



AGENDA
BREVARD PLANNING BOARD– REGULAR MEETING
Tuesday, November 15, 2016 – 6:00 PM
Council Chambers

I. Welcome

II. Introduction of Board Members

III. Approval of Minutes

a. October 18, 2016

IV. New Business

a. Zoning Map Amendment – Application of John K. Johnson to rezone 3.59 acre site located at 1259 Asheville Highway, PIN # 8596-09-3864-000; proposal to rezone property from General Residential (GR) to Neighborhood Mixed Use (NMX).

V. Old Business

a. Land Development Code Update

b. Bicycle Friendly Community Discussion

c. Annual Work Plan

VI. Other Business

VII. Adjourn



The City of Brevard North Carolina

NEW BUSINESS STAFF REPORT

November 15, 2016

Title: Johnson Rezoning – RZ16-000004
Speaker: Aaron Bland AICP, Planner & Assistant Zoning Administrator
Prepared by: Aaron Bland AICP, Planner & Assistant Zoning Administrator

EXECUTIVE SUMMARY: Planning Board will consider and formulate a recommendation to City Council regarding a rezoning request for a property located on Asheville Highway.

BACKGROUND: Staff received the application for rezoning on October 27, 2016 from Mr. John Johnson (hereafter, “applicant”) to rezone his property at 1259 Asheville Highway (PIN 8596-09-3864-000) from General Residential (GR) to Neighborhood Mixed-Use (NMX). See Attachment A “Site Map,” Attachment B “Vicinity Map,” Attachment C “Current Zoning”, and Attachment D “Proposed Zoning” for reference.

DISCUSSION: In considering a change of zoning, the Board should consider the following factors and Staff comments:

Is the request consistent with adopted land use plans?

The proposed rezoning is inconsistent with the Future Land Use Map of the 2002 City of Brevard Land Use Plan (Attachment E), which classifies this property as “Residential – Low Density,” which is defined as:

These areas contain mostly one-family dwellings at an average density of not more than three dwelling units per acre and are mostly zoned R-1. Much of this land may not be served by public water and sewer and lot sizes should be adequate for an individual water supply and on-site sewage disposal. Typical lot sizes are 10,000 square feet or more. Agriculture occurs here and should continue to be allowed. Within this category opportunities for traditional, compact, rural commercial/community centers should be allowed to serve the daily needs of the surrounding community. Some of these areas, with their low-density development are prime candidates for conservation easements or the purchase/transfer of development rights to maintain their rural character.

If the Planning Board elects to recommend in favor of the proposed rezoning, then the Board must, in its motion, acknowledge this inconsistency and provide a basis for its recommendation.

What is the relationship between the range of proposed uses and existing uses within the vicinity of the Subject Parcel?

The subject parcel currently has one single-family detached house on the property.

If the subject property is rezoned as proposed, then the single-family home will become a pre-existing nonconforming use. Creating such a nonconformity does have bearing on the potential future use of the property, as new single-family homes are not currently permitted within the NMX district. However, an existing nonconforming residential use may be enlarged or altered as long as the enlargement or alteration is in compliance with all yard requirements and other regulations of such structures as required in the specific district. Nonconforming structures and uses may not be reestablished if they are discontinued for 180 days or substantially damaged (e.g. fire or natural disaster).

Is the size of the tract “reasonable” within the context of the proposed zoning district, the configuration of adjacent zoning districts, and surrounding land uses?

The adjacent zoning districts are CMX along Asheville Highway to the east, GR6 in Straus Park to the north and west, and NMX in the commercial area of Straus Parkway to the south. Allowable uses within the NMX zoning district differ from those uses allowed in GR, as it is a more commercial, automobile-oriented district. (See Attachment F “Allowable Uses Comparison Table” for a list of uses allowed in each district.) The proposed rezoning would extend the existing NMX, “wrapping” it around the CMX properties and acting as a transitional buffer between the commercial corridor and the residential properties in Straus Park.

The parcel’s size of 3.59 acres, coupled with the fact that there is existing NMX property adjacent to the south, eliminates any concerns of spot zoning.

What is the balance of benefits and detriments to both the Applicant / property owner and the public at large?

Potential benefits of this rezoning as proposed by the applicant include additional allowable residential and commercial uses for this transitional property. The potential detriments of allowing more commercial uses in proximity to the residential Straus Park neighborhood are assumed to be mitigated by existing standards in the City’s UDO. For example, if rezoned, the property would be NMX with GR6 as an adjacent district. This would trigger a “Type B Buffer” with new development, which must be a minimum of 20 feet wide and 6 feet in height, in order to screen any non-compatible uses between the districts.

POLICY ANALYSIS: The proposed zoning district of Neighborhood Mixed-Use is defined as:

The Neighborhood Mixed-Use District is coded to provide pedestrian-scaled, higher density residential homes and opportunities for limited scale commercial

activities along existing mixed-use corridors, in areas of transition, and at the functional center of new neighborhoods. Development in this district should encourage pedestrian activity through construction of mixed-use buildings and connections to adjacent neighborhoods. Buildings in this district are typically small and detached.

The subject parcel is situated such that it lies between Corridor Mixed-Use properties along Asheville Highway and General Residential 6 properties within Straus Park. The designation of NMX seems to be an appropriate choice, allowing the NMX parcel to be a transitional district as intended by the above definition.

By acting in the transitional role described above and by allowing a mix of residential uses, the rezoning as proposed addresses the “Livable Communities” element of the City’s comprehensive plan:

GOALS

With a strong sense of community that supports livability for all, Brevard will:

- Foster efficient land use, support a mix of housing types, increase efficiency of public utilities and services, and accommodate multiple modes of transportation.
- Enjoy a network of complete neighborhoods that provide for all types of residents.
- Provide the services and amenities that allow residents to live happy, healthy, productive lives.

OBJECTIVE 4.2: Develop a system of “complete neighborhoods” throughout Brevard. (This is a multi-faceted objective that will rely on objectives and policies from other elements as well.)

POLICY 4.2.A: Modify zoning to increase allowable densities and the mixing of uses in appropriate areas.

However, the proposed rezoning is inconsistent with the City’s current land use plan. North Carolina General Statute 160A-383 requires that the Board’s review of the proposed zoning map amendment include a written statement as to the consistency of the amendment with adopted plans and policies of the City. The Board then forwards this recommendation with a finding that the proposed zoning map amendment is consistent or inconsistent with the City’s adopted plans and policies. Staff has prepared a draft consistency statement, which is included as Attachment G.

STAFF RECOMMENDATION: Staff believes that the proposed rezoning represents an appropriate application of the NMX zoning district as a transitional area between the Corridor Mixed-Use properties that front Asheville Highway and the General Residential 6 properties of Straus Park.

Additionally, it is Staff’s position that any potentially negative impacts of future development upon the subject parcel, which would derive from the proposed rezoning, are sufficiently addressed in the City’s current development regulations and review procedures.

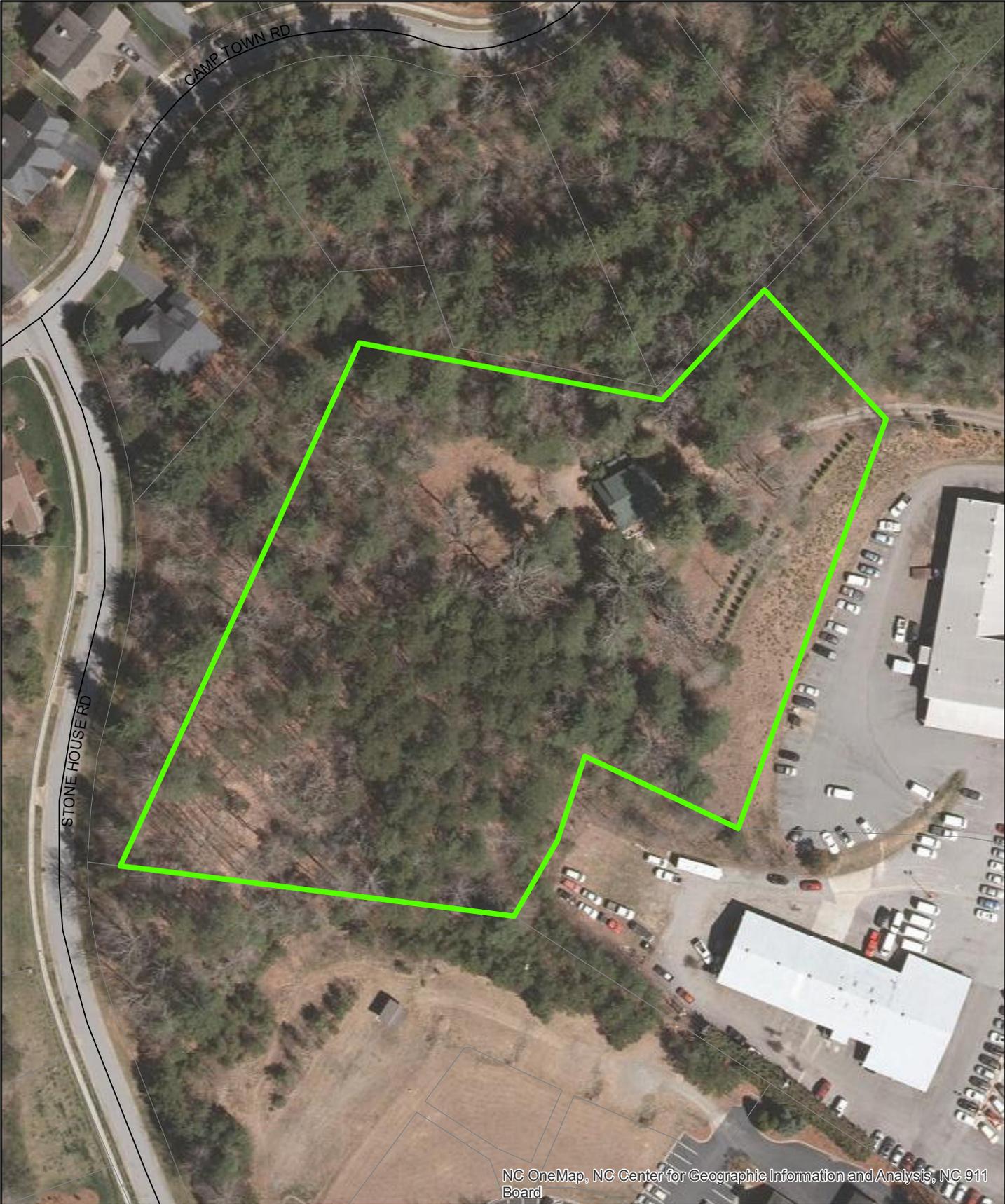
The Planning Board's responsibility is to formulate a recommendation to Brevard City Council. The Board's options are as follows:

1. Recommend approval of the proposed rezoning as requested.
2. Recommend approval of the proposed rezoning with modifications.
3. Recommend the requested rezoning to a more restrictive zoning district.
4. Request additional information from Staff. The Board may take up to 45 days to formulate a recommendation to City Council, therefore the Board must forward a recommendation on or before December 30, 2016.

FISCAL IMPACT: None at this time. Future development upon the subject parcel will require Staff time for review of NMX uses, which are often more complicated than those allowed in GR.

ATTACHMENTS:

- A. Site Map
- B. Vicinity Map
- C. Current Zoning Map
- D. Proposed Zoning Map
- E. Future Land Use Plan Excerpt
- F. Allowable Uses Comparison Table
- G. Consistency Statement
- H. Application Materials

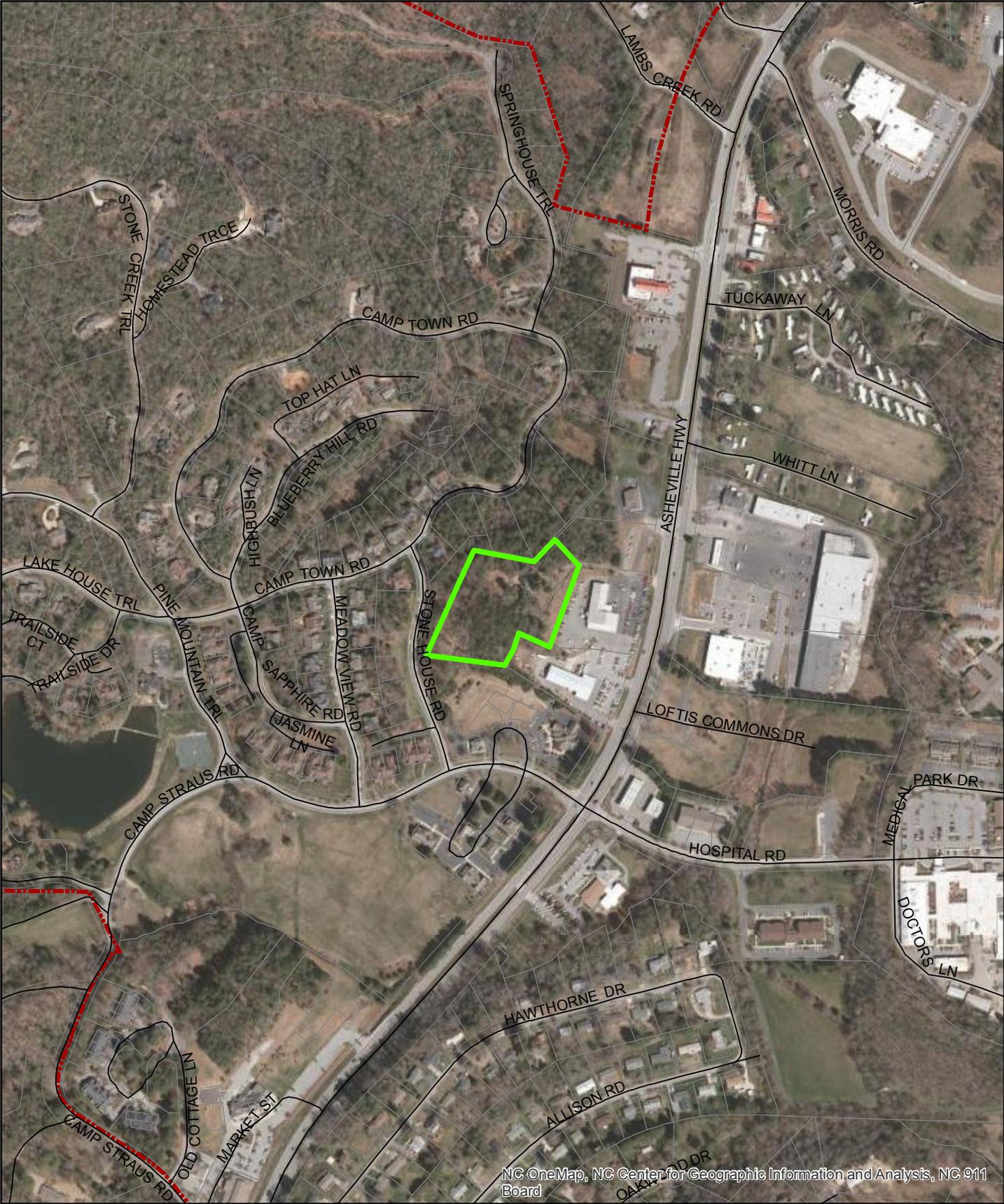


NC OneMap, NC Center for Geographic Information and Analysis, NC 911 Board

-  Streets
-  City Limits
-  Subject Property
-  Parcels

Site Map



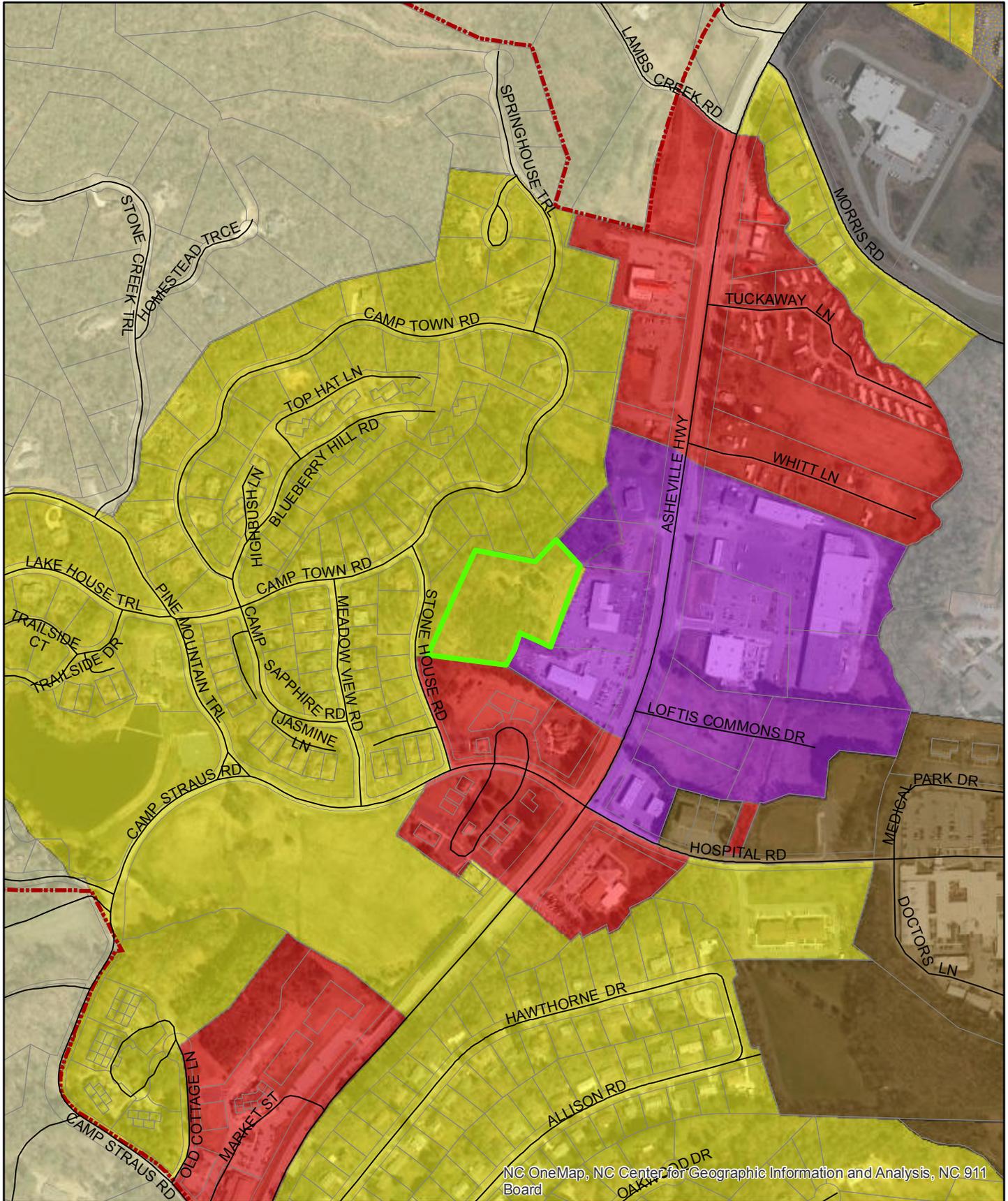


NC OneMap, NC Center for Geographic Information and Analysis, NC 911 Board

-  Streets
-  City Limits
-  Subject Property
-  Parcels

Vicinity Map





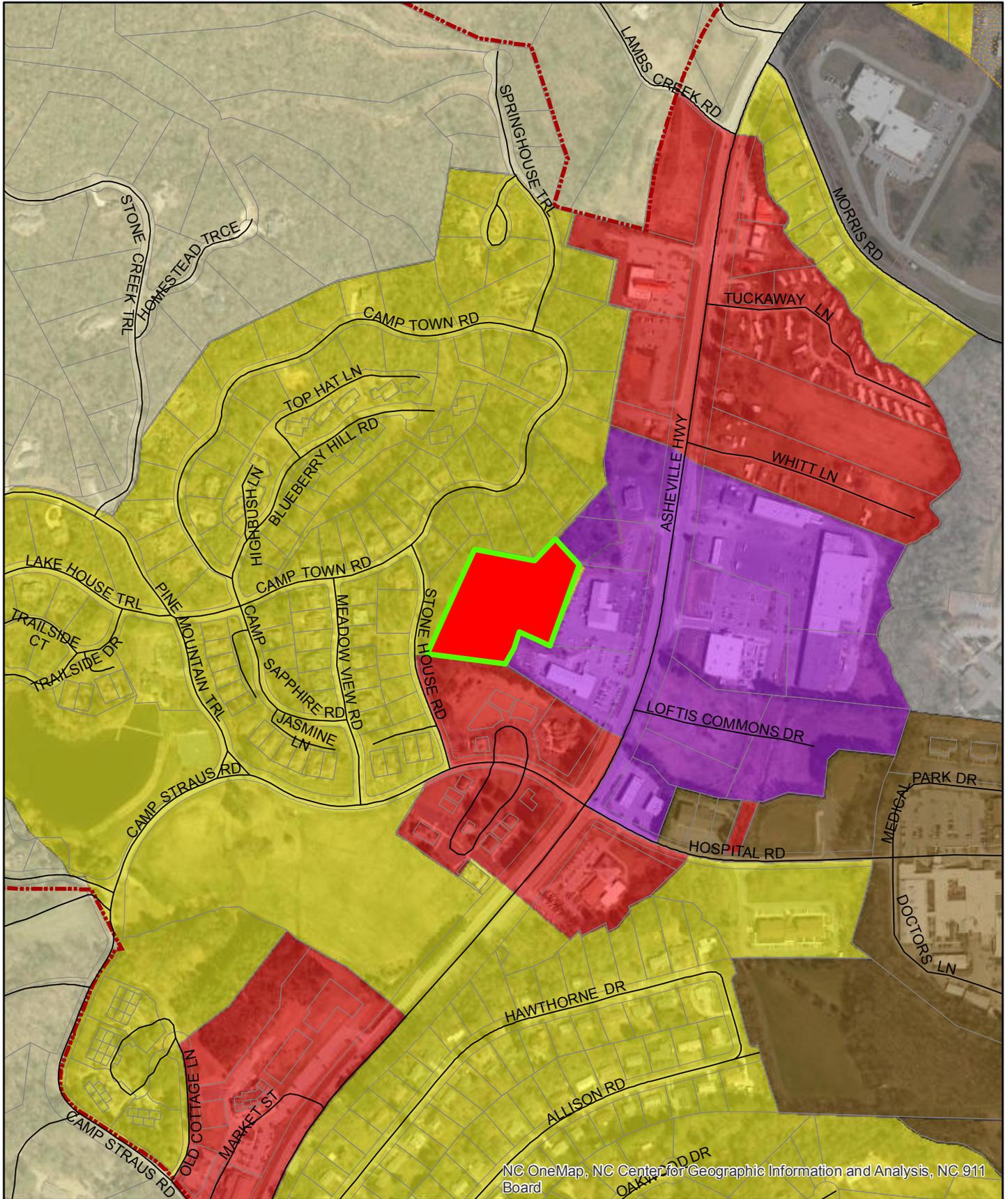
NC OneMap, NC Center for Geographic Information and Analysis, NC 911 Board

- Streets
- City Limits
- Subject Property
- Parcels
- Zoning Districts**
- General Industrial
- Corridor Mixed Use
- Downtown Mixed Use
- Neighborhood Mixed Use
- Residential Mixed Use
- Institutional Campus
- General Residential (6)
- General Residential (4)
- Special Districts
- MHD

Current Zoning



1 inch = 500 feet



NC OneMap, NC Center for Geographic Information and Analysis, NC 911 Board

- Streets
- City Limits
- ▭ Subject Property
- ▭ Proposed NMX
- ▭ Parcels
- ▭ MHD
- Zoning Districts**
- ▭ General Industrial
- ▭ Corridor Mixed Use
- ▭ Downtown Mixed Use
- ▭ Neighborhood Mixed Use
- ▭ Residential Mixed Use
- ▭ Institutional Campus
- ▭ General Residential (6)
- ▭ General Residential (4)
- ▭ Special Districts

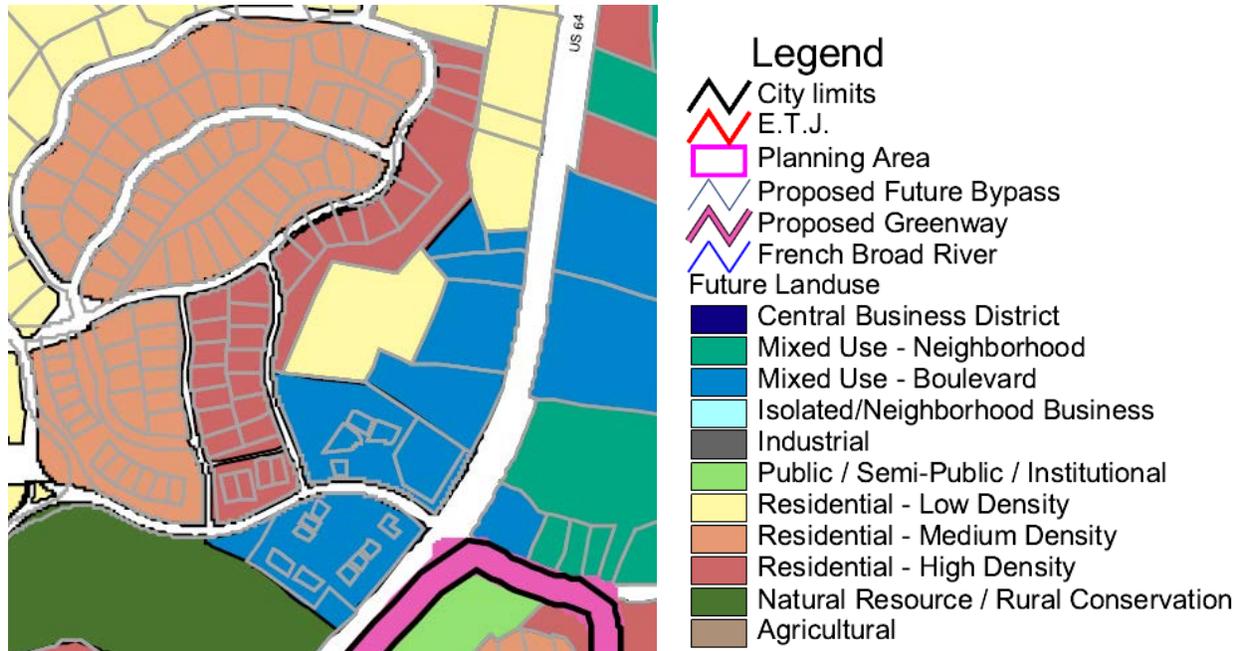
Proposed Zoning



1 inch = 500 feet

City of Brevard Land Use Plan (Excerpt)

Adopted August 19, 2002



RESIDENTIAL – LOW DENSITY

These areas contain mostly one-family dwellings at an average density of not more than three dwelling units per acre and are mostly zoned R-1. Much of this land may not be served by public water and sewer and lot sizes should be adequate for an individual water supply and on-site sewage disposal. Typical lot sizes are 10,000 square feet or more. Agriculture occurs here and should continue to be allowed. Within this category opportunities for traditional, compact, rural commercial/community centers should be allowed to serve the daily needs of the surrounding community. Some of these areas, with their low-density development are prime candidates for conservation easements or the purchase/transfer of development rights to maintain their rural character.

Comparison of Allowable Uses

The following table, which is an excerpt of the use matrix shown in Chapter 2 of the Brevard Unified Development Ordinance, provides a comparison of uses permitted in the General Residential (GR) and Corridor Mixed-Use (CMX) districts.

2.2. - Use categories and tables of permitted uses.

- C. Use matrix. The following matrix sets forth the manner by which certain uses may be permitted within the various districts set forth above.
1. "P" denotes those uses that are permitted "by right."
 2. "—"denotes those uses that are not permitted within the given district.
 3. "SUP" denotes those uses that are permitted upon issuance of a special use permit in accordance with the provisions set forth in Chapter 16. Additional standards for certain uses requiring a special use permit are set forth in Chapters 3 and 5 of this ordinance.
 4. "PS" denotes those uses that are permitted with additional standards, which are set forth in Chapter 3.
 5. "GD" denotes those uses may be permitted as a Group Development in accordance with the provisions set forth in Chapter 16.
 6. "MHD" denotes those uses that are permitted within a Manufactured Housing Overlay District.

BASE DISTRICT	GR	NMX
Residential		
Dwelling—Single Family (Site-built) ^(a)	P	—
Dwelling—Duplex	P	P
Dwelling—Town Home or Condominium Structure	GD	P
Dwelling—Multifamily 3—4 units/bldg, not including Condominium Buildings or multiple structures	SUP	P
Dwelling—Multifamily more than 4 units/bldg	—	P
Dwelling—Secondary	PS	PS
Family Care Home (Less than 6 residents)	P	P
Home Occupation	PS	P
Housing Service for the Elderly	SUP	P
Live-Work Units	P	P

Manufactured Home (single unit) ^(b)	MHD	MHD
Manufactured Home Park	SUP	—
Recreational Vehicle	—	—
Lodging		
Bed and Breakfast Home	PS	PS
Bed and Breakfast Inns	SUP	PS
Accessory Rental Cottage/Cabins ^(c)	PS	PS
Hotels/Motels/Inns	—	—
Rooming or Boarding House	—	P
Recreational Vehicle Park	—	—
Office/Service		
Animal Services	—	P
Artist Workshop	—	P
ATM	—	P
Banks, Credit Unions, Financial Services	—	P
Business Support Services	—	P
Adult/Child Day Care Home (Less than 6)	PS	PS
Adult/Child Day Care Center (6 or more)	—	PS
Community Service Organization	—	P
Drive Thru Service	—	SUP
Equipment Rental	—	—
Funeral Homes	—	PS
Group Care Facility (6 or more residents)	—	P

Government Services	—	P
Kennels	—	SUP
Medical Services—Clinic, Urgent Care Center	—	SUP
Medical Services—Doctor office	—	P
Post Office	—	P
Professional Services	SUP	P
Personal Services	—	P
Studio—Art, Dance, Martial Arts, Music	—	P
Vehicle Services—Major Repair/Body Work	—	—
Vehicle Services—Minor Maintenance/Repair ^(d)	—	SUP
Retail/Restaurants		
Accessory Retail	—	—
Alcoholic Beverage Sales Store	—	SUP
Auto / Mechanical Parts Sales	—	—
Bar/Tavern/Night Club	—	SUP
Drive-Thru Retail/Restaurants	—	SUP
Gas Station	—	SUP
General Retail	—	P
Restaurant	—	P
Shopping Center - Neighborhood Center	—	GD
Shopping Center - Community Center	—	—
Vehicle/Heavy Equipment Sales - Outdoor	—	—
Vehicle/Heavy Equipment Sales - Indoor	—	PS

Entertainment/Recreation		
Amusements, Indoor	—	SUP
Amusements, Outdoor	—	SUP
Cultural or Community Facility	SUP	P
Meeting Facilities	—	P
Recreation Facilities, Indoor	SUP	SUP
Recreation Facilities, Outdoor	SUP	P
Theater, Movie	—	—
Theater, Live Performance	—	SUP
Manufacturing/Wholesale/Storage		
Inert Debris Storage or Disposal Facilities	—	—
Junkyard	—	—
Laboratory—Medical, Analytical, Research and Development	—	—
Laundry, Dry Cleaning Plant	—	—
Manufacturing, Light	—	—
Manufacturing, Neighborhood	—	P
Manufacturing, Heavy	—	—
Media Production	—	P
Metal Products Fabrication, Machine or Welding Shop	—	SUP
Mini-Warehouses	—	—
Recycling—Small Collection Facility	—	—
Research and Development	—	—
Storage—Outdoor Storage Yard as a Primary Use	—	—

Storage—Warehouse, Indoor Storage	—	—
Wholesaling and Distribution	—	—
Civic/Institutional		
Campground/Artist Colony/Summer Camp	SUP	SUP
Cemeteries	PS	PS
Colleges/Universities	—	SUP
Hospital	—	—
Jail	—	SUP
Public Safety Station	SUP	P
Religious Institutions	SUP	P
Schools—Elementary and Secondary	SUP	P
Schools—Vocational/Technical	SUP	P
Infrastructure		
Wireless Telecommunication Facility—Stealth	P	P
Wireless Telecommunication Facility—Tower	—	—
Utilities—Class 1 and 2	P	P
Utilities—Class 3	—	—
Miscellaneous Uses		
Adult Establishment	—	—
Outdoor Firing Range	—	—
Indoor Firing Range	—	—
Agriculture	P	—
Parking	PS	P

Swimming Pool—Residential Accessory Use	PS	PS
Swimming Pool—Primary Use	—	SUP
Fences	PS	PS
Human Crematories	—	PS
Temporary Uses and Structures		
Carnivals or Circus	—	—
Farmers Market	—	PS
Religious Meeting	PS	PS
Contractor's Office and Equipment Shed	PS	PS
Seasonal Structures	PS	PS
Satellite Real Estate Sales Office	PS	PS
Special Event	PS	PS
Temporary Vendors	—	PS
Vending Pushcarts	—	—
Mobile Food Vendors	—	PS

(a) Within NMX, DMX, and CMX districts, single family structures are permitted only as town homes or multi-family structures; on the second or higher floor of any structure where the ground floor is used for non-residential purposes; or as part of a group development, or conditional district, in which event they shall not be subject to the foregoing limitation.

(b) Manufactured homes are permitted with standards in the Manufactured Home Overlay District.

(c) Accessory rental cottage/cabins are permitted with standards in association with approved bed and breakfasts.

(d) Vehicle services are permitted within institutional campuses only for the purposes of maintaining vehicles associated with the operation of the campus and for instructional classes. For example, a college may operate a maintenance shop for the campus fleet, as well as, for instructional classes. Other vehicle service operations shall not be permitted within institutional campuses.

(e) Non-residential uses within a live-work unit must be listed within Chapter 2, Section 2.2 (C. Use Matrix) as a permissible use within the district in which the live-work unit is proposed. and such non-residential use must be approved by means of the appropriate permitting process. Non-residential

enterprises and residential units within any live-work unit that is located within a General Residential District shall have a common tenant. In districts where residential building types are not permitted, live-work units may be permitted within pre-existing non-conforming residential structures.

STATEMENT OF REASONABLENESS & CONSISTENCY WITH CITY POLICIES AND PLANS

NCGS 160A-383 requires that the City's review of the proposed zoning map amendment include a written statement analyzing the reasonableness and the consistency of the conditional rezoning with adopted plans and policies of the City. The Board forwards this recommendation with a finding that the proposed zoning map amendment is **consistent** with the following elements of the City's adopted plans and policies:

2015 Comprehensive Plan:

Livable Communities Element:

GOALS

With a strong sense of community that supports livability for all, Brevard will:

- Foster efficient land use, support a mix of housing types, increase efficiency of public utilities and services, and accommodate multiple modes of transportation.
- Enjoy a network of complete neighborhoods that provide for all types of residents.
- Provide the services and amenities that allow residents to live happy, healthy, productive lives.

OBJECTIVE 4.2: Develop a system of “complete neighborhoods” throughout Brevard. (This is a multi-faceted objective that will rely on objectives and policies from other elements as well.)

POLICY 4.2.A: Modify zoning to increase allowable densities and the mixing of uses in appropriate areas.

NCGS 160A-383 requires that the City's review of the proposed zoning map amendment include a written statement analyzing the reasonableness and the consistency of the conditional rezoning with adopted plans and policies of the City. The Board forwards this recommendation with a finding that the proposed zoning map amendment is **inconsistent** with the following elements of the City's adopted plans and policies:

The *2002 City of Brevard Land Use Plan, Future Land Use Map* recommends use of these properties for Residential – Low Density.

The Plan text contains the following language describing the boulevard mixed-use land use category:

These areas contain mostly one-family dwellings at an average density of not more than three dwelling units per acre and are mostly zoned R-1. Much of this land may not be served by public water and sewer and lot sizes should be adequate for an individual water supply and on-site sewage disposal. Typical lot sizes are 10,000 square feet or more. Agriculture occurs here and should continue to be allowed. Within this category opportunities for traditional, compact, rural commercial/community centers should be allowed to serve the daily needs of the surrounding community. Some of these areas, with their low-density development are prime candidates for conservation easements or the purchase/transfer of development rights to maintain their rural character.

This document is a true and accurate representation of the findings and recommendations of the Brevard Planning Board. This matter was discussed on August 16, 2016 and recommended for approval.

Kimsey Jackson, Chair
Brevard Planning Board

Date

APPLICATION FOR REZONING

ATTACHMENT H
RZ16-000004

City of Brevard, North Carolina

Please provide the following information:

Applicant Name, Address & Telephone Number:

John Johnson, mgr partner
JKJSCJ LLC
850 ABIEERDEN LN Pisgan Forest NC 2876
(828) 324-8142

Property Owner Name, Address & Telephone Number (if different than applicant):

Agent Name, Address & Telephone Number (if different than applicant):

DAVID NEUMANN
The Neumann Law Firm
828-884-6570

Location of Property:

1259 Asheville Hwy

PIN: 8596-09-3864-000 Present Zoning Classification: GRL

Request Property Be Rezoned To NMX District.

Existing Use of Adjacent Properties:

North Residential South Residential
West Residential East Commercial

[Signature] Date 10/27/16
Signature of Applicant
[Signature] mgr partner Date 10/27/16
Signature of Property Owner

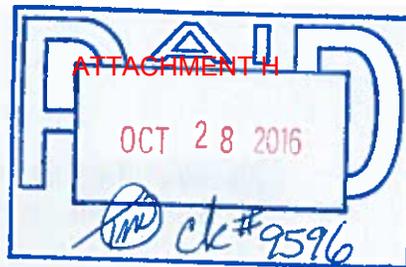
By my signature I confirm my support for this rezoning application. I authorize the aforesaid Applicant & / or Agent to represent me for the purposes of this rezoning. I authorize City of Brevard Personnel to enter my property (which is described herein) to conduct site inspections, post legal notifications, and perform other tasks necessitated by this application. I attest that I have read and understand the City of Brevard Rezoning Procedures set forth in Chapter 16 of the City of Brevard Unified Development Ordinance.

The following documents must be submitted along with this application:

- _____ Review Fee (\$500.) (Receipt # _____, Date Paid _____)
- _____ Survey of Property
- _____ Metes and Bounds Description of Property
- _____ List of Property Owners' names & addresses within 200' of subject property.
- _____ Narrative describing the purpose of the rezoning.

Review schedule (Planning Staff to complete and provide copy to Applicant):

- Sketch Plan Review Date _____
- Application Submittal Date _____
- Technical Review Committee Date _____
- Planning Board Date _____
- Planning Board Recommendation _____
- Public Hearing Advertisement Dates _____
- Property Posting Date _____
- City Council Public Hearing Date _____
- Ordinance Number _____ Effective Date _____
- Notification Provided to Tax Assessor _____
- Zoning Map Updated _____



CITY OF BREVARD

STATEMENT OF FEES

CUSTOMER INFORMATION

Customer name: John Johnson Telephone: 828-329-8142
 Contractor name: _____ Telephone: _____
 Development Permit Number _____
 Location (911 Property Address): 1259 Asheville Hwy - rezoning
 Billing address: _____
 Tax ID or Fed. #: _____

FEES

Category	Fee	Account Code	By
Business License		10-1260-0300	
Utility Account Deposit		30-2360-0200	
Water Tap Fee		30-3730-0100	
Sewer Tap Fee		30-3730-0200	
Water Impact Fee ¹		35-3730-0100	
Sewer Impact Fee ¹		35-3730-0200	
Zoning Permit	<u>500.⁰⁰</u>	10-3350-0200	(initials)
Stormwater Fee-In-Lieu		35-1010-0480	
Parking Fee-In-Lieu		10-3350-0600	
Sidewalk Fee-In-Lieu		35-1010-0460	
Sign Permit Fee		10-3350-0200	
Miscellaneous Bonds		10-2010-1000	
Other (Describe)			
Total Fee ²	<u>500.⁰⁰</u>	Receipt Number: <u>362910</u>	Date: <u>10/31/16</u>

*Note to Planning Staff: Knox Box fees should be collected separately and forwarded to the vendor.

Please bring this form with you to the Water Dept to pay fees and we will be happy to give you a receipt for necessary permits.

Day meter to be set (if applicable): _____



The City of *Brevard* North Carolina

OLD BUSINESS STAFF REPORT

November 15, 2016

TITLE: Land Development Code Update
SPEAKER: Daniel Cobb AICP, CFM, CZO – Planning Director
PREPARED BY: Daniel Cobb AICP, CFM, CZO – Planning Director

EXECUTIVE SUMMARY: The Planning Board will hear a presentation from Demetri Baches, of Metrocology, on the status of the development code update project (Form-Based Codes).

BACKGROUND: Staff has been working with Demetri Baches of the consulting firm Metrocology since June of 2015 on updating and revising the City's development standards. Mr. Baches and his team of experts have been working on a land suitability analysis that will help guide the development of both the new development code standards, as well as a new zoning map. The Board will receive a presentation from Mr. Baches and have an opportunity for discussion.

DISCUSSION: One of the main objectives of this project is to modify the existing regulations to more precisely fit Brevard. There have been challenges implementing the City's development standards over the last decade due to inherent conflicts with Brevard's built environment and overall development patterns which are slightly different than what the code requires. Many of these challenges are magnified due to Brevard's restricted growth areas as a result of steep topography, floodplain, and state law.

Since June of this year Staff has been conducting public input sessions to gather feedback from the community. There were four meetings in June, four in August, and four in November. The remaining public input session dates are listed below, and are to be held in the Rogow room at the Transylvania County Library:

- December 15, 2016 – 10:00AM and 6:00PM
- January 12, 2017 – 10:00AM and 6:00PM

In addition to the general input sessions described above, Staff and Mr. Baches are scheduling meetings to meet with community stakeholders such as the Board of Realtors, Home Builders Association, Heart of Brevard, and others. Those meetings will take place throughout the month of December, January, and likely February.

In addition to the specific dates and times above, a Facebook page has been created to keep the public abreast of the project, as well as a website www.codebrevard.com (this can also be accessed via the City's website by going to www.cityofbrevard.com/codebrevard).

A stakeholder group was formed at the onset of the project. As the project evolves, the stakeholder group will continue to meet and review the new development standards. Staff anticipates presenting a draft of the new ordinance to the Planning Board in early 2017.

Once complete this ordinance will complement the City's 2015 Comprehensive Plan by codifying several policies and goals to make them a reality as development continues.

POLICY ANALYSIS: Form-based codes are an alternative form of zoning that use the physical form of development as the organizing principle for the code, as opposed to the traditional separation of uses, in order to emphasize predictable development. Form-based codes focus on the relationships between buildings and the public areas of a city, such as sidewalks. An individual site is viewed as a piece of the larger unified design of the district it is in, and the city as a whole. This ensures that development fits the desired character by regulating building height, placement, orientation, mass, and scale.

This project is directly related to several **Goals, Objectives, and Policies** in the 2015 Comprehensive Plan, specifically:

Element 1: Arts & Culture

Goal

With a diverse range of physical and programmatic cultural resources available to residents and visitors year-round, Brevard will:

- Have arts, culture, and creativity integrated into community life.
- Be a nationally recognized destination for arts, music, and cultural events.

OBJECTIVE 1.4: Increased public art throughout the City.

POLICY 1.4.B: Create flexibility within development ordinances to allow for murals and other forms of public art.

Element 2: Economic Health

Goal

With an environment that encourages private and public investment built through strategic partnerships and cultivation, Brevard Will:

- Be an economically viable community.
- Expand and strengthen its tax base.
- Support reinvestment in existing business as well as the establishment of new businesses.

Objective 2.1: Expand tax base. As the City of Brevard's primary source of financial capital, the City will take proactive measures to stabilize and grow the tax base.

Policy 2.1.A: Modify zoning regulations to encourage and allow greater density and intensities of land use within its jurisdiction.

Policy 2.1.B: Collaborate with partner organizations and developers to financially support the City's goals for infill development and redevelopment.

Policy 2.1.C: Prioritize transportation and utility investments within the corporate limits to support infill development. This includes evaluating the City's current water and sewer systems to identify gaps in service and under-served areas within the City, prioritizing these areas based upon their potential for supporting new development, and marketing these investments as incentive to attached new development.

Element 3: Environmental Health

Goal

Through appropriate conservation and preservation measures that protect the health and sustainability of the environment and our abundant natural resources, Brevard will:

- Successfully preserve our woods and water for future generations.
- Promote our world-class natural resources as an asset.
- Prevent development in environmentally sensitive and critical areas.
- Preserve farmland.

OBJECTIVE 3.1: Preservation of surrounding natural assets of mountains, farmlands, woods, and water for future generations.

POLICY 3.1.A: Continue using land development regulations and incentives to steer future development away from environmentally sensitive areas such as steep slopes and floodplains.

POLICY 3.1.B: Connect landowners and developers with local conservation organizations and encourage the permanent protection of farmlands, steep slopes, floodplains and other sensitive natural areas.

POLICY 3.1 C: Enforce stream buffer requirements for new development in order to protect the quality of water in our streams and rivers.

POLICY 3.1.D: Seek out and develop innovative solutions to protect water quality while reducing the cost of stormwater management to private developers.

POLICY 3.1.E: Revise development regulations to encourage and incentivize the use of Low Impact Design techniques to manage stormwater.

POLICY 3.1 F: Maintain and update as necessary dark skies protections within the City's development regulations.

OBJECTIVE 3.2: Reduction of the City's carbon and ecological footprint.

POLICY 3.2.A: Ensure development regulations continue to allow for homeowners, builders, and developers to incorporate wind and solar technology into development projects.

POLICY 3.2.C: Continue requiring landscaping in new development projects.

Element 4: Livable Communities

Goal

With a strong sense of community that supports livability for all, Brevard will:

- Foster efficient land use, support a mix of housing types, increase efficiency of public utilities and services, and accommodate multiple modes of transportation.
- Enjoy a network of complete neighborhoods that provide for all types of residents.
- Provide the services and amenities that allow residents to live happy, healthy, productive lives.

OBJECTIVE 4.1: Increased efficiency of land uses to help stabilize and grow the City’s tax base.

POLICY 4.1.A: Evaluate and amend development ordinances to facilitate infill development on vacant and under-developed parcels, as well as revitalization of developed parcels.

POLICY 4.1.B: Continue to utilize Community Development Block Grants and other resources

POLICY 4.1.G: Modify development ordinances and regulations to incorporate design standards and guidelines that respect existing community character while allowing greater residential density and intensity of nonresidential development within mixed use zoning areas.

POLICY 4.1.H: Encourage residential development on upper floors within mixed use zoning areas, particularly the Central Business District.

POLICY 4.1.I: Evaluate the City of Brevard’s current design review process to streamline procedures; clarify roles, responsibilities, and authorities of the various review boards; and improve the overall quality of new development.

OBJECTIVE 4.2: Develop a system of “complete neighborhoods” throughout Brevard. (This is a multi-faceted objective that will rely on objectives and policies from other elements as well.)

POLICY 4.2.A: Modify zoning to increase allowable densities and the mixing of uses in appropriate areas.

POLICY 4.2.B: Connect neighborhoods to the greenway system with spur connections.

POLICY 4.2.C: Invest in new sidewalk construction and existing sidewalk repair within neighborhoods.

POLICY 4.2.D: Prohibit gated communities to foster community and maintain connectivity between neighborhoods.

POLICY 4.2.E: Collaborate with partners to increase the amount of available affordable and workforce housing, and to combat homelessness.

POLICY 4.2.F: Combat deteriorating property conditions through proactive code enforcement efforts

POLICY 4.2.G: Update the Minimum Housing Code to help ensure equity and quality of all housing options in Brevard.

POLICY 4.2.H: Promote and encourage renovation of existing housing stock to reduce utility and maintenance costs for owners and occupants, conserve energy, and reduce pollution.

POLICY 4.2.I: Develop recreational amenities at the neighborhood level, such as pocket parks.

POLICY 4.2.J: Collaborate with the Transylvania County Farmer’s Market

Element 5: Infrastructure

Goal

With a robust and balanced transportation system, Brevard will:

- Have interconnected neighborhoods with access to services and amenities via multiple modes of transportation.
- Enjoy safe and efficient travel around and through the City.

With modern and capable infrastructure, Brevard will:

- Be poised to support growth of both population and economic activity well into the future.
- Foster economic opportunities and capacity by ensuring availability of broadband internet.

OBJECTIVE 5.1: Increased safety and efficiency of vehicular traffic within and passing through Brevard.

POLICY 5.1.C: Maintain development regulations that require interconnected street systems between and within neighborhoods as part of new development.

OBJECTIVE 5.2: Increased connectivity of neighborhoods and key destinations through investments in cycling and pedestrian infrastructure and programs.

POLICY 5.2.C: Continue to require new sidewalks and parking for bicycles and motorcycles with new development.

OBJECTIVE 5.3: Develop sufficient potable water and wastewater production, treatment, and distribution capacity to accommodate planned growth.

POLICY 5.3.E: Evaluate the feasibility of establishing a stormwater utility enterprise fund to finance stormwater infrastructure investments and improvements.

The overall goal of this project is not to add or remove specific regulations, rather, it will tailor the standards to more appropriately fit Brevard. In some areas of town, like the Heart of Brevard, increased density may make sense, while prohibiting development in environmentally sensitive areas like floodplains and steep slopes may make sense as well. The current standards make this distinction difficult and lacks any incentive to encourage high density development in any particular area of town.

STAFF RECOMMENDATION: Report submitted for informational purposes only, no action necessary.

FISCAL IMPACT: None at this time.



The City of *Brevard* North Carolina

OLD BUSINESS STAFF REPORT

November 15, 2016

TITLE: Bicycle-Friendly Community Discussion
SPEAKER: Aaron N. Bland AICP, Planner & Assistant Zoning Administrator
PREPARED BY: Aaron N. Bland AICP, Planner & Assistant Zoning Administrator

EXECUTIVE SUMMARY: The Planning Board will build on a discussion that began at the October meeting regarding the City's application to the League of American Bicyclists Bicycle Friendly Communities rating program.

BACKGROUND: At Council's 2016 annual retreat, the idea of applying for Brevard to be designated as a bicycle friendly city was brought up as an item for further discussion. Staff presented background information about the Bicycle Friendly Communities rating program and its scoring methodology (see Attachment A) to City Council at their February meeting, and Council expressed interest in the city working towards certification.

At the Board's October meeting, Staff presented "low-hanging fruit" actions that the City can accomplish relatively easily before applying for certification in order to improve chances of success and/or achieve a higher rating classification (Attachment B). The Board expressed in interest in undergoing an examination of cycling facilities and needs in Brevard, as well as considering possible text amendments to City ordinances and codes.

DISCUSSION: Staff will lead the Board in a discussion of cycling within and through Brevard. Using maps and ridership data, the Board should look to identify:

- The origins and destinations for cycling trips
- Routes for recreational and utilitarian trips
- Cycling-friendly and cycling-unfriendly streets
- Dangerous intersections/crossings

Staff will also present two possible text amendments to the City's Unified Development Ordinance for the Board's consideration (Attachment C). The first would require that bicycle parking facilities utilize racks recommended by the Association of Pedestrian and Bicycle Professionals (APBP) guidelines (Attachment D). The other would provide developers the flexibility to count bicycling parking beyond the required minimum towards the required number of vehicle parking spaces, allowing for greater utilization of land for buildings instead of parking lots.

POLICY ANALYSIS: Becoming a certified Bicycle Friendly Community is a Policy item (Policy 3.2.E) in the Environmental Health element of the City's recent Comprehensive Plan update under "Objective 3.2: Reduction of the City's carbon and ecological footprint."

Additionally, furthering the City's commitment to making sure cycling is a viable transportation option works towards multiple goals and policies within the Transportation & Infrastructure and Livable Communities elements.

STAFF RECOMMENDATION: This staff report is for the Board's information and consideration; no action is required at this time. If the Board would like to proceed with one or both text amendments, the Board should direct Staff to add the amendment(s) to the next meeting agenda.

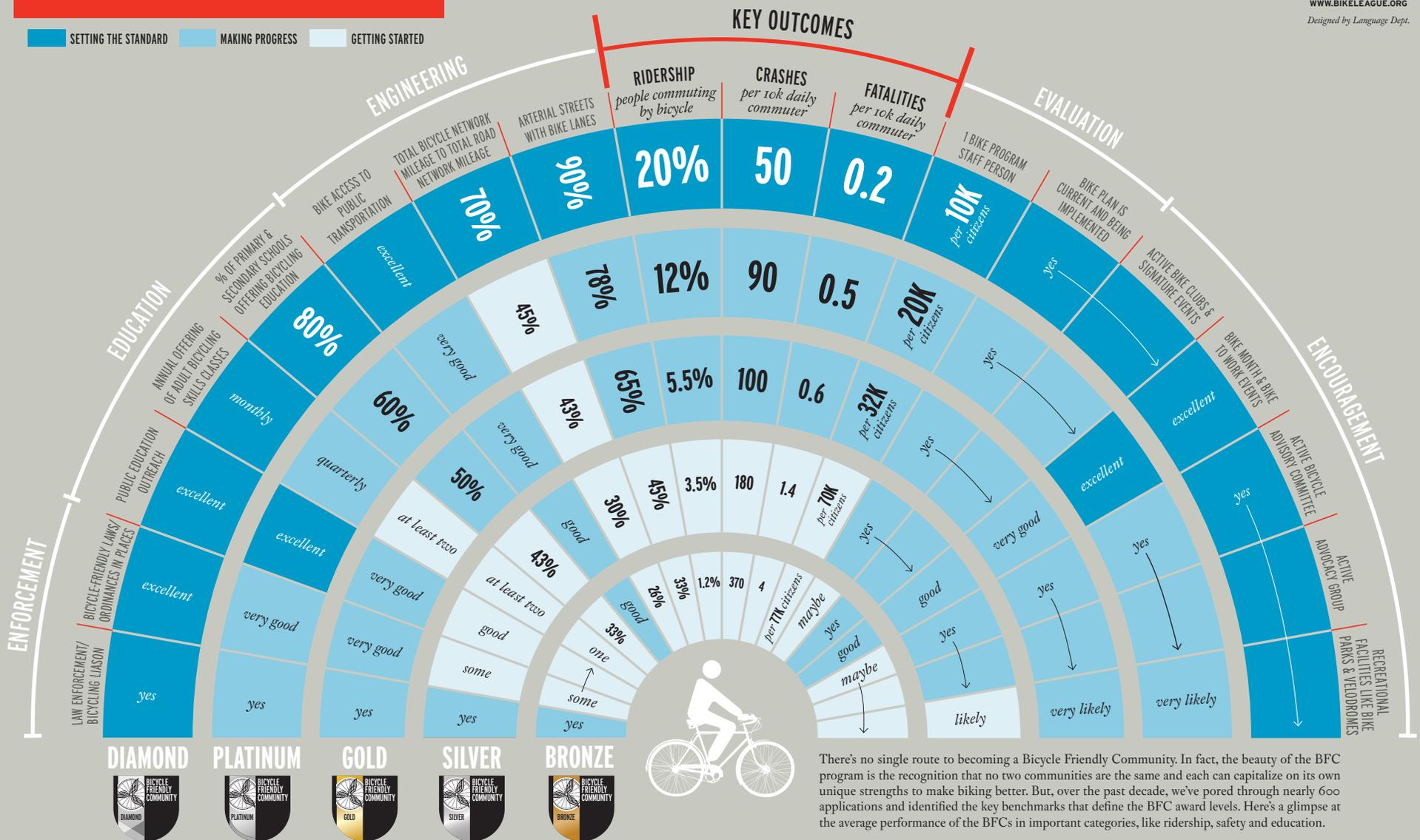
FISCAL IMPACT: Some actions that Staff intends to undertake before applying will require expenditure of funds from the Planning Department's budget, which includes funds designated specifically for outreach materials.

ATTACHMENTS:

- A. The Building Blocks of a Bicycle Friendly Community
- B. Staff-Identified List of Easily Attainable Action Items
- C. Possible Text Amendments Draft Language
- D. *Essentials of Bike Parking* by the Association of Pedestrian and Bicycle Professionals

THE BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

produced by
THE LEAGUE
 OF AMERICAN BICYCLISTS
 WWW.BIKELEAGUE.ORG
 Designed by Language Dept.



There's no single route to becoming a Bicycle Friendly Community. In fact, the beauty of the BFC program is the recognition that no two communities are the same and each can capitalize on its own unique strengths to make biking better. But, over the past decade, we've pored through nearly 600 applications and identified the key benchmarks that define the BFC award levels. Here's a glimpse at the average performance of the BFCs in important categories, like ridership, safety and education.

Bicycle Friendly Community Application: Easily Attainable Action Items*People*

- Designate an official “Bicycle Program Manager” and “Safe Routes to Schools Coordinator”
- Create an officially recognized Bicycle Advisory Committee (with a Police Department member)
- Staff watch APBP webinars (<http://www.apbp.org/?page=Webinars>)
- Official police point person for Safe Routes to School program

Infrastructure

- Paint greenway road crossings with high visibility markings or signs
- Paint sharrows on streets (especially near schools)
- Regular sweeping, pothole patching, and vegetation upkeep of road shoulders and greenways

Outreach/Promotion

- Give away locks and lights (in addition to helmets) at bike rodeos
- Provide the League’s educational materials to residents and/or businesses
- Share-the-road Education outreach
 - PSAs
 - Share the road videos on website
 - Newsletter article
 - Utility bill insert
 - Flyer in city hall
 - Newspaper columns
 - Dedicated bike page on city’s website
 - Share the road signs
- Promote national bike month
 - Official proclamation
 - Bike month website
 - Trail maintenance day
- Promotion outside bike month
 - Trail workdays (e.g. Bracken trail maintenance; pick up trash on greenway)
 - Publish guide to community bike events
 - Official celebrations upon completing bike projects (like Cherry Street Greenway)

Code Amendments

- Amend Traffic Schedule to ensure no parking on narrow streets
- Reduce speed limits in residential areas to 20 MPH
- Development ordinance amendments
 - Allow bike parking to count for car parking
 - Bike parking standards conform to Association of Pedestrian & Bicycle Professionals guidelines
- Local ordinance against harassment of cyclists

Analysis

- Online reporting mechanism for cyclists to identify problem areas or hazards to planning/police
- Counts of bicycles on trails/roads and parked at schools
- GIS-based network analysis: identify low-stress routes and barrier intersections/corridors

Proposed Changes

10.3 – Off-street parking requirements

C. Minimum parking ratios:

Use Type	Required Parking Spaces
Residential (all types)	2 spaces
Residential Accessory Dwelling Unit	1 space
Retail Uses	1 per 500 square feet
Office Uses	1 per 500 square feet
Theaters	1 per 3 seats
Restaurants	1 per 4 seats
Manufacturing/Warehousing/Light Assembly	.25 per 1,000 square feet of non-office space
Bed and Breakfast Inns/Hotels/Motels	1 per room or suite
Civic Uses (Assembly Uses Only)	1 per 4 seats (if benches or pews are used then the standard shall be measured at 1 per 6 feet)

Note: All square footage is in gross square feet.

B. Maximum parking allowed:

1. Additional parking that exceeds ten percent of the required minimum (hereafter "excess parking") shall not be permitted, except as follows:
 - a. Excess parking may provided within in an underground, roof-top, or multi-story parking structure.
 - b. Other excess parking may be permitted. However, stormwater control measures for such excess parking area shall be designed to control the stormwater run-off generated by a 25-year, 24-hour rain event (9.2 inches), and shall otherwise comply with Chapter 6, Section 6.6 of this ordinance.

C. Motorcycle ~~and bicycle~~ parking:

~~1-~~ All developments containing 20 or more parking spaces shall provide dedicated motorcycle parking areas. One motorcycle space shall be provided for every 20 automobile parking spaces. Motorcycle spaces shall be located near the front of the building and shall not be counted as excess parking.

D. Bicycle parking:

1. ~~2-~~ [Group developments, planned developments, multi-family developments containing more than three dwelling units, conditional zoning districts, and special use permit developments, and any other development containing ten or more parking spaces shall provide secure bicycle storage capable of serving building users. One bicycle space shall be provided for every 20 automobile parking spaces, with a minimum of one 4-bicycle rack provided near the primary entrance of each building entrance. The administrator may adjust bicycle parking requirements to account for shared parking, buildings located in close proximity to one another, or the presence of public bicycle racks in close proximity.](#)
2. [Bicycle parking shall utilize rack styles recommended by the Association of Pedestrian and Bicycle Professionals bicycle parking guidelines.](#)

~~D-~~ [E. Accessible parking:](#) Accessible parking shall be provided in accordance with the North Carolina State Accessibility Code.

~~E-~~ [F. Exemptions and adjustments:](#)

1. Developments which meet any of the following criteria may be totally or partially exempt from the parking requirements of this section.
 - a. Developments which involve an increase in floor area and which will not increase the number of parking spaces required under this chapter by more than 25 percent;

- b. Developments which involve only a change of use and which will not increase the number of parking spaces required under this chapter by more than 25 percent.
 2. In any district, the minimum number of spaces required may be adjusted by the administrator when it has been determined that the reductions are necessary to preserve a healthy tree or trees (with a 12-inch or greater diameter) from being damaged or removed, and where the site plan provides for the retention of said tree or trees.
 3. No development shall be exempted from bicycle and motorcycle parking requirements.
- F. G. Variations in parking requirements:** In lieu of actual construction of required on-site parking spaces, all or any portion of the off-street parking required in this section may be provided as follows:
1. **Satellite parking:** Satellite parking (a parking lot that is located on a parcel or lot that is not contiguous or adjacent to the parcel or lot containing the use for which the parking is intended) may be permitted, subject to certification by the administrator that the following requirements have been met:
 - a. The use being served by the satellite parking shall be a permitted principal use, as established in Chapter 2, in the zoning districts within which the lot containing such parking is located;
 - b. The satellite parking spaces shall be located within 300 feet walking distance of a public entrance to the structure or lot containing the use for which such spaces are required. A safe, direct, attractive, lighted and convenient pedestrian route shall exist or be provided between the satellite parking and the use being served;
 - c. The continued availability of satellite parking spaces necessary to meet the requirements of this section shall be ensured by an appropriate condition that the continued validity of the zoning compliance or special use permit shall be dependent upon the permit holder's continued ability to provide the requisite number of parking spaces.
 2. **Payment in lieu:** For uses located within the Downtown Mixed-Use District, compliance with parking requirements may be achieved by making payments to the City of Brevard Parking Fund in accordance with the Brevard Schedule of Fees adopted by the city council. The payment shall be based upon a dollar amount per parking space. Parking fund moneys shall be used to acquire, maintain, administer, and improve city-owned parking lots.
 3. **Shared/combined parking:** The joint use of shared off-street parking between two uses may be made by contract between two or more adjacent property owners.
 4. **Overflow parking:** Off-street areas used to accommodate occasional (no more than once per month) overflow parking may be constructed of grass. The owner of the property shall be responsible for the maintenance of such parking in a clean and dust-free condition.
 5. **Bicycle parking:** [Bicycle parking facilities beyond the minimum requirement per section 10.3.D.2 may be applied towards minimum parking requirements at a rate of 4 bikes spaces to 1 car parking space.](#)
- G. H. Use of parking spaces and loading spaces:**
1. Required parking and loading areas shall be available for the parking of operable vehicles of residents, customers, and employees, and shall not be used for the storage of vehicles or materials, or for the parking of vehicles used for loading or unloading.
 2. Required loading spaces shall be available for the loading and unloading of vehicles, and shall not be used for the storage of vehicles or materials, or to meet off-street parking requirements.

ESSENTIALS OF BIKE PARKING

Selecting and installing bicycle parking that works



apbp
 Association of Pedestrian
 and Bicycle Professionals
 Expertise for Active
 Transportation

Essentials of Bike Parking

Revision 1.0, September 2015

© 2015 by Association of Pedestrian and Bicycle Professionals (APBP).



This work is licensed under the Creative Commons Attribution-NonCommercial 4.0 International License. You may freely share, reproduce, excerpt, and build upon this work—provided that your work is not commercial and that you acknowledge the source.

Acknowledgments

Lead author - Nathan Broom

Contributors - Eric Anderson, Vince Caristo, Ryan Dodge, Jennifer Donlon-Wyant, Sarah Figliozzi, Elco Gauw, Dan Jatres, David Loutzenheiser, Heath Maddox, Brian Patterson, Cara Seiderman



Alta Planning + Design donated their expertise in the design and illustration of this guide. Cat Cheng, lead designer, Jillian Portelance, production designer.

Cover image: Sign D4-3 from Standard Highway Signs, 2004 Edition, http://mutcd.fhwa.dot.gov/ser-shs_millennium_eng.htm

Bicycle parking manufacturers and distributors shall not use APBP's logo or imply product endorsement by APBP without express written permission from APBP.

APBP is an association of professionals who plan, implement and advocate for walkable and bicycle-friendly places.

Association of Pedestrian and Bicycle Professionals

bikeparking@apbp.org
www.apbp.org



TABLE OF CONTENTS

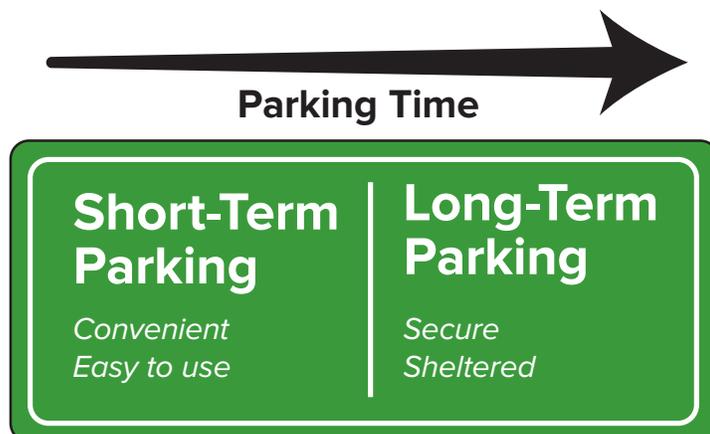
- 01 INTRODUCTION**
- 02 SHORT-TERM PARKING**
 - Site planning
 - Bike corrals
- 03 LONG-TERM PARKING**
 - Site planning
 - Special considerations for long-term parking
- 04 INSTALLATION**
 - Installation surface
 - Installation fasteners
 - Installation techniques
- 05 BICYCLE RACK SELECTION**
 - Performance criteria for bike parking racks
 - Rack styles
 - Rack materials and coatings
- 10 PLACEMENT**

INTRODUCTION

Among the necessary supports for bicycle transportation, bike parking stands out for being both vital and easy. Still, it requires some attention to get it right. Bike parking may go unused if it's not more appealing to users than the nearest sign post. A minor mistake in installation can make a quality rack unusable. The variety of bicycle sizes, shapes, and attachments continues to increase, and good bike parking should accommodate all types.

The Association of Pedestrian and Bicycle Professionals (APBP) prepared this guide for people planning to purchase or install bike parking fixtures on a limited scale. It is a brief overview of APBP's comprehensive *Bicycle Parking Guidelines* handbook, available at www.apbp.org.

This guide divides bike parking into short-term and long-term installations. These two kinds of parking serve different needs, and the starting point for most bike parking projects is recognizing whether the installation should serve short-term users, long-term users, or both. If users will typically be parking for two hours or longer, they are likely to value security and shelter above the convenience and ease that should characterize short-term parking.



SHORT-TERM PARKING

Effective bike parking for short-term users depends on two main factors: 1) proximity to the destination and 2) ease of use.

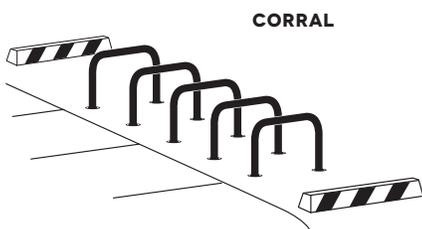
Short-term parking is designed to meet the needs of people visiting businesses and institutions, and others with similar needs—typically lasting up to two hours. Short-term users may be infrequent visitors to a location, so the parking installation needs to be readily visible and self-explanatory.



INVERTED U



POST & RING



CORRAL

SITE PLANNING

Location

Short-term bike parking should be visible from and close to the entrance it serves—50' or less is a good benchmark. Weather-protected parking makes bicycle transportation more viable for daily and year-round use, and it can reduce the motivation for users to bring wet bicycles into buildings. Area lighting is important for any location likely to see use outside of daylight hours.

Security

All racks must be sturdy and well-anchored, but location determines the security of short-term parking as much as any other factor. Users seek out parking that is visible to the public, and they particularly value racks that can be seen from within the destination. Areas with high incidence of bicycle theft may justify specific security features such as specialty racks, tamper-proof mounting techniques, or active surveillance.

Quantity

Many jurisdictions have ordinances governing bike parking quantity. APBP's full *Bicycle Parking Guidelines* offers complete recommendations for the amount and type of parking required in various contexts. In the absence of requirements, it's okay to start small—but bear in mind that perceived demand may be lower than the demand that develops once quality parking appears.

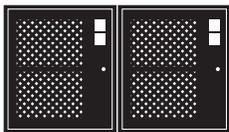
BIKE CORRALS

Some cities with limited sidewalk space and strong bicycle activity place bike parking in on-street "bike corrals" located in the street area adjacent to the curb. Bike corrals can sometimes make use of on-street areas that are unsuitable for auto parking. When replacing a single auto parking space, a corral can generally fit 8 to 12 bicycles. APBP's full *Bicycle Parking Guidelines* provides details about designing and siting bike corrals. [➔ apbp.org](https://apbp.org)

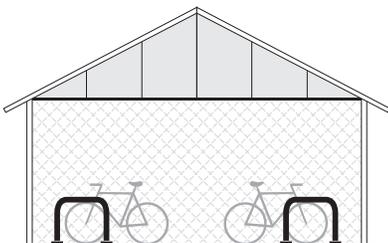
LONG-TERM PARKING

Users of long-term parking generally place high value on security and weather protection. Long-term parking is designed to meet the needs of employees, residents, public transit users, and others with similar needs. These users typically park either at home or at a routine destination such as a workplace. They often leave their bicycles unmonitored for a period of several hours or longer, so they require security and weather protection that let them park without unreasonable concern for loss or damage.

Long-term parking can take a variety of forms, including a room within a residential building or workplace, a secure enclosure within a parking garage, or a cluster of bike lockers at a transit center. Some long-term parking is open to the public—such as a staffed secure enclosure at a transit hub—and some of it is on private property with access limited to employees, residents, or other defined user groups.



BIKE LOCKERS



SHELTERED SECURE ENCLOSURE

SITE PLANNING

Location

Appropriate locations for long-term parking vary with context. Long-term parking users are typically willing to trade a degree of convenience for weather protection and increased security. Long-term installations emphasize physical security above public visibility. Signage may be needed for first-time users.

Security

Security is paramount for quality long-term parking. Access to parked bicycles can be limited individually (as with lockers) or in groups (as with locked bike rooms or other secure enclosures). Options for access control include user-supplied locks, keys, smart cards, and other technologies.

Quantity

Refer to local ordinances or the comprehensive APBP *Bicycle Parking Guidelines* to determine the amount and type of parking required for various contexts.

SPECIAL CONSIDERATIONS FOR LONG-TERM PARKING

In many ways, short-term and long-term parking function similarly and are served by the same guidelines. Some exceptions are noted below.

Density

The competition of uses for high-security and sheltered locations creates particular pressure on long-term parking to fit more bicycles in less space. When parking needs cannot be met with standard racks and spacing recommended in this guide, consider rack systems designed to increase parking density. See the high-density racks table on page 7. Note that increasing density without careful attention to user needs can create parking that excludes people because of age, ability, or bicycle type. This may result in people parking bicycles in other less desirable places or choosing not to bike at all.

Bicycle design variety

Long-term parking facilities should anticipate the presence of a variety of bicycles and accessories, including—depending on context—recumbents, trailers, children's bikes, long-tails, and others. To accommodate trailers and long bikes, a portion of the racks should be on the ground and should have an additional 36" of in-line clearance.

Performance criteria

The bike rack criteria in the next section apply to racks used in any installation, regardless of its purpose. Long-term installations often use lockers and group enclosures not discussed in this guide. Such equipment raises additional considerations that are discussed in detail in APBP's full *Bicycle Parking Guidelines*. [➔ apbp.org](https://www.apbp.org)

INSTALLATION

Selecting an appropriate installation surface and technique is key to creating bicycle parking that remains secure and attractive over time.

INSTALLATION SURFACE

A sturdy concrete pad is an ideal surface for installing bicycle parking. Other surfaces often encountered include asphalt, pavers, and soft surfaces such as earth or mulch. These surfaces can accommodate in-ground mounting or freestanding bike racks such as inverted-U racks mounted to rails. See APBP's *Bicycle Parking Guidelines* for details. → apbp.org

INSTALLATION FASTENERS

When installing racks on existing concrete, consider the location and select appropriate fasteners. Drill any holes at least three inches from concrete edges or joints. Some locations benefit from security fasteners such as concrete spikes or tamper-resistant nuts on wedge anchors. Asphalt is too soft to hold wedge and spike anchors designed for use in concrete. Installing bike parking on asphalt typically requires freestanding racks and anchor techniques specific to asphalt.

FASTENERS

CONCRETE SPIKE



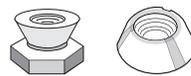
Installs quickly in concrete with a hammer. Tamper-resistant. Removal may damage concrete and/or rack.

CONCRETE WEDGE ANCHOR



Allows for rack removal as needed. Not tamper-resistant, but can accommodate security nuts (below).

SECURITY NUTS



Use with concrete wedge anchors. Security nuts prevent removal with common hand tools.

INSTALLATION TECHNIQUES

When installing racks on existing concrete, choose those with a surface-mount flange and install with a hammer drill according to the specifications of the mounting hardware selected. When pouring a new concrete pad, consider bike parking fixtures designed to be embedded in the concrete. Because replacing or modifying an embedded rack is complicated and costly, this installation technique requires particular attention to location, spacing, rack quantity, and material.

BICYCLE RACK SELECTION

PERFORMANCE CRITERIA FOR BIKE PARKING RACKS

These criteria apply to any rack for short- or long-term use.

CRITERIA	DETAILS
Supports bike upright without putting stress on wheels	The rack should provide two points of contact with the frame—at least 6" apart horizontally. Or, if a rack cradles a bicycle's wheel, it must also support the frame securely at one point or more. The rack's high point should be at least 32".
Accommodates a variety of bicycles and attachments	The racks recommended on page 6 ("racks for all applications") serve nearly all common bike styles and attachments—if installed with proper clearances (see placement section). Avoid designs and spacing that restrict the length, height, or width of bicycles, attachments, or wheels.
Allows locking of frame and at least one wheel with a U-lock	A closed loop of the rack should allow a single U-lock to capture one wheel and a closed section of the bike frame. Rack tubes with a cross section larger than 2" can complicate the use of smaller U-locks.
Provides security and longevity features appropriate for the intended location	Steel and stainless steel are common and appropriate materials for most general-use racks. Use tamper-resistant mounting hardware in vulnerable locations. Rack finish must be appropriate to the location (see materials and coatings section).
Rack use is intuitive	First-time users should recognize the rack as bicycle parking and should be able to use it as intended without the need for written instructions.

RACK STYLES

The majority of manufactured bike racks fall into one of the categories on pages 6-8. Within a given style, there is wide variation among specific racks, resulting in inconsistent usability and durability. APBP recommends testing a rack before committing broadly to it.

RACKS FOR ALL APPLICATIONS

When properly designed and installed, these rack styles typically meet all performance criteria and are appropriate for use in nearly any application.

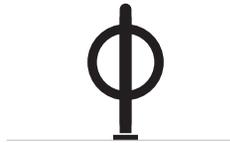
INVERTED U

also called
staple, loop



Common style appropriate for many uses; two points of ground contact. Can be installed in series on rails to create a free-standing parking area in variable quantities. Available in many variations.

POST & RING



Common style appropriate for many uses; one point of ground contact. Compared to inverted-U racks, these are less prone to unintended perpendicular parking. Products exist for converting unused parking meter posts.

WHEELWELL-SECURE



Includes an element that cradles one wheel. Design and performance vary by manufacturer; typically contains bikes well, which is desirable for long-term parking and in large-scale installations (e.g. campus); accommodates fewer bicycle types and attachments than the two styles above.

This guide analyzes the most common styles of bike racks, but it is not exhaustive. Use the performance criteria on page 5 to evaluate rack styles not mentioned. Custom and artistic racks can contribute to site identity and appearance, but take care that such racks don't emphasize appearance over function or durability.

HIGH-DENSITY RACKS

These rack styles do not meet all performance criteria but may be appropriate in certain constrained situations.

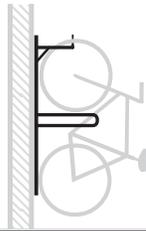
High-density rack systems can maximize the use of limited parking space, but they don't work for all users or bicycles. If installing these racks, reserve additional parking that accommodates bicycles with both wheels on the ground for users who are not able to lift a bicycle or operate a two-tier rack, or for bikes that are not compatible with two-tier or vertical racks.

STAGGERED WHEELWELL-SECURE



Variation of the wheelwell-secure rack designed to stagger handlebars vertically or horizontally to increase parking density. Reduces usability and limits kinds of bikes accommodated, but contains bikes well and aids in fitting more parking in constrained spaces.

VERTICAL



Typically used for high-density indoor parking. Not accessible to all users or all bikes, but can be used in combination with on-ground parking to increase overall parking density. Creates safety concerns not inherent to on-ground parking.

TWO-TIER



Typically used for high-density indoor parking. Performance varies widely. Models for public use include lift assist for upper-tier parking. Recommend testing before purchasing. Creates safety concerns not inherent to on-ground parking, and requires maintenance for moving parts.

RACKS TO AVOID

Because of performance concerns, APBP recommends selecting other racks instead of these.

WAVE

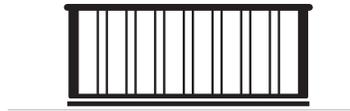
also called undulating or serpentine



Not intuitive or user-friendly; real-world use of this style often falls short of expectations; supports bike frame at only one location when used as intended.

SCHOOLYARD

also called comb, grid



Does not allow locking of frame and can lead to wheel damage. Inappropriate for most public uses, but useful for temporary attended bike storage at events and in locations with no theft concerns. Sometimes preferred by recreational riders, who may travel without locks and tend to monitor their bikes while parked.

COATHANGER

This style has a top bar that limits the types of bikes it can accommodate.

WHEELWELL

Racks that cradle bicycles with only a wheelwell do not provide suitable security, pose a tripping hazard, and can lead to wheel damage.

BOLLARD

This style typically does not appropriately support a bike's frame at two separate locations.

SPIRAL

Despite possible aesthetic appeal, spiral racks have functional downsides related to access, real-world use, and the need to lift a wheel to park.

SWING ARM SECURED

These racks are intended to capture a bike's frame and both wheels with a pivoting arm. In practice, they accommodate only limited bike types and have moving parts that create unneeded complications.

RACK MATERIALS & COATINGS

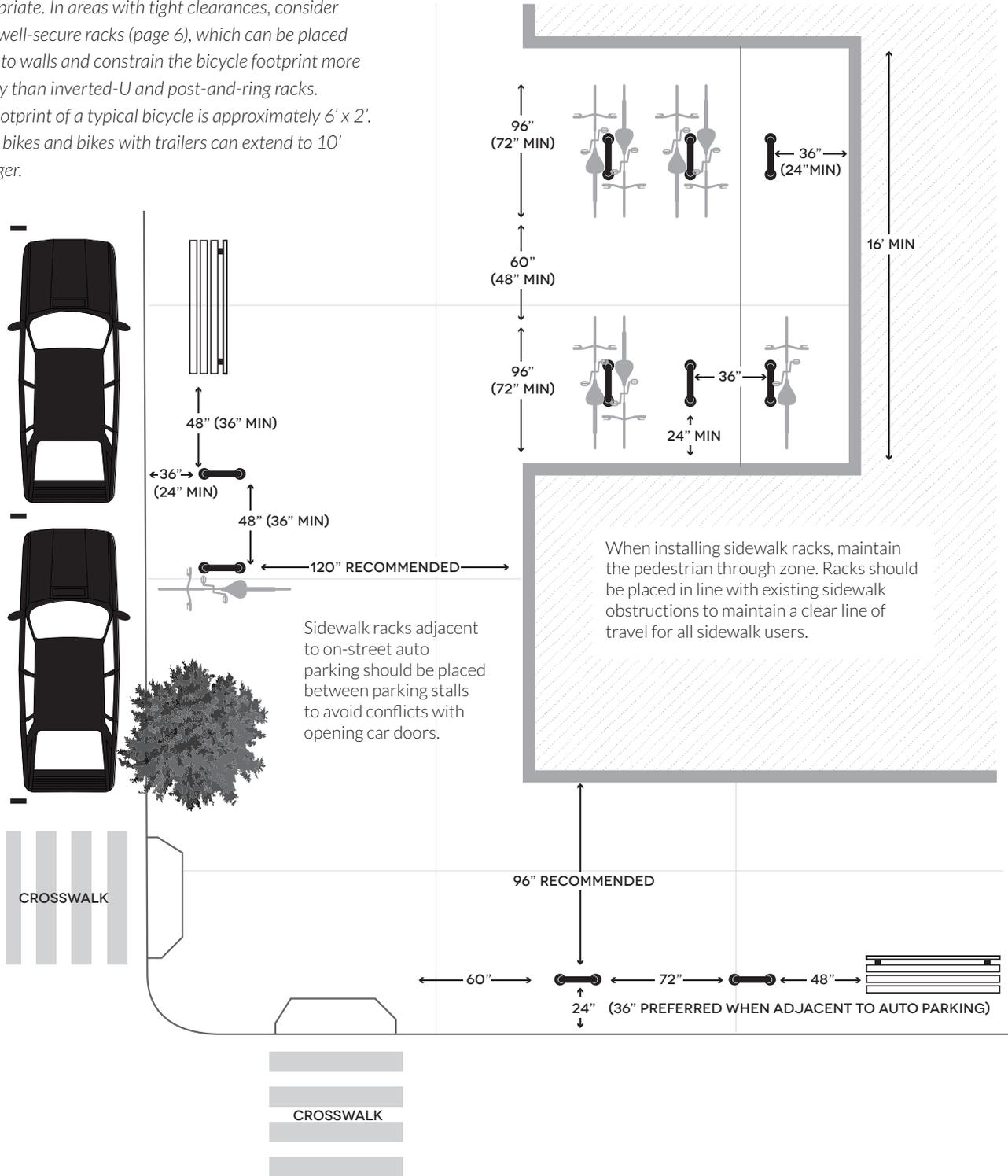
Most bicycle parking racks are made of carbon steel or stainless steel. Carbon steel requires a surface coating to resist rust while appropriate grades of stainless steel need no coating. Not all materials and coatings with the same name perform equally. Square tubing provides a security advantage as round tubing can be cut quietly with a hand-held pipe cutter. Before purchasing racks, talk to suppliers about your particular conditions and choose a material and coating that suit your needs. The following are common choices, depending on local considerations and preferences.

RACK MATERIAL - COATING	RELATIVE PURCHASE COST	DURABILITY	CAUTIONS
Carbon steel - galvanized	Usually lowest	Highly durable and low-maintenance; touch-up, if required, is easy and blends seamlessly	Utilitarian appearance; can be slightly rough to the touch
Carbon steel - powder coat* (TGIC or similar)	Generally marginally higher than galvanized	Poor durability	Requires ongoing maintenance; generally not durable enough for long service exposed to weather; not durable enough for large-scale public installations
Carbon steel - thermoplastic	Intermediate	Good durability	Appearance degrades over time with scratches and wear; not as durable as galvanized or stainless
Stainless steel - no coating needed, but may be machined for appearance	Highest	Low-maintenance and highest durability; most resistant to cutting	Can be a target for theft because of salvage value; maintaining appearance can be difficult in some locations

* When applied to carbon steel, TGIC powder coat should be applied over a zinc-rich primer or galvanization to prevent the spread of rust beneath the surface or at nicks in the finish.

PLACEMENT

The following minimum spacing requirements apply to some common installations of fixtures like inverted-U or post-and-ring racks that park one bicycle roughly centered on each side of the rack. Recommended clearances are given first, with minimums in parentheses where appropriate. In areas with tight clearances, consider wheelwell-secure racks (page 6), which can be placed closer to walls and constrain the bicycle footprint more reliably than inverted-U and post-and-ring racks. The footprint of a typical bicycle is approximately 6' x 2'. Cargo bikes and bikes with trailers can extend to 10' or longer.





The City of
Brevard
North Carolina

OLD BUSINESS STAFF REPORT

November 15, 2016

TITLE: Annual Work Plan
SPEAKER: Daniel Cobb AICP, CFM, CZO – Planning Director
PREPARED BY: Daniel Cobb AICP, CFM, CZO – Planning Director

EXECUTIVE SUMMARY: The Planning Board will provide any feedback or specific points of discussion regarding the City's 2015 Comprehensive Plan and upcoming workshop on January 11, 2017.

BACKGROUND: Earlier this year Staff broached the idea of an annual work plan for the Board to help guide them throughout the fiscal year. During the Board's regular meeting in October it was decided a specific half-day workshop should be scheduled to review the Comprehensive Plan in detail and come up with a list of priorities for the coming year.

DISCUSSION: The Board should come prepared with questions for Staff in preparation for the January workshop.

POLICY ANALYSIS: The Planning Board has the ability to study, evaluate, and make recommendations to City Council on a wide variety of topics. This work plan is intended to help keep the monthly meetings on track and set goals for this and future years.

STAFF RECOMMENDATION: No action is required at this time. However, Staff recommends the Board consider projects it would like to complete either this year or in future years. This document will be reviewed on an annual basis and will help in funding of future projects.

FISCAL IMPACT: None at this time.

ATTACHMENTS:

- A. 2015 Comprehensive Plan

City of Brevard 2015 Comprehensive Plan

Plan Functional Elements

Arts & Culture



Brevard enjoys a rich mix of artistic and cultural resources, from music venues to historic sites to multi-day festivals. These valuable cultural resources provide opportunities for residents and visitors to experience a wide array of cultural programs. This wealth of resources lends greatly to Brevard's exceptional sense of place and quality of life.

Economic Health



As Brevard looks to further existing efforts to foster entrepreneurship, retain and attract employers, remain an attractive retirement and tourism destination, and support and strengthen existing businesses, it also must continue to grow its tax base in order to continue to provide essential municipal services.

Environmental Health



Brevard's exceptional quality of life is sustained in large part by the sense of community encouraged by our small-town atmosphere in a beautiful natural setting. A key challenge for Brevard will be balancing development demand with environmental sustainability.

Livable Community



As the City continues to strive to be an outstanding place to live, work, and play, Brevard must find ways to maintain, enhance, and build upon its distinctive small-town charm, and remain a livable community for everyone.

Infrastructure



Brevard must plan for efficient and equitable infrastructure investments to continue to be a distinguished and attractive community. The form and function of all infrastructure – transportation, amenities, and utility systems – plays a significant role in defining Brevard's ability to take on new growth and development, as well as maintaining its quality of place.

Direction-Setting Framework

This plan includes the direction-setting framework for each of the five functional elements. The purpose of direction-setting framework is to provide a clear, relevant basis for the City's growth and development over the next several years, organized into three components: goals, objectives, and policies:

- **Goals** – ideal future conditions to which the community aspires; aims to be pursued over time
- **Objectives** – measureable outcomes which gauge achievement towards reaching the goals
- **Policies** – actions or requirements necessary to achieve the goals and objectives; guidelines for day-to-day (present) and planning (future) decisions

Element 1: Arts & Culture 🎨



OVERVIEW

A community's arts and culture is the product of shared experience through its traditions, customs, values, heritage, and history. It comprises musical, artistic, religious, and historical institutions, as well as the skills and practices that provide a depth and richness that creates opportunities to build connections between people through shared values and common experiences.

Brevard celebrates its artistic, cultural, and musical heritage and recreational opportunities through a number of high-quality public festivals, multiple music, film, and theatre venues, a multitude of art studios and galleries, historic museums and sites, and much more.

Blessed with such a wealth of artistic and cultural assets, Brevard is the center of religion, arts, and culture in Transylvania County. Brevard is home to a number of important institutions and organizations, whose mission is to preserve, celebrate, and share Brevard's world-class arts and culture amenities. Arts and culture have always been an important part of Brevard's character, and will continue to be a vital part of Brevard's future.

MONITORING & INDICATORS

In order to be effective, the City must continually monitor its progress towards achieving the vision and goals laid out in this plan. The following indicators could be used to monitor and track progress related to arts and culture:

- Attendance estimates for major downtown festivals
- Amount of public art visible from public streets and places
- Investment in festival-supporting infrastructure improvements in the downtown
- Sales revenues at art galleries and box offices

PARTNER ORGANIZATIONS

- Brevard Music Center
- Brevard College
- Transylvania Community Arts Council
- Heart of Brevard
- Tourism Development Authority
- Brevard Philharmonic
- Transylvania County Historical Society
- Transylvania County Library
- Joint Historic Preservation Commission
- Silvermont
- Transylvania Heritage Museum
- Brevard Little Theatre
- Co-Ed Cinema
- Cradle of Forestry
- Pisgah National Forest

DIRECTION-SETTING FRAMEWORK

GOALS

With a diverse range of physical and programmatic cultural resources available to residents and visitors year-round, Brevard will:

- Have arts, culture, and creativity integrated into community life.
- Be a nationally recognized destination for arts, music, and cultural events.

OBJECTIVE 1.1: Brevard will initiate infrastructure investments and improvements in the downtown area that facilitate the use of downtown for festivals, concerts, gatherings, and other cultural events.

POLICY 1.1.A: The City of Brevard will invest in maintaining and improving the physical infrastructure necessary to support festivals and other cultural events within the downtown area.

OBJECTIVE 1.2: Identify areas within the City but outside of downtown that may be improved to support festivals and other types of cultural events.

POLICY 1.2.A: Pursue opportunities to more fully integrate Brevard College into the city by connecting the campus physically to downtown and partnering to utilize the campus' cultural assets.

OBJECTIVE 1.3: Increased participation and patronage of existing arts and culture activity centers and events.

POLICY 1.3.A: Support the establishment of a permanent Farmer's Market that is walkable from downtown and utilize it as an anchor of economic and cultural vibrancy.

POLICY 1.3.B: Develop a walking and cycling connection between downtown and Brevard Music Center.

POLICY 1.3.C: Work with neighborhood organizations to develop and operate publicly accessible community centers.

POLICY 1.3.D: Promote and increase visibility of the arts and culture activities to reach a national audience.

OBJECTIVE 1.4: Increased public art throughout the City.

POLICY 1.4.A: Collaborate with partners to expand its existing public sculpture program into a broader public art program including various media types.

POLICY 1.4.B: Create flexibility within development ordinances to allow for murals and other forms of public art.

OBJECTIVE 1.5: Additional partnerships with Brevard's music, arts, culture, and outdoor recreation groups and organizations.

POLICY 1.5.A: Prioritize financial support to organizations and events that celebrate Brevard and Transylvania County's artistic and musical heritage, and natural and recreational assets.

POLICY 1.5.B: Advocate for the retention of public and civic institutions within the City's corporate limits, primarily concentrated within the central business district, to maintain Brevard as the County Seat.

POLICY 1.5.C: Establishing working partnership with Handmade in America.

Element 2: Economic Health



OVERVIEW

As Brevard continues to recover from both the closing of the Ecusta and DuPont plants and the Great Recession, the development of a sustainable economy in Brevard, and Transylvania County, has become the leading issue for many residents. A sustainable economy is a place where residents can find jobs and afford to live in the community, where businesses are able and encouraged to open, remain, and grow in the community, and where everyone can expect quality City services and infrastructure.

The objectives and policies in this element aim to further existing efforts to foster entrepreneurship, retain and attract employers, remain an attractive retirement and tourism destination, and support and strengthen existing businesses. To continue to provide the public services necessary to achieve these goals, the City's tax revenues need to keep pace with increasing costs of providing those services.

This element builds on the City's past efforts in being welcoming and conducive to an array of businesses that contribute to the overall character and sense of community. Carrying forward these ongoing economic health efforts will require the City to partner and collaborate with various organizations.

MONITORING & INDICATORS

In order to be effective, the City must continually monitor its progress towards achieving the vision and goals laid out in this plan. The following indicators could be used to monitor and track progress related to economic health:

- Tax base and revenue
- Number of new businesses
- Sales tax collections
- Property values
- Investment into real property
- Number of new utility connections
- City's debt and bond rating

PARTNER ORGANIZATIONS

- North Carolina Main Street Program & NC Department of Commerce
- Transylvania County
- Transylvania Economic Alliance
- Brevard College
- Blue Ridge Community College
- Heart of Brevard
- Asheville Regional Housing Consortium
- Land of Sky Regional Council
- Advantage West

DIRECTION-SETTING FRAMEWORK

GOALS

With an environment that encourages private and public investment built through strategic partnerships and cultivation, Brevard will:

- Be an economically viable community.
- Expand and strengthen its tax base.
- Support reinvestment in existing businesses as well as the establishment of new businesses.

OBJECTIVE 2.1: Expanded tax base. As the City of Brevard's primary source of financial capital, the City will take proactive measures to stabilize and grow the tax base.

POLICY 2.1.A: Modify zoning regulations to encourage and allow greater density and intensities of land use within its jurisdiction.

POLICY 2.1.B: Collaborate with partner organizations and developers to financially support the City's goals for infill development and redevelopment.

POLICY 2.1.C: Prioritize transportation and utility investments within corporate limits to support infill development. This includes evaluating the City's current water and sewer systems to identify gaps in service and under-served areas within the City, prioritizing these areas based upon their potential for supporting new development, and marketing these investments as incentives to attract new development.

POLICY 2.1.D: Strengthen relationship and collaboration with the North Carolina Main Street Program to sustain downtown Brevard as a strong economic and cultural center.

POLICY 2.1.E: Engage with State legislators to develop new revenue mechanisms for local government.

POLICY 2.1.F: Continue to evaluate the Fee Schedule, including utility rates, with each budget cycle to ensure Brevard is an attractive place to locate, expand, and conduct business.

OBJECTIVE 2.2: Increased collaboration and advocacy to encourage and increase investments in both the public and private sectors.

POLICY 2.2.A: Advocate for the establishment of a county-wide investment pool to be used to provide local financing for small business development within Transylvania County.

POLICY 2.2.B: Collaborate with Transylvania County and the Transylvania Economic Alliance to find applications for New Market Tax Credits.

POLICY 2.2.C: Find applications for historic preservation tax credits, and use the credits to encourage private investment.

POLICY 2.2.D: Employ new and creative financing mechanisms, such as special assessments, tax increment financing tools, and others, to support investments in infrastructure.

POLICY 2.2.E: Maintain the City's debt capacity and strong credit rating.

POLICY 2.2.F: Develop a capital improvement plan to plan, schedule, fund, and implement capital investments.

POLICY 2.2.G: Pursue grant resources to support both public capital improvements and private development and redevelopment.

POLICY 2.2.H: Provide financial incentives to encourage additional affordable and workforce housing development.

POLICY 2.2.I: Aggressively pursue funds through the Asheville Regional Housing Consortium to assist in private development of new affordable and workforce housing.

OBJECTIVE 2.3: Retention and expansion of institutions, programs, and services that expand the knowledge, skills, and abilities of our citizens.

POLICY 2.3.A: Advocate for the retention and expansion of the existing small-business incubator at Blue Ridge community College.

POLICY 2.3.B: Support the establishment of an arts-based business incubator within the city.

POLICY 2.3.C: Engage schools, colleges, and area non-profit entrepreneurial support services to explore ways in which the City can assist in their efforts to foster entrepreneurialism and develop an adaptable and technologically proficient workforce.

POLICY 2.3.D: Support Brevard College as a year-round community asset and resource.

Element 3: Environmental Health



OVERVIEW

Brevard and Transylvania County are blessed with an incredible wealth of natural resources that provide scenic views, recreation opportunities, clean air and water, wildlife habitat, and economic development opportunities, all of which contribute to the high quality of life Brevard enjoys.

As pressure increases to develop more and more land, Brevard will be faced with difficult decisions regarding how to best find a balance between the demand for additional urbanized land for homes, roads, stores, and services, with issues of public safety, environmental sustainability, and community character. Striking this balance is critical to protecting the high quality of life our residents expect.

The French Broad and Davidson Rivers, and their various tributaries, create expansive floodplains to the south, east, and north of Brevard, while steep slopes (those with a grade greater than 25%) of the Blue Ridge Mountains of Pisgah National Forest rise to the north and west. These floodplains and steep slopes are sensitive lands, largely unsuitable for development. Preservation of these areas is important most obviously for public safety concerns, as well as viewshed and habitat protection. As suitable land becomes more and more scarce, pressure to develop in these sensitive areas will only increase, prompting greater concerns about aesthetics and public safety.

MONITORING & INDICATORS

In order to be effective, the City must continually monitor its progress towards achieving the vision and goals laid out in this plan. The following indicators could be used to monitor and track progress related to environmental health:

- Farmland acreage
- Amount of development in sensitive areas
- Water quality of urban creeks and the French Broad River
- Soil quality of agricultural land
- Biodiversity of surrounding ecosystems
- Bicycle Friendly Community award level

PARTNER ORGANIZATIONS

- USDA Natural Resources Conservation Service
- US Forest Service
- North Carolina Cooperative Extension Service
- North Carolina Department of Environmental Quality

- Transylvania County Soil and Water Conservation Service
- Transylvania County
- Tourism Development Authority
- Transylvania Economic Alliance
- Carolina Mountain Land Conservancy

DIRECTION-SETTING FRAMEWORK

GOALS

Through appropriate conservation and preservation measures that protect the health and sustainability of the environment and our abundant natural resources, Brevard will:

- Successfully preserve our woods and water for future generations.
- Promote our world-class natural resources as an asset.
- Prevent development in environmentally sensitive and critical areas.
- Preserve farmland.

OBJECTIVE 3.1: Preservation of surrounding natural assets of mountains, farmlands, woods, and water for future generations.

POLICY 3.1.A: Continue using land development regulations and incentives to steer future development away from environmentally sensitive areas such as steep slopes and floodplains.

POLICY 3.1.B: Connect landowners and developers with local conservation organizations and encourage the permanent protection of farmlands, steep slopes, floodplains and other sensitive natural areas.

POLICY 3.1.C: Enforce stream buffer requirements for new development in order to protect the quality of water in our streams and rivers.

POLICY 3.1.D: Seek out and develop innovative solutions to protect water quality while reducing the cost of stormwater management to private developers.

POLICY 3.1.E: Revise development regulations to encourage and incentivize the use of Low Impact Design techniques to manage stormwater.

POLICY 3.1.F: Maintain and update as necessary dark skies protections within the City's development regulations.

POLICY 3.1.G: Nurture and build institutional relationships with public, private, and nonprofit organizations to work effectively in partnership to achieve the City's goals for protecting the natural environment and sensitive natural areas.

OBJECTIVE 3.2: Reduction of the City's carbon and ecological footprint.

POLICY 3.2.A: Ensure development regulations continue to allow for homeowners, builders, and developers to incorporate wind and solar technology into development projects.

POLICY 3.2.B: Continue meeting the Arbor Day Foundation's Tree City USA standards.

POLICY 3.2.C: Continue requiring landscaping in new development projects.

POLICY 3.2.D: Evaluate options for incentivizing energy-saving building practices.

POLICY 3.2.E: Become a certified Bicycle Friendly Community by the League of American Bicyclists.

POLICY 3.2.F: Continue to improve the City's residential and commercial recycling programs.

Element 4: Livable Communities 🏘️



OVERVIEW

A livable community is a place for everyone, whether young or old, motorist or cyclist, walker or wheelchair user, business owner or telecommuter. It is a place where neighborhoods, streets, parks, centers of commerce, and infrastructure work concurrently to form a cohesive, organized, and distinctive place to live, work, and play. While Brevard is already a community for everyone with many of these characteristics, the City continues to strive to be an above average community, built around its distinctive small-town charm.

Given the importance of Brevard's tax base, as described in the Economic Health element, and the unlikelihood of significant expansion of the City's corporate limits, this plan puts a large emphasis on infill development and redevelopment of properties already within the City. Promoting new development in vacant or underutilized lands in the City will increase the tax base while having a limited impact on the cost of providing services, as roads, water and sewer lines, and other infrastructure are already in place.

Another key component of the livability element is having cohesive yet distinct neighborhoods, with an array of housing options. Brevard has many established residential neighborhoods throughout the city, the character and charm of which contribute greatly to Brevard's quality of place. These neighborhoods, which were developed at different points in Brevard's history, should, in time, develop a common set of key elements of livability, while retaining the underlying characteristics that make them unique.

The City of Brevard will work to foster a system of "complete neighborhoods" throughout Brevard with the following key components:

- Planned and built to uphold a high quality of place through interaction between people, promotion of healthy lifestyles, and meeting the needs of residents of all ages and abilities.
- Connected internally and externally by a safe, robust, and efficient transportation network of sidewalks, greenways, and bicycle-friendly streets.
- A diversity of housing choices, including affordable housing.
- Close proximity to stores, restaurants, schools, churches, and other amenities and services.
- Connected to recreational opportunities and natural spaces.
- Open and accessible to all citizens, without physical or cultural barriers that create exclusivity.

To do all of these things, the City must rely on partnerships and collaboration with the many productive community organizations in Brevard, Transylvania County, and the Western North Carolina region.

MONITORING & INDICATORS

In order to be effective, the City must continually monitor its progress towards achieving the vision and goals laid out in this plan. The following indicators could be used to monitor and track progress related to livable communities:

- Health Outcomes Ranking
- AARP Livability Index
- Connectivity index of neighborhoods
- Land use patterns
- Owner-occupied dwelling units
- Population within ¼ mile of recreation

PARTNER ORGANIZATIONS

- Transylvania County
- Transylvania County Farmer's Market
- Transylvania County Cooperative Extension
- Asheville Regional Housing Consortium
- Habitat for Humanity
- Western Carolina Community Action
- Community Land Trust
- Heart of Brevard

DIRECTION-SETTING FRAMEWORK

GOALS

With a strong sense of community that supports livability for all, Brevard will:

- Foster efficient land use, support a mix of housing types, increase efficiency of public utilities and services, and accommodate multiple modes of transportation.
- Enjoy a network of complete neighborhoods that provide for all types of residents.
- Provide the services and amenities that allow residents to live happy, healthy, productive lives.

OBJECTIVE 4.1: Increased efficiency of land uses to help stabilize and grow the City's tax base.

POLICY 4.1.A: Evaluate and amend development ordinances to facilitate infill development on vacant and under-developed parcels, as well as revitalization of developed parcels.

POLICY 4.1.B: Continue to utilize Community Development Block Grants and other resources that can be applied to housing projects and programs.

POLICY 4.1.C: Create a comprehensive inventory of dilapidated, distressed, underutilized, or abandoned structures, and vacant parcels for targeted infill and adaptive reuse.

POLICY 4.1.D: Inventory and perform Phase I and Phase II environmental assessments on environmentally distressed properties and develop strategies to return these properties to productive use.

POLICY 4.1.E: Collaborate with property owners to enter environmentally-distressed properties into the North Carolina Brownfields Program and seek funding for property remediation.

POLICY 4.1.F: Establish a redevelopment utility fund to support site-specific utility improvements necessary for adaptive reuse, rehabilitation, or redevelopment.

POLICY 4.1.G: Modify development ordinances and regulations to incorporate design standards and guidelines that respect existing community character while allowing greater residential density and intensity of nonresidential development within mixed use zoning areas.

POLICY 4.1.H: Encourage residential development on upper floors within mixed use zoning areas, particularly the Central Business District.

POLICY 4.1.I: Evaluate the City of Brevard’s current design review process to streamline procedures; clarify roles, responsibilities, and authorities of the various review boards; and improve the overall quality of new development.

POLICY 4.1.J: Engage with State legislators to seek legislation authorizing cities to establish locally designated districts wherein property owners can receive income tax credits for redevelopment investments.

OBJECTIVE 4.2: Develop a system of “complete neighborhoods” throughout Brevard. (This is a multi-faceted objective that will rely on objectives and policies from other elements as well.)

POLICY 4.2.A: Modify zoning to increase allowable densities and the mixing of uses in appropriate areas.

POLICY 4.2.B: Connect neighborhoods to the greenway system with spur connections.

POLICY 4.2.C: Invest in new sidewalk construction and existing sidewalk repair within neighborhoods.

POLICY 4.2.D: Prohibit gated communities to foster community and maintain connectivity between neighborhoods.

POLICY 4.2.E: Collaborate with partners to increase the amount of available affordable and workforce housing, and to combat homelessness.

POLICY 4.2.F: Combat deteriorating property conditions through proactive code enforcement efforts

POLICY 4.2.G: Update the Minimum Housing Code to help ensure equity and quality of all housing options in Brevard.

POLICY 4.2.H: Promote and encourage renovation of existing housing stock to reduce utility and maintenance costs for owners and occupants, conserve energy, and reduce pollution.

POLICY 4.2.I: Develop recreational amenities at the neighborhood level, such as pocket parks.

POLICY 4.2.J: Collaborate with the Transylvania County Farmer’s Market and Cooperative Extension to promote and encourage urban agriculture within the City.

OBJECTIVE 4.3: Creation of new opportunities for citizens and visitors to experience recreation and nature.

POLICY 4.3.A: Expand the City’s greenway system to connect with the French Broad River, Davidson River, King’s Creek, and other mountain streams that travel through Brevard.

POLICY 4.3.B: Rehabilitate the Wilson Road French Broad River access.

POLICY 4.3.C: Collaborate with future developers at Davidson River Village to create a public access point along the Davidson River.

POLICY 4.3.D: Construct additional trails within Bracken Preserve in accordance with the Bracken Mountain Master Plan.

POLICY 4.3.E: Develop Rosenwald Community Park on the old Transylvania Tannery property.

POLICY 4.3.F: Seek opportunities to create additional connections with Pisgah National Forest.

POLICY 4.3.G: Create small parks within neighborhoods that provide all citizens opportunities to connect with and experience the natural world.

OBJECTIVE 4.4: Enhanced connections, relationships, and collaborations between the City and its citizens and community organizations.

POLICY 4.4.A: Continue to support the VISION and VIZ programs.

POLICY 4.4.B: Foster institutional relationships by reaching out to civic organizations and identifying opportunities for collaboration.

POLICY 4.4.C: Promote a politically empowered and engaged community by educating citizens regarding the mission, objectives, and capacities of the City of Brevard.

POLICY 4.4.D: Empower Brevard's citizens to play an active and constructive role in community decision-making through public outreach and citizen engagement, small area planning processes, and strategic relationships with neighborhood organizations.

POLICY 4.4.E: Establish a community volunteer program to support the delivery of City services and programs.

Element 5: Infrastructure



OVERVIEW

Investments in transportation and other infrastructure are critical for Brevard to remain a desirable and competitive community of choice. The major component of this element is the system of highways, streets, sidewalks, and greenways that allow traffic of people and goods to move through Brevard by vehicle, bike, or on foot. Transportation systems affect not only the ability to get from one place to another, but also impact land use decisions, economic development initiatives, housing choices, air and water quality, and much more. Brevard is served by two federal highways, US 64 and US 276, and one state highway, NC 280. The nearest interstate is I-26, located 20 miles northeast of downtown. Brevard currently has 5.8 miles of multi-use greenway built, with plans to add more in the future.

In order to accommodate anticipated growth in population, it must be recognized that Brevard needs a balanced transportation system that not only moves vehicles, but people and goods, and ensures that the City's residents and visitors have the opportunity to conveniently and safely use a variety of transportation choices.

Due to its surrounding geography, the City of Brevard is subject to unique transportation issues. The City is bordered by Pisgah National Forest to the north and west, and the French Broad River to the south and east. These natural features have limited the development of the City's transportation network. The main transportation artery is the corridor made up of Rosman Highway in the south, Broad Street through downtown, and Asheville Highway in the north. This system is set up to serve regional traffic bound to or through to the central business district, with a lack of alternative routes around downtown, resulting in heavy traffic on the main corridor.

This element also includes other infrastructure such as amenities like bike racks, high-speed internet access, and water and wastewater treatment plants and distribution/collection systems, all of which play a significant role in enhancing Brevard's quality of place. Water and wastewater treatment enables Brevard to be the economic and cultural hub of Transylvania County, and without sufficient capacity to handle future demand, the City cannot foster new opportunities for its citizens. Reliable broadband internet availability is important both in terms of quality of place for residents, and also as an economic amenity that will allow people who can pick where to locate and run their business to choose Brevard.

MONITORING & INDICATORS

In order to be effective, the City must continually monitor its progress towards achieving the vision and goals laid out in this plan. The following indicators could be used to monitor and track progress related to infrastructure:

- NCDOT annual average daily traffic counts
- NCDOT & Land of Sky RPO accident data and statistics
- Linear feet of new sidewalks and greenways constructed and/or repaired
- Number of non-automobile trips made to employment and shopping destinations
- Millions of gallons of water and wastewater treated per day
- Number of sanitary sewer overflow events
- Water and wastewater plant violations
- Broadband internet access and speeds

PARTNER ORGANIZATIONS

- North Carolina Department of Transportation
- Transylvania County
- Buncombe County
- Henderson County
- Land of Sky Regional Council & RPO
- Comporium
- French Broad River MPO
- Local bicycling clubs:
 - Pisgah Cycling
 - Pisgah Area SORBA
 - Blue Ridge Bike Club
- Friends of the Ecusta Trail

DIRECTION-SETTING FRAMEWORK

GOALS

With a robust and balanced transportation system, Brevard will:

- Have interconnected neighborhoods with access to services and amenities via multiple modes of transportation.
- Enjoy safe and efficient travel around and through the City.

With modern and capable infrastructure, Brevard will:

- Be poised to support growth of both population and economic activity well into the future.
- Foster economic opportunities and capacity by ensuring availability of broadband internet.

OBJECTIVE 5.1: Increased safety and efficiency of vehicular traffic within and passing through Brevard.

POLICY 5.1.A: Collaborate with NCDOT and Land-of-Sky RPO to update and implement the Comprehensive Transportation Plan.

POLICY 5.1.B: Collaborate with NCDOT and the Land-of-Sky RPO to design and implement traffic flow and safety improvements along Asheville Highway and at major intersections.

POLICY 5.1.C: Maintain development regulations that require interconnected street systems between and within neighborhoods as part of new development.

POLICY 5.1.D: Make long-term investments in parking infrastructure, particularly within the central business district, including additional City-owned off-street parking lots.

POLICY 5.1.E: Evaluate the feasibility of establishing regional transit connections between Rosman and Brevard, and transit systems in Henderson and Buncombe counties.

POLICY 5.1.F: Partner with Transylvania County to evaluate the feasibility of establishing a local transit system that connects key destinations.

POLICY 5.1.G: Collaborate with NCDOT to connect Brevard to job centers both within and outside Transylvania County by establishing ride-share and park-and-ride facilities and programs and connecting to regional transit options.

OBJECTIVE 5.2: Increased connectivity of neighborhoods and key destinations through investments in cycling and pedestrian infrastructure and programs.

POLICY 5.2.A: Update and implement the City's Bicycle and Pedestrian Plan, which prioritizes new sidewalk projects, new greenway projects, and facility maintenance.

POLICY 5.2.B: Provide bicycle racks at key destinations.

POLICY 5.2.C: Continue to require new sidewalks and parking for bicycles and motorcycles with new development.

POLICY 5.2.D: Incorporate on-street bike lanes as part of new street construction and street maintenance, wherever possible.

POLICY 5.2.E: Support the implementation of the Ecusta Trail.

POLICY 5.2.F: Look for opportunities to connect greenways to neighborhoods.

POLICY 5.2.G: Continue working with Transylvania County Schools to continue and expand the Safe Routes to School program.

OBJECTIVE 5.3: Develop sufficient potable water and wastewater production, treatment, and distribution capacity to accommodate planned growth.

POLICY 5.3.A: Invest in water and wastewater plants to ensure adequate production capacity to meet future demands.

POLICY 5.3.B: Collaborate with the Town of Rosman and Transylvania County to develop a shared plan for the protection and management of future drinking water supply sources.

POLICY 5.3.C: Continue Inflow & Infiltration reduction measures.

POLICY 5.3.D: Identify and prioritize distribution gaps within the City's current service delivery area, and fund improvements to eliminate such gaps.

POLICY 5.3.E: Evaluate the feasibility of establishing a stormwater utility enterprise fund to finance stormwater infrastructure investments and improvements.

OBJECTIVE 5.4: Work with internet service providers to ensure quality high-speed internet throughout Brevard for residents, businesses, and visitors.

POLICY 5.4.A: Advocate for improved access to high-speed internet for businesses and citizens.

POLICY 5.4.B: Expand wireless access currently available on Main Street to additional areas of the city.