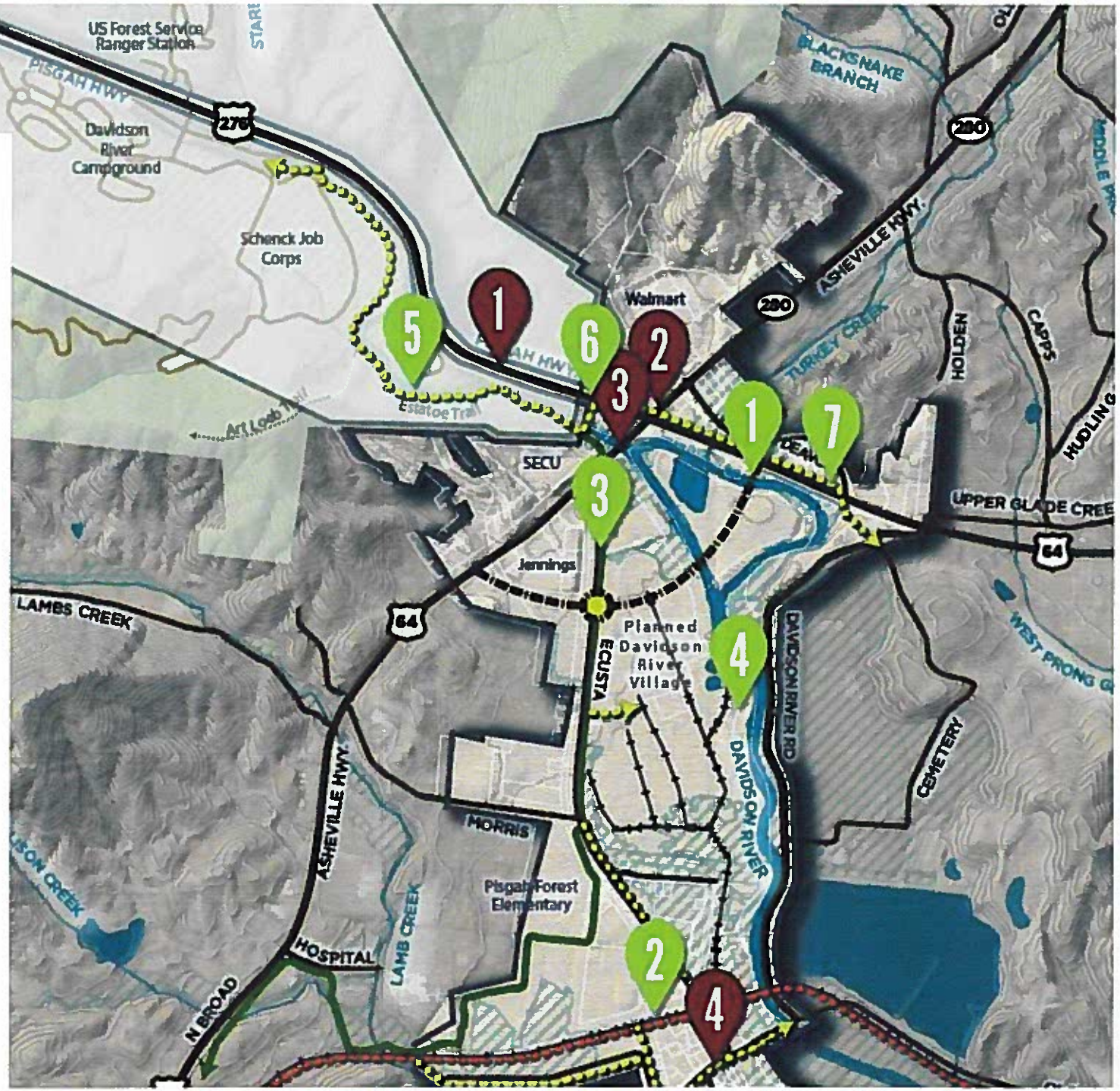
CONSTR

1. Currently a dangerous an to the mix of uses, narrow sh to the David

2. Intersections are not s pedestrian infrastructure (c

3. The existing vehicular brid lacks shoulders. Walking in dangerous, but happen freq crossing over t Rive

4. "Open frontage" and lack o unsafe and uncom motorize



OPPORTUNITIES

n River Connector will provide a bicycle/ an crossing of the Davidson River to the ommercial district on Highway 64.

not currently operate along the rail line. The t been used for freight service since 2002. y exists for future Rail Trail (See Ecusta Rail Trail Planning Study 2012)

ing Brevard Greenway and the Estatoe Trail ajor destination throughout the study area.

Proposed Davidson River Village plans e bicycle and pedestrian trails that may be open to the public.

ty to connect to Pisgah National Forest Trail m the commercial district with a multi-use trail

nity to develop a public river access with a edestrian bridge over the Davidson River.

ht-of-Way could accommodate a multiple- rail on the north side of Highway 64.

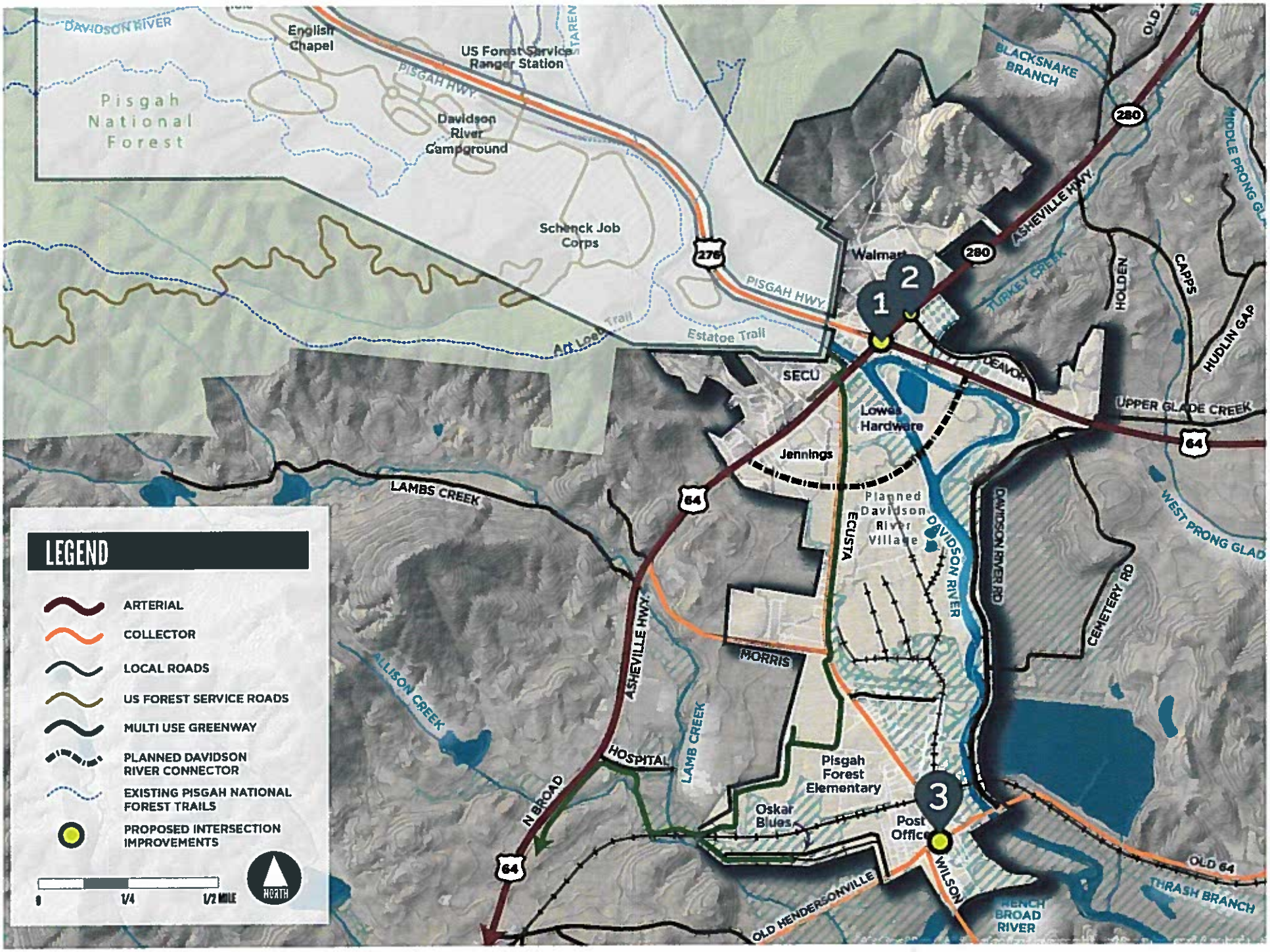
CONSTRAINTS

a dangerous and congested roadway due f uses, narrow shoulder width and proximity to the Davidson River

sections are not signalized and have no infrastructure (crosswalks or bike lanes).

ng vehicular bridge over the Davidson River ders. Walking in automobile travel lanes is

Traffic Studies



LEGEND
ARTERIAL
COLLECTOR
LOCAL ROADS
US FOREST SERVICE ROADS
MULTI USE GREENWAY
PLANNED DAVIDSON RIVER CONNECTOR
EXISTING PISGAH NATIONAL FOREST TRAILS
PROPOSED INTERSECTION IMPROVEMENTS
0
1/4
1/2 MILE
NORTH
DAVIDSON RIVER
English Chapel
US Forest Service Ranger Station
PISGAH HWY.
Pisgah National Forest
Davidson River Campground
Schenck Job Corps
276
Art Loeb Trail
Estatoe Trail
Walmart
1
2
3
SECU
Lowes Hardware
Jennings
Planned Davidson River Village
ECUSTA
DAVIDSON RIVER
DAVIDSON RIVER RD
BLACKSNAKE BRANCH
280
ASHEVILLE HWY.
TURKEY CREEK
HOLDEN
CAPPS
HUDLIN GAP
MIDDLE PRONG GLA
UPPER GLADE CREEK
64
WEST PRONG GLAD
CEMETERY RD
LAMBS CREEK
ALLISON CREEK
MORRIS
LAMB CREEK
HOSPITAL
N BROAD
Pisgah Forest Elementary
Oskar Blues
Post Office
WILSON
OLD HENDERSONVILLE
OLD 64
THRASH BRANCH
BROAD RIVER

PISGAH FOREST GATEWAY (AHEVILLE HWY/ US 276 / US64 / US 280)

This intersection serves as a major gateway to Pisgah National Forest, which receives significant use during peak seasons (summer and fall). It currently takes six movements to complete one cycle at this key intersection, resulting in substantial delay and a level of service "F". Revising the signal from a protected left turn to a flashing yellow turn would reduce the average delay by 11.6 seconds, whereas the roundabout alternative would reduce the delay by 66.4 seconds.

Existing Conditions:

Average Delay:87.1 sec
Level of Service: "F"

Alternative Treatments

>> Revised Signal

Average Delay: 75.5 sec
Level of Service: "F"

>> Roundabout

Average Delay: 20.7 sec
Level of Service: "C"

FOREST GATE SHOPPING CENTER / NC 280 / DEAVOR RD

As this intersection only has three phases to one cycle, it has a good level of service already, a "B". Modeling the same volumes as the Pisgah Forest Gateway intersection with a roundabout showed that the same volumes could be served with LOS "A", with about a one-third decrease in overall delay. Because of the close proximity of the Pisgah Forest Gateway intersection to the Forest Gate Shopping Center intersection, dual roundabouts would be required to keep traffic moving at a consistent pace.

Existing Conditions:

Average Delay:14.0 sec
Level of Service: "F"

Alternative Treatments

>> Roundabout

Average Delay: 9.4 sec
Level of Service: "A"

PISGAH FOREST GATEWAY (AH HWY/ US 276 / US64 / US 280

The intersection of Ecusta Road with Old US trolled with a three-phase traffic signal, w Road has a "STOP" sign at Old US 64. While ual Levels of Service at each intersection are erational problem occurs because of the he movement from and to Ecusta Road and W Substantial amounts of "open frontage", or la decreases motorist predictability in this area.

In a roundabout treatment, the model show also provide a Level of Service "B", but the improvement of having one intersection rath would provide better service. This option is due to the impacts to property and the flood would create major, but not insurmountable, c issues. The NCDOT is currently studying a alignment of Wilson Road to intersect Old US across from Ecusta Road.

Existing Conditions @ Ecusta Rd &

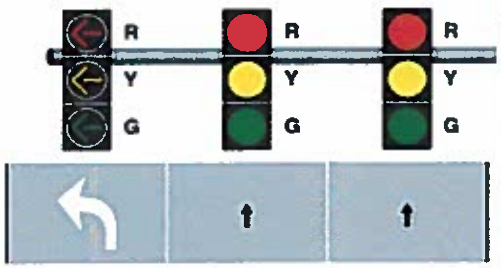
Average Delay:13.2 sec
Level of Service: "B"

Alternative Treatments

>> Realignment

SIGNAL FACE I.D.

All Heads L.E.D.



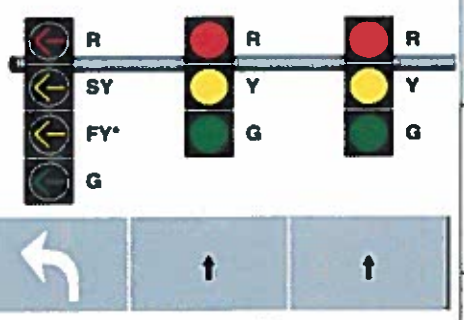
Left turns from Asheville Highway can only be made when the left turn arrow is green.

Pisgah Forest Gateway Intersection

Option-1 Existing Signal

Pisgah Forest Gateway Intersection	Existing Signalized Intersection		Revised Traffic Signal with Protected-Permitted Left Turns		Roundabout, Combination Two-lane/One lane	
	Average Delay	Level of Service	Average Delay	Level of Service	Average Delay	Level of Service
US 64-276/NC 280 (Asheville Highway), US 64 (Hendersonville Highway, US 276 (Pisgah Highway)	87.1 sec	F	75.5 sec	F	20.7 sec	C
Traffic volumes from the peak hour (2:00 - 3:00 p.m.) on Saturday, October 17, 2015, a sunny day with good leaf color.						

SIGNAL FACE I.D.



Left turns from Asheville Highway can be made when the left turn arrow is green OR when the yellow arrow is flashing and the driver yields to oncoming traffic..

Pisgah Forest Gateway Intersection

Option-2 Revised Signal

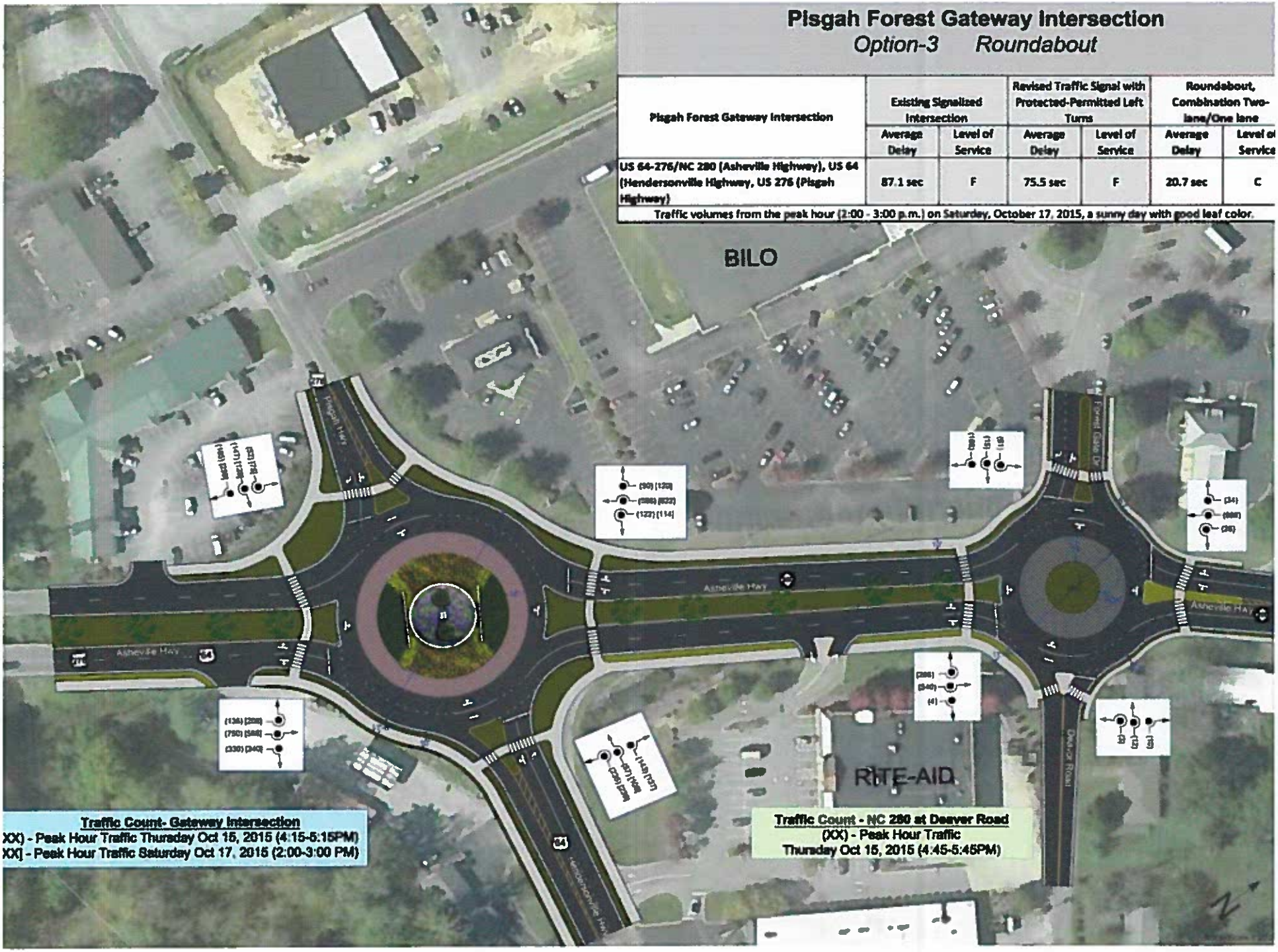
Pisgah Forest Gateway Intersection	Existing Signalized Intersection		Revised Traffic Signal with Protected-Permitted Left Turns		Roundabout, Combination Two-lane/One lane	
	Average Delay	Level of Service	Average Delay	Level of Service	Average Delay	Level of Service
US 64-276/NC 280 (Asheville Highway), US 64 (Hendersonville Highway, US 276 (Pisgah Highway)	87.1 sec	F	75.5 sec	F	20.7 sec	C
Traffic volumes from the peak hour (2:00 - 3:00 p.m.) on Saturday, October 17, 2015, a sunny day with good leaf color.						

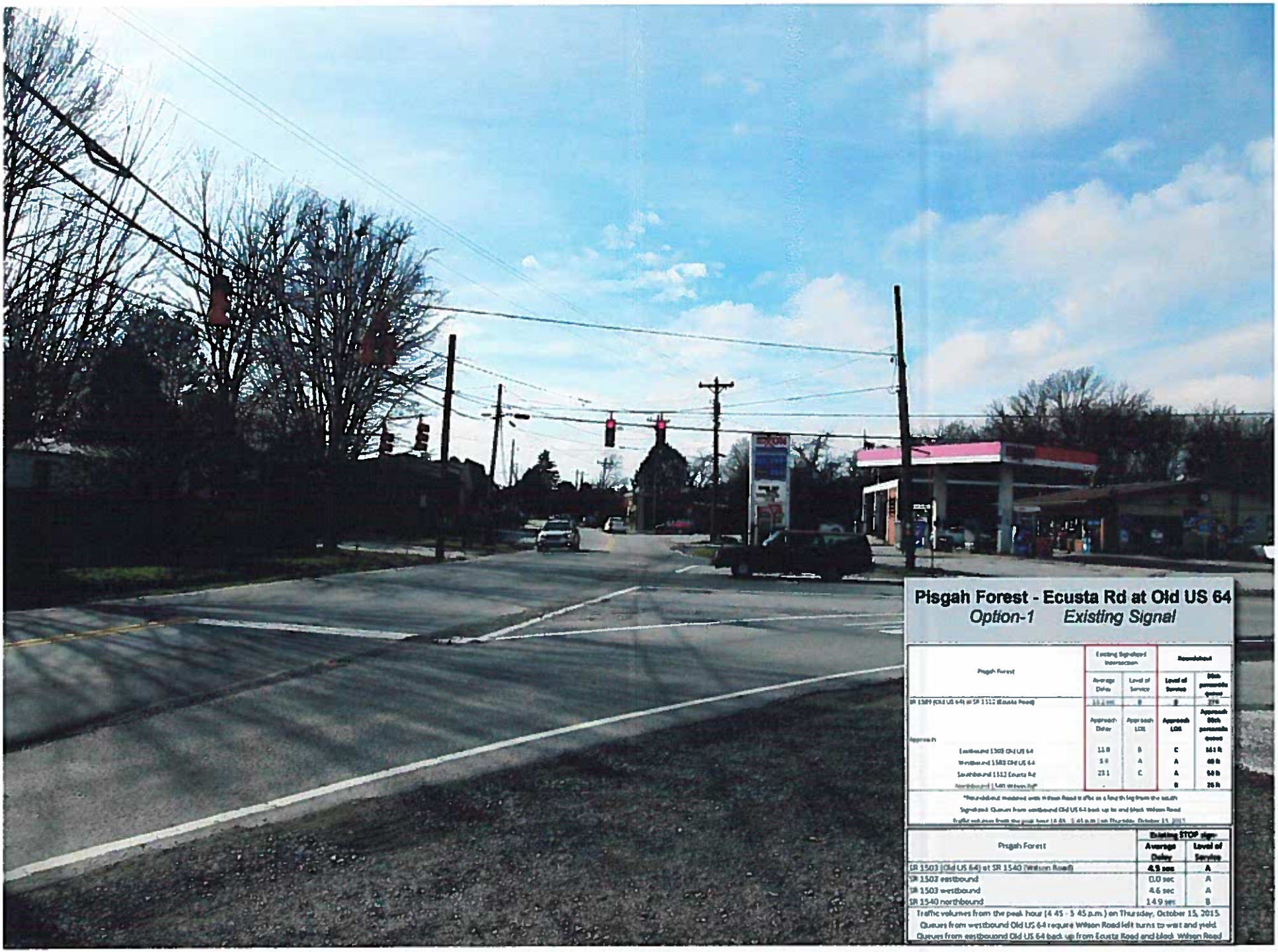
Pisgah Forest Gateway Intersection

Option-3 Roundabout

Pisgah Forest Gateway Intersection	Existing Signalized Intersection		Revised Traffic Signal with Protected-Permitted Left Turns		Roundabout, Combination Two-lane/One lane	
	Average Delay	Level of Service	Average Delay	Level of Service	Average Delay	Level of Service
US 64-276/NC 280 (Asheville Highway), US 64 (Hendersonville Highway, US 276 (Pisgah Highway)	87.1 sec	F	75.5 sec	F	20.7 sec	C

Traffic volumes from the peak hour (2:00 - 3:00 p.m.) on Saturday, October 17, 2015, a sunny day with good leaf color.





Pisgah Forest - Ecusta Rd at Old US 64

Option-1 Existing Signal

Pisgah Forest	Existing Signalized Intersection		Roundabout	
	Average Delay	Level of Service	Level of Service	95th percentile queue
SR 1503 (Old US 64) at SR 1512 (Ecusta Road)	[illegible]	B	B	[illegible]
Approach	Approach Delay	Approach LOS	Approach LOS	Approach 95th percentile queue
Eastbound 1503 Old US 64	11.8	B	C	[illegible] ft
Westbound 1503 Old US 64	5.8	A	A	[illegible] ft
Southbound 1512 Ecusta Rd	23.1	C	A	[illegible] ft
Northbound 1540 Wilson Rd*	-		B	[illegible] ft

*Roundabout modeled with Wilson Road traffic as a fourth leg from the south

Signalized: Queues from eastbound Old US 64 back up to and block Wilson Road

Traffic volumes from the peak hour (4:45 - 5:45 p.m.) on Thursday, October 15, 2015

Pisgah Forest	Existing STOP sign	
	Average Delay	Level of Service
SR 1503 (Old US 64) at SR 1540 (Wilson Road)	4.5 sec	A
SR 1503 eastbound	0.0 sec	A
SR 1503 westbound	4.6 sec	A
SR 1540 northbound	14.9 sec	B

Traffic volumes from the peak hour (4:45 - 5:45 p.m.) on Thursday, October 15, 2015.

Queues from westbound Old US 64 require Wilson Road left turns to wait and yield.

Queues from eastbound Old US 64 back up from Ecusta Road and block Wilson Road

Pisgah Forest - Ecusta Rd at Old US 64

Option-1 Existing Signal

Pisgah Forest	Existing Signalized Intersection		Roundabout	
	Average Delay	Level of Service	Level of Service	95th percentile queue
SR 1503 (Old US 64) at SR 1512 (Ecusta Road)	13.2 sec	B	B	274
Approach	Approach Delay	Approach LOS	Approach LOS	Approach 95th percentile queue
Eastbound 1503 Old US 64	11.0	B	C	161 ft
Westbound 1503 Old US 64	5.4	A	A	48 ft
Southbound 1512 Ecusta Rd	23.1	C	A	53 ft
Northbound 1540 Wilson Rd*			B	25 ft

*Roundabout modeled with Wilson Road drive as a fourth leg from the south

Signalized: Queues from westbound Old US 64 back up to and block Wilson Road

Traffic volumes from the peak hour (4:45 - 5:45 p.m.) on Thursday, October 15, 2015.

Pisgah Forest	Existing STOP sign	
	Average Delay	Level of Service
SR 1503 (Old US 64) at SR 1540 (Wilson Road)	4.5 sec	A
SR 1503 eastbound	0.0 sec	A
SR 1503 westbound	4.6 sec	A
SR 1540 northbound	14.9 sec	B

Traffic volumes from the peak hour (4:45 - 5:45 p.m.) on Thursday, October 15, 2015.

Queues from westbound Old US 64 require Wilson Road left turns to wait and yield

Queues from eastbound Old US 64 back up from Ecusta Road and block Wilson Road

Pisgah Forest - Ecusta Rd at Old US 64

Option-2 Roundabout

Pisgah Forest	Existing Signalized Intersection		Roundabout	
	Average Delay	Level of Service	**Level of Service**	**95th percentile queue**
SR 1503 (Old US 64) at SR 1512 (Ecusta Road)	13.2 sec	B	**B**	**274**
Approach	Approach Delay	Approach LOS	**Approach LOS**	**Approach 95th percentile queue**
Eastbound 1503 Old US 64	11.0	B	**C**	**161 ft**
Westbound 1503 Old US 64	5.4	A	**A**	**43 ft**
Southbound 1512 Ecusta Rd	23.1	C	**A**	**53 ft**
Northbound 1540 Wilson Rd*	-	-	**B**	**26 ft**

*Roundabout modeled with Wilson Road traffic as a fourth leg from the south

Signalized: Queues from eastbound Old US 64 back up to and block Wilson Road

Traffic volumes from the peak hour (4:45 - 5:45 p.m.) on Thursday, October 15, 2015.

Pisgah Forest	**Existing STOP sign-**	
	Average Delay	**Level of Service**
SR 1503 (Old US 64) at SR 1540 (Wilson Road)	**4.5 sec**	**A**
SR 1503 eastbound	0.0 sec	A
SR 1503 westbound	4.6 sec	A
SR 1540 northbound	14.9 sec	B

Traffic volumes from the peak hour (4:45 - 5:45 p.m.) on Thursday, October 15, 2015.
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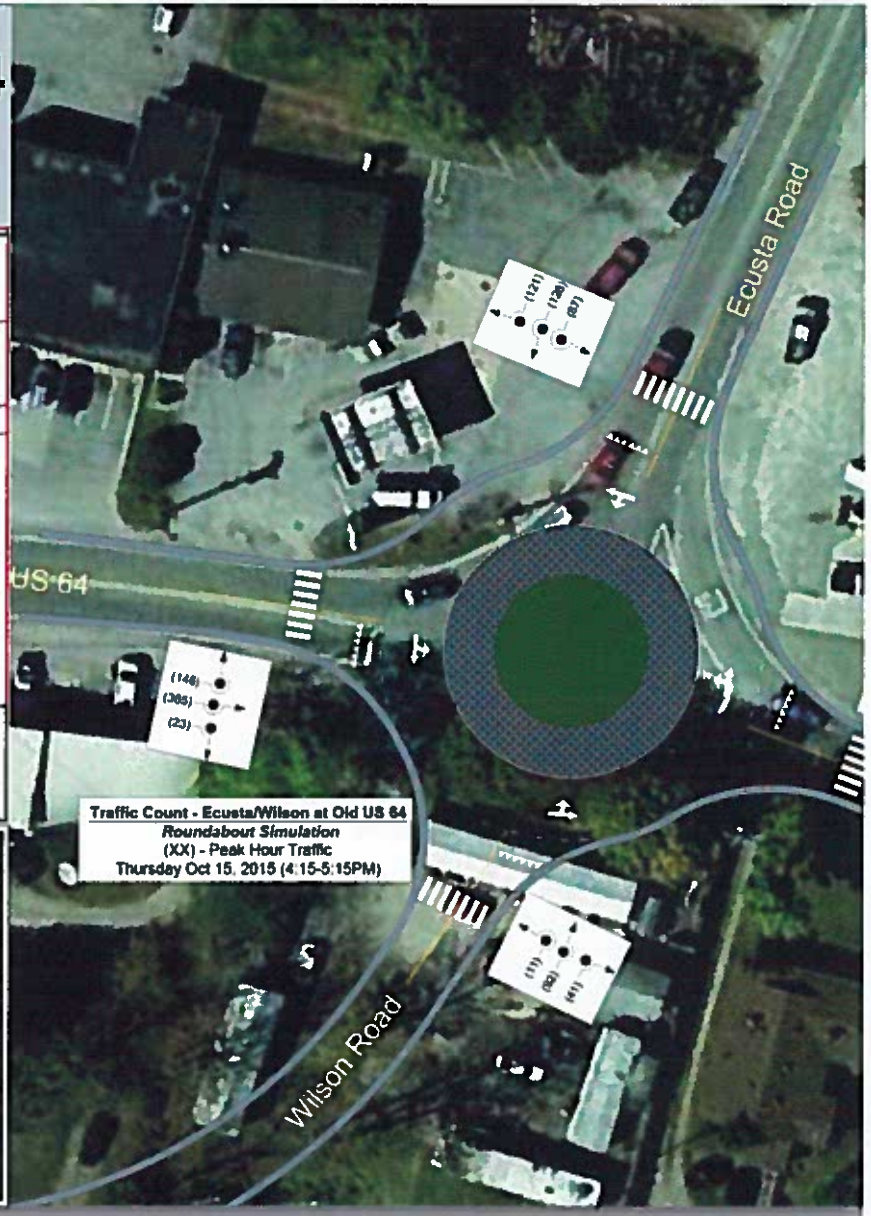
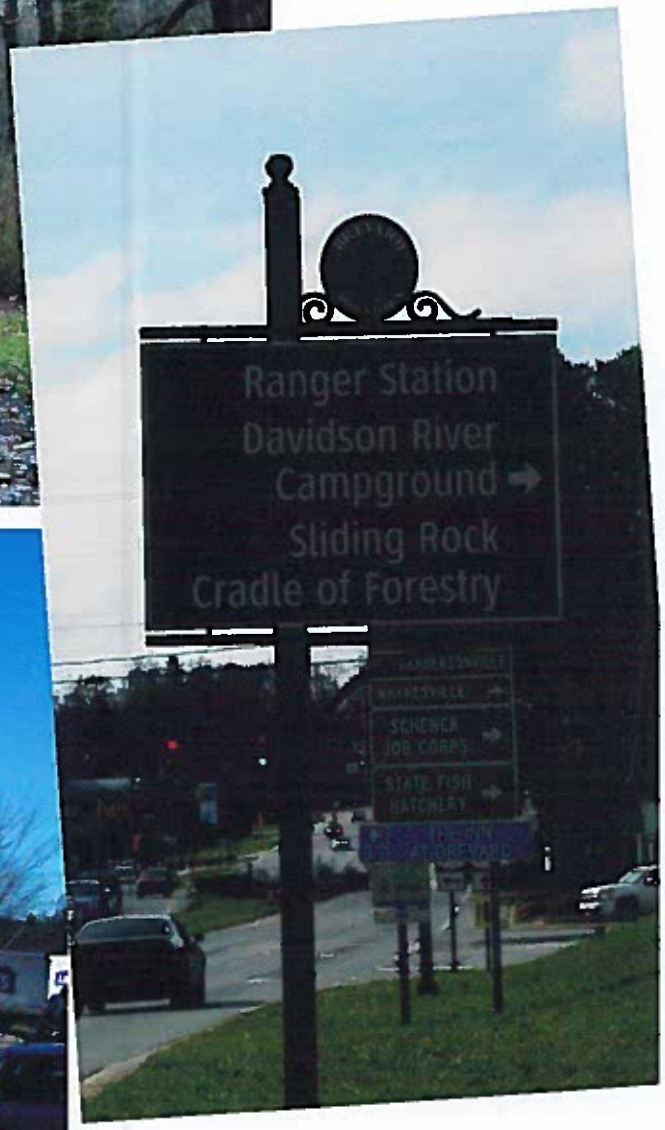
Queues from eastbouond Old US 64 back up from Ecusta Road and block Wilson Road



Pisgah National Forest Gateway

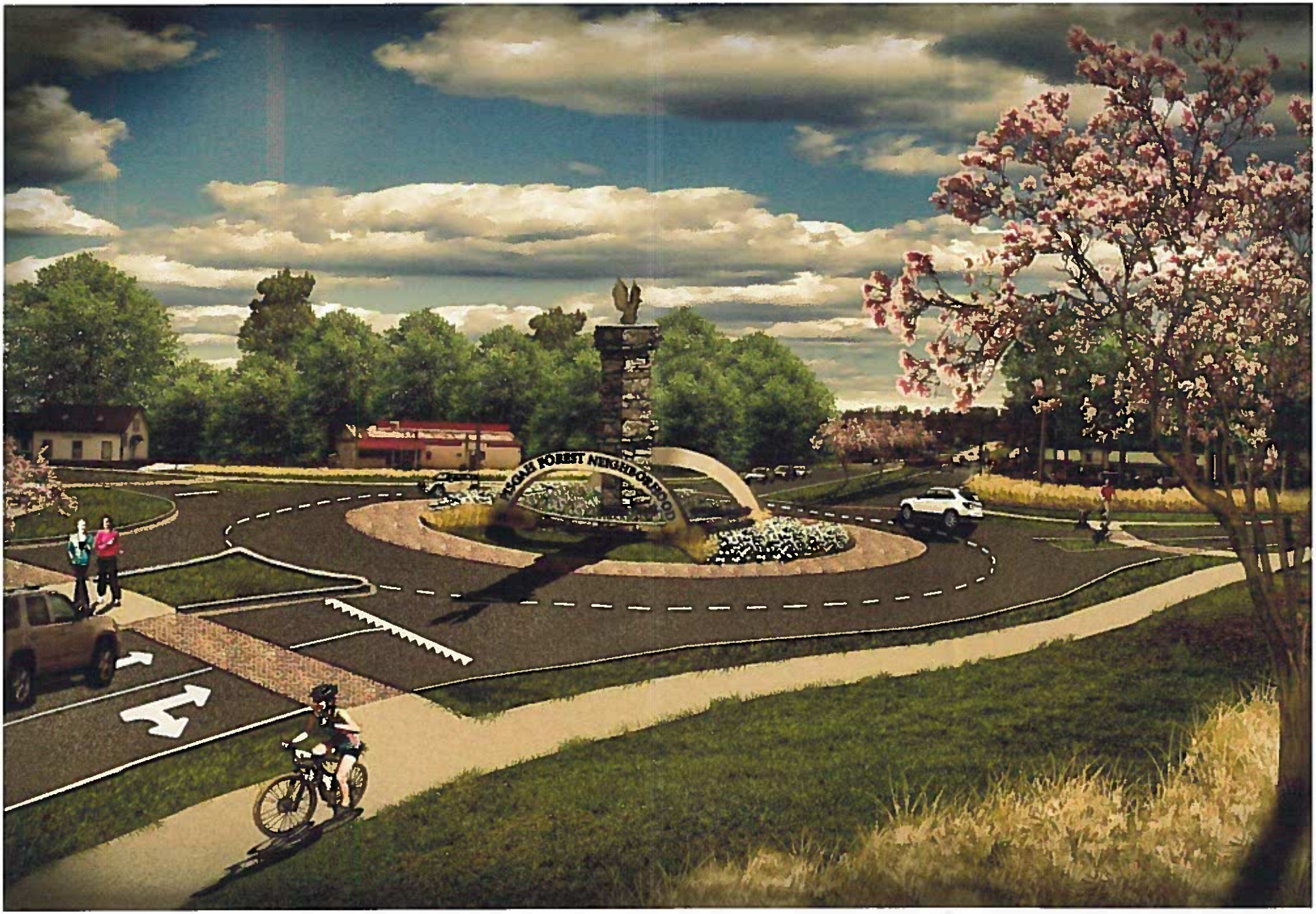
1. 280/64/276 Intersection Design
2. Proposed River and Trail Access
3. Connecting Forest Trails and Commercial District

ESTATOE PATH
Trading route between mountain settlements of the Cherokee and their town Estatoe. In what is now South Carolina passed nearby.


Ranger Station
Davidson River
Campground
Sliding Rock
Cradle of Forestry

PISGAH
NATIONAL FOREST

276
EAST
WEST
64
64


OAK FOREST NEIGHBORHOOD

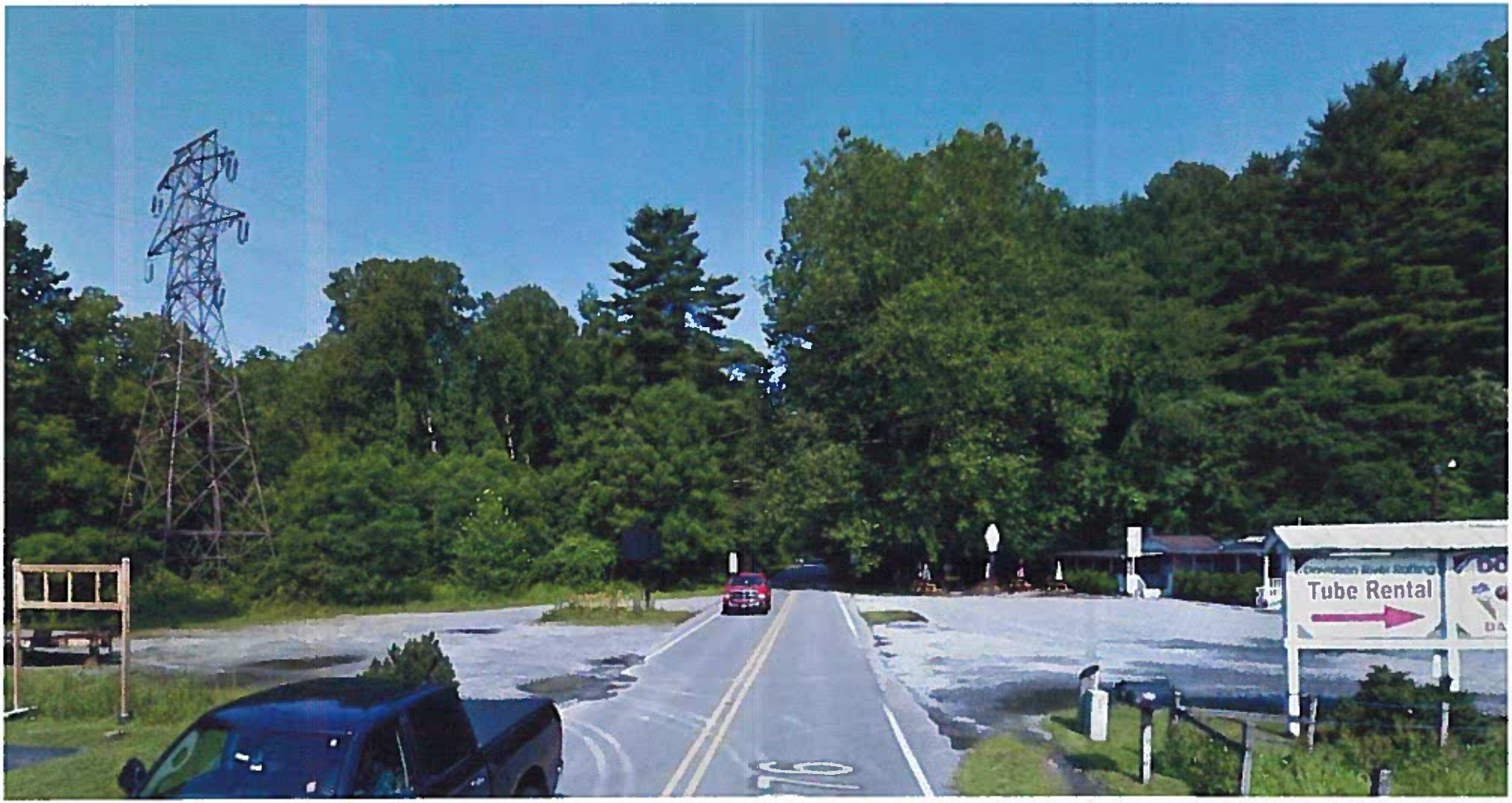
River + Trail Access
Tube Rental

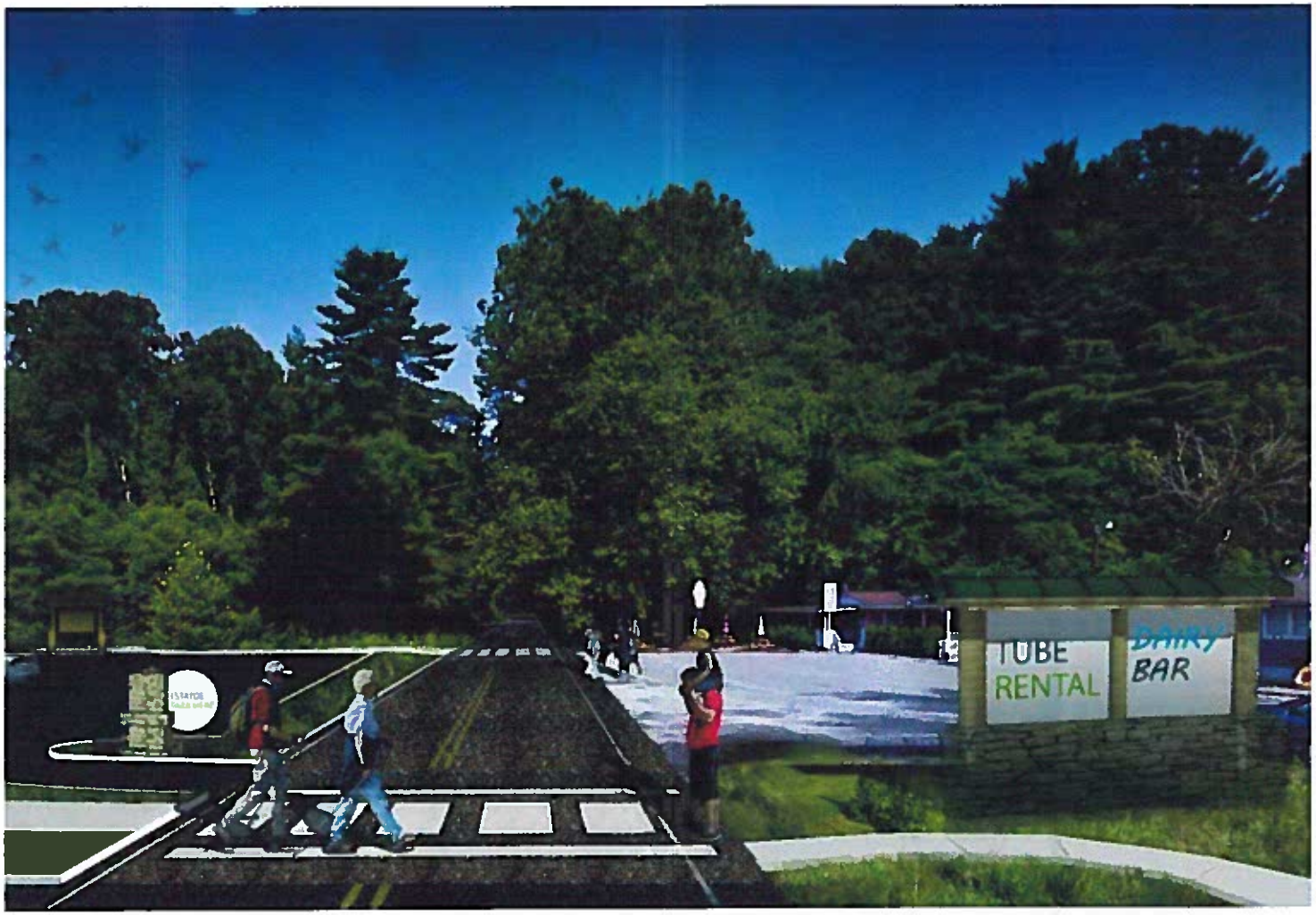
OPTION A

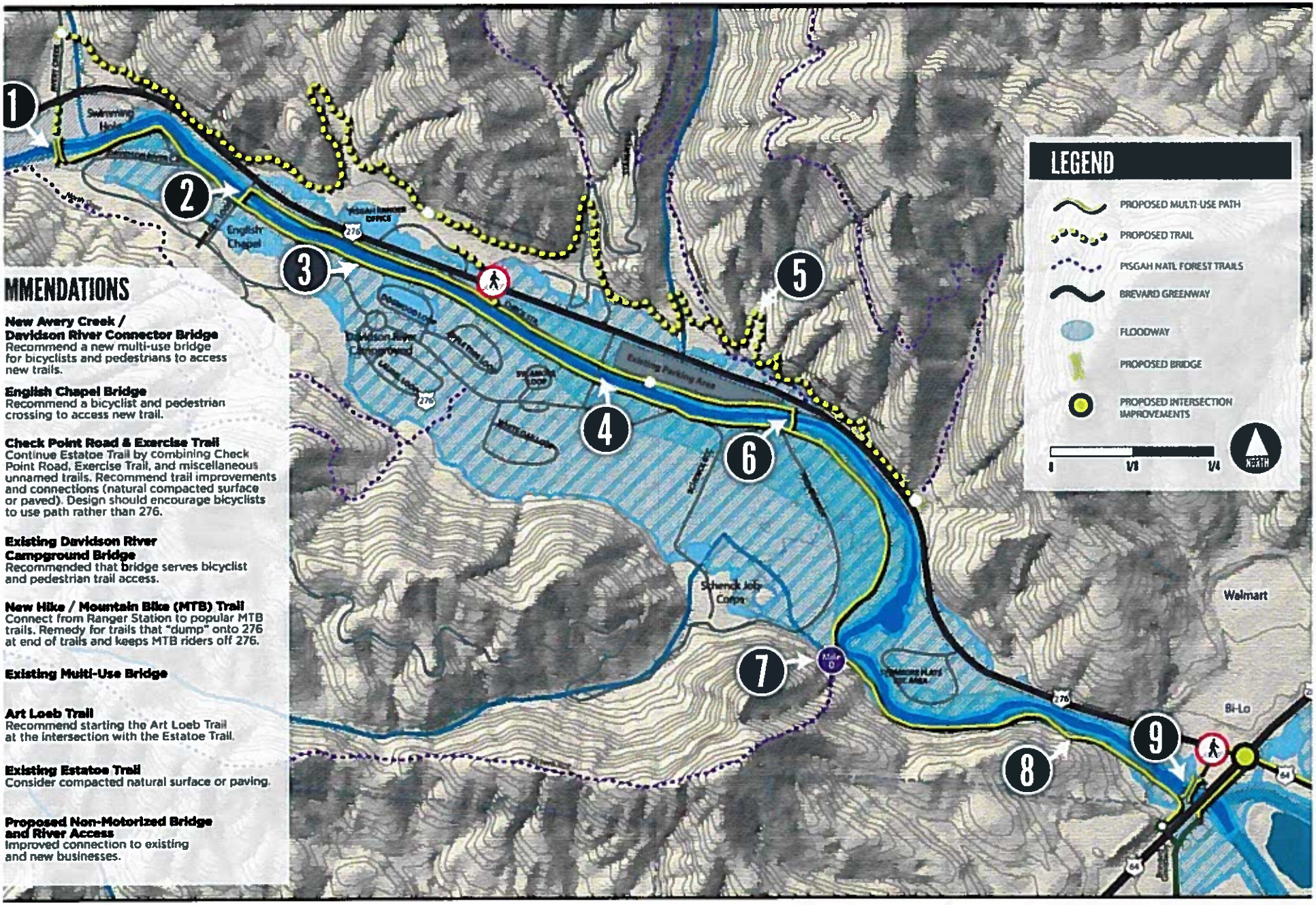
40 parking spaces including
1 van-accessible space
*Topographic Survey
needed to determine
limits of grading and final
number of parking spaces
SIDEWALK
PISGAH FOREST HIGHWAY
ENTRY
SIGN
PAYMENT
KIOSK
25' SETBACK
FROM TOWER
60'
RIVER
ACCESS

OPTION B

30 parking spaces including 1 van-accessible space
Drive radii allow for ease of ingress & egress (even for camp buses)
*Topographic Survey needed to determine limits of grading and final number of parking spaces
ENTRY SIGN
PISGAH FOREST HIGHWAY
PIOSWALE
25' SETBACK FROM TOWER
PAYMENT KIOSK
RIVER ACCESS


Tube Rental


TUBE
RENTAL
DAIRY
BAR



MMENDATIONS

New Avery Creek / Davidson River Connector Bridge
Recommend a new multi-use bridge for bicyclists and pedestrians to access new trails.

English Chapel Bridge
Recommend a bicyclist and pedestrian crossing to access new trail.

Check Point Road & Exercise Trail
Continue Estatoe Trail by combining Check Point Road, Exercise Trail, and miscellaneous unnamed trails. Recommend trail improvements and connections (natural compacted surface or paved). Design should encourage bicyclists to use path rather than 276.

Existing Davidson River Campground Bridge
Recommended that bridge serves bicyclist and pedestrian trail access.

New Hike / Mountain Bike (MTB) Trail
Connect from Ranger Station to popular MTB trails. Remedy for trails that "dump" onto 276 at end of trails and keeps MTB riders off 276.

Existing Multi-Use Bridge

Art Loeb Trail
Recommend starting the Art Loeb Trail at the intersection with the Estatoe Trail.

Existing Estatoe Trail
Consider compacted natural surface or paving.

Proposed Non-Motorized Bridge and River Access
Improved connection to existing and new businesses.

RECOMMENDATIONS

1. **New Avery Creek / Davidson River Connector Bridge**
   Recommend a new multi-use bridge for bicyclists and pedestrians to access new trails.

2. **English Chapel Bridge**
   Recommend a bicyclist and pedestrian crossing to access new trail.

3. **Check Point Road & Exercise Trail**
   Continue Estatoe Trail by combining Check Point Road, Exercise Trail, and miscellaneous unnamed trails. Recommend trail improvements and connections (natural compacted surface or paved). Design should encourage bicyclists to use path rather than 276.

4. **Existing Davidson River Campground Bridge**
   Recommended that bridge serves bicyclist and pedestrian trail access.

5 **New Hike / Mountain Bike (MTB) Trail**
Connect from Ranger Station to popular MTB trails. Remedy for trails that "dump" onto 276 at end of trails and keeps MTB riders off 276.

6 **Existing Multi-Use Bridge**

7 **Art Loeb Trail**
Recommend starting the Art Loeb Trail at the intersection with the Estatoe Trail.

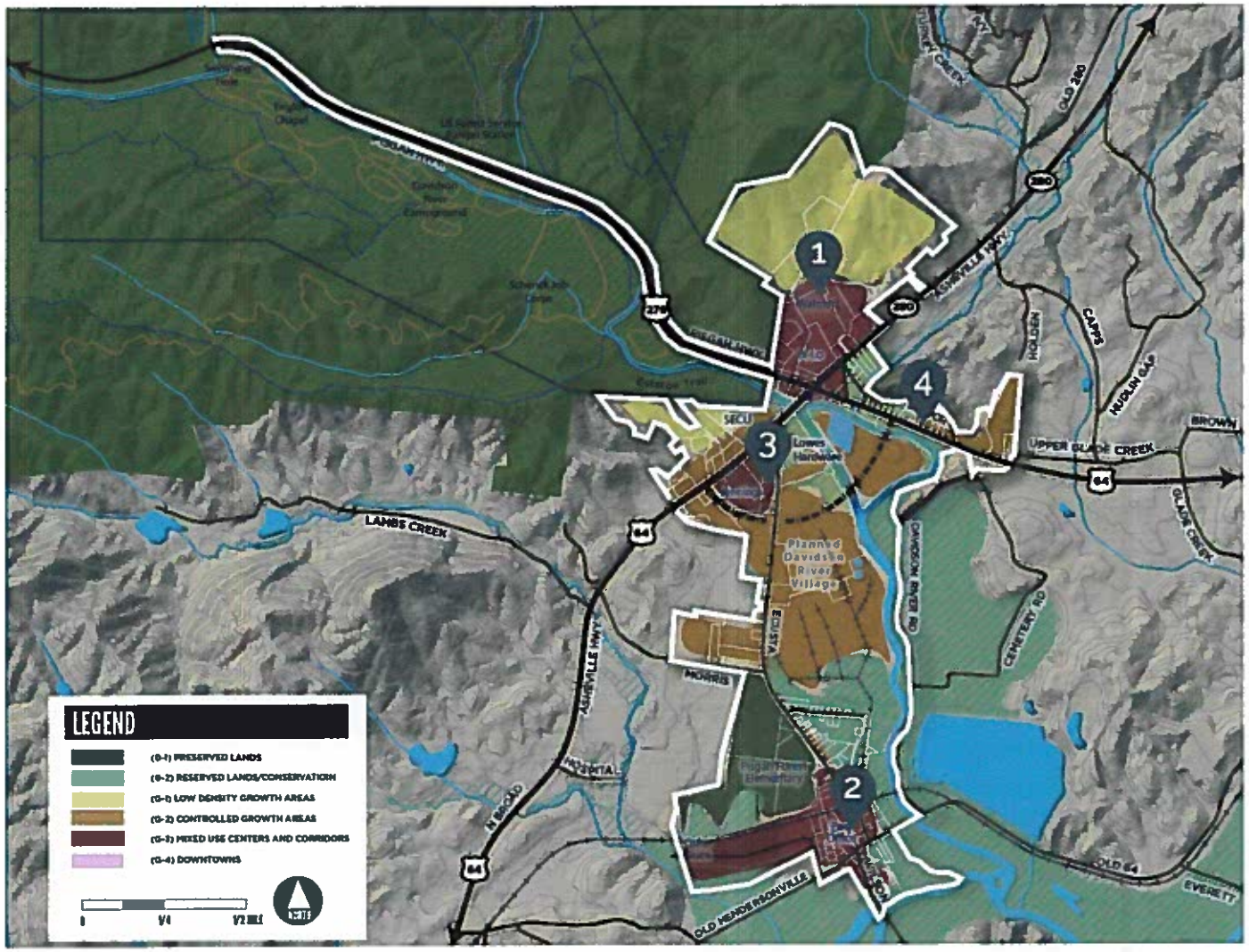
8 **Existing Estatoe Trail**
Consider compacted natural surface or paving.

9 **Proposed Non-Motorized Bridge and River Access**
Improved connection to existing and new businesses.

In-Fill Development

1. Pedestrian-Oriented: Small blocks, destinations & comfortable walking env.
2. Varied size of housing
3. Mixed-use: housing, retail & office
4. Common Space/ Recreation for Multi-Family Housing
5. Higher density creates more activity
6. Destination area with Sense of Place
7. Improved Infrastructure to support small business/new investment

PISGAH FOREST LAND USE FRAMEWORK



CASE STUDIES

The following four case st-dies are focused on infill and corridor development and can be found on the subsequent pages.

INFILL DEVELOPMENT

1 WALMART REIMAGINED
(SEE PAGE XX)

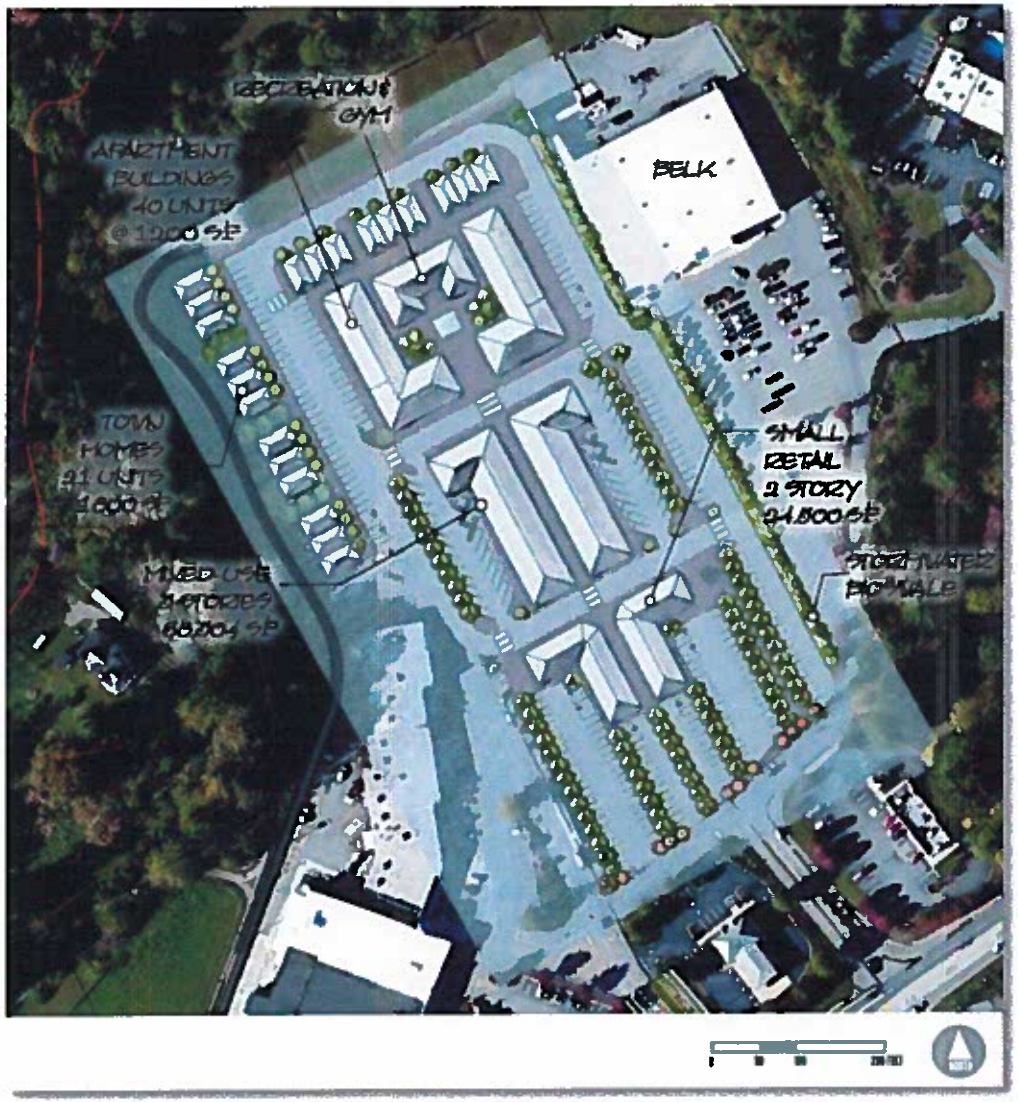
2 PISGAH CROSSROADS
(SEE PAGE XX)

CORRIDOR DEVELOPMENT

3 ECUSTA RD
(SEE PAGE XX)

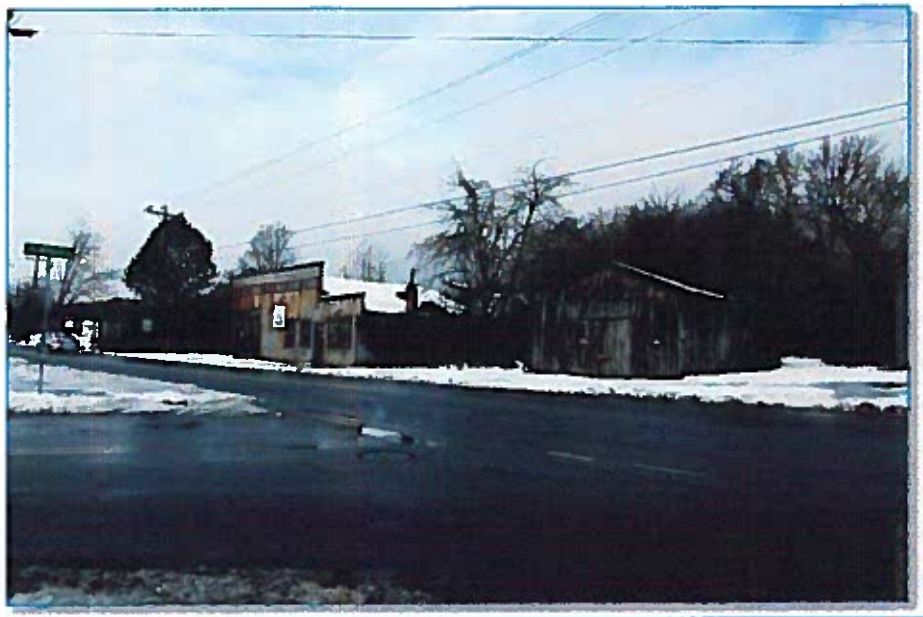
4 US HWY 64
(SEE PAGE XX)

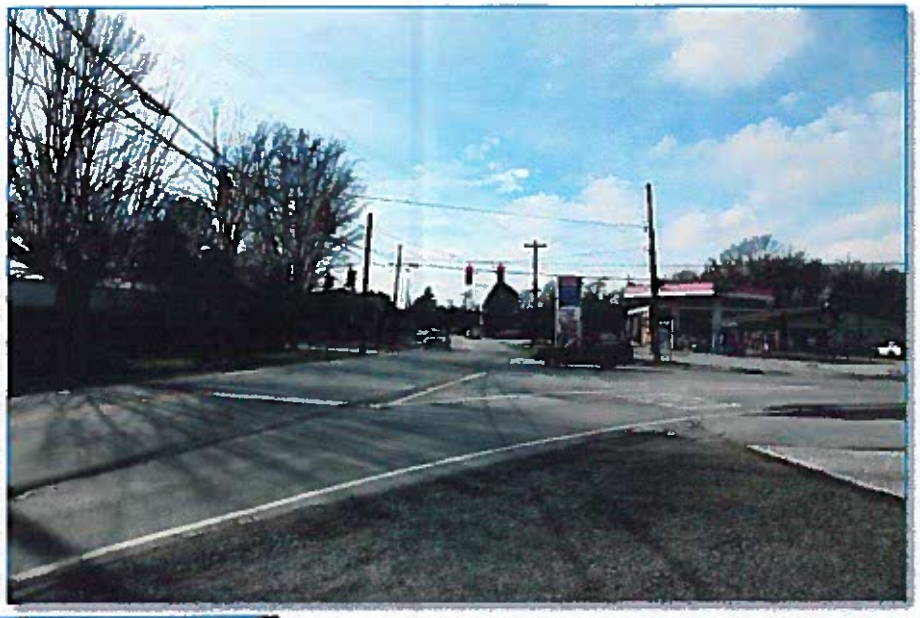
Walmart Shopping Center

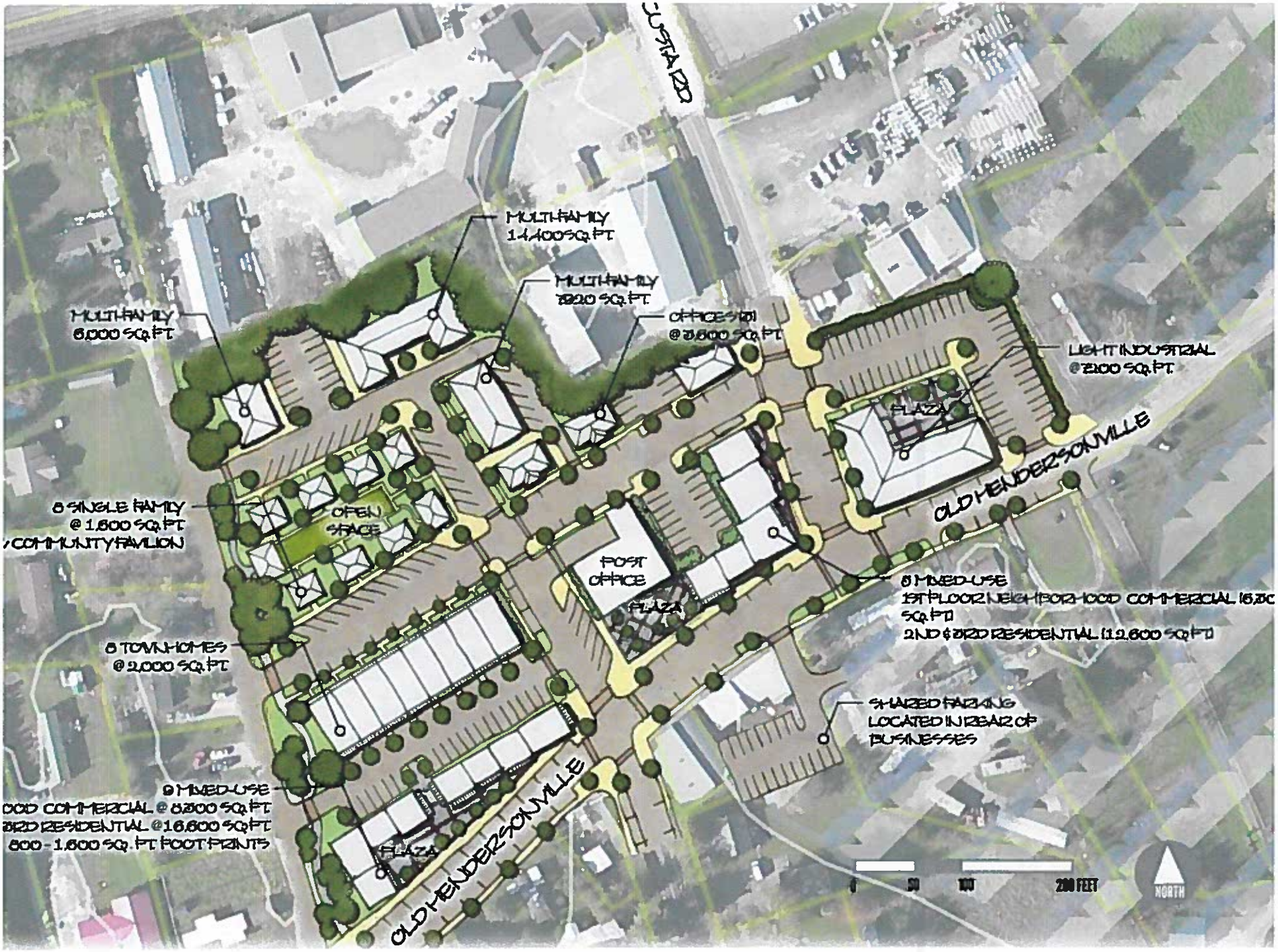


LAND USE TYPE	Stories	No. of Units	Unit Size (Approx.)	Total Square Footage
Mulit-Family Apartment	3	40	1200 S.F.	58,596
Gym/ Office Building	2	Varies	Varies	11,282
Townhomes	2	21	1800 S.F.	37,800
Mixed -Use	3	Varies	Varies	68,304
Small Retail/Commercial	2	Varies	Varies	24,500
Parking		253		
Potential for Garage Parking (under buildings)		90		

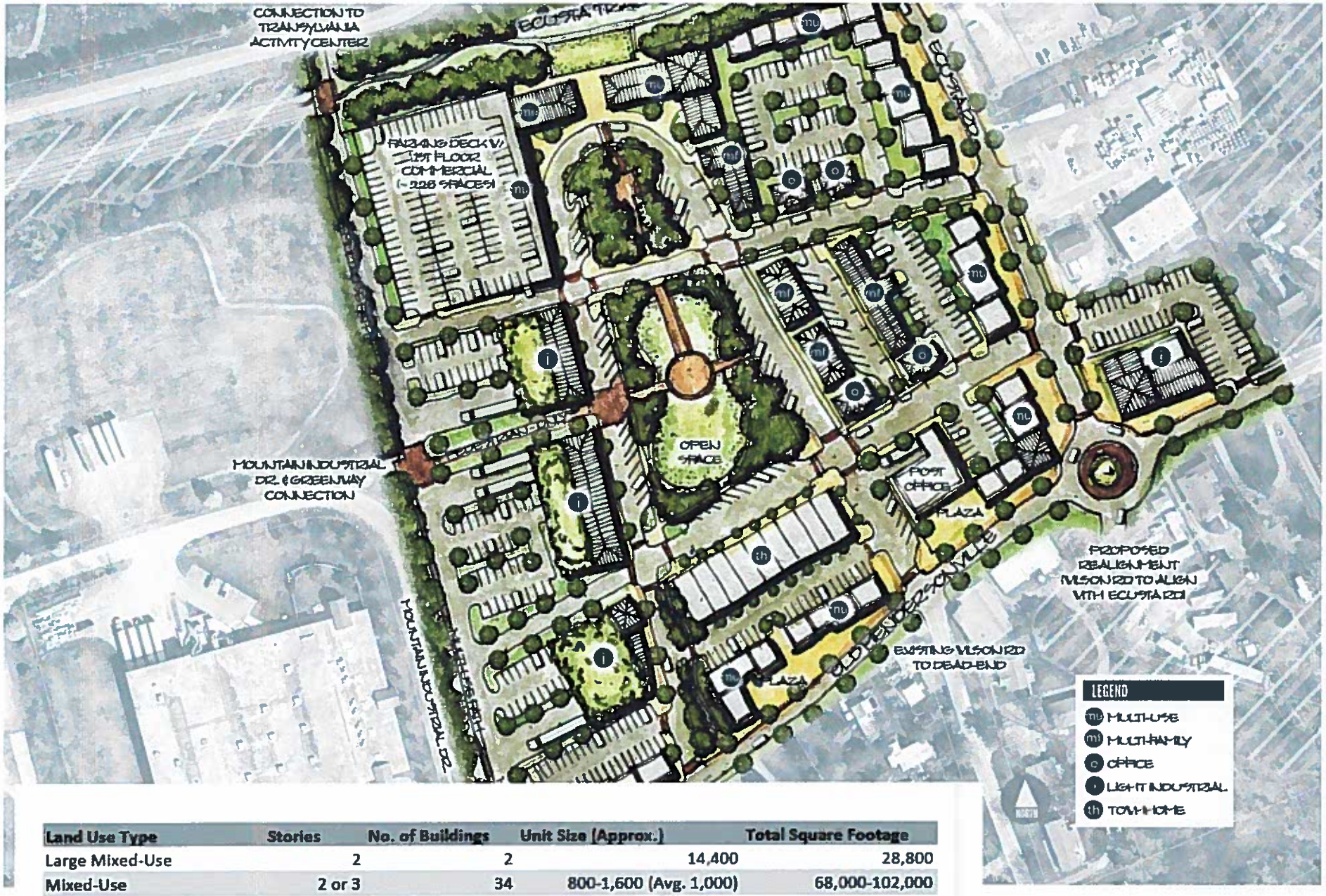
Pisgah Crossroads







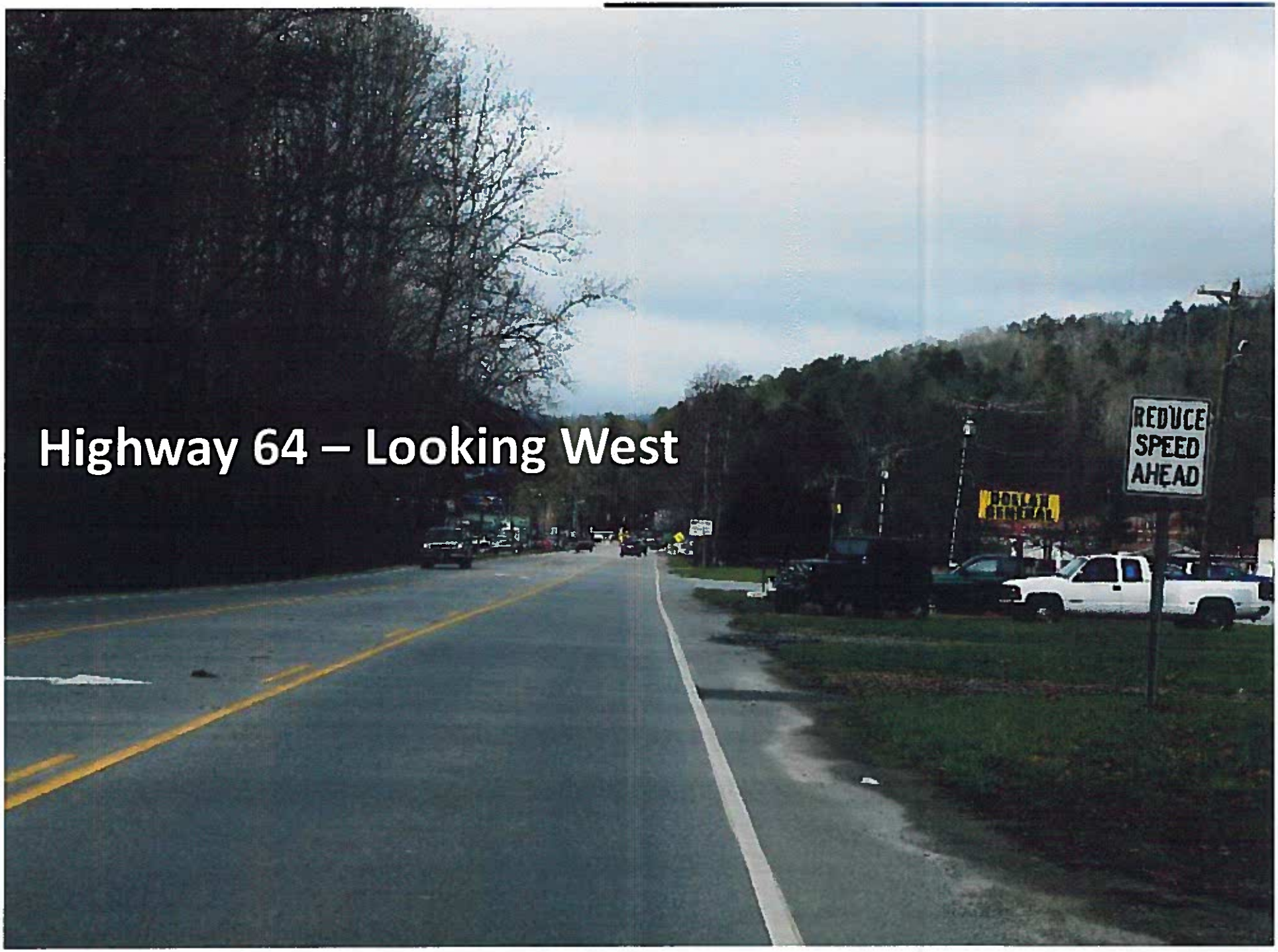
CUSTARD
MULTI-FAMILY
14,400 SQ. FT.
MULTI-FAMILY
7920 SQ. FT.
MULTI-FAMILY
6,000 SQ. FT.
OFFICES (3)
@ 3,600 SQ. FT.
LIGHT INDUSTRIAL
@ 7200 SQ. FT.
PLAZA
OLD HENDERSONVILLE
8 SINGLE FAMILY
@ 1,600 SQ. FT.
COMMUNITY PAVILION
OPEN
SPACE
POST
OFFICE
PLAZA
8 MIXED-USE
1ST FLOOR NEIGHBORHOOD COMMERCIAL (6,30
SQ. FT.)
2ND & 3RD RESIDENTIAL (12,600 SQ. FT.)
8 TOWNHOMES
@ 2,000 SQ. FT.
SHARED PARKING
LOCATED IN REAR OF
BUSINESSES
9 MIXED-USE
OOD COMMERCIAL @ 8,300 SQ. FT.
3RD RESIDENTIAL @ 16,600 SQ. FT.
800 - 1,600 SQ. FT. FOOT PRINTS
PLAZA
OLD HENDERSONVILLE
0
50
100
200 FEET
NORTH



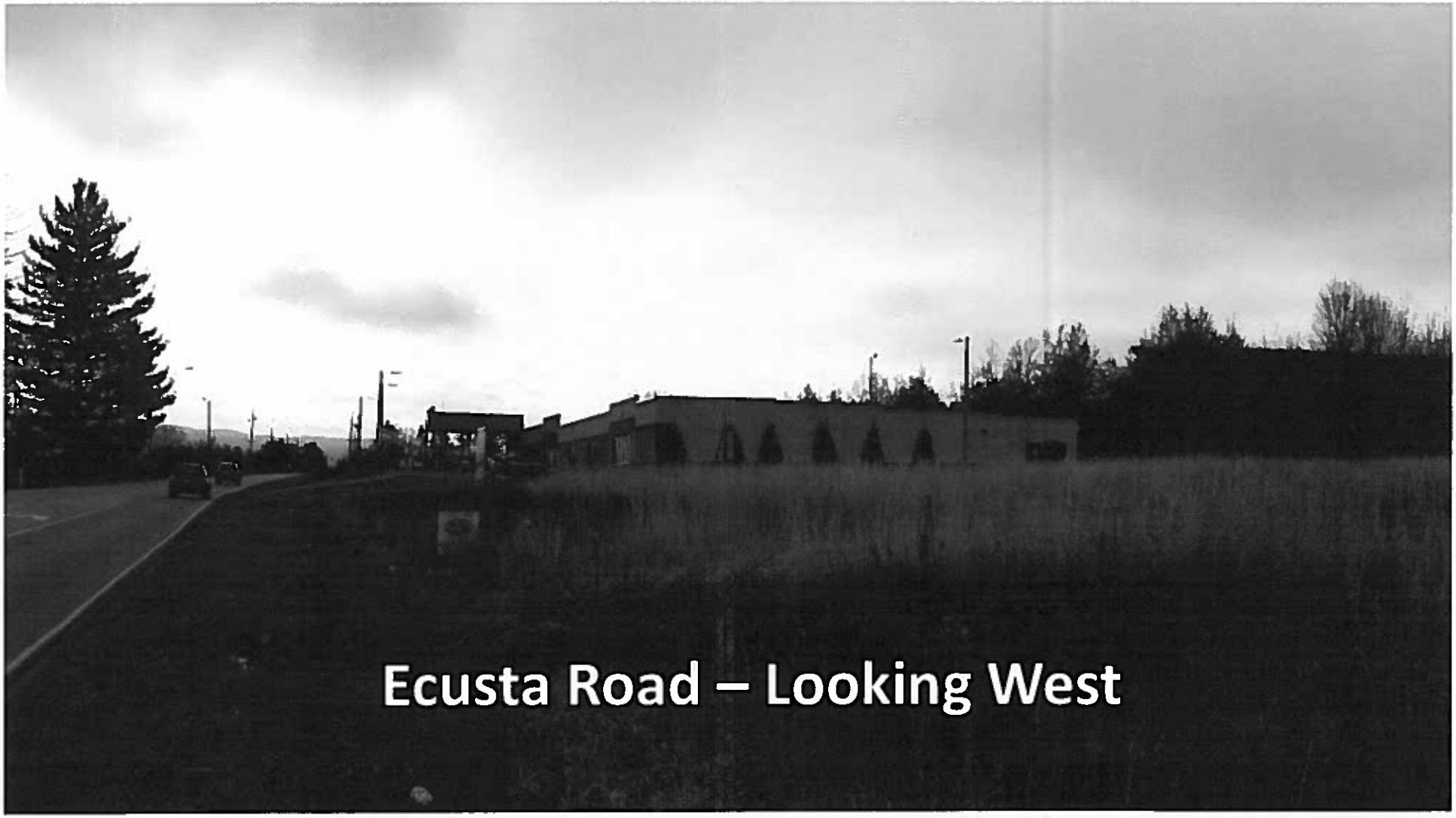
Land Use Type	Stories	No. of Buildings	Unit Size (Approx.)	Total Square Footage
Large Mixed-Use	2	2	14,400	28,800
Mixed-Use	2 or 3	34	800-1,600 (Avg. 1,000)	68,000-102,000
Office	3	4	4,500	18,000
Townhome	2	8	2,000	16,000
Multi-Family Apartment	2 or 3	5	varies	39,990
Light Industrial	1	4	10.000-15.000	45.000

Corridor Development

5-15 years: What the future of 64 & Ecusta Road?


Highway 64 – Looking West
REDUCE
SPEED
AHEAD

DOLLAR GENERAL
DOLLAR GENERAL
BANK


Ecusta Road – Looking West

PISGAH FOREST Small Area Plan

BREVARD NC

J.M. TEAGUE Engineering & Planning

DESTINATION BY DESIGN
planning | design | promotion