

Town of Biltmore Forest Comprehensive Plan

May 10, 2022



Acknowledgments

This document would not be possible without the dedicated effort and community service of the Town's Planning Commission. The Planning Commission has served willingly and tirelessly to create a comprehensive plan that represents the history of the Town, its current state, and prepares for the future. The following members served on the Planning Commission during the Comprehensive Planning Process and during the Town's compliance with the new General Statute land use regulations.

Current Members

Mr. Paul Zimmerman, Chair

Ms. Dawn Grohs, Vice-Chair

Dr. Kenneth Hornowski

Mr. Michael Flynn

Mr. Tony Saponaro

Past Members

Ms. Karen Cragolin

Ms. Rhoda Groce, Interim Chair (*during Phase 1 Adoption*)

Ms. Toya Hauf, Former Chair (*beginning Phase 2 development*)

Mr. William Morrison

Ms. Marjorie Waddell

Special Acknowledgment

The Planning Commission wishes to make special acknowledgment to the life and service of Ms. Karen Cragolin. Ms. Cragolin passed away in January 2022 during this Comprehensive Plan development process. She was a steadfast, tireless, and vibrant defender of the environment, places, and people of Western North Carolina. Ms. Cragolin's leadership as Executive Director of RiverLink led directly to the restoration and beautification of waterways and landscapes throughout Buncombe County and Western North Carolina.

TOWN *of* 
Biltmore
Forest

Mayor George F. Goosmann, III

Mayor Pro-Tem Doris P. Loomis

Commissioner Fran G. Cogburn

Commissioner E. Glenn Kelly

Town Attorney William Clarke

Town Manager Jonathan Kanipe

Public Works Director Harry Buckner

Police Chief Chris Beddingfield

Background

The North Carolina Legislature made significant changes to the planning and land use regulations for local governments in 2019. The implementation deadline for these changes was moved back due to the Covid-19 pandemic, and as a result, the Town's implementation moved back accordingly. NCGS 160-D imposed many changes for local governments and broke these changes down into two distinct parts. Part 1 included revising the Town's land use ordinances to comply with state law changes. The Town's Planning Commission embarked upon meeting these requirements in March 2021. After reviewing the Town's existing Zoning Ordinance and adding (or removing) requirements laid out by NCGS 160-D, the Planning Commission recommended approval to the Board of Commissioners in June 2021. The Board of Commissioners subsequently adopted the changes on June 8, 2021 after holding a public hearing. A copy of this ordinance and subsequent Zoning Ordinance, effective July 1, 2022, is found in "Appendix A" of this Comprehensive Plan.

Part 2 changes required local governments to have a reasonably maintained comprehensive plan or land-use plan in order to retain zoning authority. The Town has maintained a land use plan and formal Zoning Ordinance for many years, but has not maintained a comprehensive plan. As a result, the Town is required to undergo this planning process and adopt a comprehensive plan by July 1, 2022.

UNC School of Government land use experts provided insight into specific elements often considered in the comprehensive planning process. These elements are not required to be addressed by North Carolina law, but provide a good basis for this process.¹

- (1) Issues and opportunities facing the local government, including consideration of trends, values expressed by citizens, community vision, and guiding principles for growth and development.
- (2) The pattern of desired growth and development and civic design, including the location, distribution, and characteristics of future land uses, urban form, utilities, and transportation networks.
- (3) Employment opportunities, economic development, and community development.
- (4) Acceptable levels of public services and infrastructure to support development, including water, waste disposal, utilities, emergency services, transportation, education, recreation, community facilities, and other public services, including plans and policies for provision of and financing for public infrastructure.
- (5) Housing with a range of types and affordability to accommodate persons and households of all types and income levels.
- (6) Recreation and open spaces.

¹ Lovelady, Adam. Comprehensive Plans and Land Use Plans Required for Zoning. Accessed at <https://canons.sog.unc.edu/comprehensive-plans-and-land-use-plans-required-for-zoning/> on August 26, 2021.

- (7) Mitigation of natural hazards such as flooding, winds, wildfires, and unstable lands.
- (8) Protection of the environment and natural resources, including agricultural resources, mineral resources, and water and air quality.
- (9) Protection of significant architectural, scenic, cultural, historical, or archaeological resources.
- (10) Analysis and evaluation of implementation measures, including regulations, public investments, and educational programs.

Comprehensive Plan Development Process

An effective comprehensive planning process allows for significant public feedback. In larger or more diversely zoned local governments, this process may take over a year to complete with multiple public meetings, charrettes, and individualized surveys. Biltmore Forest is unique in its overwhelmingly residential nature with little developable property. Because of this residential nature, the Town's process was streamlined. The Planning Commission did not focus on several typical components of some comprehensive plans, such as industrial development, job growth, or increased tourism. These sectors do have significant indirect impacts on the Town, typically felt within the transportation sector, but are not the focus of Biltmore Forest's Comprehensive Plan. The Town's focus for the 2022 Comprehensive Plan was creating a vision for the Town rooted in citizen feedback and engagement.

The Comprehensive Plan process began on September 28, 2021 with the Planning Commission meeting to review statutory requirements related to NCGS 160-D. The Commission set a calendar at that meeting for completing the Comprehensive Plan by July 1, 2022.

Comprehensive Plan Schedule

Date	Process/Meeting Focus	Outcome
September 28, 2021	Comprehensive Plan Overview and Schedule Development	Approval of Schedule and Begin Prioritization
October 25, 2021	Discuss Town specific Comprehensive Plan Elements Staff review of specific Town mapping elements	Identify priorities for Comprehensive Planning Consideration and survey development
November 23, 2021	Provide draft survey for review by Commission	Approve survey for distribution to residents
December 21, 2021 (note diff. proposed date for meeting)	Review survey response rate and/or results (dependent upon survey distribution timeframe)	Define final dates for public meetings to receive input on comprehensive planning process, survey responses, and other resident land use feedback
January 25, 2022	Regular meeting – Consider holding one public meeting at this time	Likely will need to hold one public meeting during the evening (regular meeting) and one during the daytime. Receive and review public feedback and determine time for next public meeting.
February 22, 2022	Review public comments, survey responses, and Commissioner prioritization.	Define final focus for each section of the Comprehensive Plan
March 29, 2022	First draft Comprehensive Plan provided to the PC	Receive comments and make changes to comprehensive plan draft
April 26, 2022	Final draft Comprehensive Plan provided to Planning Commission	Review and provide feedback and/or consider recommendation of approval to Board of Commissioners
May 24, 2022	If final draft not approved in April, final draft review at this point	Recommendation to Board of Commissioners for adoption (last available time to do this)

Table 1.

The Commission held to this calendar and began by reviewing comprehensive plans from several other municipalities in North Carolina. Those provided context for the scope of work and an opportunity to review how other jurisdictions addressed the comprehensive plan process. This review led to discussing potential survey questions and how best to deliver a survey for Town residents. The Commission spent October discussing potential questions, and ultimately, issued a survey for all Town residents to complete beginning November 30, 2021. The survey ran through December 13, 2021.

Residents were notified of the survey opportunity through the Town’s newsletter, CodeRED alerts, and immediate notices placed on the Town’s website.

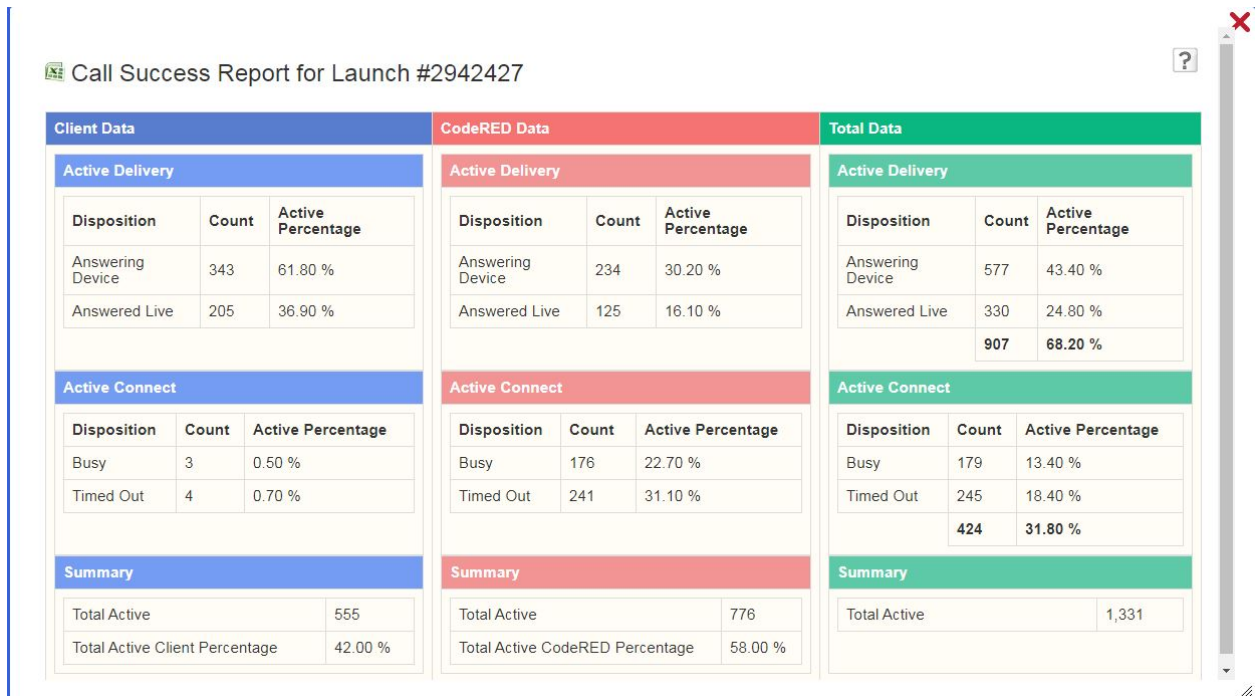


Figure 1. CodeRED Call Data

Mr. Paul Zimmerman, current chair of the Planning Commission, led the survey development and analysis process. Mr. Zimmerman’s career was leading market research for a Fortune 50 company. That experience proved invaluable during this portion of the Comprehensive Plan. Each Planning Commission member offered recommendations on survey topics and questions. The entire membership approved the final questionnaire. The Town received 238 responses. With a full-time population of 1,400, this is a response rate of seventeen (17) percent. Mr. Zimmerman’s analysis and breakdown of the survey is found on the following pages, with a copy of the full survey found in Appendix B.

Results of 2021 Planning Commission Survey

An online survey among Biltmore Forest residents was conducted between 30 Nov and 13 Dec 2021 to give the Planning Commission insight on issues important to Town residents in the development of a comprehensive plan. 238 total responses were received to the survey, which is a very good sample. The average time to complete the survey was 7 min and 23 seconds.

RESULTS

- 1. Overall Rating of Biltmore Forest (Q1).** The Question was asked using a standard Excellent, Very Good, Good, Fair, and Poor scale, which were then assigned standard values of 100, 75, 50, 25 and 0. The weighted average for this question was 84, which is outstanding and in line with past responses to this question in previous surveys in Biltmore Forest. A previous town-wide survey, conducted in 2018, revealed similar overall ratings and highlighted many of the same issues laid out below.

	Excellent %	Very Good %	Good %	Weighted Average
Overall Rating	54	27	4	84

- 2. Direct Rating Questions of Key Attributes (Q3).** The same scale was used for these Attributes as for the Overall Rating

Attribute (How would you rate Biltmore Forest for being a Town...)	Excellent %	Very Good %	Good %	Fair %	Poor %	Weighted Average
... that protects mature trees and the tree canopy	45	30	13	8	3	74
... where it is safe to walk	32	29	23	11	4	66
... that you are proud to live in	66	25	9	0	0	89
... that has a professional/competent Police Force	80	14	6	0	0	93
... that has a professional/competent Public Works Dept.	75	19	6	0	0	93
... that gives you confidence that Zoning Ordinances are consistently enforced	32	36	15	11	7	66
... where there are plans to guide future development	27	30	28	11	5	64
... where there are appropriate Parks to use and enjoy	45	30	17	6	2	76

... that is enjoyable for people of all ages	56	25	12	5	1	80
... that has effective speed management	37	32	16	8	6	69
... where there are Social activities	27	39	27	5	1	68
... where there are guidelines for buffering between neighbors and high traffic zones	25	32	28	13	3	63

- a. The ratings for Pride, Police, and Public Works were outstanding and rarely seen in surveys of this type.
- b. The average rating for all questions in this survey is 75, so that you can judge which attributes are relatively high or low. A difference between ratings of approximately 8 points is statistically significant.
- c. In addition to the average rating, you should also look at the percentage of people rating (Fair + Poor). When this number approaches 15%, that is taken as a strong indicator that the lower rating should be studied further using voluntary comments and not dismissed.. I have highlighted those ratings in **RED**.

3. **Importance Ratings of Key Attributes (Q4).** A 5-point ‘Very Important to Very Unimportant’ scale was used for these Attributes. Standard weighting of +2, +1, 0, -1, and -2 was used to calculate the weighted average.

Attribute (How IMPORTANT is it that Biltmore Forest is a Town...)	Very Important %	Important %	Neither Important or Unimportant %	Unimportant %	Very Unimportant %	Weighted Average
... that protects mature trees and the tree canopy	63	30	5	2	0	1.35
... where it is safe to walk	83	16	0	0	0	1.83
... that you are proud to live in	69	23	7	1	0	1.59
... that has a professional/competent Police Force	93	7	0	0	0	1.93
... that has a professional/competent Public Works Dept.	92	8	0	0	0	1.91
... that gives you confidence that Zoning Ordinances are consistently enforced	66	27	6	0	0	1.57

... where there are plans to guide future development	65	30	3	1	0	1.60
... where there are appropriate Parks to use and enjoy	60	34	3	1	0	1.55
... that is enjoyable for people of all ages	64	29	7	0	0	1.56
... that has effective speed management	59	37	3	1	0	1.55
... where there are Social activities	22	43	28	6	1	.80
... where there are guidelines for buffering between neighbors and high traffic zones	52	37	10	1	0	1.38

- a. The average for all ratings was 1.55, so you can judge whether individual ratings were relatively high or low.
- b. These ratings were skewed significantly toward all being positive. About 10% of all respondents skipped this question entirely. As a result, I would recommend that more emphasis be placed on the other survey question results.

4. **HYPOTHETICAL Directions the Town Could take. (Q5)** This is a new question designed specifically to guide the Planning Commission.

Rating	I'd like MORE of this %	Current Level is Adequate %	I'd like LESS of this %
Walking Trails within existing Parks	56	41	3
Enforcement of Zoning Ordinances	34	59	6
Speed Humps	21	53	26
Upgrading Park Activity Structures for Children	40	56	4
Enforcement of Speeding	31	66	2
New Planting of Hardwood Trees (Oak, Maple, Walnut, etc) along Roads	64	34	2

Forbidding Clear Cutting for any reason	49	44	7
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- a. This question gave interesting responses for four questions: New Plantings and Walking Trails were two issues where a significant number of residents wanted more. Close behind was an Ordinance to prohibit Clear Cutting. Interestingly, about 2/3 or respondents were happy with the current level of speed enforcement, even though the rating for Speed Enforcement (Q3) was significantly lower than average.

5. **Breakout Questions (Q6):** The following Questions were asked to understand the involvement of respondents with factors that impact the daily running of the Town.

	Yes	No
Do you live in Biltmore Forest full-time, or not?	97	3
Have you ever attended a Board of Commissioners Meeting, or not?	48	52
Are you familiar with the tree protection ordinances, or not?	82	18
Have you ever attended a Board of Adjustment Meeting, or not?	55	45
Are you familiar with the current Fences, Walls and Gates Ordinances, or not?	71	29
Are you familiar with the Accessory Structure Ordinances, or not?	64	36

MORE DETAILED CLARIFICATION/ANALYSIS:

The ratings only tell us that people are happy or not happy with a particular area – but not WHY.

The open-ended question allows us to go in and read verbatim comments about areas of concern to give a clearer understanding of what the issue really is and what the emotion is around that issue.

Below are the actual comments people made about the key areas of concern:²

Comments about Trees:

-Much of the draw to the Forest is just that...a forest. Allowing (or ignoring) more clearing and bigger square footage along with the widespread light pollution makes us no different than many other communities.

-Change here moves so slowly. Why are we talking about the same issues for years – traffic, trees, and fences?

² *All responses are verbatim with no editing.*

- Don't let people cut down dozens of trees at once.
- We need to look closely at all the trees that are leaning into the roads. There are many dangerous trees that are leaning and will fall in the next ice storm. I think the town is too conservative in removing those trees.
- I really wish the Town would be more strict about the people taking care of the ivy growing up their trees. If these crawling vines choke the trees, we will lose many of them and the forested nature of the neighborhood which is prized by all of us.
- The wooded nature of the neighborhood is my favorite feature.
- ...the beauty of the forest makes me sigh 'ahh' every time I enter the town.
- Biltmore Forest makes me feel good as I enter the forest. It is most calming and lovely to live here.
- I am not crazy about new houses going up resulting in the loss of trees and undeveloped land.
- Some ordinances should be changed: e.g.—Fencing and tree removal.
- BF was crated 100 yrs ago from a managed forest—it is no longer so and many of the roadside and other trees are old, dying, dead and a danger to all. Town needs a new comprehensive forestry management plan—not only aa tree ordinance.
- Too many trees are disappearing.
- We should encourage new homeowners to invest in slow growing long lived trees and native plants
- One of my concerns is that we are losing all of our white pines. Perhaps we could replace them with some larger Hardwood trees.
- This Town is overly intrusive on homeowner's rights to make changes to their properties and homes, eg fences, tree removal, sheds, etc.
- Special treatment allowing things such as more trees being cut for new home sites and on the BFCC golf course should be stopped.
- The trees are a double edges blessing – I fear for many of the really large old ones on Vanderbilt, especially the North section.
- I am a big fan of trees and want the Town to continue to protect term and to plant more along with requiring residents to do the same.
- We used to be a 'forest' That is disappearing quickly.
- The forest is now being clear cut.
- Our beautiful hardwood trees are dying from ivy growing on them.

Comments about Walking/Trails:

- If you're not going to cut back foliage to make driving and walking safer, stop saying you will!
- A sidewalk along Vanderbilt is needed. The foot traffic along this road is quite significant.
- We should have a trail system like Biltmore Park. Either maintain or get rid of the shabby bus stops.
- Also need to look at adding sidewalks in certain areas to make it more favorable to walking.
- People walking and running in the morning before the sun is up are risking their lives. Often times they are in the road without reflectors or lights. Disaster waiting to happen
- It would be nice to have a walking path in town.
- I would be nice to make it more walker friendly
- Could be more family friendly in terms of walking and biking.
- There have been times I have been almost pushed off the road or almost hit by cars AND cyclists. The cyclists are equally dangerous—not only do they speed around corners and almost hit me, but they ride side by side and ignore cars on the road.
- With all of our walkers, it's becoming dangerous for them and harder for drivers to see and avoid them.
- Roads need to be safer for autos, bicyclists and pedestrians by clearing side easements of brush, branches placed by private owners or Town neglect. This is a very dangerous situation at present for which the Town is liable.
- Walking the neighborhood is dangerous in many areas. Encroachment of vegetation along the roadside makes certain shoulders impossible. Blind corners or crests are prevalent too There's no place to go when drivers recklessly approach the combination
- There should be land purchased for walking trails and greenways.
- I wish properties were required to prune (or allow the Town to prune) their street side trees, bushes and vines in order for walkers to be safe,
- Not having to step out into the road, esp Vanderbilt, and blind curves. This includes the hotel as well as the homes.
- I wish there were sidewalks.
- Reflective clothing. All walkers, bicyclists, etc. You know what I mean. Someone is going to Get hurt or killed.
- Walking at night – I notice some people walk at night with dark clothes and makes it difficult to be seen when driving I have also been a walker when people do not see me and almost hit me and my dogs.

-Disappointed that pedestrian traffic not more encouraged and supported. The expectation that Pedestrians can/should walk into a forested/landscaped/blind spot areas instead of cars slowing down is dated, unacceptable and a public health and liability concern.

Comments about Speed

-I feel there are people who drive too quickly on Eastwood Road and I have been almost hit by people who don't stay in their lane and come around the corner too quickly. Oddly, speed bumps exist on other roads in the neighborhood, but not there.

-I saw a ray of hope when BF posted a digital speed monitor at the corner of Chauncey Circle and Niagara. THIS WAS EFFECTIVE in reducing speeds...then it was taken down as if it was some kind of an experiment. WHY WAS IT TAKEN DOWN? With the taxes I pay each year, you can sure as hell afford to place it there permanently!

-As a resident living n Chauncey Circle, I continue to see idiots towing their horse trailers at speeds approaching 40+ mph on their way to the equestrian center. They continue to drag their trailers over the grass—no regard for BF property.

-Some of the roads are dark and I wish more people would follow the speed limits.

-Speeding needs attention

-Construction traffic and tradespeople can get a little aggressive with speed and respect for pedestrians, particularly at the beginning of the day, mid-day, and end of the day. Maybe traffic calmers on Vanderbilt Road south of Park?

-Some residents and golf course users drive too fast/aggressive as well.

-I wish speed were monitored more uniformly

-We could use more speed bumps particularly on streets off 25, like Eastwood.

Comments about Parks/Public Spaces

-Much of the public areas of BF look tired. Overgrown parks and public spaces, vines climbing trees, streetscapes that are in disrepair. Our neighborhood looks unkept and this is problematic when comparing our property values to BPark, Ramble or Cliffs. We are not what we once were and a concerted effort needs to be made to get us back to the preeminent neighborhood of Asheville

-Need to invest in Parks and in saving the Hemlocks

-We need a DOG PARK! We have a perfect place for a big park – the triangular area between E Forest and Vanderbilt. People get to know each other thru their pets.

-There are NOT ENOUGH amenities for residents. We should have updated playgrounds, nicer parks and landscaping, benches, and a town sign!

-The bus stop at the corner of Stuyvesant and Southwood was knocked down by a tree and should be replaced. We can't lose the charm of the Town.

-I would like to see more Park improvements at some point

-I wish the parks were cleaned up regularly

-We need a dog park. Provide a wonderful opportunity to meet and greet neighbors that one would not otherwise have! Hope the Town will consider.....

-The parks are shabby and many of the residents don't keep their yards groomed – giving the Town an unkept look

-More attention should be paid to keeping the wooded 'parks' cleaner looking. Get rid of excess debris and fallen trees. No one should have to replant a fallen tree or a dead tree after removal. The old pine trees are a hazard to home owners and should be allowed to remove them no matter how many you have without a permit and without having to replace them.

-When we had bus service there were occasional shelters, which were useful for resting while on a walk. Most were simply removed. Something similar would be useful now; they don't need to be elaborate.

SURVEY CONCLUSIONS:

1. Biltmore Forest has maintained an extremely high satisfaction rating and many comments of the residents state that they are proud to live here.
2. Police and Public Works both received an exemplary rating, with strong positive comments from residents for the Police, Public Works, and Administration for their friendliness and efforts.
3. The areas of Walking Safety, Speed Management, buffering guideline, Consistent Enforcement of Zoning Ordinances, and Plans to Guide Future Development were all rated significantly lower than the average.
4. Voluntary Comments on *Walking* tended to focus on desire for walking trails and clearing hazardous right of way plantings.
5. Voluntary Comments on *Speed* were not specific other than the need to control it better
6. Whereas the rating for *Protecting the Tree Canopy* was average, there were a significant number of comments about the need to replace trees, prevent clear cutting, and manage ivy invasion. This appears to be a case where people LIKE the forest (hence the higher rating) but don't want to lose it (negative voluntary comments)
7. Similarly, whereas the rating of the *Parks* was average, there were again significant comments about them looking shabby and needing updating. I believe the rationale is similar to the Trees rating.

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Draft Comprehensive Plan

Vision, Goals, and Strategies

The Planning Commission members reviewed survey responses and Mr. Zimmerman’s analysis through January 2022, and in February, began integrating this information with specific goals and strategies for the Town’s forthcoming comprehensive plan. The resulting document, included below, was presented to the public at the Public Meeting held on March 22, 2022.

Draft Comprehensive Plan for Biltmore Forest: Vision/Goals/Strategies Revised March 9, 2022

Overall Vision	GOAL	Possible Policy/Strategy
Biltmore Forest will be the most livable residential community in Western North Carolina. It will embrace its historical founding and character while giving all residents the opportunity to live, work and play in an open and supporting environment.	Maintain our open and transparent Board of Commissioners, Town Administration and Administrative Committees (Board of Adjustment, Design Review Board, and Planning Commission)	<ol style="list-style-type: none"> 1. Maintain and improve the Town websites to make it easier to find and access meeting dates and meeting results 2. Maintain Easy Access to the Town Manager. 3. Continue to have time at each meeting for resident input. 4. Continue regular and special written newsletters to all residents.
	Maintain the Effective Community Policing capabilities of the Biltmore Forest Police Force	<ol style="list-style-type: none"> 1. Maintain a visible presence at key intersections during high traffic periods. 2. Evaluate alternative methods to reduce average speed on roads 3. Continue to support residents for special issues and needs 4. Continue to Support Asheville Police as requested on issues that affect Biltmore Forest.
	Maintain the Effective and Responsive Public Works Department	<ol style="list-style-type: none"> 1. Maintain the current level of Brush, Leaf and Trash services while ensuring employee safety and health. 2. Maintain current plans to clear public spaces, improve stormwater runoff and improve road safety conditions (berms, line-of-sight, right of ways) 3. Evaluate methods to evaluate tree coverage using available satellite data

	<p>Protect and improve the existing Tree Canopy of Biltmore Forest</p>	<ol style="list-style-type: none"> 1. Significantly more Hardwood Trees should be planted each year, with the Town planting trees on public land and making about 50 hardwood trees available for homeowners to plant each year. 2. Require that trees removed must be replaced with hardwoods to maintain or improve the percentage of tree canopy coverage. 3. Develop a budgeted ivy eradication program. 4. Prohibit clear cutting outside a 40ft distance from a home.
	<p>Improve Walking and biking Safety on Streets in Biltmore Forest</p>	<ol style="list-style-type: none"> 1. Identify streets with the highest level of pedestrian usage and increase Police presence and speed enforcement on those streets. 2. Work with Board of Commissioners to evaluate the possibility of dedicated bike or pedestrian paths, per the 2022 Transportation Study. 3. Working with homeowners whenever possible, remove landscaping town rights of way and/or reducing line-of-site visibility for drivers and walkers 4. Evaluate and improve the condition of the road berms and setbacks to eliminate drop-offs and ruts. Plant grass as necessary to eliminate mud. 5. Utilize 2022 Transportation Study opportunities and challenges map as basis for improvements
	<p>Develop New Off-street Walking Paths in Biltmore Forest</p>	<ol style="list-style-type: none"> 1. Develop a plan for walking paths that join existing Parks or allow walking within one park. 2. Ensure the paths are easily accessible to people with special needs and have adequate places to rest (benches or use of existing historical bus stops

	Ensure existing Zoning Ordinances are equitably enforced	<ol style="list-style-type: none"> 1. Hire a person who has enforcement as their primary responsibility. 2. Ensure the Town management and government will support and encourage enforcement. 3. Develop a clear table of Consequences (Fines, etc.) for Non-compliance.
	Control speeding by reducing the average speed on Town Streets	<ol style="list-style-type: none"> 1. Add Stop signs at Intersections where they are needed and have been approved, e.g., Busbee and Vanderbilt 2. Increased enforcement of existing Speed limits 3. Increased presence of speed monitors where speeding is a problem.
	Support optimal enjoyment of Public Parks and public spaces	<ol style="list-style-type: none"> 1. Continue plans for Greenwood Park upgrades and other park invasive plant removal 2. Establish a team of residents to evaluate all parks and public spaces for upgrades to play structures, electrical (to better support Food Trucks), trashcans and water access. 3. Develop a prioritized list of needed maintenance and upgrades identified in step 2 4. Regularly add new mulch, sand or turf in Parks, as necessary. Repair traffic island curbing as needed. 5. Renovate roofs and structural components of all bus stops as needed.
	Communicate Better with New Residents	<ol style="list-style-type: none"> 1. Prepare a brochure outlining key facts, procedures, and ordinances for new residents.

Public Meeting

The public meeting, attended by over forty (40) residents, included substantial public comment and feedback on the draft goals and strategies. Each Planning Commission member presented a section of the draft, and asked for feedback from those in attendance. Residents focused questions and comments on the preservation of the tree canopy and methods to protect existing trees, replant trees, and requirements related to the Town's overall forested environment. Discussion around increased walking opportunities in the Town, both on and off street, were incorporated into various sections of the discussion, including parks and open spaces and controlling speeding on Town roads. Current Town services, notably Public Works, the Police Department, and Administration, were lauded for responsiveness and openness. Current residents advocated for improved communication to new residents and working to provide information regarding the Town's history and zoning ordinance philosophy. Attendees discussed parks, open space development, and the potential creation of off-street walking paths and enhanced amenities in existing parks. The Town's inherent residential nature was praised by all in attendance.



Figure 2. Town Public Meeting – March 22, 2022

The Planning Commission members received this feedback and considered the discussion along with the survey responses. This public feedback serves as the backbone for this overall Comprehensive Plan, and specifically, the following vision, goals, and strategies.

Vision

To maintain and enhance the status as the preeminent residential town within Western North Carolina.

The vision for the Town of Biltmore Forest echoes the incorporation of the Town and its development nearly one hundred years ago. Embedded within this vision is the underlying, and inherent expectation that the Town will provide the highest level of service to its citizens and create public environments reflecting this vision. There are important non-residential components to the Town – the Biltmore Forest Country Club, Carolina Day School, the Blue Ridge Parkway, portions of the Biltmore Estate, the Mountain Area Health Education Campus, and many professional offices – but the heart and soul of the Town is its people. The Town was envisioned as a refuge from hustle and bustle, and as noted within the open-ended comments, residents often feel that refuge simply from turning onto a Town street.

In 1990, the United States Department of the Interior issued a “Determination of Eligibility Notification” that stated the Town of Biltmore Forest was eligible for consideration for the National Register of Historic Places. The Keeper of the National Register noted:

This property is a significant early 20th century planned suburb important within the history of Asheville as it was transformed from a resort community into a residential community. Its design and landscaping elevated residential development with a planned, well-conceived and executed framework, carried out by local professionals, which gives a specific identity to the area. Arts and Crafts movement design principles were used in the architecture of many buildings, including those of Dodge who lived and worked in Biltmore Forest. The Boundaries reflect historic direction patterns of suburban growth, and include both the larger lots and homes, as well as smaller lots of the design, both key elements of the original plan.

E.O. 11593
DETERMINATION OF ELIGIBILITY NOTIFICATION
 National Register of Historic Places
 National Park Service

Name of property: Biltmore Forest Historic District State: NC
 Location: Buncombe County
 Request submitted by: FWA/Nicholas L. Graf
 Date received: 3/7/90 Additional information received:

Opinion of the State Historic Preservation Officer:
 Eligible Not Eligible No Response
 Comments:

The Secretary of the Interior has determined that this property is:
 Eligible Applicable criteria: A, B, C Not Eligible 36 CFR Part 63
 Determination

Comments: *This property is a significant early 20th century planned suburb important within the history of Asheville as it was transformed from a resort community into a residential community. Its design and landscaping elevated residential development with a planned, well-conceived and executed framework, carried out by local professionals, which gives a specific identity to the area. Arts and Crafts movement design principles were used in the architecture of many buildings, including those of Dodge who lived and worked in Biltmore Forest. The boundaries reflect historic direction patterns of suburban growth, and include both the larger lots and homes, as well as smaller lots of the design, both key elements of the original plan.*

Nicholas L. Graf
 Keeper of the National Register
 Date: 3/21/90

WASO-28

Figure 3. Determination of Eligibility Notification, March 21, 1990

Goals and Strategies

In order to maintain and enhance this vision, the Town's future land use planning and this Comprehensive Plan must acknowledge the original ethos and strive to meet these demands in today's modern world. To accomplish this task, the Town's Planning Commission and Board of Commissioners have developed the following framework for addressing land use and enhancing life within Biltmore Forest.

Goal 1 – Open and Transparent Government, Development Regulations, and Review Process

The Town of Biltmore Forest prioritizes transparency in all facets. Transparency, openness, and availability must also be hallmarks of the Town's zoning and land use regulations. The public survey revealed strong support for the Town's administration, public works, and police departments; this support flows directly from the trust imbued in Town staff from the citizens and elected officials. In identifying this goal, the Planning Commission has established four (4) key strategies.

1. Modernization of Town Zoning Regulations and Enforcement through effective and consistent treatment.
 - Increase code enforcement, for both Town Code and Zoning Ordinance violations, through dedicated code enforcement specialist
2. Maintain open and transparent Board of Commissioners, Town Administration, and Quasi-Judicial Boards and Advisory Commissions
 - Continue publication of regular newsletters and enhance mailings with special newsletters devoted to specific issues (e.g. tree protection; living with wildlife)
 - Maintain and improve Town websites and publications to increase access for meeting dates, times, locations, and meeting results
 - Maintain accessibility to Town administrative staff
 - Promote public comment portion of Town Board of Commissioners meetings
 - Inform and educate new residents regarding Town services, rules, and regulations
3. Maintain effective community policing capabilities of Biltmore Forest Police Department
 - Leverage Police Department's current level of citizen engagement and openness to create further transparency within Town government
 - Maintain a visible presence at key intersections during high traffic periods
 - Increase enforcement of existing speed limits
 - Evaluate alternative methods to reduce average speeds on Town roads
 - Continue to support residents with special needs and requests
 - Continue to support Asheville Police Department and work collaboratively on issues that affect Biltmore Forest

- Enhance radar speed limit sign usage to determine what roads experience highest level of speeding and utilize this data for enhanced speed enforcement efforts
 - Install new radar speed limit signs on an annual basis to reinforce speed limits for visitors and residents
4. Maintain effective and responsive Public Works Department
- Maintain current level of brush, leaf, and solid waste services while ensuring employee safety and health
 - Continue and enhance plans for clearing public spaces, improving stormwater drainage throughout the Town, and improving road safety conditions (e.g. berms, lines of sight, right of way maintenance)
 - Develop necessary infrastructure improvement projects within the context of the Town's original development and historical character

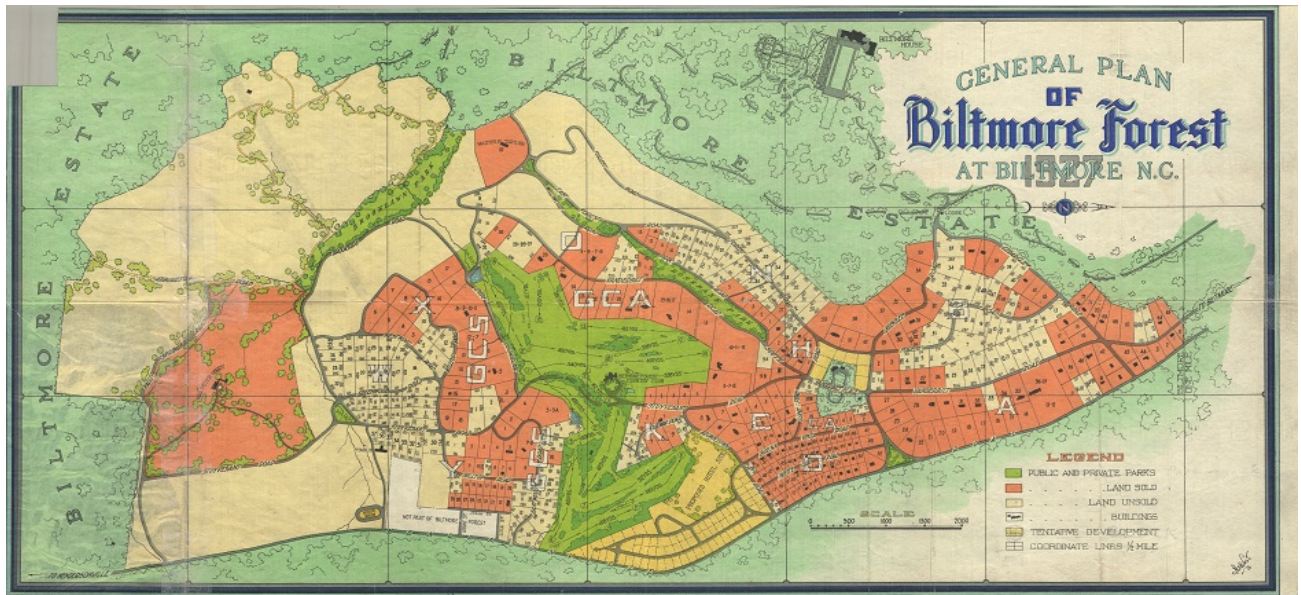


Figure 4. General Plan of Biltmore Forest, 1927.

Goal 2 – Protect and Enhance the Existing Tree Canopy within Biltmore Forest

The Town's trees and forest environment are a hallmark for residents. Survey responses and public comment revealed exceptional devotion to the tree canopy and advocacy for vigorous protection and replanting. The Town's Tree Protection Ordinance, originally adopted in 1989, is formally housed within the Town's Code of Ordinances. However, for practical reasons, the tree protection provisions often get included as part of new home plans and additions to existing homes and properties. The Planning Commission's stated goal is to protect and enhance the existing tree canopy within the Town, with specific strategies as follows.

1. Utilize the United States Forest Service's tree canopy data sets, or other geospatial information services (GIS) data, to establish a baseline for the Town's tree canopy
 - Utilize prior year data, within 5- and 10-year increments, to determine tree canopy loss since 2000
 - With baseline data in hand, set standard for preservation of 2022 level tree canopy percentage and goals to increase tree canopy over the course of fifteen (15) years, in five (5) year increments, with 5-year report to Town citizens providing data and results
2. Enhance Zoning Ordinance regulations regarding new home development, additions to existing homes, and improvements on undeveloped lots in conjunction with tree preservation goals and requirements
 - Require final landscaping plan as part of all new home development applications and for any addition greater than twenty-five (25) percent of existing home square footage
 - Require final landscaping plan for any special use permit application
 - All final landscaping plans should include, at minimum, all planned tree removal and required tree replacement as required by the Town's Tree Protection Ordinance and utilizing Town's recommended native tree and shrub list
 - Consider replanting credits for new construction or renovation when a hardwood tree greater than twenty (20) inches is saved as part of a final landscaping plan
3. Recognizing the aesthetic and health benefits of the diversity of trees in Biltmore Forest, promote replacement of a variety of trees to ensure continuity of a diverse and healthy forest.
4. Develop a budgeted ivy and invasive species eradication program, with promotion and education for private property owners through demonstration sites on public property.



Figure 5. Photo Courtesy of Helen Stephens

Goal 3 – Improve Safety along Public Streets

Biltmore Forest remains true to the concepts of Frederick Law Olmstead and design of Chauncey Beadle. The curvilinear streets that shape the Town are intertwined with beautiful landscapes and majestic homes. These same streets, many reflecting their original layout and design from the early 1920s, host numbers of vehicles on a daily basis that was incomprehensible before the Great Depression. These vehicles compete daily with the Town’s residents and visitors who enjoy walking and bicycling these same roads. Roads are there to provide vehicular access and efficient movement from place to place, but there is, and must be, a synergistic relationship between vehicle and pedestrian wherein both use the road safely. The Planning Commission has developed four (4) strategies to improve safety for pedestrians and bicyclists within Biltmore Forest, as follows.

1. Identify streets with the highest level of pedestrian usage, through a visual survey, and increase police presence for speed enforcement on these streets
2. Utilize the Police Department’s community engagement strategies to encourage pedestrians and bicyclists to always wear reflective clothing and utilize the appropriate sides of the road where practical
3. Enhance the Public Works Department’s “Right of Way Renewal” program to work more broadly with homeowners and remove landscaping that extends within the Town’s right of way, thereby providing pedestrians a necessary and safe space to step to the side of the road and away from oncoming traffic
 - Utilize the “Right of Way Renewal” program to improve the conditions of roads and rights of way through appropriate street maintenance
4. Develop plans for new walking paths (in conjunction with parks and open space goal) in Town owned property and in coordination with adjoining property owner feedback
5. Utilize the 2022 Biltmore Forest Transportation Study as a basis for future street improvements and safety enhancements (attached as Appendix “C”).

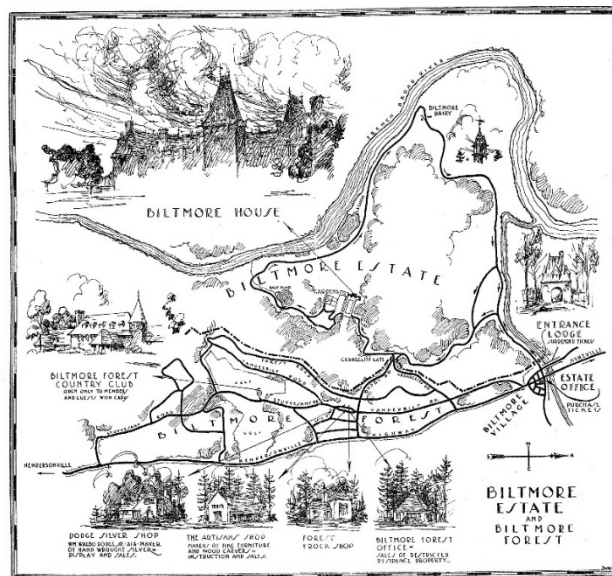


Figure 6. W.W. Dodge Streets Map.

Goal 4 – Support and Enhance Public Spaces, Parks, and Open Spaces

The Town is fortunate to have a history imbued with beauty. The tree lined streets, homes, landscaping, and open spaces combine to promote a feeling of peace. This peaceful feeling is never more apparent than when spending time with neighbors and friends in Rosebank or Greenwood Parks or overlooking the pond at Brooklawn Park. These areas are cherished by Biltmore Forest citizens, and the Town has a stake in enhancing their beauty and promoting their use. The Planning Commission has identified several strategies for focusing on these open public areas.

1. Develop a master plan for all parks.
 - Establish a resident-led committee to evaluate parks and public spaces for potential improvements, including a prioritized list of park maintenance and equipment needs
 - Explore a plan for walking paths that join existing parks or allow walking within one existing park, in conjunction with the overall park master plan
 - Convene public meetings for park master plan development to address concerns related to walking paths, additional park improvements, and gather citizen feedback
2. Execute existing plans for Greenwood Park, including the stream restoration and equipment and accessibility upgrades
3. Ensure any future public spaces are easily accessible
 - Utilize existing bus shelters for walking breaks and renovate roofs, structural components, and landscaping as necessary to promote their use
4. Continue appropriate clearing within the woodland park areas and removal of invasive species
5. Amend Town Zoning and Subdivision ordinances to require dedication of land for parks and/or open spaces, within statutory allowance



Figure 7. Fourth of July Celebration, 2018. (Courtesy Diane Zimmerman)

Conclusion

The Town’s Planning Commission worked diligently, thoughtfully, and with extreme care to create the Town’s 2022 Comprehensive Plan. Significant thought was put into the vision, each goal, and the strategies necessary to achieve these outcomes. The process allowed clear analysis and consideration of what makes Biltmore Forest unique, and what challenges lie ahead. It is the hope of the Planning Commission and Board of Commissioners that this document will serve as a guiding light for the next several years, enabling the Town to continue excelling and providing the highest level of service and satisfaction for its citizens.



**Town of Biltmore Forest
Ordinance 2021-01**

Zoning Text Amendment 2021-01

**AN ORDINANCE TO AMEND THE TOWN OF BILTMORE FOREST
ZONING ORDINANCE**

WHEREAS, the Town of Biltmore Forest has adopted a Zoning Ordinance which regulates the use of land within its corporate limits; and

WHEREAS, the Town of Biltmore Forest Zoning was and is authorized to adopt zoning and land use ordinances pursuant to NCGS § 160D-201(a) *et seq.* and its predecessor statutes; and

WHEREAS, the North Carolina General Assembly adopted S.L. 2019-111 in July 2019, requiring all municipalities and counties that enforce zoning or land use regulations to revise existing land development ordinances to ensure compliance with new consolidated land use statutes effective July 1, 2021; and

WHEREAS, the Town of Biltmore Forest desires to revise its existing zoning ordinance so that it is in compliance with North Carolina law;

NOW THEREFORE BE IT ORDAINED BY THE BOARD OF COMMISSIONERS OF THE TOWN OF BILTMORE FOREST THAT:


Section 1. The attachment to this ordinance, titled "Attachment A" is hereby adopted and shall replace the Town's existing Zoning Ordinance in its entirety.

Section 2. If any section, subsection, sentence, clause, or phrase of this ordinance amendment is, for any reason, held to be invalid, such decision shall not affect the validity of the remaining portions of this section, subsection, sentence, clause, or phrase thereof.

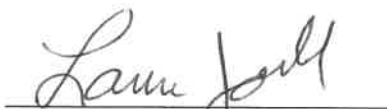
Section 3. All ordinances and clauses of ordinances of the Town of Biltmore Forest in conflict herewith are hereby repealed to the extent of such conflict.

Section 4. This ordinance amendment shall take effect on July 1, 2021.

Read, approved and adopted this the 8th day June, 2021.



Mayor George F. Goosmann, III



Town Clerk Laura Jacobs

ATTACHMENT A – ZONING TEXT AMENDMENT 2021-01

CHAPTER 153: ZONING

Section

General Provisions

- 153.001 Title
- 153.002 Authority and enactment
- 153.003 Jurisdiction
- 153.004 Interpretations and definitions
- 153.005 Establishment of zoning districts and map
- 153.006 Permitted use table
- 153.007 Dimensional requirements
- 153.008 Special uses
- 153.009 Exceptions and modifications
- 153.010 Amendments
- 153.011 Violations and remedies
- 153.012 Legal status provisions
- 153.013 Conflicts of Interest

General Regulations

- 153.025 Effect on every building and lot
- 153.026 Relationship of building to lot
- 153.027 Lot frontage
- 153.028 Required yards and other spaces
- 153.029 Accessory structures and buildings
- 153.030 Home occupations
- 153.031 Visibility at intersection
- 153.032 Vacant structures and lots
- 153.033 Signs in residential districts, R-1, R-2, R-3, R-4, and R-5
- 153.034 Land disturbance and sedimentation control
- 153.035 Buffer strip required
- 153.036 Nonconforming land uses, or structures
- 153.037 Accessory structures of buildings utilized as dwellings
- 153.038 Off-street parking
- 153.039 Off-street loading and unloading space
- 153.040 No lot subdivision of platted and recorded lots
- 153.041 Minimum dwelling unit size
- 153.042 Subdivision of tracts of land
- 153.043 Maximum roof coverage
- 153.044 Material and color requirements for residential dwelling units
- 153.045 Site design and building form and mass for residential dwelling units
- 153.046 Material and color requirements from commercial buildings
- 153.047 Site design and building form and mass commercial buildings

- 153.048 Impervious surface coverage
- 153.049 Fence, gate and wall regulations
- Buffers, Screening, and Landscape
 - 153.060 Purpose and intent
 - 153.061 General information
 - 153.062 Existing vegetation
 - 153.063 Buffer strip and screen requirements
 - 153.064 Parking lot landscaping requirements
 - 153.065 Screening of dumpsters, loading docks, outdoor storage areas, and utility structures
 - 153.066 Street trees
 - 153.067 Certification of completion
 - 153.068 Maintenance
 - 153.069 Residential screening of utility structures
 - 153.070 Plant specifications
 - 153.071 Recreational and commercial vehicle storage
- Administration, Enforcement, and Appeals
 - 153.085 General process; Duties of the Zoning Administrator, Board of Adjustment, Planning Commission, Board of Commissioners, and courts on matters of administration
 - 153.086 Zoning Administrator
 - 153.087 Certificate of zoning compliance required
 - 153.088 Requirements prior to issuance of a building permit
 - 153.089 Building permit required
 - 153.090 Certificate of occupancy required
 - 153.091 Construction of progress
 - 153.092 Construction completion
 - 153.093 Compliance
 - 153.094 Notice of Violations and Inspections
 - 153.095 Appeal from the Zoning Administrator
- Board of Adjustment
 - 153.105 Establishment of Board of Adjustment
 - 153.106 Selection of alternate members
 - 153.107 Rules of conduct for members
 - 153.108 General proceedings of the Board of Adjustment
 - 153.109 Meetings
 - 153.110 Powers and duties of the Board of Adjustment
 - 153.111 Appeals and applications
 - 153.112 Appeals from the Board of Adjustment
- Design Review Board
 - 153.125 Purpose and intent
 - 153.126 Composition of Design Review Board and meeting procedure
 - 153.127 Development subject to design review

- 153.128 Application required to be filed
- 153.129 Duties and powers of the Design Review Board
- 153.130 Submittal requirements
- 153.131 Development Agreements
- 153.132 Development Agreement Vesting
- 153.133 Development Agreement Breach and Cure
- 153.134 Development Agreement Amendments
- 153.135 Development Agreement Change of Jurisdiction

153.999 Penalty

Editor’s note:

Legislative history for the sections in this zoning chapter include the initial zoning ordinance, passed 10-19-1983 and the latest amendment, passed 8-12-2013. The following is a list of all zoning amendments: Ord. passed 10-19-1983; Ord. passed 2-25-1986; Ord. passed 11-29-1994; Ord. passed 12-14-1999; Ord. passed 1-9-2001; Ord. passed 10-9-2001; Ord. passed 7-9-2002; Ord. passed 3-7-2003; Ord. passed 11-9-2004; Ord. passed 12-14-2004; Ord. passed 7-12-2005; Ord. passed 9-12-2006; Ord. passed 1-9-2007; Ord. passed 12-11-2007; Ord. passed 6-10-2008; Ord. passed 9-16-2008; Ord. passed 2-8-2011; Ord. passed 9-13-2011; Ord. passed 12-13-2011; Ord. passed 4-17-2012; Ord. passed 4-9-2013; Ord. passed 7-9-2013; and Ord. passed 8-12-2013; and Ord. passed XXXXXXXXXX

GENERAL PROVISIONS

§ 153.001 TITLE.

This chapter shall be known as the “Zoning Ordinance of the Town of Biltmore Forest, North Carolina”.
(Ord. passed 10-19-1983; Ord. passed 8-12-2013)

§ 153.002 AUTHORITY AND ENACTMENT.

The Town Board of Commissioners, pursuant to the authority granted by G.S. § 160D, hereby ordains and enacts into law the following articles and sections for the purpose of promoting the health, safety, morals, and general welfare of the community.
(Ord. passed 10-19-1983; Ord. passed 8-12-2013)

§ 153.003 JURISDICTION.

The provisions of this chapter shall be applicable to all land within the corporate limits of town, as established on the map entitled “Official Zoning Map, Town of Biltmore Forest” with the exception of land owned by the town and land used by the town or entities contractually obligated to the town to provide fire protection and emergency medical services, but only during the period of time that such parties are contractually required to provide those services to the town.
(Ord. passed 10-19-1983; Ord. passed 8-12-2013)

Editor’s note:

This amendatory language was passed during a Board meeting, July 9, 2013

§ 153.004 INTERPRETATIONS AND DEFINITIONS.

(A) Tense; singular and plural. Words used in the present tense include the future tense. Words used in the singular include the plural, and words used in the plural include the singular.

(B) Definitions. For the purpose of this chapter, the following definitions shall apply unless the context clearly indicates or requires a different meaning.

ACCESSORY STRUCTURE. A structure incidental and subordinate to the principal use or building on the lot and located on the same lot with such principal use or building. **ACCESSORY STRUCTURES** include, but are not limited to, fences, walls, curbs, pools, play sets, statues, water features, playhouses, decorative walls, sculptures, solar collectors, residential street lamps, rock and stone moved from its original location to any other location on the property, and the like.

ALLEY. A public way that affords only a secondary means of access to abutting property and not intended for general traffic circulation.

APARTMENT. A part of a building consisting of a room or rooms intended, designed, or used as a residence by an individual or a single-family.

APARTMENT, GARAGE. A part of a garage consisting of a room or rooms intended, designed, or used as a residence by an individual or a single-family.

BOARD OF ADJUSTMENT. The Town of Biltmore Forest Board of Adjustment, and shall include both regular and alternate members.

BOARD OF COMMISSIONERS. The Town of Biltmore Forest Board of Commissioners.

BONA FIDE FARM. All land on which agricultural operations are conducted as the principal use, including the cultivation of crops, the husbandry of livestock and timber resources, and the management of open pasture land.

BUFFER STRIP. A buffer strip is a strip of land together with some form of screening such as existing vegetation, planted vegetation, a landscaped earth berm or grade change, or combination of the above. The purpose of the **BUFFER STRIP** is to minimize the potential conflicts between adjoining land uses.

BUILDING. Any structure having a roof supported by columns or by walls, and intended for shelter, housing, or enclosure of persons, animals, or property. Two structures shall be deemed a single building only if connected by heated and enclosed living space.

BUILDING, ACCESSORY. A detached building subordinate to the main building on a lot and used for purposes customarily incidental to the main or principal building and located on the same lot.

BUILDING HEIGHT. The distance measured from the average ground level at the building foundation to the highest point of the roof, but in no event above 40 feet from the highest point in the foundation. A chimney that complies with the minimum the State Building Code requirements for height of a chimney shall not be included in the calculations for height of the building; provided, that the chimney shall not extend more than five feet above the immediately adjoining ridgeline of the roof.

BUILDING, PRINCIPAL. A building used for the same purpose as the principal use of the lot.

BUILDING SETBACK LINE. A line delineating the minimum allowable distance between the property line and a building on a lot, within which no building or other structure shall be placed except as otherwise provided. Front setback lines shall be measured from the street line.

CARETAKER. A person that maintains grounds or structures on a lot or cares for the well-being of person(s) residing in the principal dwelling on a lot, and resides on the premises without being charged a rental fee.

CLOTHING AND JEWELRY SALE. The sale to the public of clothes and jewelry that have been brought to the home for that purpose.

CLUSTERED HOUSING DEVELOPMENT. Grouping or concentration of housing units on lots smaller than permitted by the existing zoning to preserve open space without increasing the allowable density of the development.

COMMERCIAL SERVICE or PROFESSIONAL SERVICE. Establishments or professions charging a fee for providing a service to the public.

SPECIAL USE. A use permitted in specified zoning districts only after review by the Board of Adjustment and found to meet specific conditions and procedures as set forth in this chapter to maintain the safety and general welfare and orderly development of the community.

CONSUMER SERVICES. Businesses providing services to the public for profit, including dining and restaurant services (not to include fast food service restaurants), lodging and motel services, financial, real estate and insurance services, and other personal services. In addition to the above, CONSUMER SERVICES shall not include filling and gasoline service stations or auto repair shops as defined by this chapter.

DAY NURSERY and PRIVATE KINDERGARTEN. A use of land and buildings to provide group care for children.

DISTRICT. A section of the Town of Biltmore Forest in which zoning regulations are uniform.

DWELLING. Any building, structure, manufactured home, or mobile home, or part thereof, used and occupied for human habitation or intended to be so used, and includes any outhouses and appurtenances belonging thereto or usually enjoyed therewith. For the purposes of NCGS 160D, Article 12, the term does not include any manufactured home, mobile home, or recreational vehicle, if used solely for a seasonal vacation purpose.

DWELLING, MULTI-FAMILY. A building or portion thereof used or designed as a residence for two or more families living independently.

DWELLING, SINGLE-FAMILY. A building arranged or designed to be occupied by one family.

DWELLING UNIT. A building, or portion thereof, providing complete and permanent living facilities for one family.

EASEMENT. A grant by a property owner of a strip of land for specified purpose and use by the public, a corporation, or persons.

ESTATE/AUCTION SALE. The one-time sale to the public of goods that is held at the home. The goods and items offered for sale at said auction must be personal property that has been owned by the resident(s) of said home. No goods or items to be sold shall be shipped or transported to the home from any other location. The sale shall be limited to no more than two consecutive days and the hours for said sale shall be between 10:00 a.m. and 8:00 p.m.

FAMILY. One or more persons occupying a single-dwelling unit; provided, that unless all members are related by blood or marriage or adoption, no such family shall contain over three persons, but further; provided, that domestic servants, caretakers, and security personnel employed

or living on the premises may be housed on the premises without being counted as a FAMILY or FAMILIES.

GARAGE/YARD SALE. The sale to the public of typical household items that is held at the residence. The household items to be sold shall be items from the residence where the sale is to occur. Each residence is limited to one such sale per year. The sale shall not begin before 8:00 a.m. and shall end by 5:00 p.m.

GASOLINE SERVICE STATION/AUTO REPAIR SHOP. Buildings and premises where gasoline, automotive fuel, oil, grease, batteries, tires, and automobile accessories may be supplied and dispensed at retail, and where in addition the following services may be rendered and sales made and no other. Sales and servicing as follows: spark plugs, batteries, and distributors and distributor parts; tire servicing and repair, but not recapping or regrooving; replacement of mufflers and tail pipes, water hoses, fan belts, brake fluid, light bulbs, fuses, floor mats, seat covers, windshield wipers and wiper blades, grease retainers, wheel bearings, mirrors, and the like; radiator cleaning and flushing; washing and polishing, the sale of automotive washing and polishing materials; greasing and lubrication; providing and repairing fuel pumps, oil pumps, and lines; minor servicing and repair of carburetors; emergency wiring repairs; adjusting and repairing brakes, wheel balancing and alignment, minor motor adjustments not involving removal of the head or crankcase or racing the motor; sale of cold drinks, packaged foods, tobacco, and similar convenience goods for filling station customers, as accessory and incidental to principal operation; automobile body repair services; provision of road maps and other informational materials to customers; provision of restroom facilities.

GRADING. Any land-disturbing activity where the ground cover on or above the soil surface is removed and reconfigured, including trees, grasses, or pavements or other surfaces either natural or human-made.

HOME BUSINESS ACTIVITY. A business conducted from the home such as Internet enterprise, professional office, or the making of crafts or items where no one is employed that does not live in the home and no one comes to the home for a business transaction as part of the activity.

HOME OCCUPATION. An occupation providing a service carried on by the occupants of a dwelling; provided, that certain conditions are met as listed in § 153.008(C)(5).

HOME STAY. Rental of a part of a dwelling unit or accessory structure for consideration, including in kind compensation, to a transient person or persons for a period of less than 90 days. Advertising and renting a room or rooms in a dwelling unit or accessory structure on Airbnb or similar internet web sites would be an example of a HOME STAY. HOME STAYS are not allowed in any zoning district in Biltmore Forest.

IMPERVIOUS SURFACE. Any paved, hardened, or structural surface, including, but not limited to, buildings, driveways, walkways, parking areas, patios, decks, streets, swimming pools, tennis courts, and other structures and surfaces, that substantially reduces or prevents the infiltration of stormwater into the ground.

INCOMPATIBLE LAND USE. A land use requiring a special use permit from the Board of Adjustment in property zoned R-4 or R-5 adjacent to land zoned R-1, R-2, R-3, Public Service, or land zoned R-4 or R-5 in residential use.

INDIVIDUAL SEWER SYSTEM. Any septic tank, ground absorption system, privy, or other facility serving a single source or connection and approved by the County Sanitarian.

INDIVIDUAL WATER SYSTEM. Any well, spring, stream, or other source used to supply a single connection.

LEGISLATIVE DECISION. The adoption, amendment, or repeal of a regulation under this Chapter or an applicable local act. The term also includes the decision to approve, amend, or rescind a development agreement consistent with the provisions of Article 10 of NCGS Chapter 160D. Legislative decisions for development regulations shall be approved on first reading by simple majority vote.

LEGISLATIVE HEARING. A hearing to solicit public comment on a proposed legislative decision.

LIVING AREA. Includes the area inside the dwelling walls of each particular floor, but shall not include basements, utility rooms, laundry rooms, storage rooms (other than closets), pantries, garages, and attics. LIVING AREA shall, however, include living rooms, dens, studies, kitchens, bedrooms, breakfast rooms, bathrooms, and closets in any of said rooms, foyers, entrance ways, and hallways connecting any of these rooms.

LOT. A parcel of land occupied or capable of being occupied by a building or group of buildings devoted to a common use, together with the customary accessories and open spaces belonging to the same. Includes the words PLOT or PARCEL.

LOT DEPTH. The mean horizontal distance between front and rear lot lines.

LOT OF RECORD. Any lot for which a plat has been recorded in the Register of Deeds Office of Buncombe County, or described by metes and bounds, the description of which has been so recorded.

LOT WIDTH. The distance between side lot lines measured at the front building line.

MAY. The word MAY is permissive.

MOBILE HOME. A factory assembled, movable dwelling designed and constructed to be towed on its own chassis, comprised of frame and wheels, to be used without permanent foundation and distinguishable from other types of dwellings in that the standards to which it is built include provisions for its mobility on that chassis as a vehicle.

NONCONFORMING USE. Any parcel of land, use of land, building, or structure existing at the time of adoption of this chapter, or any amendment thereto, that does not conform to the use or dimensional requirements of the district in which it is located.

ORDINANCE. The Zoning Ordinance of the Town of Biltmore Forest.

PARKING SPACE. An area for parking a vehicle, plus the necessary access space. PARKING SPACE(S) shall always be located outside the dedicated street right-of-way and shall be provided with vehicular access to a street or alley.

PARKS. Includes those areas developed either for passive or active recreational activities. The development may include, but shall not be limited to, walkways, benches, open fields, multi-use courts, swimming and wading pools, amphitheaters, and the like. The term PARK shall not include zoos, travel trailer parks, amusement parks, or vehicle, equestrian, or dog racing facilities.

PERSON or APPLICANT. Includes a firm, association, organization, partnership, corporation, company, trust, and an individual or governmental unit.

PLANNED UNIT DEVELOPMENT. A development where more than one principal building is proposed to be constructed on a single tract or a clustered housing development or any residential complex containing at least six or more units or any building with a gross floor area of 50,000 square feet or more, shall be deemed a PLANNED UNIT DEVELOPMENT (PUD). Multi-family structures shall have no less than three dwelling units per structure. Residential units within a planned unit development may include single-family detached or attached units, townhouse

developments, condominiums, and other multi-family type residential units, excluding time sharing units, mobile homes, and mobile home parks.

PLANNING COMMISSION. The Town of Biltmore Forest Planning Commission.

PROTECTIVE BARRIER. A protective barrier is either:

(a) A temporary fence which is at least three feet high and constructed in a post and rail configuration, using two by four posts and one by four rails;

(b) A temporary fence with two by four posts placed no farther than ten feet apart covered with a four-foot orange polyethylene laminar safety fencing; or

(c) A temporary fence using an equivalent material.

PUBLIC SEWER SYSTEM. Any sewer system owned and operated by a local government in Buncombe County, or other sewage treatment facility serving two or more connections, or any wastewater treatment system having a discharge to surface waters when approved by the Division of Environmental Management of the Department of Natural Resources and Community Development, or a ground absorption system serving two or more connections when approved by the County Sanitarian.

PUBLIC WATER SYSTEM. Water systems serving 15 or more residential connections or serving more than 25 year-round residents are classified as public water supplies, and plans and specifications must be approved by the State Department of Human Resources, Division of Health Services. Also, water supply systems serving from two to 14 connections shall be regulated by the County Board of Health and plans shall be approved by the Buncombe County Health Department, Environmental Health Section.

RECREATION USER NONPROFIT. An indoor or outdoor recreation facility operated on a nonprofit basis, according to the laws of North Carolina.

RECREATION USER PROFIT. An indoor or outdoor recreation facility operated on a profit basis.

RESIDENTIAL DENSITY. The number of dwelling units per acre devoted to residential buildings, accessory uses, and open spaces within the site, but excluding land for streets and street right-of-ways. RESIDENTIAL DENSITY shall be calculated by first subtracting the land area required for streets and rights-of-way from the total or gross land area of the tract to derive a net land area, and then dividing the number of dwelling units proposed to be built by the net land area.

RETAIL BUSINESS. Establishments selling commodities directly to the consumer. Fast food service restaurants, gasoline service stations/auto repair, or the dispensation of gasoline as an ancillary service to a retail use shall be prohibited.

ROOF COVERAGE. For the purposes of building construction and the calculation of maximum roof coverage pursuant to §§ 153.029(B)(1)(b) and 153.043 (and any other section of this chapter dealing with roof coverage), ROOF COVERAGE shall be the area contained under the roof of the primary building or any accessory structure/building and shall also include any impervious deck surface or any other above-grade impervious surface extending from or being attached to any primary building or accessory structure/building. Both heated and unheated enclosed spaces or any open space within, under or covered by the roof of the primary building or accessory structure/building or by any above- grade impervious surface (such as a deck, and the like), extending from the primary building or accessory structure/building shall be included in the calculation of ROOF COVERAGE.

ROOT PROTECTIVE ZONE. A circle encompassing an area around an existing tree or shrub that is the greater of the following two distances:

- (a) A one-foot radius for every one inch of tree or shrub trunk caliper (diameter); or
- (b) A measurement of the furthest or most outward branch or limb from the main trunk when that distance is then drawn as a circle around the remaining portion of the tree or shrub, commonly referred to as the 'drip line'. The minimum ROOT PROTECTION ZONE in any case is a radius of eight feet measured from the tree trunk.

SHALL. The word SHALL is mandatory.

SHORT TERM RENTAL. Rental of a dwelling unit or accessory structure for consideration, including in kind compensation, for a period of less than 90 days. SHORT TERM RENTALS are not allowed in any zoning district in Biltmore Forest.

STREET (ROAD). A right-of-way for vehicular traffic which affords the principal means of access to abutting properties. STREET also includes the words ROAD and HIGHWAY.

STREET LINE. The edge of the roadway pavement.

STRUCTURE. Anything constructed or erected, including, but not limited to, buildings, which requires location on the land or attachment to something having permanent location on the land.

SUBSTANTIAL COMPLETION. For the purpose of building construction; the completion of all exterior work on the building; the completion of all plumbing, electrical, and HVAC work; the completion of all window installation; the completion of all interior and exterior door installation, the completion of all wall construction, painting, and/or covering, the completion of all floor installation and/or covering; and the completion of all other work necessary to receive a certificate of occupancy from the Buncombe County Inspections Department. Minor work typically noted on a punch list may be incomplete and the structure shall be deemed to be substantially completed.

SUBSTANTIAL PROGRESS. For the purpose of building construction, it is expected that construction of the building is continuous and that progress is obvious and observable with inspections as required under the State Building Code occurring on a regular basis.

VARIANCE. As defined in G.S. §160D-705(d) together with any amendments thereto.

WHOLESALE BUSINESS. The sale of goods in large quantities usually for resale.

YARD. A space on the same lot with a principal building, open, unoccupied, and unobstructed by buildings or structures from ground to sky except where encroachments and accessory buildings are expressly permitted.

YARD, FRONT. An open, unoccupied space on the same lot with a principal building, extending the full width of the lot, and situated between the street or property line and the front line of the building, projected to the side lot lines of the lot. Driveways, to the extent possible, shall enter the property through the front yard. In the case of a lot with frontage on more than one street, the side of the lot with the most street frontage shall be considered the FRONT YARD, however, in the consideration and determination of applications for special use or variance on such a lot, the Board of Adjustment shall take into account and consider the visibility of both the FRONT and SIDE YARDS to the street and adjoining properties in any determination.

YARD, REAR. An open, unoccupied space on the same lot with a principal building, extending the full width of the lot and situated between the rear line of the lot and the rear line of the building projected to the sidelines of the lot.

YARD, SIDE. An open, unoccupied space on the same lot with a principal building extending the full width of the lot and being situated between the building and the side lot line and extending from the rear line of the front yard to the front line of the rear yard. Notwithstanding the above definition, for the purposes of determining compliance with minimum yard setback of § 153.007,

the SIDE YARD shall be the entire length of each side lot line extending from the front lot line to the rear lot line and shall equally apply to lots with a principal building, lots without a principal building and vacant lots. Driveways shall not be located in the side yard setback.

ZONING ADMINISTRATOR. An official or designated person of the Town of Biltmore Forest charged with enforcing and administering the zoning ordinance.

ZONING MAP or BILTMORE FOREST ZONING MAP. The official zoning map of the Town of Biltmore Forest.

(Ord. passed 10-19-1983; Ord. passed 8-12-2013; Ord. 2015-01, passed 8-11-2015)

§ 153.005 ESTABLISHMENT OF ZONING DISTRICTS AND MAP.

(A) Use districts. For the purpose of this chapter, the town is hereby divided into the following use districts:

- (1) R-1 Residential District;
- (2) R-2 Residential District;
- (3) R-3 Residential District;
- (4) R-4 Residential District;
- (5) R-5 Residential District; and
- (6) P-S Public Service District.

(B) Establishment of district boundaries. The boundaries of these districts are hereby established as shown on the official zoning map of the town.

(C) Establishment of zoning map. A zoning map, entitled the “Official Zoning Map of the Town of Biltmore Forest,” depicts all approved use districts and their respective boundaries. Such map is hereby made a part of this chapter and shall be maintained by the Town Zoning Administrator and updated to reflect changes and amendments to this zoning ordinance. This map shall be available for inspection by interested persons during normal business hours of the Town Zoning Administrator. It shall be the duty of the Town Zoning Administrator to maintain the said map in paper or digital format and post any changes thereto as they may be made.

(D) Rules governing district boundaries. Where uncertainty exists with respect to the boundaries of any of the aforesaid districts as shown on the zoning map, the following shall apply:

(1) Boundaries indicated as approximately following the centerlines of streets, highways, alleys, streams, rivers, or other bodies of water, shall be construed to follow such lines;

(2) Boundaries indicated as approximately following platted lot lines shall be construed as following such lot lines;

(3) Boundaries indicated as approximately following town limit lines shall be construed as following such town limit lines;

(4) Where district boundaries are so indicated that they are approximately parallel to the centerlines of streets, highways or railroads, or rights-of-way of same, such district boundaries shall be construed as being parallel thereto and at such distance therefore as indicated on the zoning map. If no distance is given on the map, such dimension shall be determined by the use of the scale shown on said zoning map; and

(5) Where physical features existing on the ground are at variance with those shown on the official zoning map, or in other circumstances not covered by divisions (D)(1) through (D)(4) above, the Board of Adjustment shall interpret the district boundaries.

(E) Statement of district intents.

(1) R-1 Residential District.

(a) The R-1 Residential District encompasses most of the town's developed residential areas and contains residential structures of historical and architectural significance in a most unique residential environment. The intent of the R-1 District is to preserve and enhance the character of existing neighborhoods and generally to provide a pleasant living environment. These neighborhoods consist of single-family owner occupied detached dwelling units placed on relatively large lots with considerable open spaces between structures, thus creating a low-density residential environment.

(b) Nonresidential uses, including home occupations, have been limited in this District as a means of maintaining the character of these neighborhoods. Likewise, dimensional requirements pertaining to lot size, building setbacks, yard requirements, and height limitations have been established to promote the general welfare and preservation of the community.

(c) Future construction and alteration of existing structures should be oriented at maintaining and enhancing the existing character of the residential neighborhoods. Therefore, structures should be compatible in materials, height, siting, color, texture, scale, and proportion to the other structures in the neighborhood. The R-1 District also contains undeveloped areas to provide locations for future single-family subdivisions.

(d) Consistent with, and to protect the existing character of the neighborhoods in this District, home stays and short term rentals are not allowed.

(2) R-2 Residential District.

(a) The R-2 Residential District is established to protect and maintain existing neighborhoods, which are characterized by single-family residences with smaller lots, and thus greater residential densities than found in the R-1 District.

(b) As in the R-1, nonresidential uses, including home occupations, have been limited in this District as a means of assuring a pleasant residential atmosphere.

(c) Consistent with and to protect and preserve the character of the neighborhoods in this District, home stays and short term rentals are not allowed.

(3) R-3 Residential District.

(a) The R-3 Residential District is intended to provide locations that will accommodate future residential growth south of the Blue Ridge Parkway. This District is intended to provide locations for future subdivisions and for planned unit residential developments as special uses when design plans show that such developments will be compatible with the surrounding development and available public services.

(b) This District is primarily a low-density residential district; however, to accommodate contemporary design and building practices, it includes residential planned unit developments as a special use at a maximum density of eight dwelling units per acre. Nonresidential uses, including home occupations will also be limited in the R-3 District in order to maintain the same quiet and pleasant living environment as found in the R-1 and R-2 Districts.

(c) Consistent with and to protect and preserve the character of the neighborhoods in this District, home stays and short term rentals are not allowed.

(4) R-4 Residential District.

(a) The R-4 Residential District provides areas for residential uses, and as special uses, professional offices and commercial services. Urban sprawl, strip commercial development, and congestion will be discouraged by promoting good design and clustered development. These areas

should provide sufficient space for ample off-street parking and well designed entrances and exits to avoid traffic congestion and safety hazards.

(b) Land uses in this District, other than single-family detached dwelling units, will require a special use permit as a means of assuring and promoting safety and good design. The integrity of residential uses in this zone will be preserved by requiring a 20-foot wide buffer strip between residential and nonresidential uses.

(c) Consistent with and to protect and preserve the character of the neighborhoods in this District, home stays and short term rentals are not allowed.

(5) R-5 Residential District.

(a) The medium-density district is established as a district where both residential and business uses are accommodated. In addition, a wide range of community facilities and services are also available. It is intended that nonresidential uses, including business uses, shall be compatible with and exist in harmony with the community in which they are located and that adequate standards will be maintained pertaining to the public health, safety, and welfare.

(b) In addition, these areas should provide sufficient space for ample off-street parking and well designed entrances and exits to avoid congestion and safety hazards. Most land use in this District will require a special use permit as a means of assuring and promoting safety and good design.

(c) Consistent with and to protect and preserve the character of the neighborhoods in this District, home stays and short term rentals are not allowed.

(6) P-S Public Service District.

(a) This District is designed to provide for open green spaces, including forestation and other natural vegetation throughout the jurisdiction.

(b) It is to be used to protect the ambiance of the community by providing a series of natural buffers between residential and nonresidential development.

(c) It is expressly intended that any structures and/or buildings shall be prohibited except as associated with a public park or recreational area. Any land-disturbing activity such as driveway connections or landscaping shall be approved by the Board of Adjustment.

(Ord. passed 10-19-1983; Ord. passed 8-12-2013; Ord. 2015-01, passed 8-11-2015)

§ 153.006 PERMITTED USE TABLE.

(A) Table. The following tables show the land uses permitted in each zoning district and the dimensional requirements for each zoning district, including minimum lot sizes, minimum lot widths, and minimum setback requirements.

Zoning Districts					
USE	R-1	R-2	R-3	R-4	R-5
Accessory buildings, structures, and uses (does not include rental units by other than a family member)	S	S	S	S	S
Banks				S	S
Bona fide farms	S		S	S	P
Business or special schools (art, craft, dance, and the like)				S	S
Churches/religious assembly				S	S
Clothing & Jewelry sales	P	P	P	P	P
Country, athletic, and social clubs	S	S	S	S	S
Commercial business					S
Commercial services (excludes retail trade)				S	S
Day nurseries/day care				S	S
Estate auction sale	P	P	P	P	P
Fundraising events for nonprofits or political campaigns	P	P	P	P	P
Garage/yard sales	P	P	P	P	P
Home business activity	P	P	P	P	P
Home occupations				S	S
Libraries				S	S
Medical and dental services				S	S
Planned unit development			S	S	S
Professional and business offices				S	S
Public recreation facilities – nonprofit (parks, playgrounds, scenic parkways and open space)	P	P	P	P	P
Public utility station and substations	S	S	S	S	S
Retail Businesses					S
Schools, public & private	S	S	S	S	S
Single-family residential dwelling unit	P	P	P	P	P
P=permitted S=allowed as a special use (approval required by Board of Adjustment) Blank space = not permitted Use not listed = not permitted within zoning districts					

(B) General provisions.

The following are general provisions applicable to the table in division (A).

(1) Only two clothing or jewelry sales maybe held per year at each dwelling, not to exceed five consecutive days for each sale. Property owners are required to contact the Zoning Administrator prior to holding the sale so that the date of the sale may be noted. See § 153.004.

(2) Only one estate auction sale may be held during a resident’s ownership of the property. Property owners are required to contact the Zoning Administrator prior to holding the estate/auction sale so that the date of the sale may be noted. See § 153.004 for additional limitations.

(3) Only one garage/yard sale may be held per year at each dwelling. Property owners are required to contact the Zoning Administrator prior to holding the sale so that the date of the sale may be noted. See § 153.004.

(4) Only four fundraising events may be held per year at each dwelling. No such event shall last longer than five hours in a single day and any such event must end by 11:00 p.m. There shall be no sales of goods or services at any such event. Parking for such an event must not impede the normal flow of traffic and must not be upon any other property without permission from the other property owners

(5) No home business activity shall employ any person who does not live in the home. No person shall come to the home for a business transaction of any nature as part of the home business activity, including, but not limited to, retail or commercial sales or fee for service transactions. See § 153.004.

(6) Where there is proposed more than one principal building per lot or where there is proposed any building with a gross floor area of 50,000 square feet or more, a planned unit development must be sought. See § 153.004 for additional requirements.

(7) Home stays and short term rentals are not allowed in any district. There may be only two rentals of a dwelling unit or accessory structure in any calendar year.

(Ord. passed 10-19-1983; Ord. passed 8-12-2013; Ord. 2015-01, passed 8-11-2015)

§ 153.007 DIMENSIONAL REQUIREMENTS.

Districts	Minimum Lot Area (in Square Feet)	PUD Residential Density Max. Number of Dwellings per Acre	Minimum Requirement (in Feet)					Yard	Setback
			Minimum Lot Width at Building Line	Front (From Edge)	Yard Street	Side Yard	Rear Yard	Maximum Height	
			Feet					In Feet	
R-1	43,560	0	150	60		20	25	40	
R-2	20,000	0	100	50		15	20	40	
R-3	20,000	8	100	50		15	20	40	
R-4	20,000	2	100	50		15	20	40	
R-5	Footnote #6	8	100	50		15	20	40	
PS	No Min.	0	No Min.	No Min.		No Min.	No Min.	N/A	

(B) General provisions. The following are footnotes applicable to the table in division (A).

(1) Footnote 1. The minimum lot area for lots not served by public water and/or sewer shall be subject to approval by the County Health Department to ensure the proper operation of septic tanks and wells. In no case, however, shall minimum lot area be less than those specified in the table in division (A).

(2) Footnote 2. The minimum lot width at the street line shall be 125 feet in the R-1 District, and 80 feet in the R-2, R-3, and R-4 Districts.

(3) Footnote 3. On all corner lots, a 30-foot side yard setback is required.

(4) Footnote 4. Accessory structures, including driveways, shall meet all setback requirements. Notwithstanding the foregoing, setback requirements for driveway entrance columns or driveway entrance walls may be waived or modified by the Board of Adjustment with the granting of a special use permit in accordance with § 153.110(C), without the need for a variance pursuant to § 153.110(D).

(5) Footnote 5. Height requirements may be varied upon approval of the Board of Adjustment.

(6) Footnote 6. Whichever is greater, 20,000 square feet, or twice the gross floor area of the building.

(7) Footnote 7. An increase in the side and rear yard setbacks is required for homes (structures) that exceed 25 feet in height. Homes (structures) greater than 25 feet in height shall be setback from the side and rear property lines an additional one and one-half feet for each one foot, or portion thereof, that the home (structure) exceeds 25 feet in height.

(8) Footnote 8. Structures exceeding a roof coverage area of 7,000 square feet shall be setback from side and rear property lines an additional 20% of the required setback for each 500 square feet, or increment thereof, that the roof coverage areas exceeds 7,000 square feet.

Example: The rear setback for a single story 8,200 square foot house in the R-1 District would be calculated as follows:

$$8,200 - 7,000 = 1,200$$

$$1,200/500 = 2.4 \text{ (round to 3 to account for increment of change)}$$

$$3 \times 20\% = 60\%$$

$$60\% \times 20 = 12$$

$$25 + 12 = 37$$

Rear setback will be 37 feet

(Ord. passed 10-19-1983; Ord. passed 8-12-2013)

§ 153.008 SPECIAL USES.

(A) Purpose. The following special uses might not be appropriate without specific standards and requirements to assure that such uses are compatible with the other uses permitted in the designated districts. Such uses may be permitted in a zoning district as special uses if the provisions of this and all other sections of this chapter have been met.

(B) Development plan/site plan requirement.

(1) All applications for special use permits shall include a development plan or site plan.

(2) If the special use request is for a subdivision or planned unit development, the development plan shall contain a map or maps drawn to scale, with the date of preparation, and shall contain, where applicable, the following information:

(a) Existing site conditions, including contours, watercourses, identified flood hazard areas, any unique natural or human-made features;

(b) Boundary lines of the proposed development, proposed lot lines, and plot designs;

(c) Proposed location and use of all existing and proposed structures;

(d) Location and size of all areas to be conveyed dedicated or reserved as common open space, parks, recreational areas, school sites, and similar public or semi-public uses;

(e) The existing and proposed street system, including location and number of off-street parking spaces, service areas, loading areas, and major points of access to public right-of-way. Notations of proposed ownership of the street system (public or private);

(f) Approximate location of proposed utility systems, including documentation approving the proposed water and sewer systems from the appropriate local and state agencies. Documentation of an approved Sedimentation and Erosion Control Plan shall also be submitted where required. Provisions for stormwater drainage shall be shown;

(g) Location and/or notation of existing and proposed easements and rights-of-way;

(h) The proposed treatment of the perimeter of the development, including materials and/or techniques such as screens, fences, and walls;

(i) Information on adjacent land areas, including land use, zoning classifications, public facilities, and any unique natural features;

(j) Where applicable, the following written documentation shall be submitted:

1. A legal description of the total site proposed for development, including a statement of present and proposed ownership;

2. The zoning district or districts in which the project is located;

3. A development schedule indicating approximate beginning and completion dates of the development, including any proposed stages;

4. A statement of the applicant's intentions with regard to the future selling and/or leasing of all or portions of the development;

5. Quantitative data for the following: proposed total number and type of residential dwelling units; parcel size; residential densities (dwelling units/acre); and total amount of open space; and

6. Plan for maintenance of common areas, recreation areas, open spaces, streets, and utilities.

(k) Any additional information required by the Board of Adjustment in order to evaluate the impact of the proposed development. The Board of Adjustment may waive a particular requirement if, in its opinion, the inclusion is not essential to a proper decision of the project.

(C) Special use standards.

(1) Generally, the following standards are applied to specific special uses. Before issuing a special use permit, the Board of Adjustment shall find that all standards for specific uses listed in these sections as well as all standards or requirements listed in division (B) above and §153.110(C)(1) have been met.

(2) Planned unit developments.

(a) Purpose. The purpose of this section is to encourage and provide for flexibility and innovation in the design and location of structures and land development, to provide for mixtures of housing types, to provide for the most efficient use of land resources, and to provide an opportunity to develop land areas in a manner different from the standard arrangement of one principal building on one lot. Residential densities are calculated on a project basis, thus allowing the clustering of buildings in each proposed planned unit development project in order to create useful open spaces and preserve natural site features. It is further intended that a planned unit development will be in harmony with the character of the district in which it is located.

(b) Planned unit development defined. In this chapter, a PLANNED UNIT DEVELOPMENT MEANS a development where more than one principal building is proposed to be constructed on a single tract or a clustered housing development or any residential complex containing at least six or more units or any building with a gross floor area of 50,000 square feet or more, shall be deemed a planned unit development (PUD). Multi-family structures shall have no less than three dwelling units per structure. Residential units within a planned unit development may include single-family detached or attached units, townhouse developments, condominiums, and other multi-family type residential units, excluding time sharing units, mobile homes, and mobile home parks.

(c) Land development standards.

1. The following land development standards shall apply for all planned unit developments.

2. These planned unit developments may be located only in certain specified districts as special uses, subject to a finding by the Board of Adjustment that the following conditions be met.

a. Ownership control. The land in a planned unit development shall be under single ownership or management by the applicant before final approval and/or construction, or proper assurances (legal title or execution of a binding sales agreement) shall be provided that the development can be successfully completed by the applicant.

b. Land uses permitted and location of PUDs. The uses permitted within a planned unit development are limited to residential uses, including multi-family residential units, and those land uses normally allowed (as either permitted or special) in the zoning district within which the PUD is located. PUDs shall be permitted in the R-3, R-4, and R-5 Districts. All PUDs must be compatible with and not violate the intent of the zoning districts.

c. Density requirements. The proposed residential density of a planned unit development (dwelling units per acre as shown in § 153.007) shall conform to that permitted in the district in which the development is located. If the planned unit development lies in more than one district, the number of allowable dwelling units must be separately calculated for each portion of the planned unit development that is in a separate district and must be combined to determine the number of dwelling units allowable in the entire planned unit development.

d. Frontage requirements. Planned unit developments shall have access to a highway or road suitable for the scale and density of development being proposed.

e. Minimum requirements.

i. Waiver. The normal minimum lot size, setbacks, and frontage requirements are hereby waived for the planned unit development; provided, that the spirit and intent of this section are complied with in the total development plan, as determined by the Board of Adjustment. The Board of Adjustment shall exercise ultimate discretion as to whether the total development plan does comply with the spirit and intent of this section.

ii. Height limitations. No building or structure shall exceed the height limitations of the district in which it is located, except as approved by the Board of Adjustment.

iii. Required distance between buildings. The minimum distance between buildings shall be 20 feet or as otherwise specified by the Board of Adjustment to ensure adequate air, light, privacy, and space for emergency vehicles.

iv. Streets. Every dwelling unit shall have access to a public or private street, walkway, or other area dedicated to common use, and there shall be provision for adequate vehicular circulation to all development properties, in order to ensure acceptable levels of access for emergency vehicles.

f. Privacy. Each development shall provide reasonable visual and acoustical privacy for all dwelling units. Fences, insulation, walls, barriers, and landscaping shall be used, as appropriate, for the protection and aesthetic enhancement of property and the privacy of its occupants and adjacent properties for screening of objectionable views or uses, and for reduction of noise. Multi-level buildings shall be located in such a way as to dissipate any adverse impact on adjoining low-rise buildings and shall not invade the privacy of the occupants of such low-rise buildings.

g. Perimeter requirements.

i. Structures located on the perimeter of the development must be set back from property lines and right-of-way of abutting streets in accordance with the provisions of the zoning ordinance controlling the district within which the property is situated.

ii. Structures other than single-family detached units, located on the perimeter of the development, may require buffer strip or screening in a manner which is approved by the Board of Adjustment.

h. Plans and documentation. Plans and accompanying documentation shall ensure that the water and sewer systems proposed for the planned unit development have been approved by the appropriate local and state agencies, and submitted as part of the application.

i. Preliminary plans. Preliminary plans shall include parking provisions for all proposed uses within the planned unit development in accordance with § 153.038.

j. Pedestrian and bicycle path circulation system. Any pedestrian and bicycle path circulation system and its related walkways shall be designed to minimize conflicts between vehicle and pedestrian traffic.

k. Parking areas, service areas, and the like. Layout of parking areas, service areas, entrances, exits, yards, courts, and landscaping, and control of signs, lighting, noise, or other potentially adverse influences shall be such as to protect the character of the district and desirable character in any adjoining district.

l. Open spaces, recreational areas, and the like. Where applicable, conveyance and maintenance of open space, recreational areas, and communally owned facilities shall be in accordance with the Unit Ownership Act (G.S. Ch. 47A) and/or any other appropriate mechanisms acceptable to the Board of Adjustment.

(3) Country, athletic and social clubs.

(a) Off-street parking shall be sufficient to meet the requirements found in § 153.038.

(b) The Board of Adjustment may require buffering along the side and rear lot lines that meet the requirements as outlined in § 153.063, "buffer strip and screen requirements". This planting requirement may be modified by the Board of Adjustment where adequate buffering exists in the form of vegetation and/or terrain.

(c) The proposed hours of operation shall not be detrimental to the surrounding property due to noise, lights, traffic, and the like.

(d) All developments shall be compatible with surrounding residential uses, therefore, no signs with flashing lights shall be allowed. The design of all proposed signs shall be submitted with the site plan, and all non-flashing illuminated signs shall be so placed so as not to cast light on nearby residential uses.

(4) Public utility stations and substations.

(a) Structures shall be enclosed by a woven wire fence at least eight feet high.

(b) The lot shall be suitably landscaped along the side and rear property lines with vegetation that meets the requirements as outlined in § 153.063, "buffer strip and screen requirements". This planting requirement may be modified by the Board of Adjustment where adequate buffering exists in the form of vegetation and/or terrain.

(c) Entrances and exits shall be designated and designed accordingly to promote public safety.

(5) Home occupation. An occupation providing a service carried on by the occupants of a dwelling; provided, that:

(a) The occupation is conducted entirely within the dwelling and not in an accessory building or out of doors;

(b) The use of the dwelling unit for the home occupation shall be clearly incidental and secondary to the use of the dwelling for residential purposes;

(c) There shall be no display, no outside storage, no change in outside appearance of the building or premises, or other visible evidence of the conduct of such home occupations;

(d) Any need for parking generated by the conduct of such home occupation shall be met off the street and not in the front yard;

(e) No equipment or process shall be used in such home occupation that creates noise, vibration, glare, fumes, odors, or electrical interference detectable to the normal senses;

(f) In the case of electrical interference, no equipment or process shall be used which creates a visual or audible interference in any radio or television receivers off the premises, or causes fluctuations in the line voltage off the premises; and

(g) No retail sales shall be conducted as part of the home occupation.

(6) All commercial services, professional office uses, consumer services, and retail businesses.

(a) Off-street parking shall be sufficient to meet the requirements found in § 153.038.

(b) A driveway permit as required by the State Department of Transportation shall be submitted along with the site plan, where applicable.

(c) Front setbacks along Hendersonville Road shall be considered on a case-by-case basis by the Board of Adjustment with input from the Zoning Administrator. The Board of Adjustment shall determine the setback upon consideration of the most suitable location for parking. Required parking shall be provided at either the side, rear, or front of the proposed development, based upon the location of adjacent and/or nearby residential dwellings, topography, existing or proposed screening, or other factors that may include noise or glare. When parking is designated to be at the rear of the proposed building, the front setback shall be determined on a case-by-case basis by the Board of Adjustment; when parking is designated to be at the front of the proposed building, then the front setback shall be 50 feet.

(7) Libraries, schools, and churches. Libraries, schools and churches shall provide a buffer that meets the requirements as outlined in § 153.063, “buffer strip and screen requirements”.

(8) Accessory buildings.

(a) All accessory buildings shall meet the standards of the State Building Code where applicable.

(b) All accessory buildings shall be of a design compatible with the principal building on the lot and with the structures in the neighborhood.

(c) An additional parking space shall be required when an accessory building is permitted for use as a dwelling by a family member.

(d) Accessory buildings shall comply with the district’s setback requirements.

(Ord. passed 10-19-1983; Ord. passed 8-12-2013)

§ 153.009 EXCEPTIONS AND MODIFICATIONS.

(A) Compliance. Compliance with the requirements of this chapter is mandatory; however, under the specific conditions enumerated in the following sections, the requirements may be waived or modified as so stated.

(B) Front yard setback for dwellings. The front yard setback requirements of this chapter for dwellings shall not apply on any lot where the average front yard setback of existing buildings located within 100 feet on each side of such lot is less than the minimum required front yard setback. In such cases, the setback may be less than the required setback, but not less than the average of the setback of the aforementioned existing buildings.

(C) Completion of buildings under construction. Nothing in this chapter shall require any change in the plans, construction, or designated use of a building under construction at the date of the passage of this chapter; provided that construction of such building is diligently pursued and the entire building is completed within 18 months from the date of passage of this chapter. A building shall be deemed to be under construction upon the effective date of this chapter if a building permit has been issued.

(D) Temporary uses. Temporary uses, such as real estate sales field offices or shelter for materials and equipment being used in the construction of a permanent structure, may be permitted by the Zoning Administrator, provided, they do not create health, safety, or nuisance hazards.

(Ord. passed 10-19-1983; Ord. passed 8-12-2013)

§ 153.010 AMENDMENTS.

(A) Generally. This chapter, including the zoning map, may be amended by the Town Board of Commissioners in accordance with the provisions of this subchapter.

(B) Initiation of amendments. Proposed changes or amendments may be initiated by the Town Board of Commissioners, the Planning Commission, the Board of Adjustment, or one or more owners of property within the area proposed to be changed or affected. All proposed amendments shall be referred to the Planning Commission for their review and recommendation to the Town Board of Commissioners.

(C) Application. Before any action on a proposed change or amendment, an application shall be submitted to the office of the Zoning Administrator at least ten days prior to the Planning Commission’s meeting at which the application is to be considered. The application shall contain the name(s) and address(es) of the owner(s) of the property in question, the location of the property,

and a description and/or statement of the present and proposed zoning regulation or district. All applications requesting a change in the zoning map shall include a description of the property in question. The Planning Commission and the Board of Commissioners will not consider an application for property denied within the preceding 12 months by the Board of Commissioners.

(D) Application fee. A fee, in an amount as set by the Board of Commissioners from time to time, shall be paid to the town for each application for an amendment to cover costs of advertising and other administrative expenses.

(E) Planning Commission action. Before taking any action on a proposed amendment to the ordinance, the Board of Commissioners shall consider the Planning Commission's recommendations on each proposed amendment. The Planning Commission shall have 32 days after the first consideration of the application within which to submit its recommendations to the Board of Commissioners. Failure of the Planning Commission to submit recommendations within the 32-day period shall constitute a favorable recommendation.

(F) Public hearing.

(1) Before enacting any amendment to this chapter, the Board of Commissioners shall hold a public hearing. A notice of such public hearing shall be published in a newspaper of general circulation in the county once a week for two successive weeks, the first publication shall not appear less than ten days or more than 25 days prior to the date fixed for the public hearing. In computing such period, the day of publication is not to be included, but the day of the hearing shall be included. The notice shall include the time, place, and date of the hearing and include a description of the property or the nature of the change or amendment to the ordinance and/or map.

(2) (a) Whenever there is a zoning classification action involving a parcel of land, the owner of that parcel of land as shown on the county tax listing, and the owners of all parcels of land abutting that parcel of land (including parcels abutting the subject property by street, railroad, or other transportation corridor) as shown on the county tax listing, shall be mailed a notice by the Zoning Administrator of the proposed classification by first class mail at the last address listed for such owners on the county tax abstracts. The Town may require the applicant to provide a fee equivalent to the cost of producing and mailing notifications to owners as specified above.

(b) The person mailing such notices shall certify to the Town Board of Commissioners that fact, and such certificate shall be deemed conclusive in the absence of fraud. This provision shall apply only when tax maps are available for the area to be zoned.

(G) Decision.

(1) The Town Board of Commissioners shall make a decision on the proposed amendment to this chapter initiated by owners of private property within the town within 60 days after the public hearing.

(2) There shall be no time limit after a public hearing for Board action concerning all proposed amendments initiated by the Town Board of Commissioners, the Planning Commission, or the Board of Adjustment.

(Ord. passed 10-19-1983; Ord. passed 8-12-2013)

§ 153.011 VIOLATIONS AND REMEDIES.

(A) Violations.

(1) Whenever, by the provisions of this chapter, the performance of any act is prohibited, or whenever any regulation, dimension, or limitation is imposed on the use of any land, or on the erection or alterations, or the use or change of use of a structure, or the uses within such structure,

a failure to comply with such provisions of this chapter shall constitute a separate violation and a separate offense.

(2) Each day of violation and noncompliance shall be considered a separate offense.

(B) Remedies. If a building or structure is erected, constructed, reconstructed, altered, repaired, converted, moved, or maintained, or any building, structure, or land is used in violation of this chapter, the Zoning Administrator, in addition to other remedies, may institute any appropriate action or proceedings to prevent the unlawful erection, construction, reconstruction, alteration, repair, conversion, moving, maintenance, or use, to restrain, correct, or abate the violation, to prevent occupancy of the building, structure, or land, or to prevent any illegal act, conduct of business, or use in or about the premises.

(Ord. passed 10-19-1983; Ord. passed 8-12-2013) Penalty, see § 153.999

§ 153.012 LEGAL STATUS PROVISIONS.

(A) Conflict with other laws.

(1) When provisions of this chapter require a greater width or size of yards, or require a lower height of a building, or require a greater percentage of a lot to be left unoccupied, or impose other higher standards than are required in any other statute or local ordinance or regulation, provisions of this chapter shall govern.

(2) When the provisions of any other statute or local ordinance or regulation require a greater width or size of yards, or require a lower height of a building, or require a greater percentage of a lot to be left unoccupied, or impose other higher standards than are required by the provisions made by this chapter, the provisions of that statute or local ordinance or regulation shall govern.

(B) Effective date. This chapter shall take effect and be in force on October 18, 1983.

(Ord. passed 10-19-1983; Ord. passed 8-12-2013)

§ 153.013 CONFLICTS OF INTEREST.

Pursuant to §160D-109, the following regulations are set forth regarding conflicts of interest for legislative decisions regarding a development regulation adopted pursuant to this Chapter as follows.

(a) Governing Board. - A governing board member shall not vote on any legislative decision regarding a development regulation adopted pursuant to this Chapter where the outcome of the matter being considered is reasonably likely to have a direct, substantial, and readily identifiable financial impact on the member. A governing board member shall not vote on any zoning amendment if the landowner of the property subject to a rezoning petition or the applicant for a text amendment is a person with whom the member has a close familial, business, or other associational relationship.

(b) Appointed Boards. - Members of appointed boards shall not vote on any advisory or legislative decision regarding a development regulation adopted pursuant to this Chapter where the outcome of the matter being considered is reasonably likely to have a direct, substantial, and readily identifiable financial impact on the member. An appointed board member shall not vote on any zoning amendment if the landowner of the property subject to a rezoning petition or the applicant for a text amendment is a person with whom the member has a close familial, business, or other associational relationship.

(c) Administrative Staff. - No staff member shall make a final decision on an administrative decision required by this Chapter if the outcome of that decision would have a

direct, substantial, and readily identifiable financial impact on the staff member or if the applicant or other person subject to that decision is a person with whom the staff member has a close familial, business, or other associational relationship. If a staff member has a conflict of interest under this section, the decision shall be assigned to the supervisor of the staff person or such other staff person as may be designated by the development regulation or other ordinance.

No staff member shall be financially interested or employed by a business that is financially interested in a development subject to regulation under this Chapter unless the staff member is the owner of the land or building involved. No staff member or other individual or an employee of a company contracting with a local government to provide staff support shall engage in any work that is inconsistent with his or her duties or with the interest of the local government, as determined by the local government.

(d) Quasi-Judicial Decisions. A member of any board exercising quasi-judicial functions pursuant to this Chapter shall not participate in or vote on any quasi-judicial matter in a manner that would violate affected persons' constitutional rights to an impartial decision maker. Impermissible violations of due process include, but are not limited to, a member having a fixed opinion prior to hearing the matter that is not susceptible to change, undisclosed ex parte communications, a close familial, business, or other associational relationship with an affected person, or a financial interest in the outcome of the matter.

(e) Resolution of Objection. - If an objection is raised to a board member's participation at or prior to the hearing or vote on a particular matter and that member does not recuse himself or herself, the remaining members of the board shall by majority vote rule on the objection.

(f) Familial Relationship. - For purposes of this section, a "close familial relationship" means a spouse, parent, child, brother, sister, grandparent, or grandchild. The term includes the step, half, and in-law relationships.

GENERAL REGULATIONS

§ 153.025 EFFECT ON EVERY BUILDING AND LOT.

No building or land shall hereafter be used, and no building or part thereof shall be erected, moved, or altered except in conformity with the regulations herein specified for the district in which it is located, except as provided in this chapter.

(Ord. passed 10-19-1983; Ord. passed 8-12-2013) Penalty, see § 153.999

§ 153.026 RELATIONSHIP OF BUILDING TO LOT.

Every building hereafter erected, moved, or structurally altered shall be located on a single lot and in no case, shall there be more than one principal building and its customary accessory building on the lot, except in the case of a designed planned unit development.

(Ord. passed 10-19-1983; Ord. passed 8-12-2013)

§ 153.027 LOT FRONTAGE.

All lots shall front on a public street. It is suggested, but not required, that garage doors not face or be visible from the public street, that garage doors not be more than ten feet wide, and if there are multiple garage doors, that there be at least 18 inches of separation between them.

(Ord. passed 10-19-1983; Ord. passed 8-12-2013)

§ 153.028 REQUIRED YARDS AND OTHER SPACES.

No part of a yard or open space, or off-street parking or loading space required in §§ 153.038 and 153.039, or required in connection with any building for the purpose of complying with this chapter, shall be included as a part of a yard, open space, or off-street parking, or loading space similarly required for any other building.

(Ord. passed 10-19-1983; Ord. passed 8-12-2013)

§ 153.029 ACCESSORY STRUCTURES AND BUILDINGS.

(A) Accessory structures and/or accessory buildings shall not detract from nor interfere with adjacent properties. No accessory structure or building shall be constructed, erected, or located within any front yard or within any side yard or rear yard setback.

(B) (1) In addition, the following standards are established for accessory buildings:

- (a) The maximum number of accessory buildings permitted on a lot shall be one;
- (b) The maximum roof coverage area for accessory buildings shall be 750 square feet;
- (c) The maximum height for accessory buildings shall be 25 feet;
- (d) The accessory building must be screened by vegetation or other buffer as set forth in § 153.008;

(e) The accessory building must be located behind a line parallel to the rear of the principal structure on the lot;

(f) The accessory building must be designed in the same architectural style as the principal structure;

(g) Any accessory structure and/or accessory building shall be included in the calculation of allowable roof coverage and allowable impervious surface coverage on the lot pursuant to §§ 153.043 and 153.048; and

(h) Solar collectors shall be regulated in accordance with G.S. § 160D-914.

(2) For all satellite dishes less than 24 inches in diameter, an application for a zoning compliance certificate shall be made directly to the Zoning Administrator; the Zoning Administrator shall issue a zoning compliance certificate.

(3) Fences, gates, and walls shall be regulated in accordance with § 153.049 of this Zoning Ordinance.

(Ord. passed 10-19-1983; Ord. passed 8-12-2013; Ord. passed -- ; Ord, passed 2-11-2020)

Editor’s note:

This amendatory language was passed during a Board meeting, July 9, 2013

§ 153.030 HOME OCCUPATIONS.

Standards pertaining to home occupations are contained within the special use standards, specifically § 153.008(C)(5).

(Ord. passed 10-19-1983; Ord. passed 8-12-2013)

§ 153.031 VISIBILITY AT INTERSECTION AND OBSTRUCTIONS WITHIN TOWN RIGHT OF WAYS.

Sight distances at intersections must meet the standards for secondary roads established by the State Department of Transportation. On corner lots, no planting, structure, sign, fence, wall, or

other obstruction shall be erected to interfere with said sight distance. In accordance with §91.02 (C)(2), the construction of curbing or obstructions across the Town right of way is prohibited. (Ord. passed 10-19-1983; Ord. passed 8-12-2013)

§ 153.032 VACANT STRUCTURES AND LOTS.

Vacant structures, lots, and open spaces shall be maintained consistent with the surrounding neighborhood. All structures shall remain structurally sound. Vegetation shall be neatly trimmed and the accumulation of unsightly debris shall be prohibited. (Ord. passed 10-19-1983; Ord. passed 8-12-2013)

§ 153.033 SIGNS IN RESIDENTIAL DISTRICTS, R-1, R-2, R-3, R-4, AND R-5.

(A) A small sign showing the name of the owner or occupant or the street number of a lot shall be permitted on any lot. Additional sign requirements, including real estate and construction company signs, are found in §93.02 of the Town Code.

(B) The design or layout of signs proposed for any special use shall be presented along with the development plan as specified in § 153.008(B). (Ord. passed 10-19-1983; Ord. passed 8-12-2013)

§ 153.034 LAND DISTURBANCE AND SEDIMENTATION CONTROL.

(A) Land disturbance becoming landscaping. Any land-disturbing activity, such as grading projects or removal of natural vegetation, that involves the disturbance of 20 % or more of the land area of any lot, shall submit a landscaping and grading plan for such activity to the Board of Adjustment for review and approval. Prior to commencing such activity in a public service district, any land-disturbing activity such as grading projects or removal of natural vegetation other than routine maintenance shall be subject to approval by the Town Board of Adjustment regardless of the area to be disturbed.

(B) Maintain as natural open space areas. The intent of this requirement is to ensure that these areas are to be maintained as natural open space areas, and that any disturbance such as the building of roads, public utilities, and other such activities be designed and constructed so as to maintain the natural scenic character of these districts. A landscape plan shall be submitted and approved by the Board of Adjustment prior to any land-disturbing activity.

(C) Compliance with G.S. § 113A-54. Where applicable, all proposed development projects or land-disturbing activities shall comply with G.S. § 113A-54, and Rules and Regulations for Erosion and Sediment Control as established by the State Sedimentation Control Commission, State Department of Natural Resources and Community Development.

(D) Landscaping plans. A specific landscaping plan prepared by an appropriate professional shall be submitted to the Board of Adjustment which shall detail all plantings or reforestation to take place as part of the land-disturbing activity.

(Ord. passed 10-19-1983; Ord. passed 8-12-2013)

§ 153.035 BUFFER STRIP REQUIRED.

From the time of the adoption of this chapter, all special use development projects in the R-4 District that abut a residential lot or the other residential districts, shall provide a buffer strip that meets the requirements as outlined in § 153.063, "buffer strip and screen requirements".

(Ord. passed 10-19-1983; Ord. passed 8-12-2013)

§ 153.036 NONCONFORMING LAND USES, OR STRUCTURES.

Any parcel of land, use of land, building, or structure existing at the time of the adoption of this chapter, or any amendment thereto, that does not conform to the use or dimensional requirements of the district in which it is located, may be continued and maintained subject to the following provisions.

(A) Nonconforming vacant lots.

(1) This category of nonconformance consists of vacant lots for which plats or deeds have been recorded in the County Register of Deeds office, which at the time of adoption of this chapter or any amendment thereto fail to comply with the minimum area and width requirements of the districts in which they are located.

(2) Any such nonconforming lot may be used for any of the uses permitted in the district in which it is located; provided, that:

(a) Where the lot area is not more than 20% below the minimum specified in this chapter, and other dimensional requirements are otherwise complied with, the Zoning Administrator is authorized to issue a zoning compliance permit; and

(b) Where the lot area is more than 20% below the minimum specified in this chapter or other dimensional requirements cannot be met, the Board of Adjustment is authorized to approve as a variance such dimensions as shall conform as closely as possible to the required dimensions.

(B) Nonconforming occupied lots. This category of nonconformance consists of lots, occupied by buildings or structures at the time of the adoption of this chapter or any amendment thereto, that fail to comply with the minimum requirements for area, width, yard, and setbacks for the district in which they are located. These lots may continue to be used.

(C) Nonconforming uses or structures.

(1) This category of nonconformance consists of buildings or structures used at the time of enactment of this chapter or any amendment thereto for purposes of use not permitted in the district in which they are located, or structures on conforming lots that do not comply with the dimensional requirements of this chapter such as size and height restrictions.

(2) Such uses except as provided in division (E) below may be continued as follows:

(a) 1. An existing nonconforming use may be changed to another nonconforming use of the same or higher use; provided, that the other conditions in this section are complied with.

2. For the purpose of this chapter, the rank order of uses from higher to lower shall be:

a. Residential;

b. Public; and

c. Commercial services.

(b) When a nonconforming use has been changed to a conforming use, it shall not thereafter be used for any nonconforming use.

(c) A nonconforming use may not be extended or enlarged, nor shall a nonconforming structure be altered except as follows:

1. Structural alterations as required by law or ordinance to secure the safety of the structure are permissible;

2. Maintenance and repair necessary to keep a nonconforming structure in sound condition are permissible;

3. At the time of adoption of this chapter, if an expansion of a nonconforming use is in progress, that is, if at least a building permit for the expansion has been issued, then such expansion may be completed as specified in the building permit; and

4. When any nonconforming use of a building or structure is discontinued for a period in excess of 60 days, the building or structure shall not thereafter be used except in conformance with the regulations of the district in which it is located.

(D) Reconstruction of damaged buildings or structures. Any nonconforming use of a structure or nonconforming structure that has been damaged by fire, wind, flood, or other causes, may be repaired and used as before provided:

(1) Repairs are initiated within 12 months and completed within two years of such damage;

(2) The total amount of space devoted to a nonconforming use may not be increased; and

(3) Reconstructed buildings may not be more nonconforming with respect to dimensional restrictions.

(E) Nonconforming home occupation. Any property owner whose home occupation was made nonconforming by the ordinance amendment adopted on July 9, 2002, shall have until July 8, 2005 to conform to the current terms of the ordinance.

(Ord. passed 10-19-1983; Ord. passed 8-12-2013)

§ 153.037 ACCESSORY STRUCTURES OR BUILDINGS UTILIZED AS DWELLINGS.

(A) Upon adoption of this chapter, accessory buildings used as dwelling units and occupied by a “family” (see definition in § 153.004) member shall be a conforming use. Such units occupied by a non-family member shall be nonconforming uses.

(B) (1) The definitions and provisions of this chapter provide for this situation.

(2) Therefore, the following shall apply:

(a) An existing accessory structure occupied at the time of adoption of this chapter by a non-family member can continue to be used for such purpose. If the unit occupied by a non-family member becomes vacant for more than 60 days (see § 153.036(C)(2)(c)4.), then such unit could only be reoccupied by a family member.

(b) New accessory structures intended for use as dwellings shall only be occupied by a family member.

(Ord. passed 10-19-1983; Ord. passed 8-12-2013)

§ 153.038 OFF-STREET PARKING.

(A) Off-street automobile storage or parking space shall be provided on every lot on which any of the following uses are hereafter established in all districts. The number of parking spaces provided shall be at least as great as the number specified below for various uses. When application of said provision results in a fractional space requirement, the next larger requirement shall prevail.

(B) Each lot abutting a major thoroughfare shall be provided with vehicular access thereto and shall be provided with adequate space for turning so that no vehicle shall be required to back into the street. A parking space shall consist of an area not less than ten feet by 20 feet, plus the necessary access space unless otherwise authorized by the Board of Adjustment.

(1) Minimum parking requirements. The required number of off-street parking spaces specified below for each use shall be provided.

<i>Residential Uses</i>	<i>Required Parking</i>
<i>Business and Consumer Services of All Kinds</i>	
Business and special schools	1 space for each student
Clubs and lodges	1 space for each 3 members
Day nursery and private space for each kindergarten	1 space for each staff member, plus 1 space for each 5 students
<i>Business Uses</i>	
Commercial Services; retail space	1 space for each 200 square feet of gross floor
Medical and Dental offices	5 spaces per doctor or dentist
Professional and business offices	1 space for each 300 offices square feet of gross floor space
<i>Public and Semi-Public Uses</i>	
Churches	1 space for each four seats in the principal assembly room
Public building space	1 space for each 200 square feet of gross floor space
Recreational facilities	2 spaces for every tennis, squash, or racquetball court; health exercise facility – 1 space per 50 square feet; golf or country clubs – 2 spaces per tee; places of recreation and assembly shall have 1 space for each 200 square feet of gross floor space
Schools (public/private)	1 space for each classroom & administrative office, plus 1 space for each 20 seats or 1 space for each 400 square feet of area used primarily for public assembly
<i>Residential uses</i>	
Residential dwellings in a residential planned unit development	2 spaces for each dwelling unit
Residential dwellings, single-family	2 spaces for each dwelling unit

(2) On-site parking of vehicles.

(a) All motorized vehicles (including, but not limited to, cars, trucks, motorcycles, mopeds/scooters, golf carts) must be parked entirely upon a prepared driveway/parking surface (asphalt/pavement, concrete, pavers, gravel, pebbles) located on the lot or tract, or located on any adjoining lots or tracts, of the principal residence or structure. Parking on grassed areas, dirt/soil areas, mulched areas, landscaped areas, or any other natural areas of a lot or tract is expressly prohibited. This provision is applicable to all zoning districts within the town.

(b) Temporary parking (less than five hours per day) is excepted from the requirements of this section for vehicles operated by persons who are visiting the owners or occupiers of the residence.

(c) Nothing herein shall be deemed to modify or impact, in any way, the requirements found under § 153.071, “recreational and commercial vehicle storage”.

(Ord. passed 10-19-1983; Ord. passed 8-12-2013)

§ 153.039 OFF-STREET LOADING AND UNLOADING SPACE.

Every lot, on which a business is hereafter established, shall provide space as indicated herein for the loading and unloading of vehicles off the street. For the purpose of this section, an off-street loading space shall have the minimum dimensions of 12 feet by 40 feet, and an overhead clearance of 14 feet in height. All businesses shall have at least one such space.

(Ord. passed 10-19-1983; Ord. passed 8-12-2013)

§ 153.040 NO LOT SUBDIVISION OF PLATTED AND RECORDED LOTS.

(A) It is the express intention and purpose of this chapter to preserve the town as primarily a low-density residential area. To this end, subject to § 153.042, the number of lots within the town shall be limited to those lots as shown on plats recorded in the County Register of Deeds. Therefore, upon adoption of this chapter, all lots in the town that have been previously platted and recorded with the County Register of Deeds shall be deemed and established as individual lots, and shall remain individual lots, and shall not be subdivided.

(B) If an owner has acquired contiguous or adjoining lots, and the terminology of the deeds or other instruments of conveyance expresses intent that said lots shall be joined together as one residential lot, said lots shall thereafter be considered as one residential lot and shall not be subdivided into individual lots. If an owner of contiguous or adjoining lots develops said lots together, locating a residence on such lot or lots, and has landscaped the same or located other improvements, structures, or amenities on the lots so that from the standpoint of utility or appearance said lots seem to constitute one residential site, then said property shall not thereafter be subdivided, nor revert back to individual, separate lots.

(C) Nothing herein shall preclude property owners from subdividing unimproved previously platted and recorded lots, so as to enlarge existing residential lots or building sites. This subdivided lot shall not thereafter be reestablished as a separate residential lot.

(Ord. passed 10-19-1983; Ord. passed 8-12-2013)

§ 153.041 MINIMUM DWELLING UNIT SIZE.

(A) Each dwelling unit hereafter erected on any lot shall contain the following specified minimum living area floor space.

(B) Basement areas shall not be counted as a story and floor space contained in basement areas shall not be included in the minimum required living area floor space.

(1) Dwelling units consisting of a single or one primary story with living area as defined in this chapter shall contain a minimum of 2,250 square feet of living area.

(2) Dwelling units consisting of two or more primary stories with living area as defined in this chapter shall contain a minimum of 1,500 square feet of living area on the first story, and a minimum of 750 square feet of living area on the second story.

(Ord. passed 10-19-1983; Ord. passed 8-12-2013)

§ 153.042 SUBDIVISION OF TRACTS OF LAND.

(A) An owner of a tract of land which has not been subdivided and platted into residential lots, but desiring such subdivision and platting, shall prepare a plat and submit same for approval to the Planning Commission.

(B) Provisions shall be made for all utilities and access necessary to properly service said subdivision, subject to the provisions of Ch. 152. All other requirements of this chapter shall likewise be applicable to said subdivision before said owner shall be allowed to subdivide the tract of land.

(Ord. passed 10-19-1983; Ord. passed 8-12-2013)

§ 153.043 MAXIMUM ROOF COVERAGE.

(A) (1) (a) The MAXIMUM ROOF COVERAGE is defined as the total area(s) under roof of all structures (including detached garages and other accessory structures) on the lot.

(b) The maximum roof coverage standard assures that the size of structures is proportional to the lot size.

(2) The standards for the maximum roof coverage permitted are as follows:

<i>Lot Size</i>	<i>Max Roof Coverage</i>
Up to 0.5 acres	2,874 square feet
Up to 0.75 acres	3,520 square feet
Up to 1 acres	4,682 square feet
Up to 1.2 acres	5,060 square feet
Up to 1.5 acres	5,500 square feet
Up to 2 acres	6,100 square feet
Up to 2.5 acres	6,700 square feet
Up to 3 acres	7,500 square feet
Up to 3.5 acres	8,200 square feet
Up to 4 acres	8,700 square feet
Up to 4.5 acres	8,900 square feet
Up to 5 acres	9,100 square feet
Up to 5.5 acres	9,300 square feet
Up to 6 acres	9,647 square feet

(B) (1) Lots exceeding 6 acres in size: Multiply the lot size by 43,560; multiply this number by 3.25% (0.0325); provided, that the result is less than 9,647, structures on the lot may have maximum roof coverage of 9,647 square feet.

(2) If the result is greater than 9,647, structures on the lot may have maximum roof coverage equal to the result produced by the multiplication.

(C) All structures exceeding the maximum roof coverage for the lot on which they are located shall require approval of a variance by the Board of Adjustment in accordance with the procedures and standards set forth in § 153.110(D).

(Ord. passed 10-19-1983; Ord. passed 8-12-2013)

§ 153.044 MATERIAL AND COLOR REQUIREMENTS FOR RESIDENTIAL DWELLING UNITS.

(A) The town is a unique community concerned with historic continuity. The town and its citizens are interested in the exterior appearance of residential structures, including the materials and color used in constructing and reconstructing such structures. To that end, those persons constructing new residences or renovating or expanding existing residences are encouraged to consider the provisions of this section regarding building materials.

(B) Regulation of exterior materials and colors of these structures will provide protection of the aesthetic and historic character and preserve the economic stability of the town.

(1) Materials.

(a) The intent of these provisions is to promote the exterior building materials that will blend with the majority of the existing residential structures and natural features of the town.

(b) As required in § 153.087, the application for the zoning compliance certificate shall be accompanied by the description of the materials to be used for the exterior siding and roofing materials.

1. Siding.

a. Suggested exterior siding materials. Painted or stained wood shingles or clapboards, stone and/or brick masonry, stucco, exterior insulation and finish system (EIFS), pre-painted aluminum, or heavy gauge vinyl to resemble clapboards, pre-cast concrete panels, fiber cement siding, cultured/cast stone, or as approved by the Design Review Board; and

b. The following exterior siding materials are discouraged. Exposed or painted concrete masonry units, light gauge vinyl siding, unpainted aluminum siding, exposed or painted concrete, paper or wood composition board, permastone or faux stone masonry, plywood (unless board and batten), asphalt shingles, ceramic tile (glazed wall tile, ceramic mosaic tile, natural clay tile, and the like), sheet glass, or glass block (not to include glass used for windows, sunrooms or conservatories), glazed brick.

2. Roofing visible from adjacent property.

a. Suggested roofing materials. Asphalt/fiberglass shingles, cedar shakes or shingles, clay or concrete tile, slate, copper, factory painted metal shingles or standing seam with concealed fasteners, or as approved by the Design Review Board; and

b. The following roofing materials are discouraged. Tin, unpainted aluminum, galvanized steel, asphaltic roll roofing, composition rubber, EPDM or PVC single ply roofing fabric, tar and gravel, asphalt and gravel.

(2) Color. The intent of these provisions is to promote colors that blend with the existing structures and preserve the existing visual environment. It is further the intent of these regulations to prevent exterior paints or stains that are distracting and present inappropriate color contrast to the surrounding natural and built environment.

(a) Suggested exterior colors. Natural and weathered stone and wood, earth tones (subdued colors and stains), including bleached tones and stains, or other colors which conform to the intent expressed this division (B)(2). Dwellings which are painted in colors that are considered to be nonconforming at the time of the adoption of this chapter may not be repainted the same color; and

(b) The following exterior colors are discouraged. The use of day-glow or fluorescent colors is discouraged.

(Ord. passed 10-19-1983; Ord. passed 8-12-2013)

§ 153.045 SITE DESIGN AND BUILDING FORM AND MASS FOR RESIDENTIAL DWELLING UNITS.

(A) (1) The town is a unique community and it is within the public interest and general welfare of the town to regulate the site design and building form and mass encompassing all residential structures.

(2) Site design shall include grading, surface water drainage, preservation and restoration of existing flora, all landscape features, including drives, walks, patios, freestanding walls, fencing, and plantings.

(B) Of particular concern is preservation of the streetscape, signs, lighting, trees, and bushes alongside the public thoroughfare. Form and mass shall refer to size and shape of the residential structures.

(1) Site materials and features. The intent of these provisions is to encourage site materials and features which blend with the existing visual environment, i.e., native flora and curvilinear roadways.

(a) Built of planted landscape elements.

1. Permitted. All native flora and materials, (i.e., trees, bushes, flowers, stone, asphalt or concrete pavement, concrete masonry paving units); and

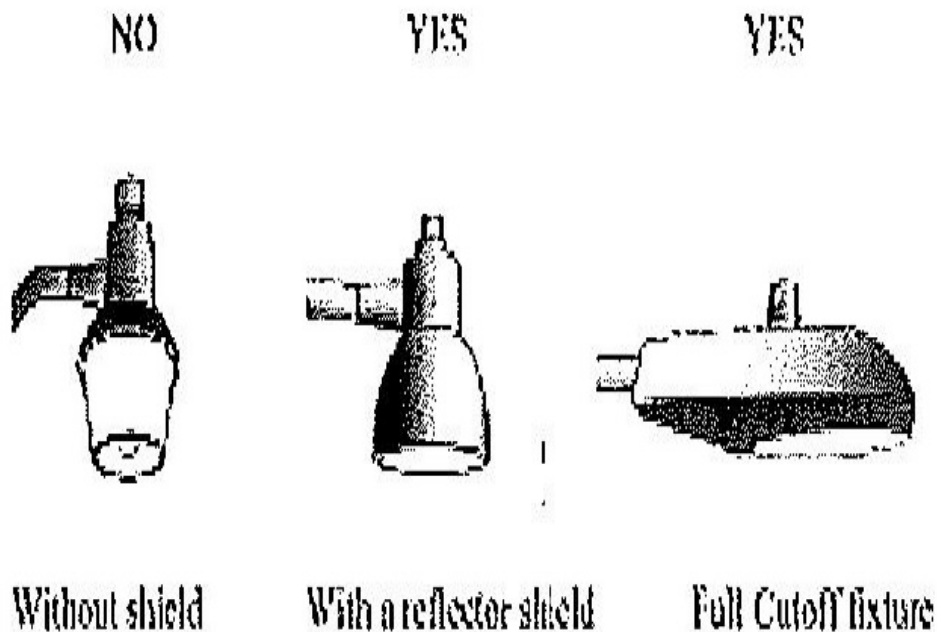
2. Prohibited. Abrupt physical configurations, (i.e., site revisions causing excessive tree removal, land slope revisions greater than natural repose).

(b) Site lighting. Permitted; low-intensity security or decorative lighting, up to two street lamps in front yards not to exceed eight-feet in height and located a minimum of ten feet from the edge of the road.

(2) Prohibited.

(a) High-intensity flood or spot lighting of either the buildings or landscape features, neon. No flickering or flashing lights and all lighting shall be shielded such that light is not directed toward adjacent residential properties; and

(b) Examples of shielding should be as follows.



(3) Building forms and mass.

(a) Intent. The intent of these provisions is to encourage exterior building forms that blend with the majority of existing residential structures and natural features of the town.

(b) Roof form.

1. The following roof forms are encouraged. Gable, mansard, hip, gambrel, shed, pyramidal, salt box, barrel, vault, and arch; and

2. The following roof forms are discouraged as inconsistent with existing structures in the town. Trapezoidal, butterfly, complex curvilinear (screw, bullet, mushroom shape), conical, polygonal (except as roof of minor tower), A-frame, Quonset huts, geodesic domes, and roundettes.

(Ord. passed 10-19-1983; Ord. passed 8-12-2013)

§ 153.046 MATERIAL AND COLOR REQUIREMENTS FROM COMMERCIAL BUILDINGS.

(A) The town is a unique community which is dependent on historic continuity with its past. It is within the public interest and general welfare of the town to regulate the exterior appearance of commercial structures, including the exterior materials and color used in constructing and reconstructing and painting buildings.

(B) Regulation of exterior materials and colors of these structures will provide protection of the aesthetic and historic character and preserve the economic stability of the town.

(1) Materials. The intent of these provisions is to promote the use of exterior building materials that will blend with the existing commercial structures and natural features of the town. As required in § 153.087(B)(1), the application for the zoning compliance certificate shall be accompanied by the description of the materials to be used for the exterior siding and roofing materials.

(a) Siding.

1. Permitted exterior materials. Painted or stained wood shingles or clapboards, stone and/or brick masonry, stucco, exterior insulation and finish system (EIFS), pre-painted aluminum, or heavy gauge vinyl to resemble clapboards, precast concrete panels or siding, cultured/cast stone, or as approved by the Design Review Board; and

2. Prohibited exterior materials. Exposed or painted concrete masonry units, light gauge vinyl siding, unpainted aluminum siding, exposed or painted cast-in-place concrete, paper or wood composition board, permastone or faux stone masonry, plywood, (unless board and batten), asphalt shingles, ceramic tile, (glazed wall tile, ceramic mosaic tile, natural clay tile, and the like), glazed brick, unpainted, or pre-painted ferrous or aluminum metal siding.

(b) Roofing visible from on-site location or adjacent property.

1. Permitted roofing materials. Asphalt/fiberglass shingles, cedar shakes or shingles, clay or concrete tile, slate, copper, factory painted metal shingles or standing seam with concealed fasteners or roofing as approved by the Design Review Board; and

2. Prohibited roofing materials. Tin, unpainted aluminum, galvanized steel, asphaltic roll roofing, composition rubber, EPDM or PVC single ply roofing fabric, tar and gravel, asphalt and gravel, solar panels (unless integrated into new construction). Note that for commercial buildings, flat roofs not visible from residential dwellings may use the above-mentioned roofing materials.

(2) Color. The intent of these provisions is to promote colors that blend with the existing structures and preserve the existing visual environment. It is further the intent of these regulations to prevent exterior paints or stains that are distracting and present inappropriate color contrast to the surrounding natural and built environment.

(a) Permitted exterior colors. Natural and weathered stone and wood, earth tones (subdued colors and stains), including bleached tones and stains or other colors which conform to the intent expressed in this division (B)(2).

(b) Prohibited exterior colors. Day-glow or fluorescent.

(3) Mechanical/electrical equipment.

(a) All electric service equipment and sub-panels and all mechanical equipment, including, but not limited to, air-conditioning, pool equipment, fans and vents, utility transformers (except those owned and maintained by public utility companies), and solar panels, shall be painted to match the surrounding wall or roof color or painted or screened to blend with the surrounding natural terrain. Roof-mounted equipment and vents shall be painted to match the roof and/or adjacent wall color and shall be screened or integrated into the design of the structure.

(b) Roof-mounted equipment, including ventilators and satellite dishes, shall be completely screened from view (100% opacity) or isolated so as not to be visible from any public right-of-way or residential zoning district. Roof screens when used shall be coordinated with the building to maintain a unified appearance.

(c) 1. All electrical and mechanical equipment located at ground level shall be screened from view (100% opacity) or isolated so as not to be visible from the right-of-way of an arterial street or residential zoning district. Such screens and enclosures, when used, shall be coordinated with the buildings to maintain a unified appearance.

2. Acoustical buffering is required for all emergency generators to reduce the noise level as audible from the nearest residential dwelling to that of the standard commercial air conditioning compressor.

(Ord. passed 10-19-1983; Ord. passed 8-12-2013)

§ 153.047 SITE DESIGN AND BUILDING FORM AND MASS COMMERCIAL BUILDINGS.

(A) The town is a unique community and it is within the public interest and general welfare of the town to regulate the site design and building form and mass encompassing all commercial structures.

(B) Site design shall include grading, surface water drainage, preservation and restoration of existing flora, all landscape features, including drives, walks, patios, freestanding walls, fencing, and plantings. Of particular concern is preservation of the streetscape; signs, lighting, trees and bushes alongside the public thoroughfare. Form and mass shall refer to size and shape of the commercial structures.

(1) Site materials and features. The intent of these provisions is to encourage site materials and features which blend with the existing visual environment, (i.e., native flora and curvilinear roadways).

(a) Built or planted landscape elements.

1. Permitted. All native flora and materials, (i.e., trees, bushes, flowers, stone, asphalt or concrete pavement, concrete or brick masonry paving units). Refer to the §§ 93.30 through 93.40 for tree removal regulations.

2. Prohibited. Final grades that result in slopes greater than 1:1; retaining walls that exceed seven feet in height for property zoned (R-4) and exceed 12 feet in height for property zoned (R-5).

(b) Site lighting/exterior lighting. With the exception of Americans with Disabilities Act, being 42 U.S.C. § 12101, lighting requirements and street lighting, the following design standards shall apply when exterior lighting is proposed and/or required:

1. Shielding.

a. Exterior lighting shall be shielded and directed downward so that the light source (the actual bulb) is not visible from beyond the property line on which the structure is located.

b. Exterior lighting shall not project above the horizontal plane of the building.

2. Color. Warm lighting colors are required.

a. The blue-white colors of florescent and mercury vapor lamps are prohibited.

b. Lamps emitting a color temperature in excess of 5,000 degrees Kelvin are prohibited.

3. Parking area lighting. In parking lots, a foot candle as approved by the town's lighting consultant at the perimeter, and between light sources, and a maximum of 5.0 foot candles under light fixtures as required.

4. Light fixtures.

a. The height of light fixtures shall be in proportion to the building mass and no more than 14 feet high.

b. When all businesses are closed, only a minimum of security lighting shall be maintained. Shielded spotlights may be used when highlighting trees, artwork, or other special landscape features. Lighting fixtures affixed to structures for the purposes of lighting parking areas shall be prohibited.

5. Advertising. The operation of searchlights or similar sources for advertising, display or any other commercial purpose is prohibited.

(2) Building forms and mass.

(a) Intent. The intent of these provisions is to encourage exterior building forms which blend with the majority of existing commercial structures and natural features of the town.

(b) Roof form.

1. Permitted. Gable, mansard, hip, gambrel, shed, pyramidal, salt box, barrel, vault, arch, and flat; and

2. Prohibited. Trapezoidal, butterfly, complex curvilinear (screw, bullet, mushroom shape), conical, polygonal (except as roof of minor tower), A-frame, Quonsct huts, geodesic domes, and roundettes.

(Ord. passed 10-19-1983; Ord. passed 8-12-2013)

§ 153.048 IMPERVIOUS SURFACE COVERAGE.

(A) (1) A maximum percentage of a residential lot that can be devoted to impervious surfaces, as defined in § 153.004, is established to assure that the character of the town is preserved and to control stormwater and runoff being directed to streets and adjacent properties.

(2) The percentage of residential lots that can be devoted to impervious surfaces shall be as set forth below.

Lot Size	Impervious Surface	Sample Calculations 43,560 Square Feet - 1 Acre
Up to 1 acre	27.5% x lot area	E.g., 0.85 acre x 43,560 x 27.5%= 10,182 square feet
Over 1 acre to 3 acres	11,979 square feet or 25% x lot area	11,979 square feet (The maximum from the previous grade) or the product of the lot size calculation. E.g., 1.75-acre x 43,560 x 25% = 19,058 square feet
Over 3 acres to 6 acres	32,670 square feet or 20% x lot area	32,670 square feet (The maximum from the previous grade) or the product of the lot size calculation. E.g., 4.5-acres x 43,560 x 20% = 39,204 square feet

(B) Lots on which new construction and/or development activity would cause the amount of impervious surface on the lot to exceed the percentages set forth above shall proceed with the proposed construction and/or development activity only if a variance for the increased impervious surface coverage is granted by the Board of Adjustment in accordance with the procedures set forth in § 153.110(D).

(C) The Board of Adjustment reserves the right to limit impervious surface coverage to prevent the unreasonable diversion of stormwater or surface water onto another property or properties or to the town streets.

(Ord. passed 10-19-1983; Ord. passed 8-12-2013)

§ 153.049 FENCE, GATE AND WALL REGULATIONS.

The Board of Commissioners for the Town of Biltmore Forest that the following amendments to the Zoning Ordinance and subsequent regulations be placed on fence, gate, and wall construction and replacement as of the effective date of this section.

(A) New fences, gates or walls may be approved by the Board of Adjustment as a special use, so long as the gate, fence or wall meets the following requirements.

(1) The fence, gate, or wall is constructed entirely within the rear yard, is not located in any side or rear yard setbacks, and is constructed of materials deemed acceptable in § 153.049(D).

(2) Mature vegetation or other buffering sufficient to screen the fence, gate, or wall from neighboring properties shall be required to the extent necessary.

(B) A driveway gate and supporting columns may be approved by the Board of Adjustment as a special use so long as it meets the following requirements:

(1) The driveway gate and columns shall not be located in the front or side yard setback of a property.

(2) The driveway gate shall not be more than eight feet in height.

(3) The driveway gate must provide access for emergency services and first responders. This may be done via a lockbox code, strobe or siren activation switch, or other method with demonstrated reliability.

(4) The driveway gate must open wide enough to provide for ingress and egress of emergency vehicles. The minimum acceptable standard is for the gate access to be 14 feet wide with a 14 foot minimum height clearance.

(C) Replacement of existing fences, gates, and walls shall be approved by the Board of Adjustment as a special use so long as the replacement fence is constructed of materials deemed acceptable in § 153.049(D) and meets the requirements below. A special use permit application to replace an existing fence, gate, or wall shall include a photograph of the existing fence or wall, specify the type of fence, gate, or wall, include a map or sketch depicting the height and length of the fence, gate, or wall and state whether or not the fence, gate, or wall is located within any setbacks.

(1) Existing chain link fences or gates shall not be replaced with new chain link fences or gates.

(2) Existing fences, gates, or walls in the front yard shall not be replaced. No new fences, gates, or walls shall be allowed in the front yard.

(3) Repair of more than half of an existing fence, gate, or wall shall be considered a replacement and shall be subject to this section.

(D) Acceptable materials and standards for fences and walls/maintenance. The following materials and standards for fences and walls shall be deemed acceptable.

(1) Wooden fencing or gates shall be of natural color or painted in a manner compatible with the residence and the lot.

(2) Non-wooden fencing and gates shall be black, dark green or brown and shall blend with surrounding trees or vegetation.

(3) No new chain link fencing or gates shall be allowed.

(4) Fences shall not exceed six feet in height except that fences designed to prevent deer or other wildlife from entering the property shall not exceed ten feet in height. Deer fences shall be constructed in accordance with North Carolina Wildlife Resources Commission standards for "Permanent Woven Wire Fencing" and "Permanent Solid-Wire Fencing." Copies of these standards are available at the Town Hall or at the following web address (<https://www.ncwildlife.org/Learning/Species/Mammals/Whitetail-Deer/Fencing-to-Exclude-Deer#42041180-permanent-fencing>).

(5) Walls should be constructed of stone or similar material, and shall be compatible with the construction materials of the house located on the same property.

(6) When a fence, gate or wall is not properly maintained or fails to comply with condition(s) imposed by the Board of Adjustment, the town shall require the property owner to repair the fence, gate, or wall, or, remove the fence, gate, or wall at the property owner's expense. If the property owner fails to repair or remove the fence, gate, or wall, the town may remove the fence, gate, or wall and recover the cost of removal, including the cost of disposal, if any, from the property owner.

(Ord. passed 2-11-2020)

BUFFERS, SCREENING, AND LANDSCAPE

§ 153.060 PURPOSE AND INTENT.

(A) The town has an abundant and diverse tree and vegetative cover that is essential to the aesthetic value of the town and provides numerous ecological and economic benefits.

(B) The landscape and buffering standards set forth below require buffers and landscaping between dissimilar land uses, along public rights-of-way, and within parking lots, in order to:

(1) Encourage the preservation of existing trees and vegetation and replenish removed vegetation;

(2) Protect and improve the visual quality of the town and minimize the negative impacts of development such as noise, dust, litter, glare of lights, traffic, heat, overcrowding, odor, and views of unsightly parking lots, utilities, and mechanical systems and buildings;

(3) Provide environmental benefits such as climate modification, decreased energy consumption, reduced stormwater runoff, decreased erosion, improved water and air quality, and protection of wildlife habitat;

(4) Provide a transition between dissimilar land uses to protect abutting properties from potential negative impacts of neighboring development and to preserve the character and value of property and to provide a sense of privacy; and

(5) Improve standards for quantity, location, size, spacing, protection, and maintenance of plants and other screening materials to assure a high level of quality in the appearance of the town while allowing flexibility to promote well-designed and creative landscape plantings.

(Ord. passed 10-19-1983; Ord. passed 8-12-2013)

§ 153.061 GENERAL INFORMATION.

(A) Applicability.

(1) Buffer strip plantings, street trees, and parking lot trees and shrubs are required for developments within the town limits.

(2) The following developments shall bring the entire site into full compliance with this section:

(a) New nonresidential development, including special uses; and

(b) Renovations with a total cost exceeding 50% of the assessed value of the building, excluding single-family dwellings, according to the county tax records.

(3) New parking spaces or lots are not required to comply with the provisions of this section.

(B) Landscape and grading plan required. Applicants are advised to meet with town staff in order to review all ordinance requirements and procedures and receive a copy of the plan

checklists. As required in § 153.034, a landscape and grading plan shall be reviewed and approved by the Board of Adjustment prior to any grading.

(C) Alternative compliance.

(1) The landscape requirements are intended to set minimum standards for quality development and environmental protection and are not intended to be arbitrary or inhibit creative solutions. Site conditions or other reasons may justify the need to request an alternate method of compliance with the landscape requirements. The Board of Adjustment, in consultation with the Design Review Board, may alter the requirements of this section as long as the existing or added landscape features of the development site comply with the intent of this chapter.

(2) Requests for alternative compliance shall be accepted if one or more of the following conditions are met:

(a) Topography, geologic features, drainage channels or streams, existing natural vegetation, overhead or underground utilities, or other conditions make it unreasonable or meaningless to plant a buffer or meet other landscape requirements;

(b) Space limitations, unusually shaped lots, unique relationships to other properties, and/or prevailing practices in the surrounding neighborhood (such as use of a specific type of vegetation) may justify alternative compliance when changing the use type of an existing building in an established mature neighborhood; or

(c) An alternative compliance proposal is equal or better than normal compliance in its ability to fulfill the intent of the ordinance, and exhibits superior design quality.

(4) The property owner must submit a plan of the area for which alternative compliance is requested to the Town Manager 14 days prior to the meeting of the Design Review Board at which the request will be considered. The site plan shall show existing site features and any additional material the property owner will plant or construct to meet the intent of the buffer, street tree, and parking lot tree requirements.

(5) In addition, the applicant must submit a written statement explaining and justifying the need for alternative compliance. The Design Review Board shall make a recommendation of approval, approval with conditions, or denial within ten working days of reviewing the request for alternative compliance. The Design Review Board's recommendation shall then be considered by the Board of Adjustment. Alternative compliance shall be limited to the specific project being reviewed and shall not establish a precedent for acceptance in other cases.

(Ord. passed 10-19-1983; Ord. passed 8-12-2013)

§ 153.062 EXISTING VEGETATION.

(A) Preserving trees can improve the aesthetic quality of the site and improve property values, provide environmental benefits, and mitigate the impacts of development on the community. It is recommended that groups of trees be preserved, as well as individual trees. Existing trees and shrubs designated for preservation may be credited towards required buffer trees, street trees, and parking lot trees.

(B) As required in § 93.32, no person shall remove or in any way damage any protected trees without first filing an application for said removal and receiving a permit from the Town Manager. This requirement is applicable to both residential and non-residential uses within the Town

(C) Special attention shall be given to protected trees located within 20 feet of the of the rear or side property line of property meeting the definition of an incompatible land use.

(1) Credits and other incentives to preserve vegetation within non-residential land use.

- (a) Vegetation located in the buffer strip.
 - 2. One existing evergreen shrub over four feet high located in the buffer strip may be credited for two new shrubs, also on a case-by-case basis by the Board of Adjustment.
- (b) Vegetation located elsewhere on the property.
 - 1. Trees designated for preservation may be credited at the rate of the following.

2-inch to 6-inch caliper tree = 1 tree
7-inch to 12-inch caliper tree = 2 trees
13-inch to 18-inch caliper tree = 3 trees
19-inch to 24-inch caliper tree = 4 trees
25-inch and greater = 5 trees

2. One existing shrub over four feet high may be credited for two new shrubs. In order to receive credit, vegetation designated for preservation shall be in good health and condition. Trees and shrubs designated to be preserved shall be indicated on the landscape and grading plan, as well as all protective barriers. If a tree or shrub designated for preservation dies within five years of the project's completion, it must be replaced with the total number of trees or shrubs that were credited to the existing tree or shrub.

(2) Protection of existing trees and shrubs during construction.

(a) 1. No grading or other land-disturbing activity shall occur on a site with existing trees or shrubs that are designated to be preserved in order to meet the landscaping requirements until the landscape and grading plan has been approved by the Board of Adjustment and protective barriers are installed by the developer and approved by the Zoning Administrator. Trees designated for preservation that are counted toward the landscape and buffering requirements shall be protected by barriers, while trees designated for preservation which do not count toward the landscape and buffering requirements are encouraged to be protected by barriers. The diameter of the trees designated for preservation and the location of protective barriers shall be shown on the landscape and grading and site plans with the dimensions between the tree trunk and barrier indicated.

2. Protective barriers shall be placed around the root protection zone of trees designated for preservation that are within 50 feet of any grading or construction activity. Protected ground areas for shrubs shall consist of an area twice the diameter of the shrub. All protective barriers shall be maintained throughout the building construction process.

- (b) 1. All contractors shall be made aware of the areas designated for protection.
- 2. No disturbance shall occur within the protective barriers, including:
 - a. Grading;
 - b. Filling, unless an aeration system certified by a registered landscape architect, certified arborist, or state cooperative extension specialist is installed to protect the tree from suffocation;
 - c. Temporary or permanent parking;
 - d. Storage of debris or materials, including topsoil;
 - e. Disposal of hazardous wastes or concrete washout; and

f. Attaching of nails, ropes, cables, signs, or fencing to any tree designated for preservation.

3. If any area within the root protection zone will be disturbed for any reason, a registered landscape architect, certified arborist, or state cooperative extension specialist shall recommend measures to minimize any potential impact and certify that the activity will not damage the tree under normal circumstances.

4. The developer shall coordinate with the utility companies early in the design process to resolve potential conflicts about the placement of utilities and buffer and screening requirements in § 153.063(B)(5). The Zoning Administrator shall approve the placement of the utilities either outside of the root protection zone or tunneled at least two feet directly below the tree roots to minimize root damage.

5. If silt fencing is required to control sedimentation, the fencing must be placed along the uphill edge of a tree protection zone in order to prevent sediment from accumulating in the drip line area.

(c) Tree protection zone signs shall be installed on the tree protection barriers visible on all sides of the protection area (minimum one on each side and/or every 300 linear feet). The size of each sign shall be a minimum of two feet by two feet and shall contain the following language: “TREE PROTECTION ZONE, KEEP OUT” or “TREE SAVE AREA, KEEP OUT”.

(Ord. passed 10-19-1983; Ord. passed 8-12-2013)

§ 153.063 BUFFER STRIP AND SCREEN REQUIREMENTS.

(A) Certain land uses are defined in this chapter as being an incompatible land use when developed adjacent to other less intensive land uses. A buffer strip can serve to lessen adverse impacts when development occurs.

(B) The installation of the applicable buffer strip shall be the responsibility of the owner of the developing land use. Buffer strips shall be located on the property of the developing land use between the property line and any vehicular use areas, buildings, storage, service areas, or other area of activity. The buffer strip shall extend along the entire rear and/or side property line that abuts an incompatible land use, up to any required street tree planting strip.

(1) Use of buffer strips. Required buffers shall not be disturbed for any reason except for approved driveway openings and other passive or accessory uses compatible with the general separation of land uses and; provided, that the total number of required plantings are still met. Approval from the Town Manager is required prior to initiating any disturbance of the buffer.

(2) Placement of buffer plantings. The exact placement of the required plants shall be the decision of the developer or designer, but shall be reviewed by the Town Manager and approved by the Board of Adjustment. Plants shall be placed in a manner to serve as an effective screen year-round when viewed from any area accessible to the public or from adjacent properties. Trees or shrubs should be planted at least five feet away from the property line to ensure maintenance access and to avoid encroaching upon neighboring property.

(3) Composition of buffer plantings. A buffer consisting of two staggered rows of evergreen shrubs or sheared evergreen trees, planted 48 inches apart (as measured from the central stem) in a 20-foot wide strip shall be installed to screen the nonresidential use from neighboring residential properties. The trees or shrubs shall be between four and five feet high at time of planting. During times of extended dry weather, the applicant may petition the Board of Adjustment to reduce the required size of vegetation to be planted in order to better ensure its survival. It is suggested that a

mixture of two to three shrubs selected from the recommended species list be planted to encourage healthier plants.

(4) Coordination with stormwater drainage provisions. If the buffer strip is to be used as part of the area for required stormwater runoff absorption as outlined in Ch. 52, then the shrubs and trees within the buffer shall be water tolerant.

(5) Coordination with utility easements. In circumstances when the property to be developed is adjacent to a utility easement, the buffer requirement of division (C) above maybe altered to be only ten feet wide at the discretion of the Board of Adjustment, based on the factors of space, feasibility, and other considerations which may make it difficult to provide a 20-foot buffer.

(6) Additional buffering. The Board of Adjustment has the authority to require that a wall or fence be constructed next to property used for residential purposes when the Board determines that the buffer strip alone does not provide adequate buffering. The fence or wall shall be constructed in a durable fashion of wood, stone, masonry materials, or other materials if deemed appropriate and shall be built of material compatible with the principal building. When concrete block is utilized, it shall be finished with stucco on both sides. The materials and design shall be approved by the Board of Adjustment on a case-by-case basis. The finished side of the fence or wall shall face the abutting property. A chain link fence may not be used to satisfy the requirements of this section. Shrubs shall be planted on the applicant's side of the property at the rate of 25 per 100 linear feet; their placing and arrangement shall be the decision of the applicant.

(Ord. passed 10-19-1983; Ord. passed 8-12-2013)

§ 153.064 PARKING LOT LANDSCAPING REQUIREMENTS.

Trees and shrubs are required in and around parking lots with more than five spaces to provide attractive views from roads and adjacent properties, provide shade to reduce the heat generated by impervious surfaces, help absorb runoff, reduce glare from parking lots, and to help filter exhaust from vehicles.

(A) There shall be a continuously maintained growing strip planted with grass or similar low-growing vegetation, measured from the back of the curb and extending ten feet perpendicular to the road. The purpose of this growing strip is to provide a clear line of sight for motorists, pedestrians, and cyclists entering and leaving commercial properties.

(B) (1) Where parking areas with more than five spaces adjoin a public right-of-way, a landscaped planting strip ten feet wide shall be established and continuously maintained between the growing strip and parking area(s).

(2) Street trees shall be planted within the landscaped planting strip in accordance with § 153.066 and parking areas within 50 feet of the right-of-way shall have a visually modifying screen or barrier that meets one of these standards:

(a) Evergreen shrubs shall be planted 36 inches apart as measured from the center and attain a height of at least 48 inches within four years of installation;

(b) There shall be a fence or wall three feet high constructed of the same material as the principal building; or

(c) There is an earthen berm at least two feet high, with a minimum crown width of two feet and a width to height ratio of no greater than 2:1; shrubs shall be planted on top of the berm that will attain a height of at least 36 inches within four years of installation and shall be planted 36 inches apart.

(3) No screen is required at parking lot entrances or exits, and no screen shall obstruct vision within 50 feet of an entrance, exit, or intersection. The landscaped planting strip shall be covered with living material, including groundcover and/or shrubs, except for mulched areas directly around the trees, so that no soil is exposed.

(C) (1) (a) Parking areas with more than five spaces shall have at least one large-maturing deciduous tree for every three parking spaces, with some appropriate clustering of trees permitted, and six-foot by 18-foot projecting landscaped islands generally between ten and 12 parking spaces.

(b) Whenever possible, interior parking spaces should have a continuous planter strip six feet wide between rows of parking.

(2) Where appropriate, provisions shall be made to ensure that adequate pedestrian paths are provided throughout the landscaped areas. In all cases, at least one large maturing deciduous tree shall be provided for a parking lot regardless of the number of spaces provided. No parking space shall be located more than 50 feet from the trunk of a large-maturing deciduous tree. When calculating the number of trees required, the applicant shall round up to the nearest whole number.

(D) All landscaped areas shall be bordered by a concrete curb that is at least six inches above the pavement and six inches wide or a granite curb that is at least six inches above the pavement and four inches wide.

(E) To increase the parking lot landscaped area, a maximum of two feet of the parking stall depth may be landscaped with low-growth, hearty materials in lieu of asphalt, allowing a bumper overhang while maintaining the required parking dimensions.

(F) When more than the required number of parking spaces is provided, the applicant shall provide two times the required number of trees for the spaces provided above the ordinance requirement.

(Ord. passed 10-19-1983; Ord. passed 8-12-2013)

§ 153.065 SCREENING OF DUMPSTERS, LOADING DOCKS, OUTDOOR STORAGE AREAS, AND UTILITY STRUCTURES.

(A) All dumpsters, loading docks, outdoor storage areas, or utility structures visible from a public street or adjacent property line shall be screened unless already screened by an intervening building or buffer strip. Landscaping shall not interfere with the access and operation of any such structure or facility. Trash and storage areas shall be well maintained, including prompt repair and replacement of damaged gates, fences, and plants.

(B) Openings of trash enclosures shall be oriented away from public view or screened with sturdy gates wide enough to allow easy access for trash collection, where practical. The consolidation of trash areas between businesses and the use of modern disposal techniques is encouraged. All dumpsters shall be located a minimum of 50 feet from a residential dwelling. All unenclosed outdoor storage areas greater than 25 square feet shall also be screened from adjacent properties and streets.

(C) Screen types include:

(1) A continuous hedge of evergreen shrubs planted in a five-foot strip spaced a maximum of 36 inches apart; and

(2) A wall or fence six feet high, with the finished side of the fence or wall facing the abutting property or street. Fences longer than 25 linear feet shall be landscaped with trees and/or shrubs planted in a minimum five-foot planting area, except around access areas, spaced no farther than eight feet apart in order to screen at least 50% of the fence or wall.

(Ord. passed 10-19-1983; Ord. passed 8-12-2013)

§ 153.066 STREET TREES.

(A) (1) Street trees are required for all developments meeting the applicability requirements of § 153.061(A). Street trees shall be required at the rate of one large-maturing tree (over 35 feet in height) for every 40 linear feet of property abutting a street.

(2) In the event that overhead utility lines are present, then one small-maturing tree (less than 35 feet in height) may be planted for every 30 feet of property abutting a street.

(3) This does not imply that trees must be spaced exactly 30 or 40 feet apart.

(4) The exact placement of the required tree or trees may be established with input from the reviewing boards in order to fit in with sign placement and other building issues.

(B) Trees shall be planted within a landscaped planting strip adjacent to the growing strip as outlined in § 153.064(A) and according to regulations from the State Department of Transportation.

(Ord. passed 10-19-1983; Ord. passed 8-12-2013)

§ 153.067 CERTIFICATION OF COMPLETION.

(A) Landscaping shall be installed and inspected prior to receiving a certificate of completion. Vegetation shall be planted to ensure the best chance of survival and to reduce the potential expense of replacing damaged plant materials. If the season or weather conditions prohibit planting the materials, the developer may provide an irrevocable letter of credit, or other financial surety in an amount equal to 110% of the cost of installing the required landscaping to guarantee the completion of the required planting.

(B) Upon approval of the financial surety, the certificate of completion shall be issued. The financial surety shall be canceled and/or returned upon completion.

(Ord. passed 10-19-1983; Ord. passed 8-12-2013)

§ 153.068 MAINTENANCE.

(A) The owner or lessee of the property where landscaping is required shall be responsible for the maintenance and protection of all plant and screening material. Landscaped areas shall be maintained in good condition and kept free of debris. Failure to maintain or replace dead, damaged, or diseased material or to repair a broken fence or wall shall constitute a zoning violation and shall be subject to the penalty provisions in § 153.999 if not replaced within 30 days of notification.

(B) If an act of God or other catastrophic event occurs which destroys a large quantity of vegetation, the owner or lessee shall have 120 days to replant. Replaced plant material shall comply with the minimum size, spacing, and quantity standards of the ordinance requirements in effect at the time of project approval.

(Ord. passed 10-19-1983; Ord. passed 8-12-2013)

§ 153.069 RESIDENTIAL SCREENING OF UTILITY STRUCTURES.

It is required that all new utility structures, whether they are part of a new dwelling or are being added to an existing dwelling, located out of doors, including, but not limited to, heat pumps, air conditioning units (with the exception of window units), and generators shall be screened on all sides except the side closest to the dwelling. The screening shall consist of evergreen shrubs

planted a maximum of 36 inches apart, with a height of 18 to 24 inches at time of planting. The shrubs may be planted three feet away from the utility structures so they do not interfere with proper functioning.

(Ord. passed 10-19-1983; Ord. passed 8-12-2013)

§ 153.070 PLANT SPECIFICATIONS.

(A) Recommended plant species. Plants may be chosen from the recommended plant species list available from the Town Manager. The list encourages the use of plant materials that are indigenous to this region and are readily available from local nurseries. Plant materials that are not on the list may be used following approval from the Board of Adjustment.

(B) Minimum plant size requirements.

(1) Large-maturing deciduous tree. Greater than 35 feet at maturity. Minimum size at planting shall be 12 to 14 feet in height and two inches caliper (diameter);

(2) Small-maturing deciduous tree. Smaller than 35 feet at maturity. The tree shall be at least one and one-half inch caliper and eight to ten feet high at time of planting;

(3) Evergreen tree. Minimum height of four to five feet at time of planting; and

(4) Evergreen shrub. Minimum three-gallon container or ten-inch root ball with a height of 18 to 24 inches at time of planting.

(C) Plant standards.

(1) All plants shall meet the requirements of the most recent edition of the American Standards for Nursery Stock, ANSI 260.1.

(2) Plants shall be healthy, well branched, and free of disease and insect infestation.

(Ord. passed 10-19-1983; Ord. passed 8-12-2013)

§ 153.071 RECREATIONAL AND COMMERCIAL VEHICLE STORAGE.

(A) (1) Commercial vehicles and recreational vehicles, including, but not limited to, motor-powered recreational vehicles, recreational trailers, campers, boats and other water craft and the trailers used to tow or transport any such boat or vehicle, shall not be parked or stored outside on any lot or tract of land.

(2) Further, nor shall any such vehicle be parked or stored in or under an open garage/carport or in or under any other type of open accessory structure/building.

(3) However, such vehicles may be parked or stored in an enclosed accessory structure/building (said accessory structure/building is to comply with all size and height requirements of this chapter) or in an enclosed garage such that the vehicle is not visible.

(B) Exceptions to this rule would be those residents who have already received certificate of zoning compliance from the Board of Adjustment.

(Ord. passed 10-19-1983; Ord. passed 8-12-2013)

ADMINISTRATION, ENFORCEMENT, AND APPEALS

§ 153.085 GENERAL PROCESS; DUTIES OF THE ZONING ADMINISTRATOR, BOARD OF ADJUSTMENT, PLANNING COMMISSION, BOARD OF COMMISSIONERS, AND COURTS ON MATTERS OF ADMINISTRATION.

(A) All questions arising in connection with this chapter shall be presented first to the Zoning Administrator, who shall be responsible for the day-to-day administration of this chapter. The Board of Adjustment shall have the authority to rule on matters of interpretation of this chapter, consider appeals from decisions of the Zoning Administrator, issue special use permits, and grant variances. Any appeal from a decision of the Board of Adjustment shall be to the courts as provided by law. The duties of the Town Board of Commissioners in connection with this chapter shall not include the hearing and passing upon of disputed questions that may arise in connection with the enforcement thereof, but the procedure for determining such questions shall be as prescribed in this chapter.

(B) The duties of the Board of Commissioners in connection with this chapter shall be the duty of considering and passing upon the initial ordinance and any proposed amendments or repeal of this chapter as provided by law. The Town Planning Commission shall serve in an advisory capacity to the Board of Commissioners and shall provide recommendations to the Board, including recommendations pertaining to zoning amendments and other matters as designated in G.S. § 160A-361.

(C) Any Board, including the Board of Commissioners, Board of Adjustment, Planning Commission, and Design Review Board, shall keep minutes of its proceedings, including the names of members present and absent, a record of the vote on every question, or abstention from voting, if any, together with records of its examinations and other official actions.

(D) Pursuant to NCGS §160D-309, all members appointed to the Board of Commissioners, Board of Adjustment, Planning Commission, and Design Review Board shall, before entering their duties, qualify by taking an oath of office.

(Ord. passed 10-19-1983; Ord. passed 8-12-2013)

§ 153.086 ZONING ADMINISTRATOR.

(A) The town shall appoint a Zoning Administrator. It shall be the duty of the duly appointed Zoning Administrator, or their designee, to administer and enforce the provisions of this chapter.

(B) The Zoning Administrator shall issue certificates of zoning compliance and certificates of occupancy as prescribed herein. The Zoning Administrator shall serve as clerk to the Board of Adjustment, and all applications for variances and special use permits shall first be presented to the Zoning Administrator who in turn shall refer the applications to the Board of Adjustment.

(C) (1) If the Zoning Administrator finds that any of the provisions of this chapter are being violated, the person responsible for such violation shall be notified in writing for such violation, indicating the nature of the violation and ordering the action necessary to correct it.

(2) The Zoning Administrator shall order discontinuance of the illegal use of land, buildings or structures; removal of illegal buildings or structures, or of additions, alterations, or structural changes thereto; discontinuance of any illegal work being done; or shall take any action authorized by this chapter to ensure compliance with or to prevent violation of its provisions. If a ruling of the Zoning Administrator is questioned, the aggrieved party or parties may appeal such ruling to the Board of Adjustment.

(Ord. passed 10-19-1983; Ord. passed 8-12-2013)

§ 153.087 CERTIFICATE OF ZONING COMPLIANCE REQUIRED.

(A) (1) No building or other structure shall be erected, moved, added to or structurally altered, nor shall any building permit be issued nor shall any change in the use of any building or land be made until a certificate of zoning compliance shall have been issued by the Zoning Administrator.

(2) No certification of zoning compliance shall be issued except in conformity with the provisions of this chapter.

(B) Upon approval of a special use permit or variance by the Board of Adjustment, the Zoning Administrator shall issue a certificate of zoning compliance.

(1) Applications for zoning compliance certificate.

(a) All applications for zoning compliance certificates shall be accompanied by plans drawn to scale showing the actual dimensions of the lot to be built upon, accurate dimensions and the use of the proposed building, the location on the lot of the building or structure proposed to be erected or altered, required screening of residential utility structures as outlined in §153.069 and such other information as may be necessary to provide for the enforcement of the provisions of this chapter, including the architectural or building plans of the structure proposed to be erected or altered, and the description of the materials to be used for the exterior siding and roofing materials, and the colors or stains that will be used on the residential or commercial structure.

(b) Refer to §153.130 for the complete submittal requirements. Prior to issuance of a certificate of zoning compliance, the Zoning Administrator may consult with qualified personnel for assistance to determine if the application meets the requirements of this chapter.

(2) Zoning compliance certificate fee.

(a) All applications for a certificate of zoning compliance shall be accompanied with an application fee based upon construction cost. Additional fees for special use, variance, or other land development applications may be authorized by the Board of Commissioners annually within the Fee Schedule for the Town of Biltmore Forest.

(Ord. passed 10-19-1983; Ord. passed 8-12-2013)

§ 153.088 REQUIREMENTS PRIOR TO ISSUANCE OF A BUILDING PERMIT.

Upon approval of a certificate of zoning compliance and prior to the issuance of a building permit, where applicable, the applicant shall obtain the following approvals.

(A) If connection is to be made to the town water or sewer systems, the applicant shall obtain approval for a tap from the town.

(B) If individual septic tanks and/or wells are to be used, the applicant shall obtain preliminary approvals from the County Health Department.

(Ord. passed 10-19-1983; Ord. passed 8-12-2013)

§ 153.089 BUILDING PERMIT REQUIRED.

Upon receiving a certificate of zoning compliance, a building permit shall be obtained from the County Building Inspections office for the construction or alteration of any building or structure pursuant to the procedures of the County Building Inspections office.

(Ord. passed 10-19-1983; Ord. passed 8-12-2013)

§ 153.090 CERTIFICATE OF OCCUPANCY REQUIRED.

(A) A certificate of occupancy issued by the Zoning Administrator is required prior to:

- (1) Occupancy or use of a building hereafter erected, altered, or moved; and
- (2) Change of use of any building or land.

(B) (1) (a) In conjunction with the final building inspection, the Zoning Administrator shall certify that all requirements of this chapter have been met.

(b) The applicant shall call for such certification coincident with the final building inspection or within ten days following completion.

(c) A certificate of occupancy, either for the whole or part of a building, shall be applied for coincident with the application for a certificate of zoning compliance and shall be issued within ten days after the erection or structural alterations or change in use of the building, or part, shall have been completed in conformity with the provisions of this chapter.

(2) (a) A certificate of occupancy shall not be issued unless the proposed use of a building or land conforms to the applicable provisions of this chapter.

(b) If the certificate of occupancy is denied, the Zoning Administrator shall state in writing the reasons for refusal and the applicant shall be notified of the refusal.

(c) A record of all certificates shall be kept on file in the office of the Zoning Administrator, and copies shall be furnished on request to any person having a proprietary or tenancy interest in the building or land involved.

(Ord. passed 10-19-1983; Ord. passed 8-12-2013)

§ 153.091 CONSTRUCTION PROGRESS.

If no substantial construction progress has been made within six months of the date of the issuance of the building permit, the Town shall contact the County Building Inspections and inquire as to whether the building permit is still valid. If the building permit is no longer valid, then the certificate of zoning compliance issued by the Town will be considered expired.

(Ord. passed 10-19-1983; Ord. passed 8-12-2013)

§ 153.092 CONSTRUCTION COMPLETION.

(A) Following approval of plans for construction of a structure or major remodeling of an existing structure and issuance of a building permit for the construction or remodeling, work on the structure shall be initiated within 60 days of issuance of the building permit.

(B) The construction or remodeling shall be substantially complete within two years of the date of issuance of the building permit for the construction.

(Ord. passed 10-19-1983; Ord. passed 8-12-2013) Penalty, see § 153.999

§ 153.093 COMPLIANCE.

In case any building is erected, constructed, reconstructed, altered, repaired, converted, or maintained, or any building or land is used in violation of this chapter, the Zoning Administrator or any other appropriate town authority, or any person who would be damaged by such violation, in addition to other remedies, may institute an action for injunction, or mandamus, or other appropriate action or proceedings to prevent such violation.

(Ord. passed 10-19-1983; Ord. passed 8-12-2013)

§ 153.094 NOTICE OF VIOLATIONS AND INSPECTIONS.

(A) When staff determines work or activity has been undertaken in violation of a development regulation adopted pursuant to this Chapter or other local development regulation or any State law delegated to the local government for enforcement purposes in lieu of the State or in violation of the terms of a development approval, a written notice of violation may be issued. The notice of violation shall be delivered to the holder of the development approval and to the landowner of the property involved, if the landowner is not the holder of the development approval, by personal delivery, electronic delivery, or first-class mail and may be provided by similar means to the occupant of the property or the person undertaking the work or activity. The notice of violation may be posted on the property. The person providing the notice of violation shall certify to the local government that the notice was provided, and the certificate shall be deemed conclusive in the absence of fraud. Except as provided by G.S. 160D-1123 or G.S. 160D-1206 or otherwise provided by law, a notice of violation may be appealed to the Board of Adjustment pursuant to G.S. 160D-405.

(B) Administrative staff may inspect work undertaken pursuant to a development approval to assure that the work is being done in accordance with applicable State and local laws and of the terms of the approval. In exercising this power, staff are authorized to enter any premises within the jurisdiction of the local government at all reasonable hours for the purposes of inspection or other enforcement action, upon presentation of proper credentials; provided, however, that the appropriate consent has been given for inspection of areas not open to the public or that an appropriate inspection warrant has been secured.

§ 153.095 APPEAL FROM THE ZONING ADMINISTRATOR.

(A) All questions arising in connection with this chapter shall be presented first to the Zoning Administrator, and such questions shall be presented to the Board of Adjustment only on appeal from a ruling of the Zoning Administrator.

(B) Any order, requirement, decision, or determination made by the Zoning Administrator may be appealed to the Board of Adjustment pursuant to the procedure found in § 153.111.
(Ord. passed 10-19-1983; Ord. passed 8-12-2013)

§ 153.096. REVOCATION OF DEVELOPMENT APPROVAL.

In addition to initiation of enforcement actions under G.S. 160D-404, development approvals may be revoked by the local government issuing the development approval by notifying the holder in writing stating the reason for the revocation. The local government shall follow the same development review and approval process required for issuance of the development approval, including any required notice or hearing, in the review and approval of any revocation of that approval. Development approvals shall be revoked for any substantial departure from the approved application, plans, or specifications; for refusal or failure to comply with the requirements of any applicable local development regulation or any State law delegated to the local government for enforcement purposes in lieu of the State; or for false statements or misrepresentations made in securing the approval. Any development approval mistakenly issued in violation of an applicable State or local law may also be revoked. The revocation of a development approval by a staff member may be appealed pursuant to G.S. 160D-405. If an appeal is filed regarding a development regulation adopted by a local government pursuant to this Chapter, the provisions of G.S. 160D-405(e) regarding stays apply.

BOARD OF ADJUSTMENT

§ 153.105 ESTABLISHMENT OF BOARD OF ADJUSTMENT.

(A) A Board of Adjustment is hereby established. The Board shall consist of five members appointed by the Town Board of Commissioners. The members of the Board of Adjustment who have served as members of the Board of Adjustment under a zoning ordinance which was in effect prior to the adoption of this chapter shall serve the balance of the term to which said members were appointed.

(B) Upon completion of these terms of office, additional appointments shall be made on a staggered-term basis with one member appointed for a term of one year; two members appointed for a term of two years and two members appointed for a term of three years. All additional appointments to the Board shall be for three-year terms.

(Ord. passed 10-19-1983; Ord. passed 8-12-2013)

§ 153.106 SELECTION OF ALTERNATE MEMBERS.

The Board of Commissioners shall also appoint one alternate member to serve on the Board of Adjustment in the absence, for any cause, of any regular member. Such alternate member shall be appointed for a three-year term. Such alternate member, while attending any regular or special meeting of the Board and serving in the absence of any regular member, shall have and exercise all the powers and duties of such regular member so absent. The alternate member shall be subject to the provisions of § 153.107.

(Ord. passed 10-19-1983; Ord. passed 8-12-2013)

§ 153.107 RULES OF CONDUCT FOR MEMBERS.

(A) Members of the Board may be removed by the Board of Commissioners for cause, including violation of the rules stated below.

(B) Faithful attendance at meetings of the Board and conscientious performance of the duties required of members of the Board shall be considered a prerequisite to continuing membership on the Board.

(C) No Board member shall take part in the hearing, consideration, or determination of any case in which he or she is personally or financially interested.

(D) No Board member shall vote on any specific matter unless he or she shall have attended a majority of the hearings on that matter.

(Ord. passed 10-19-1983; Ord. passed 8-12-2013)

§ 153.108 GENERAL PROCEEDINGS OF THE BOARD OF ADJUSTMENT.

The Board shall annually elect a Chairperson and a Vice-Chairperson from among its members. The Chairperson in turn will appoint a Secretary, which may be an employee of the town, and such other subordinates as may be authorized by the Town Board of Commissioners. The Chairperson, or in his or her absence the Vice-Chairperson, may administer oaths and request the attendance of witnesses in accordance with G.S. § 160D-406. The Board shall keep minutes of its proceedings, including the names of members present and absent, a record of the vote on every question, or abstention from voting, if any, together with records of its examinations and other official actions.

(Ord. passed 10-19-1983; Ord. passed 8-12-2013)

§ 153.109 MEETINGS.

(A) Board meetings. Meetings of the Board shall be held at the call of the Chairperson and at such other times as the Board may determine. All Board meetings are to be held in accordance with G.S. Ch. 143, Art. 33C commonly referred to as the Open Meeting Law.

(B) Quorum. A quorum shall consist of three members of the Board, but the Board shall not pass upon any questions relating to an appeal from a decision or determination of the Zoning Administrator, or an application for a variance or special use permit when there are less than four members present.

(C) Voting. All regular members may vote on any issue unless they have disqualified themselves for one or more of the reasons listed in § 153.107. The required vote to decide appeals and applications shall be as provided in § 153.111(D), and shall not be reduced by any disqualification. In all other matters, the vote of a majority of the members present and voting shall decide issues before the Board.

(Ord. passed 10-19-1983; Ord. passed 8-12-2013)

§ 153.110 POWERS AND DUTIES OF THE BOARD OF ADJUSTMENT.

The powers and duties of the Board of Adjustment shall be as follows:

(A) Interpretation. To interpret zoning maps and pass upon disputed questions of lot lines or district boundary lines and any other questions of interpretation that may arise in the administration of this chapter;

(B) Administrative review.

(1) The Board of Adjustment shall hear and decide requests for special use permits, variances, and appeal of decisions of the Town Manager. The term DECISION includes any final and binding order, requirement, or determination. The Board of Adjustment shall follow quasi-judicial procedures when deciding appeals and requests for special uses and variances. The Board of Adjustment may hear and decide all matters upon which it is required to pass under any statute or ordinance that regulates land use or development in the town.

(2) Notice of hearings conducted pursuant to this division (B) shall be mailed to the person or entity whose appeal, application, or request is the subject of the hearing; to the owner of the property that is the subject of the hearing if the owner did not initiate the hearing; to the owners of all parcels of land abutting the parcel of land that is the subject of the hearing; and to any other persons entitled to receive notice as provide by the zoning or unified development ordinance. In the absence of evidence to the contrary, the town may rely on the county tax listings to determine owners of property entitled to mailed notice. The notice must be deposited in the mail at least ten days, but not more than 25 days, prior to the date of hearing. Within that same time, the town shall also prominently post a notice of the hearing on the site that is the subject of the hearing or on an adjacent street or highway right-of-way. If an evidentiary hearing is set for a given date and a quorum of the board is not then present, the hearing shall be continued until the next regular board meeting without further advertisement.

(3) The Board of Adjustment shall determine contested facts and make its decision within a reasonable time. Every quasi-judicial decision shall be based upon competent, material, and substantial evidence in the record. The Board of Adjustment must allow parties with standing to participate fully in the evidentiary hearing, including presenting evidence, cross-examining witnesses, objecting to evidence, and making legal arguments. The Board may allow parties

without standing to present competent, material, and substantial evidence that is not repetitive. If an objection arises at the hearing as to the inclusion or exclusion of administrative materials, the Board Chair must rule on this objection at the hearing. An appeal of this ruling may be considered by the full Board pursuant to NCGS 160D-406(d). Each quasi-judicial decision shall be reduced to writing and reflect the Board's determination of contested facts and their application to the applicable standards. The written decision shall be signed by the Chair or other duly authorized member of the Board. A quasi-judicial decision is effective upon filing the written decision with the Town Manager. The decision shall be delivered by personal delivery, electronic mail, or by first class mail to the applicant or property owner as may be applicable, and to any person who has submitted a written request for a copy, prior to the date the decision becomes effective. The Town Manager shall certify that proper notice has been made.

(4) Every quasi-judicial decision shall be subject to review by the Superior Court by proceedings in the nature of certiorari (G.S. § 160D-406(k)). A petition for review shall be filed with the Clerk of Superior Court within the period specified by NCGS 160D-1405(d).

(5) Members of the Board of Adjustment exercising quasi-judicial functions shall not have a fixed opinion on a matter prior to hearing; shall not have undisclosed ex-parte communication with an applicant, a close familial, business, or other associational relationship with an applicant or a financial interest in the outcome. If an objection is raised to a member's participation and that member does not recuse himself or herself, the remaining members shall by majority vote rule on the objection.

(6) The Chair of the Board of Adjustment or any member acting as Chair and the Town Manager are authorized to administer oaths to witnesses in any matter coming before the Board. Any person who, while under oath during a proceeding before the Board of Adjustment, willfully swears falsely is guilty of a Class I misdemeanor.

(7) The Chair of the Board of Adjustment or anyone acting as Chair, may subpoena witnesses and compel the production of evidence. Any person with standing under G.S. § 160D-406(g) may make a written request to the Chair explaining why it is necessary for certain witnesses or evidence to be compelled. The Chair or person acting as the Chair shall issue requested subpoenas he or she determines to be relevant, reasonable in nature and scope and not oppressive. The Chair shall rule on any motion to quash or modify a subpoena. Decisions regarding subpoenas made by the Chair may be appealed to the full Board of Adjustment. If a person subpoenaed fails to obey the subpoena, the Board of Adjustment or the party that requested the subpoena may apply to the General Court of Justice for an order requiring that its subpoena be obeyed.

(C) Special uses.

(1) Upon application, the Board of Adjustment may grant in particular cases and subject to appropriate conditions and safeguards, permits for special uses as authorized by this chapter, and set forth as special uses under the various use districts.

(2) A special use permit may be granted by the Board of Adjustment only after making the following findings:

(a) An application for the special use has been submitted as prescribed by this chapter;

(b) 1. If the Board of Adjustment finds, in the particular case in question, that the use, including any proposed structures:

a. Will not materially endanger the public health or safety if located where proposed and developed according to the plan as submitted and approved;

- b. Meets all required conditions and specifications of this chapter and other applicable rules, regulations, and standards;
- c. Will not substantially injure the value of adjoining or abutting property;
- d. Will be in general conformity with the plan of development of the town and its environs;
- e. Will be reasonably compatible with significant natural and topographic features on the site and within the immediate vicinity of the site given the proposed site design and structure design;
- f. Will be in harmony with scale, bulk, height, coverage, density, and character of the area or neighborhood in which it is located; or
- g. Is appropriately located with respect to transportation facilities, water supply, fire and police protection, waste disposal, and similar facilities, and will not cause undue traffic congestion or create a traffic hazard.

2. In granting such a permit, the Board of Adjustment may designate such conditions in connection therewith that will, in its opinion, assure the proposed use will conform to the requirements and spirit of this chapter. However, the Board of Adjustment shall not impose conditions on special use permits that the Town is not statutorily allowed to impose.

(c) Before any special use permit is issued, the Board shall make written findings certifying compliance with the specific rules governing the individual special use (see §153.008), and that satisfactory provision and arrangement has been made for at least the following, where applicable:

- 1. Satisfactory ingress and egress to property and proposed structures thereon, with particular reference to automotive and pedestrian safety and convenience, traffic flow, and control;
- 2. Provision of off-street parking and loading areas where required, with particular attention to the items in division (C)(2)(c)1 above, and the economic, noise, and odor effects of the special use on adjoining properties in the area;
- 3. Adequate and proper utilities, with reference to locations, availability, and compatibility;
- 4. Buffering, with reference to type, location, and dimensions;
- 5. Signs, if any, and proposed exterior lighting, with reference to glare, traffic safety, economic effect, and compatibility and harmony with properties in the district;
- 6. Playgrounds, open spaces, yards, landscaping, access ways, pedestrian ways, with reference to location, size, and suitability;
- 7. Buildings and structures, with reference to location, size, and use;
- 8. Hours of operation, with particular reference to protecting and maintaining the character of the neighborhood;
- 9. With the exception of Americans with Disabilities Act, being 42 U.S.C. § 12101, lighting requirements and street lighting, the design standards as outlined in § 153.047, “site design and building form and mass for commercial buildings”, shall apply when exterior lighting is proposed and/or required; and
- 10. A site plan has been submitted as required in § 153.008.

11. The applicant/landowner must provide written consent to conditions placed on a special use permit by the Board of Adjustment.

(d) 1. The Zoning Administrator shall make periodic inspections during construction as well as a final inspection after construction is complete to determine whether the conditions

imposed and agreements made in the issuance of the permit have been met as well as whether all other requirements of this chapter have been met. The Zoning Administrator shall report his or her findings to the Board of Adjustment.

2. If at any time after a special use permit has been issued, the Board of Adjustment determines the conditions imposed and agreements made have not been or are not being fulfilled by the holder of a special use permit, the permit shall be terminated and the operation of such use discontinued.

3. If a special use permit is terminated for any reason, it may be reinstated only after reapplying for a special use permit.

(D) Variances.

Upon application, when unnecessary hardships would result from carrying out the strict letter of a zoning ordinance, the Board of Adjustment shall vary any of the provisions of the ordinance upon a showing of all of the following:

(1) Unnecessary hardship would result from the strict application of the ordinance. It shall not be necessary to demonstrate that, in the absence of the variance, no reasonable use can be made of the property;

(2) The hardship results from conditions that are peculiar to the property, such as location, size, or topography. Hardships resulting from conditions that are common to the neighborhood or the public may not be the basis for granting a variance;

(3) The hardship did not result from actions taken by the applicant or the property owner. The act of purchasing property with knowledge that circumstances exist that may justify the granting of a variance shall not be regarded as a self-created hardship; and

(4) The requested variance is consistent with the spirit, purpose, and intent of the ordinance, such that public safety is secured, and substantial justice is achieved.

(Ord. passed 10-19-1983; Ord. passed 8-12-2013)

Editor's note:

This amendatory language was passed during a Board meeting, May 14, 2014

§ 153.111 APPEALS AND APPLICATIONS.

(A) Types of appeals and applications.

(1) Appeals. The Board shall hear and decide all appeals from any decision or determination made by the Zoning Administrator.

(2) Applications. All applications for variances and special use permits shall first be presented to the Zoning Administrator, who in turn shall refer the application to the Board of Adjustment. Applications for variances and special use permits must be made by a person with a property interest in the property or a contract to purchase the property.

(B) Appeals.

(1) The Board of Adjustment shall hear and decide appeals from decisions of the Town Manager.

(2) The following apply to all appeals heard by the Board of Adjustment:

(a) Any person who has standing under G.S. §160D-406(d) or the town may appeal a decision to the Board of Adjustment. An appeal is taken by filing a notice of appeal with the Town Manager. The notice of appeal shall state the grounds for the appeal.

(b) The Town Manager shall give written notice to the owner of the property that is the subject of the decision and to the party who sought the decision, if different from the owners. The written notice shall be delivered by personal delivery, first-class mail, or other electronic forms. If provided via electronic form, the file must be protected from further editing.

(c) The owner or other party shall have 30 days from receipt of the written notice within which to file an appeal. Any other person with standing to appeal shall have 30 days from the receipt from any source of actual or constructive notice of the decision within which to file an appeal.

(d) It shall be conclusively presumed that all persons with standing to appeal have constructive notice of the decision from the date a sign containing the words “zoning decision” or “subdivision decision” in letters at least six inches high and identifying the means to contact an official for information about the decision is prominently posted on the property that is the subject of the decision, provided, the sign remains on the property for at least ten days. Posting of signs is not the only form of constructive notice. Any such posting shall be the responsibility of the landowner or applicant. Verification of the posting shall be provided to the official who made the decision. Absent an ordinance provision to the contrary, posting of signs shall not be required.

(e) The Town Manager shall transmit to the Board all documents and exhibits constituting the record upon which the action appealed from are taken. The Town Manager shall also provide a copy of the record to the appellant and to the owner of the property that is the subject of the appeal if the appellant is not the owner.

(f) 1. An appeal of a notice of violation or other enforcement order stays enforcement of the action appealed from unless the Town Manager certifies to the Board of Adjustment after notice of appeal has been filed that because of the facts stated in an affidavit, a stay would cause imminent peril to life or property or because the violation is transitory in nature, a stay would seriously interfere with enforcement of the ordinance.

2. In that case, enforcement proceedings shall not be stayed except by a restraining order, which may be granted by a court. If enforcement proceedings are not stayed, the appellant may file with the Town Manager a request for an expedited hearing of the appeal, and the Board of Adjustment shall meet to hear the appeal within 15 days after such a request is filed.

3. Notwithstanding the foregoing, appeals of decisions granting a permit or otherwise affirming that a proposed use of property is consistent with the ordinance shall not stay the further review of an application for permits or permissions to use such property; in these situations the appellant may request and the Board may grant a stay of a final decision of permit applications or building permits affected by the issue being appealed.

(g) Subject to the provisions of division (B)(2)(f) above, the Board of Adjustment shall hear and decide the appeal within a reasonable time.

(h) 1. During the conduct of a hearing, any party may appear in person or by agent or by attorney at the hearing.

2. The order of business for the hearing shall be as follows:

a. The Chair, or such person as he or she shall direct, shall give a preliminary statement of the case;

b. The applicant shall present the argument in support of the appeal or application;

c. Persons opposed to granting the appeal or the application shall present their argument against the application;

d. Both sides will be permitted to present rebuttals to opposing testimony; and

e. The Chair or such person as he or she shall direct shall summarize the evidence that has been presented, giving the parties the opportunity to make objections or corrections. Witnesses may be called and factual evidence may be submitted, but the Board shall not be limited to only consideration of only such evidence as would be admissible in a court of law. The Board may place parties and witnesses under oath and the opposing party may cross-examine them. The Town Manager, or other Town official who filed the notice of violation, shall be present at the hearing as a witness. The appellant shall not be limited at the hearing to matters stated in the notice of appeal. If any party or the town would be unduly prejudiced by the presentation of matters not presented in the notice of appeal, the Board shall continue the hearing. The Board of Adjustment may reverse or affirm, wholly or partly, or may modify the decision appealed from and shall make any order, requirement, decision, or determination that ought to be made. The Board shall have all the powers of the Town Manager.

(i) When hearing an appeal pursuant to G.S. § 160A-400.9(e) or any other appeal in the nature of certiorari, the hearing shall be based on the record below and the scope of review shall be as provided in G.S. § 160A-393(k).

(j) The parties to an appeal that has been made under this division (B)(2)(j) may agree to mediation or other forms of alternative dispute resolution. The ordinance may set standards and procedures to facilitate and manage such voluntary alternative dispute resolution.

(C) Hearings.

(1) Time. After receipt of notice of an appeal or an application, the Board Chairperson shall schedule a time for a hearing, which shall be within 36 days from the filing of such notice of appeal or application. Any additional appeal or application shall be received not less than two weeks prior to a scheduled meeting.

(2) Notice. In any application for projects involving planned unit developments, the Board shall give notice of the hearing in a newspaper having general circulation in the county five days prior to the date of the hearing. For all other applications and appeals, the Board shall send by first class mail notices of the hearing to the affected parties and to such other persons as the Zoning Administrator shall direct, at least ten days prior to the hearing. Such notice shall state the location of the building or lot, the general nature of the question involved in the appeal or application, and the time and place of the hearing.

(3) Re-hearings. An application for a rehearing may be made in the same manner as provided for an original hearing. Evidence in support of the application shall initially be limited to that which is necessary to enable the Board to determine whether there has been a substantial change in the facts, evidence, or conditions of the case. The application for rehearing shall be denied by the Board if from the record it finds that there has been no substantial change in facts, evidence, or conditions. If the Board finds that there has been a change, it shall thereupon treat the request in the same manner as any other appeal or application.

(D) Decisions.

(1) Time. A decision by the Board shall be made within 30 days from the time of hearing.

(2) Form.

(a) Written notice by certified or registered mail of the decision in a case shall be given to the applicant or appellant by the Secretary as soon as practical after the case is decided. In addition, written notice shall be given to owners of the subject property and to other persons who have made written request for such notice. The final decision of the Board shall be shown in the record of the

case as entered in the minutes of the Board and signed by the Secretary and the Chairperson upon approval of the minutes by the Board.

(b) 1. Such record shall show the reasons for the determination, with a summary of the evidence introduced and the findings of fact made by the Board. The decision on an appeal may reverse or affirm, wholly or partly, or modify the decision or determination of the Zoning Administrator. Where a variance is granted, the record shall state in detail any exceptional difficulty or unnecessary hardship upon which the application for the variance was based and which the Board finds to exist.

2. The record shall state in detail what, if any, conditions and safeguards are imposed by the Board in connection with the granting of a variance.

3. Where a special use permit is granted, the record shall indicate, by reference to the appropriate sections of the ordinance, that all requirements and standards for the particular special use have been met.

(3) Expiration of permits. Unless otherwise specified, any order or decision of the Board in granting a variance or a special use permit shall expire if a building permit for such use is not obtained by the applicant within six months from the date of the decision.

(4) Voting. The concurring vote of four-fifths of the members of the Board shall be necessary to reverse any decision or determination of the Zoning Administrator, or to grant a variance or to approve a special use permit.

(5) Public record of decisions. The decisions of the Board, as filed in its minutes, shall be a public record, available for inspection at all reasonable times.

(6) Variance and special use approvals run with the land.

(7) Revocations of previously approved variance and special use approvals must follow the same process as used for the approval.

(Ord. passed 10-19-1983; Ord. passed 8-12-2013)

Editor's note:

This amendatory language was passed during a Board meeting, May 14, 2014

§ 153.112 APPEALS FROM THE BOARD OF ADJUSTMENT.

Appeals from the Board of Adjustment may be taken to the courts pursuant to G.S. § 160D-406(k)..

(Ord. passed 10-19-1983; Ord. passed 8-12-2013)

DESIGN REVIEW BOARD

§ 153.125 PURPOSE AND INTENT.

(A) The Town Board of Commissioners finds that new development has a substantial impact on the character of the area in which it is located. Some harmful effects of one land use upon another can be prevented through zoning, subdivision controls, and building codes. Other aspects of development are more subtle. Among these are the general form of the land before and after development and the spatial relationships of the structures and open spaces as they contribute to an area as it is being developed. Such matters require the timely exercise of judgment in the public interest by people qualified to evaluate the design of new development.

(B) The design review process is intended to encourage residential and commercial developments that exemplify the best professional design practices and to promote the historic character of the town. The procedure is established to encourage individual identity for specific uses and structures; to enhance property values in the town and adjoining neighborhoods; to respect each individual site and its environmental qualities; and to minimize visual disharmony resulting from unrelated and poorly designed development.

(C) The purpose of this subchapter is to establish minimum standards for the exterior design of commercial, office, and residential structures, and to ensure high quality of development, redevelopment, and compatibility with evolving architecture or planning themes that contribute to a community image of quality, visual aesthetics, permanence, and stability which are in the best interest of the citizens of the town. These standards are intended to prevent use of materials that are unsightly, rapidly deteriorate, contribute to depreciation of area property values, or cause urban blight.

(D) These standards are further intended to ensure coordinated design of building exteriors, additions and accessory structures' exteriors in order to prevent visual disharmony; minimize adverse impacts on adjacent properties from buildings which are or may become unsightly, and buildings that detract from the character and appearance of the area. It is not the intent of this subchapter to restrict design freedom when reviewing and approving project architecture in relationship to the proposed land use, site characteristics, and interior building layout.

(Ord. passed 10-19-1983; Ord. passed 8-12-2013)

§ 153.126 COMPOSITION OF DESIGN REVIEW BOARD AND MEETING PROCEDURE.

(A) The Town Board of Commissioners hereby establishes a Design Review Board.

(B) The Town Board of Commissioners shall appoint five resident members. A minimum of two members shall come from the disciplines of architecture, landscape architecture, landscape contractor, licensed general contractor, or like disciplines.

(C) Members of the Design Review Board shall serve for terms of three years, and may be reappointed. The terms of the original members may be staggered so that not all terms expire simultaneously. Vacancies shall be filled for the unexpired term only.

(D) The Board shall meet when it has business to discuss, and otherwise has no set meeting schedule.

(E) The Board of Commissioners shall also appoint one alternate member to serve on the Design Review Board in the absence, for any cause, of any regular member. Such alternate member, while attending any regular and or special meeting of the Board and serving in the absence of any regular member, shall have and exercise all powers and duties of such regular member so absent.

(Ord. passed 10-19-1983; Ord. passed 8-12-2013)

§ 153.127 DEVELOPMENT SUBJECT TO DESIGN REVIEW.

The following types of development shall be subject to review by the Design Review Board:

(A) All new commercial buildings and new accessory and/or appurtenant buildings;

(B) All exterior expansions, additions, alterations, and modifications of existing commercial buildings and their accessory and/or appurtenant buildings;

(C) All new single- and multi-family dwellings and new accessory and/or appurtenant buildings;

(D) All exterior additions, alterations, and modifications to existing single- or multi-family dwellings and accessory and/or appurtenant buildings;

(E) All new accessory and appurtenant buildings on the premises of existing dwellings;

(F) Driveway redesign or realignment for new and existing residential and commercial buildings; and

(G) Any mechanical equipment when it is installed as part of a new commercial building.

(Ord. passed 10-19-1983; Ord. passed 8-12-2013)

§ 153.128 APPLICATION REQUIRED TO BE FILED.

(A) The property owner or authorized agent shall supply all required information and fill out an application form available in the Town Hall. Completed applications shall be considered by the Design Review Board within 30 days and sooner if possible.

(B) Applications shall be submitted at least two weeks prior to the meeting in order to give the Board members adequate time for study.

(Ord. passed 10-19-1983; Ord. passed 8-12-2013)

§ 153.129 DUTIES AND POWERS OF THE DESIGN REVIEW BOARD.

(A) The Design Review Board shall review all applications for the following elements: harmony of proposed building with adjacent buildings and overall town historic character, site design, building form and mass, building materials, and color as set forth in §§ 153.044 through 153.047.

(B) (1) The Design Review Board has the authority to review plans and recommend redesign of a building or driveway.

(2) The Board's comments on an application are intended to assist property owners and developers in building structures that are in harmony with the town's aesthetic and historic character, which will lead to increased property values and aesthetically pleasing structures and environments.

(C) Review shall take into account compliance with other town ordinances that effect design, such as this chapter and §§ 93.30 through 93.40.

(Ord. passed 10-19-1983; Ord. passed 8-12-2013)

§ 153.130 SUBMITTAL REQUIREMENTS.

(A) The applicant shall submit the following information for all residential structures:

(1) Site plan;

(2) Floor plans; and

(3) Exterior elevations, including type and color of all exterior building materials, awnings, exterior lighting, and fencing.

(B) In addition to division (A) above, applicants for commercial structures shall submit the following information:

(1) Elevations and dimensions of all sides of existing and proposed buildings, including roof mechanical equipment, vents, chimneys, or other projecting items above the roof line;

(2) Elevations and dimensions of all existing or proposed solid waste and recycling containment areas;

(3) Type and color of all mechanical screening material, metal flashing, and the like;

(4) In order to aid in evaluating the exterior design, the applicant shall submit schematic floor plans showing, if applicable, window locations, doors, loading docks, projected interior layouts, seating, bar areas, waiting areas, vestibules, storage areas, food preparation areas, interior trash, or recycling space and the like;

(5) The height, location, and screening materials for heating, air conditioning, and ventilating and electrical equipment;

(6) Colored exterior building elevations, exterior building, and finish material samples and color pallets; and

(7) Other information as required.

(Ord. passed 10-19-1983; Ord. passed 8-12-2013)

§ 153.131. DEVELOPMENT AGREEMENTS

Pursuant to NCGS Chapter 160D, Article 12, the Town of Biltmore Forest may enter into a development agreement with developers, subject to the procedures outlined below.

(A) Before entering into a development agreement, a local government shall conduct a legislative hearing on the proposed agreement. The notice provisions of G.S. 160D-602 applicable to zoning map amendments shall be followed for this hearing. The notice for the hearing must specify the location of the property subject to the development agreement, the development uses proposed on the property, and must specify a place where a copy of the proposed development agreement can be obtained. (2019-111, s. 2.4; 2020-3, s. 4.33(a); 2020-25, ss. 25, 51(a), (b), (d).)

(B). Content and modification.

A development agreement shall, at a minimum, include all of the following:

(1) A description of the property subject to the agreement and the names of its legal and equitable property owners.

(2) The duration of the agreement. However, the parties are not precluded from entering into subsequent development agreements that may extend the original duration period.

(3) The development uses permitted on the property, including population densities and building types, intensities, placement on the site, and design.

(4) A description of public facilities that will serve the development, including who provides the facilities, the date any new public facilities, if needed, will be constructed, and a schedule to assure public facilities are available concurrent with the impacts of the development. In the event that the development agreement provides that the local government shall provide certain public facilities, the development agreement shall provide that the delivery date of such

public facilities will be tied to successful performance by the developer in implementing the proposed development, such as meeting defined completion percentages or other performance standards.

(5) A description, where appropriate, of any reservation or dedication of land for public purposes and any provisions agreed to by the developer that exceed existing laws related to protection of environmentally sensitive property.

(6) A description, where appropriate, of any conditions, terms, restrictions, or other requirements for the protection of public health, safety, or welfare.

(7) A description, where appropriate, of any provisions for the preservation and restoration of historic structures.

(C) A development agreement may also provide that the entire development or any phase of it be commenced or completed within a specified period. If required by ordinance or in the agreement, the development agreement shall provide a development schedule, including commencement dates and interim completion dates at no greater than five-year intervals; provided, however, the failure to meet a commencement or completion date does not, in and of itself, constitute a material breach of the development agreement pursuant to G.S. 160D-1008 but must be judged based upon the totality of the circumstances. The developer may request a modification in the dates as set forth in the agreement.

(D) If more than one local government is made party to an agreement, the agreement must specify which local government is responsible for the overall administration of the development agreement. A local or regional utility authority may also be made a party to the development agreement.

(E) The development agreement also may cover any other matter, including defined performance standards, not inconsistent with this Chapter. The development agreement may include mutually acceptable terms regarding provision of public facilities and other amenities and the allocation of financial responsibility for their provision, provided any impact mitigation measures offered by the developer beyond those that could be required by the local government shall be expressly enumerated within the agreement, and provided the agreement may not include a tax or impact fee not otherwise authorized by law.

(F) Consideration of a proposed major modification of the agreement shall follow the same procedures as required for initial approval of a development agreement. What changes constitute a major modification may be determined by ordinance adopted pursuant to G.S. 160D-1003 or as provided for in the development agreement.

(G) Any performance guarantees under the development agreement shall comply with G.S. 160D-804.1. (2019-111, s. 2.4; 2020-3, s. 4.33(a); 2020-25, ss. 26, 51(a), (b), (d).)

§ 153.132. DEVELOPMENT AGREEMENT VESTING.

- (a) Unless the development agreement specifically provides for the application of subsequently enacted laws, the laws applicable to development of the property subject to a development agreement are those in force at the time of execution of the agreement.
- (b) Except for grounds specified in G.S. 160D-108(c) or G.S. 160D-108.1(f), a local government may not apply subsequently adopted ordinances or development policies to a development that is subject to a development agreement.
- (c) In the event State or federal law is changed after a development agreement has been entered into and the change prevents or precludes compliance with one or more provisions of the development agreement, the local government may modify the affected provisions, upon a finding that the change in State or federal law has a fundamental effect on the development agreement.
- (d) This section does not abrogate any vested rights otherwise preserved by law. (2019-111, s. 2.4; 2020-3, s. 4.33(a); 2020-25, ss. 27, 51(a), (b), (d).)

§ 153.133. DEVELOPMENT AGREEMENT BREACH AND CURE.

- (a) Procedures established pursuant to G.S. 160D-1003 may include a provision requiring periodic review by the zoning administrator or other appropriate officer of the local government, at which time the developer shall demonstrate good-faith compliance with the terms of the development agreement.
- (b) If the local government finds and determines that the developer has committed a material breach of the agreement, the local government shall notify the developer in writing setting forth with reasonable particularity the nature of the breach and the evidence supporting the finding and determination and providing the developer a reasonable time in which to cure the material breach.
- (c) If the developer fails to cure the material breach within the time given, then the local government unilaterally may terminate or modify the development agreement, provided the notice of termination or modification may be appealed to the board of adjustment in the manner provided by G.S. 160D-405.
- (d) An ordinance adopted pursuant to G.S. 160D-1003 or the development agreement may specify other penalties for breach in lieu of termination, including, but not limited to, penalties allowed for violation of a development regulation. Nothing in this Article shall be construed to abrogate or impair the power of the local government to enforce applicable law.

(e) A development agreement shall be enforceable by any party to the agreement notwithstanding any changes in the development regulations made subsequent to the effective date of the development agreement. Any party to the agreement may file an action for injunctive relief to enforce the terms of a development agreement. (2019-111, s. 2.4; 2020-3, s. 4.33(a); 2020-25, s. 51(a), (b), (d).)

§ 153.134. DEVELOPMENT AGREEMENT AMENDMENTS.

Subject to the provisions of G.S. 160D-1006(e), a development agreement may be amended or terminated by mutual consent of the parties. (2019-111, s. 2.4; 2020-3, s. 4.33(a); 2020-25, s. 51(a), (b), (d).)

§ 153.135. CHANGE OF JURISDICTION.

(a) Except as otherwise provided by this Article, any development agreement entered into by a local government before the effective date of a change of jurisdiction shall be valid for the duration of the agreement or eight years from the effective date of the change in jurisdiction, whichever is earlier. The parties to the development agreement and the local government assuming jurisdiction have the same rights and obligations with respect to each other regarding matters addressed in the development agreement as if the property had remained in the previous jurisdiction.

(b) A local government assuming jurisdiction may modify or suspend the provisions of the development agreement if the local government determines that the failure of the local government to do so would place the residents of the territory subject to the development agreement or the residents of the local government, or both, in a condition dangerous to their health or safety, or both. (2019-111, s. 2.4; 2020-3, s. 4.33(a); 2020-25, s. 51(a), (b), (d).)

§ 153.136. Recordation.

The developer shall record the agreement with the register of deeds in the county where the property is located within 14 days after the local government and developer execute an approved development agreement. No development approvals may be issued until the development agreement has been recorded. The burdens of the development agreement are binding upon, and the benefits of the agreement shall inure to, all successors in interest to the parties to the agreement.

§ 153.999 PENALTY.

(A) Any person, firm, or corporation who violates the provisions of this chapter shall, upon conviction, be guilty of a misdemeanor and shall be fined not exceeding \$50 and/or imprisoned for a period not exceeding 30 days. Each day of violation shall be considered a separate offense.

(B) Unless extraordinary and reasonably unforeseeable delaying factors not resulting from the owner's action or inaction can be clearly demonstrated and proven, failure to have the construction or remodeling substantially complete at the end of the two-year time period shall subject the property owner to a fine of \$250 per day.

(Ord. passed 10-19-1983; Ord. passed 8-12-2013)



Planning Commission 2021 Survey

1. Considering everything about the Town of Biltmore Forest, how would you rate it OVERALL?

- Excellent
 - Very Good
 - Good
 - Fair
 - Poor
-

2. Thinking about Biltmore Forest, please tell us all your thoughts, feelings and reactions about the Town. (There are no right or wrong answers - just tell us how you honestly feel!)

3. Below, again, are a series of statements about the Town of Biltmore Forest. For each statement, please check the box that best describes how you would rate the Town:

	Excellent	Very Good	Good	Fair	Poor
Being a Town that protects mature trees and the tree canopy?	m	m	m	m	m
Being a Town where it is safe to walk?	m	m	m	m	m
Being a Town that you are proud to live in?	m	m	m	m	m
Being a Town that has professional/competent Police?	m	m	m	m	m
Being a Town that has a professional/competent Public Works Department?	m	m	m	m	m
Being a Town that gives you confidence that zoning ordinances are consistently enforced?	m	m	m	m	m
Being a Town where there are plans to guide future development?	m	m	m	m	m
Being a Town where there are appropriate Parks to use and enjoy?	m	m	m	m	m
Being a Town that is enjoyable for people of all ages?	m	m	m	m	m
Being a Town that has effective speed enforcement?	m	m	m	m	m
Being a Town where there are Social Activities?	m	m	m	m	m
Being a Town where there are guidelines for buffering between neighbors and high traffic zones?	m	m	m	m	m

4. Below, again, are a series of statements about the Town of Biltmore Forest. For each statement, please check the box that best describes how IMPORTANT you would feel each statement is:

	Very Important	Important	Neither Important or Unimportant	Not Important	Not Important at All
Being a Town that protects mature trees and the tree canopy?	m	m	m	m	m
Being a Town where it is safe to walk?	m	m	m	m	m
Being a Town that you are proud to live in?	m	m	m	m	m
Being a Town that has professional/competent Police?	m	m	m	m	m
Being a Town that has a professional/competent Public Works Department?	m	m	m	m	m
Being a Town that gives you confidence that zoning ordinances are consistently enforced?	m	m	m	m	m
Being a Town where there are plans to guide future development?	m	m	m	m	m
Being a Town where there are appropriate Parks to use and enjoy?	m	m	m	m	m
Being a Town that is enjoyable for people of all ages?	m	m	m	m	m
Being a Town that has effective speed enforcement?	m	m	m	m	m
Being a Town where there are Social Activities?	m	m	m	m	m
Being a Town where there are guidelines for buffering between neighbors and high traffic zones?	m	m	m	m	m

5. Below are a series of HYPOTHETICAL directions that the Town could take for various focus areas in the future, where we would appreciate your opinion. (Please check one box for each statement)

	I'd like MORE of this	Current Level is Adequate	I'd like LESS of this
Walking Trails within existing Parks	<input type="radio"/> m	<input type="radio"/> m	<input type="radio"/> m
Enforcement of Zoning Ordinances	<input type="radio"/> m	<input type="radio"/> m	<input type="radio"/> m
Speed Humps	<input type="radio"/> m	<input type="radio"/> m	<input type="radio"/> m
Upgraded Activity Structures for children in the parks	<input type="radio"/> m	<input type="radio"/> m	<input type="radio"/> m
Enforcement of Speeding	<input type="radio"/> m	<input type="radio"/> m	<input type="radio"/> m
New Planting of Hardwood Trees (Oak, Maple, Walnut, etc) along roads.	<input type="radio"/> m	<input type="radio"/> m	<input type="radio"/> m
Forbidding Clear Cutting for any reason	<input type="radio"/> m	<input type="radio"/> m	<input type="radio"/> m

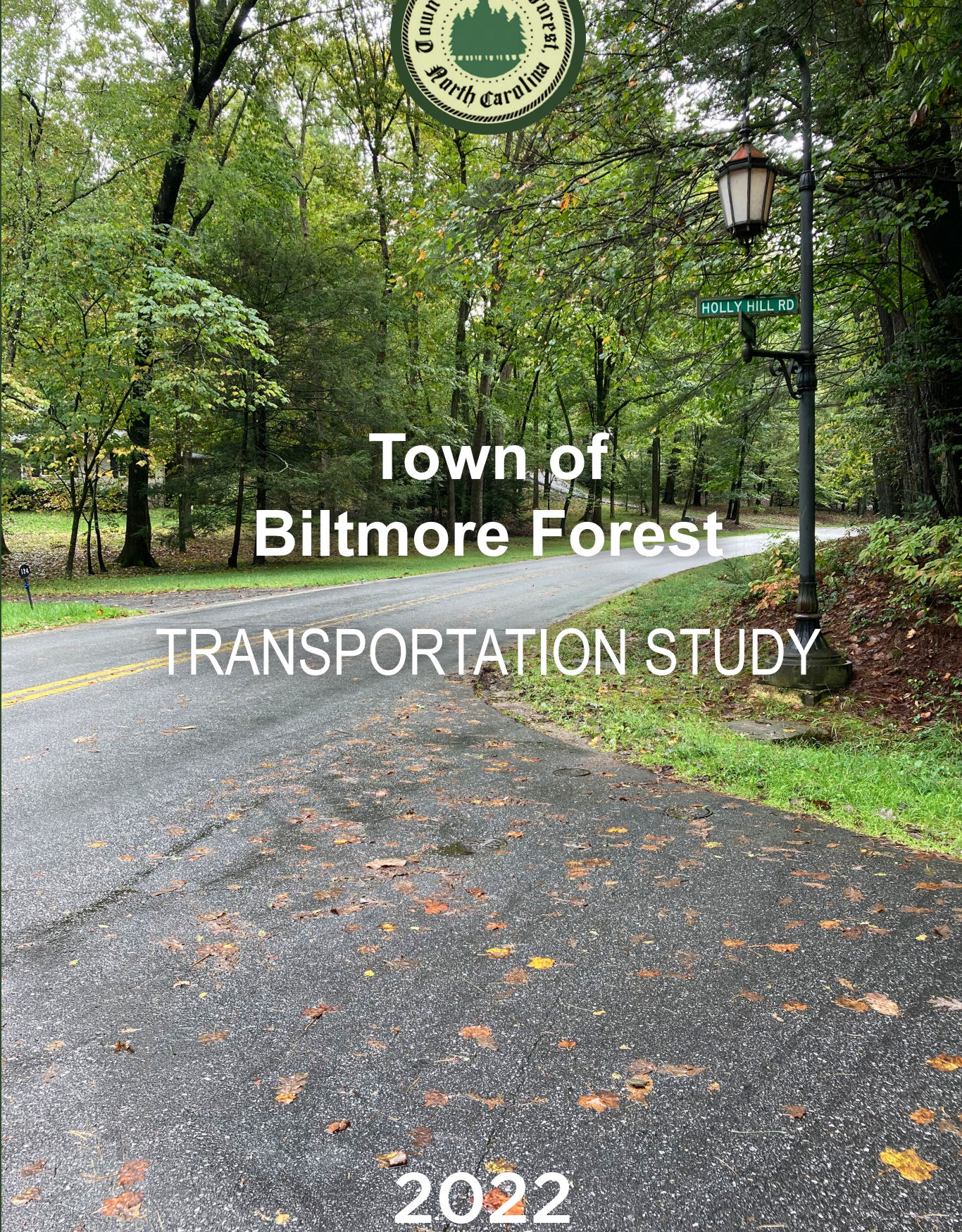
6. The following questions are simply to help us understand responses.

	Yes	No
Do you live in Biltmore Forest Full-time (>6mo/year), or not?	<input type="radio"/> m	<input type="radio"/> m
Have you ever attended a Board of Commissioners Meeting, or not?	<input type="radio"/> m	<input type="radio"/> m
Are you familiar with the Tree Protection Ordinances, or not?	<input type="radio"/> m	<input type="radio"/> m
Have you ever attended a Board of Adjustment Meeting, or not?	<input type="radio"/> m	<input type="radio"/> m
Are you familiar with the current Fences, Walls, and Gates Ordinance, or not?	<input type="radio"/> m	<input type="radio"/> m
Are you familiar with the Accessory Structure Ordinances, or not?	<input type="radio"/> m	<input type="radio"/> m

Your survey is now complete! In the next few days--IF YOU WOULD LIKE TO DO SO--please take two (2) photos. The first should represent the thing you like the most about Biltmore Forest. The second should represent your Greatest Frustration with Biltmore Forest. When you take your photos, please go to the Town's website (www.biltmoreforest.org) and click on the SURVEY link to anonymously submit your photos and a brief comment about each one.

You should have received a postcard from the Town in the past few days with this link address. Alternatively, please call the Town office.

We plan on making a poster board of these photos for the Board of Commissioners to make the survey come alive! NO NAMES WILL EVER BE ASSOCIATED WITH ANY PHOTO!!!



Town of Biltmore Forest

TRANSPORTATION STUDY

2022



Study commissioned by:

Mayor George F. Goosmann, III
Mayor Pro-Tem Doris P. Loomis
Councilwoman Fran G. Cogburn
Councilman E. Glenn Kelly

Study managed by:

Town Manager Jonathan Kanipe
Public Works Director Harry Buckner
Public Works Supervisor Mike Dale

Documentation prepared by:



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CHAPTER 1: Project Summary

Background

The Town of Biltmore Forest hired J.M. Teague Engineering & Planning (JMTE) to conduct a town-wide transportation study in order to identify challenges and opportunities while gauging residents' opinions about transportation in the community.

Transportation is always a topic of diverse and passionate opinion. Whether or not those views are validated by data, they matter. It is always important to give people an opportunity to voice their concerns and enable them to share frustrations and creative ideas. Public input is always valuable, and can often inform municipal staff with essential information to steer policy changes, program implementation, and infrastructure investments. Qualitative data can also shed light on unexpected opportunities and lend credence to long-standing anecdotal testimony.

The study evaluates existing plans and reports from the Asheville area, assesses current conditions and trends, and incorporates input from community members to develop a summary of opportunities and challenges for transportation in Biltmore Forest. Recommendations focus on key locations and address concerns to enhance roadway safety for all users and improve the quality of life for residents and visitors. The purpose of this study and resulting recommendations is to focus on creating an overall safe roadway for all users while acknowledging the need for practical vehicular movement and effective traffic circulation. The study is designed help the Town of Biltmore Forest assess challenges, prepare for future scenarios, and provide the community with an opportunity to introduce fresh thoughts and perspectives while reinforcing what makes Biltmore Forest such a unique and special place to live, work, and play.

Study Objectives

- Research and catalog relevant **existing plan** data and recommendations.
- Collect and coordinate traffic-related **community concerns**.
- **Provide recommendations** to that promote safety for all roadway users.

Key Findings

- Residents like to walk and do so often along many roadways.
- Overgrown shrubs cause concern for visibility at driveways and intersections.
- Left turns onto and from Hendersonville Road are seen as dangerous.
- Construction and landscaping vehicles occasionally cause safety concerns.
- Residents have various concerns about Valley Springs Road.

FIGURE 1 - RECOMMENDATIONS MATRIX

<u>Recommendation</u>	<u>Timeframe</u>	<u>Cost Estimate</u>
1) Rethink the Busbee Road Interface with Hendersonville Road	Short- to Medium-term	\$300,000
2) Study Valley Springs Road	Short- to Medium-term	\$12,000 - \$20,000 (depending on scope)
3) Limit Left Turns onto Hendersonville Road	Medium-term	\$10,000 per intersection
4) Add a Right Turn Lane on Eastwood Road	Medium- to Long-term	\$15,000
5) Work to Fix the Blue Ridge Parkway Ramp	Long-term	n/a
6) Focus on the Edges	Ongoing	Additional cost to regular repaving and restriping allocations
7) Establish a Traffic Calming Policy	Short- to Medium-term	\$8,000 - \$15,000 (or staff time)
8) Provide Traffic Cones for Residents	Short-term	\$3,000 (preliminary allocation)
9) Install a Pair of Roundabouts at Town Hall	Medium- to Long-term	\$700,000
10) Install a Series of Mini Roundabouts	Medium- to Long-term	\$150,000 per mini roundabout
11) Develop a Recreational Trail Master Plan	Medium-term	\$30,000 - \$40,000
12) Install Bike Racks	Short-term	\$500+ per rack
13) Expand Brooklawn Park	Long-term	unknown

These recommendations are color-coded to reflect their overall feasibility (timeframe, cost, ease of implementation) where green is the most feasible, red the least, and yellow in between. The goal is to help the Town prioritize which recommendations to pursue first and allocate appropriate funding and resources for successful implementation.

Cost estimates were developed by consolidating estimates from prior engineering and planning studies, documentation by the Federal Highway Administration (FHWA), current market rates for roadway supplies, and the cost estimating tool from the North Carolina Department of Transportation (NCDOT).

3 CHAPTER ONE : PROJECT OVERVIEW



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CHAPTER 2: Existing Plan Review

The Biltmore Forest Town-Wide Transportation Study is built upon a foundation of past transportation planning efforts in the region. This study considers key findings and recommendations of previously adopted plans that could affect the Biltmore Forest community's traffic and transportation system overall. Relevant information is summarized on the following pages.

French Broad River MPO Comprehensive Transportation Plan (2008; amended 2013)

The French Broad River Metropolitan Planning Organization's Comprehensive Transportation Plan (CTP) is a long-range multimodal transportation plan that assesses the MPO's existing and future transportation needs including roadways, bicycle and pedestrian facilities, transit services, and freight considerations. The CTP is intended to ensure that the region's transportation system is developed in a coordinated and efficient manner that anticipates future needs and minimizes negative impacts on communities, cultural resources, and the natural environment. By providing a consistent, comprehensive, geographical database of recommendations for all modes, the CTP helps elected officials, local planners, NCDOT engineers, and others to program and implement individual projects while considering potential interactions with other planned projects, regardless of mode.

Plan recommendations are based on forecasts of expected growth and development in the planning area, which includes most of Buncombe County, all of Henderson County, and portions of Madison and Haywood Counties, over the next 25 years. Recommendations are presented for three transportation elements through the Highway Map, Public Transportation and Rail Map, and Bicycle Map.

While the CTP does not address any roadways within the Biltmore Forest community, it acknowledges Hendersonville Road in several ways. First, it classifies Hendersonville Road as a major thoroughfare that needs improvement. It also identifies Hendersonville Road as a bus route that needs improvement and on-road bicycle route that needs improvement. The CTP recommends adding a new bus route that runs on Sweeten Creek Road from Rock Hill Road southward as a new bus route. Sweeten Creek Road is also mentioned as an on-road bicycle route that needs improvement. The CTP lists recommended, or considered but not recommended, projects. The following is a list of those projects that would most directly affect traffic into, out of, and proximate to Biltmore Forest.

A19: US 25A (Sweeten Creek Road) – Rock Hill Road (SR 3081) to US25/NC 280

Purpose and Need: South Asheville has grown rapidly in recent years and is expected to

experience continued growth. In 2005, ADT [Average Daily Traffic] for the roadway exceeded the daily capacity of the roadway and volumes are expected to increase noticeably in the coming years. This corridor provides the only alternative to US 25 which is frequently congested. There were several dozen comments received during the CTP process from area residents complaining about the inability to turn onto or off of US 25A and many had witnessed accidents or near accidents.

Recommendation: The corridor should be widened to four lanes with a median. There was strong citizen support for a landscaped median. This project has already been identified in the LRTP and the TIP as project U-2801. This project should be coordinated with bicycle improvements identified in the Asheville Comprehensive Bicycle Master Plan and Greenway Master Plan.

A30: US 25 (Hendersonville Road) – I-40 to Mills Gap Road (SR 3116)

Purpose and Need: This is the primary transportation corridor serving South Asheville and connecting it and the surrounding area to points north and south. Daily volumes in 2005 noticeably exceed the ultimate (LOS E) capacity and the corridor is subject to frequent, recurring congestion. Volumes are expected to remain high and travel along the corridor will become increasingly difficult as the intensity of development increases, particularly as there is no access management along the corridor. There are four intersections with high crash rates along this corridor.

Recommendation: In order to maintain an acceptable level of service along the corridor access management should be implemented along the corridor, including possible medians, driveway consolidation, etc. Additional spot intersection improvements may be warranted. This project should be coordinated with bicycle improvements identified in the Asheville Comprehensive Bicycle Master Plan and the Hendersonville Road Corridor Study.

A48: US 25A (Sweeten Creek Road) – I-40 to London Road

Purpose and Need: This facility provides an alternative access to Biltmore Village and will have additional mobility needs with the further improvements to Sweeten Creek Rd south of I-40. Volumes today exceed the ultimate (LOS E) capacity of the roadway and are expected to continue to do so in the future without improvements to the roadway.

Recommendation: In order to provide an acceptable level of service along the corridor turn lanes should be added at intersections or possibly a two-way left-turn lane installed for all or part of the corridor. Access management such as medians or driveway consolidation near points of congestion and adjacent to intersections may also be warranted. This project should be coordinated with bicycle improvements identified in the Asheville Comprehensive Bicycle Master Plan.

A1, A2: Open passenger rail and intermodal terminal at the Biltmore Station Shops in Biltmore Village

The extension of passenger rail service to the Asheville area will increase the long-distance

transportation options of persons to and from the region. Rail service would connect in Salisbury to existing Amtrak service and allow travel to Charlotte, Raleigh and beyond. The high-speed rail corridor passes through Salisbury as well, further reducing travel time to the entire eastern seaboard upon its completion. Passenger rail service would also serve tourists traveling to the region. Asheville Transit has considered the creation of a transfer center in Biltmore Village to serve the immediate vicinity and the Wilma Dykeman Riverway. By incorporating an intermodal transfer center, users of the rail station could easily connect to existing and planned fixed-route bus service to Asheville and across the region including Hendersonville and Waynesville.

A9: Local bus service along US 25A (Sweeten Creek Rd) and US 25 (Hendersonville Rd) to Fletcher

Travel along this corridor continues to increase and it is expected to experience significant development in the coming years. Bus service would enhance residents' transportation options and could help to alleviate congestion along the roadway.

ALTERNATIVES CONSIDERED BUT NOT RECOMMENDED:

Biltmore Village Bypass

For many years, there have been discussions of a bypass around Biltmore Village, to reduce congestion by removing traffic from Brook Street, McDowell Street, Hendersonville Road, and Biltmore Avenue. Several alternatives were analyzed as part of the LRTP update in 2005, and results from the new travel demand model remain consistent with these assumptions and findings.

Several alternative routes were considered, all of which require a new bridge over the Swannanoa River, and at least one railroad overpass to connect Sweeten Creek Road with Swannanoa River Road (or a new facility) east of Biltmore Avenue.

While some of these alternatives have the potential to remove 4,500 or more vehicles from Brook Street each day, traffic reductions on Biltmore Avenue to the north and Hendersonville Road (US 25) to the south are insignificant (fewer than 500 vehicles per day [vpd]). Introducing grade-separated rail crossings would reduce train-related delays and eliminate potential crashes, but there are no other obvious traffic benefits to a Biltmore Village Bypass.

Undesirable traffic impacts include:

- Minor/moderate increases (500 – 2,000 vpd) on Sweeten Creek Road (US 25A).
- Minor/moderate increases (500 – 1,500 vpd) along portions of Caribou, London, and West Chapel Road.
- Minor/insignificant increases (<500 vpd) on McDowell Street (US 25) and Forest Hill Drive. Given the likely expense of this project and its potential for substantial disruption of the local community and natural environment, it is difficult to justify based on travel benefits.

Asheville in Motion Mobility Plan: City of Asheville Comprehensive Transportation Plan (2016)

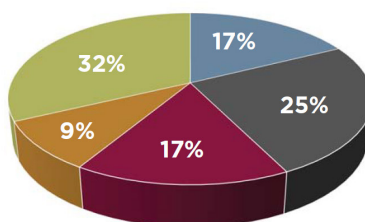
Asheville in Motion (AIM) is the City of Asheville’s mobility plan. This Plan, adopted in 2016, consolidates a variety of modal plans into one cohesive strategy to be used in prioritizing transportation investments.

The Plan acknowledges that, by 2041, Asheville’s population will likely exceed 115,000, and thus, providing an effective and connected transportation system with multimodal options is critical to meeting the economic and social needs of the city’s residents, visitors, and other stakeholders. AIM seeks to provide strategies that yield travel mode shift, which translates into users moving away from individual motorized trips and towards incorporating walking, biking, and taking transit into their transportation patterns. While AIM promotes the pedestrian mode as the top modal priority, it also notes the importance of expanded transit service, safer bicycle infrastructure, and improved roads. Significant issues to mobility in Asheville include, but are not limited to, topographical constraints, scarce resources, and state/federal control of major thoroughfares.

AIM’s mobility strategy is comprised of four key components: framework plans, street type, community type, and blended typology. The street type component “creates a classification of roadways that balances and blends the relationship between transportation, local land use context, and urban form. AIM expresses this in a street type that relates the destinations served by the road to how people travel.”

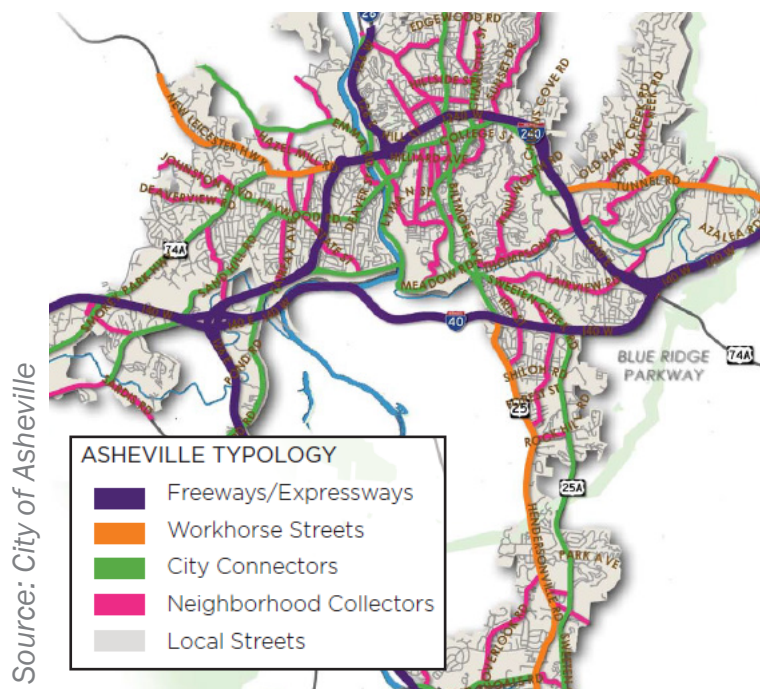
Using this concept, AIM identifies Hendersonville Road as a Workhorse Street which is categorized as such due to its high traffic volumes, number of travel lanes (4+), and a functional classification as a principal/minor arterial roadway. AIM notes that Workhorse Streets “require safe separation between bicyclists/pedestrians and the travelway” and “accommodate traffic in and out of the city with connections to the transportation network.”

Most community types identified in the AIM plan proximate to Biltmore Forest are Suburban Centers/Corridors and Regional Centers/Corridors.



New Walking Facilities
Expanded Transit Service
Additional Bike Facilities
Improved Roads
More Trails

The Asheville in Motion plan’s public engagement efforts helped influence overall recommendations, including the need for new walking facilities. These priorities will affect transportation decision-making for years to come.

FIGURE 2 - ASHEVILLE ROADWAY TYPOLOGIES (AIM)

Asheville in Motion redefines the street typologies into a simpler hierarchy based on surrounding land use and transportation needs along a particular corridor.

For example, Hendersonville Road is listed as a “Workhorse” street because it must accommodate heavy commuter traffic and commercial uses while also serving as a key north-south alternative route for I-26.

Since most residential traffic from Biltmore Forest funnels onto Hendersonville Road, this is an important corridor with future changes that could affect residents’ ability to travel on foot and by car.

- Suburban Centers and Corridors serve the daily needs of nearby residents and tend to locate along roads with higher traffic volumes and near prominent intersections. These areas typically include multi-tenant strip centers and big box stores. Smaller professional offices not part of the city’s large medical campuses are included. Buildings typically are set back from the road behind large surface parking lots with limited connectivity between adjacent businesses.
- Regional Centers and Corridors attract people beyond Asheville for shopping, entertainment, and employment. These areas typically are large-scale, master planned developments built in phases with a mix of residential, non-residential, and civic uses. Regional Centers and Corridors are located near major highways to ensure ease of access for longer trips. These areas include major shopping centers, tourist attractions, office parks, and medical campuses.
- Manufacturing, Logistics, and Aerospace areas support large-scale manufacturing and production, including assembly and processing, regional warehousing and distribution, bulk storage, and utilities. These areas are found near major transportation corridors (highway or rail) and generally are buffered from surrounding development. Clusters of supportive uses or serve heavy industries are generally located nearby. The Asheville Regional Airport and adjacent supporting facilities are included.

AIM also identifies a list of projects “where ‘more’ complete streets designs could have transformative impacts on the community.” In the AIM context, ‘more’ complete streets are developed with context-sensitivity in mind. One such recommended project is the Biltmore Avenue segment that stretches from College Street south to All Souls Crescent: “This 1.7-mile connection is needed to improve north-south connectivity between Downtown Asheville, Lee Walker Heights, and Biltmore Village.” Recommendations include a road diet to accommodate 5-foot bike lanes, wider sidewalks, and limited curb cuts.

Living Asheville: City of Asheville Comprehensive Plan (2018)

Living Asheville was adopted in 2018 and is Asheville’s comprehensive planning tool to inform its future growth pattern. This comprehensive plan identifies a high-level vision for the City and establishes goals and priorities that guide future growth and development. It also serves as a basis for decision-making, problem-solving and policy development for the City over the next 10-20 years.

Six overarching themes emerged from the Plan: *A Livable Built Environment*, *A Resilient Economy*, *Harmony with the Natural Environment*, *A Healthy Community*, *Interwoven Equity*, and *Responsible Regionalism*. Each theme includes related topics, identified goals, and performance measures.

A Livable Built Environment acknowledges that transportation and land use are inseparable and includes specific transportation-related goals such as:

- Make streets more walkable, comfortable and connected
- Increase access to safe bicycling
- Improve the multimodal transportation system
- Improve transit service
- Build out the greenway network

Along with “increased mixed-use development along transit corridors” and “enhanced parking management strategies”, these goals apply directly to Hendersonville Road and its adjacent land use.

“With a national reputation and growth to prove it, Asheville is at the point where it cannot afford to embark on a planning cycle without prudent, collaborative decision-making that reflects on its role as part of a larger region. Hence the theme: Responsible Regionalism.”

While much of *Living Asheville* concerns Asheville-proper in particular, one of the goals housed under the Responsible Regionalism theme is “Enhance transportation to and from Asheville.” The overview of this goal is that strong transportation networks between regional destinations will benefit Asheville residents. Living Asheville acknowledges that commuting patterns across the WNC region are widespread, and thus, prioritizing the efficiency of all transportation modes will be crucial, especially as the region continues to grow.

Living Asheville leans into the connection between development and transportation. It calls for a new zoning category of “Transit-Supportive Center” featuring higher densities and walkable development patterns,

FIGURE 3 - TOWN CENTER DESIGN



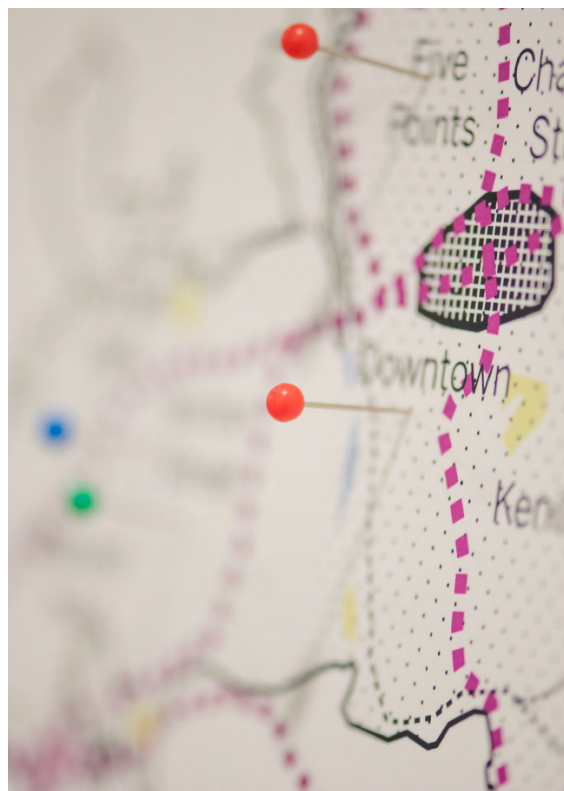
Living Asheville identifies Biltmore Village as a “Town Center” able to support strong growth as Asheville’s population continues to increase in the future. The town center development pattern typically incorporates a compact urban street grid with smaller blocks in order to promote walkability.

Source: City of Asheville

with incentives for redevelopment within these established centers. Hendersonville Road is identified as a transit-supportive Urban Corridor with Town and Urban Centers in the Gerber Village area, Long Shoals Road (NC 146), and Mills Gap Road. The Plan calls for Hendersonville Road to shift to a multimodal, attractive urban boulevard, with bicycle and pedestrian connections between centers. Development along this corridor should encourage multi-story structures, with multimodal access and transit facilities.

Other recommendations in the Plan include:

- Locate park-and-ride lots in strategic locations, proximate to high-frequency transit routes.
- Add pedestrian infrastructure at street crossings on major streets and where there are high volumes of traffic and pedestrians.
- Create dedicated bicycle lanes, preferred buffered or separated lanes where feasible.
- Encourage cross-access between parcels.
- Increase park-and-ride spaces throughout the corridor.



Living Asheville identifies Hendersonville Road as an “Urban Corridor”, which would benefit from refocusing development and land use patterns to include multimodal access and transit facilities, as well as parking lot placement that enhances the pedestrian experience.

French Broad River MPO 2045 Metropolitan Transportation Plan (2020)

The French Broad River Metropolitan Planning Organization’s 2045 Metropolitan Transportation Plan (MTP) is a federally required plan for MPOs that looks 25 years into the future to prioritize transportation investments and planning efforts in the region. The MTP, overall, provides a snapshot of major planning factors and trends in the region, projected growth, planned investments, and a consideration of goals for improving the region’s transportation network

The goals of the MTP include Addressing Congestion, Improving Safety, Improving Multimodal Transportation, Improving Transit, Protecting the Environment and Unique Places, Improving Freight Movements, and (new goal) Improving the Overall Equity of the Transportation Network.

The MTP notes the following existing trends and conditions:

1. The region is growing.
2. Roadway safety is a growing concern.
3. Roadway volumes are increasing, and overall system reliability is above targets.
4. Vulnerable users are an increasing concern.
5. Truck volumes continue to increase.
6. Resiliency is a major and growing issue in the region.
7. Transit demand is increasing.
8. Commuting in the region is changing rapidly.

The MTP notes that every jurisdiction within the MPO's planning area has experienced an estimated increase in population between 2010 and 2018. Biltmore Forest grew 4 percent during that time period compared to Buncombe County increasing in population by 9 percent. South of Asheville has experienced even greater growth, with the Town of Fletcher growing 15 percent between 2010 and 2018. Such growth affects congestion and traffic volumes on roadways accessed by Biltmore Forest residents.

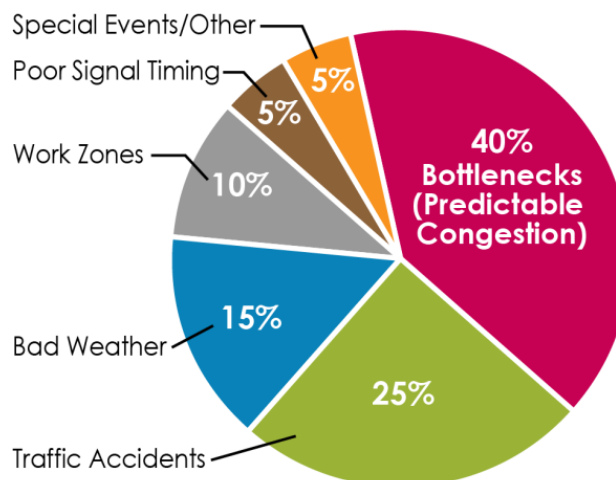
FIGURE 4 - FRENCH BROAD RIVER MPO 2045 MTP GOALS



The French Broad River MPO's Metropolitan Transportation Plan includes eight key goals, focusing on safety, mobility, and accessibility.

“If construction or an accident causes severe congestion on I-26, there are few alternatives to continue northward travel through Buncombe County. NC 191 (Brevard Road) to the west of I-26, is a two-lane facility with already high-volumes that often lead to congestion during peak travel times. This corridor does not provide an ideal alternative to I-26 given its own congestion issues, as well as the limited number of intersections to access it. US-25 (Hendersonville Road) running parallel to I-26, is a five-lane facility but has similar issues as NC 191, and experiences major congestion during peak and non-peak travel times. Given the volume of commuter traffic traveling between Buncombe and Henderson counties, all these roadways experience problematic congestion with not enough options or capacity to alleviate it.”

FIGURE 5 - MAJOR CAUSES OF CONGESTION



Source: FHWA

The MTP provides corridor recommendations for Hendersonville Road, including a focus on access management, improved signal timing (for vehicles and EMS service), and encouraging transit and pedestrian-friendly activity centers through land use changes. Secondary recommendations include encouraging public transit use through park-and-ride opportunities and improved transit service and implementing a broader transportation demand management (TDM) strategy.

Projects relevant to Biltmore Forest that are included in the MPO's prioritization process for horizon years 2040 and 2045 include:

- **HR-4516:** Access management with Complete Streets improvements on US 25 (Hendersonville Road) from Blue Ridge Parkway to NC 146 (Long Shoals Road).
- **HD-134517:** Access management with Complete Streets improvements on US 25 (Hendersonville Road) from I-40 to Blue Ridge Parkway.
- **HD-134519:** Modernization with Complete Streets improvements on Rock Hill Road from US 25 (Hendersonville Road) to US 25A (Sweeten Creek Road).
- **HD-134524:** Access management with Complete Streets improvements on US 25A (Sweeten Creek Road) from I-40 to Rock Hill Road.
- **HD-134525:** New roadway with Complete Streets improvements (Peachtree Road Extension) from US 25 (Hendersonville Road) to US 25A (Sweeten Creek Road).

City of Asheville Biltmore Avenue & McDowell Street Corridor Study (2021)

The Biltmore Avenue and McDowell Street Corridor Study set out to explore how feasible it would be to improve the bicycling, pedestrian and transit user environment along those two key north-south corridors in Asheville by reallocating some of the travel lanes away from vehicular travel lanes. The goal is to convert these corridors into complete streets.

Biltmore Avenue and McDowell Street are major north-south roadway corridors that connect downtown Asheville and Biltmore Village, while also serving as important gateways to Mission Hospital, Asheville High School, Asheville-Buncombe Technical Community College, and other key regional destinations. Biltmore Avenue and McDowell Street are NCDOT-maintained roadways, with McDowell Street carrying the US 25 designation through the study area.

The study identified existing congestion and roadway user delay issues that are present and are expected to get worse by the year 2045, especially at the southern end of the corridor and in Biltmore Village. When participants were asked about their top transportation issues for Biltmore Avenue and their top transportation issues for McDowell Street corridors, the same issues took the top three spots:

1. Safety: speeding, narrow lanes, visibility
2. Pedestrian realm: narrow sidewalks, sidewalk gaps, lack of safe crosswalks, ADA issues
3. Bicycling conditions: lack of safe bicycle facilities

Traffic congestion was also cited as an issue, more so on Biltmore Avenue and Biltmore Village in general.

Respondents were asked to come up with a future vision for Biltmore Avenue and McDowell Street. Respondents indicated they wanted to see:

- Bicycle and pedestrian improvements to make the corridor safe for non-motorists
- Improved roadway design and traffic management to allow for easier turning and traveling along the corridor
- Slower speeds
- Potential circulator or shuttle service to connect Biltmore Village to Downtown Asheville.

The study's recommendations are centered around three key themes, or pillars, that emerged from the stakeholder engagement process, existing conditions review, and project analysis. These three pillars are: *Connect the Neighborhoods*, *Bike the Biltmore*, and *Keep Biltmore Moving*.

The planning study identified several intersections upgrades, bicycle and pedestrian improvements and additional follow-up studies that could be implemented as stand-alone projects separately from consideration for travel lane reallocation along Biltmore Avenue and McDowell Street. For the purpose of this study report, "reallocation" and "rebalancing" and both used to describe taking away one travel lane to devote that space to bicycle and pedestrian infrastructure or streetscape improvements. This converts the typical 4-lane

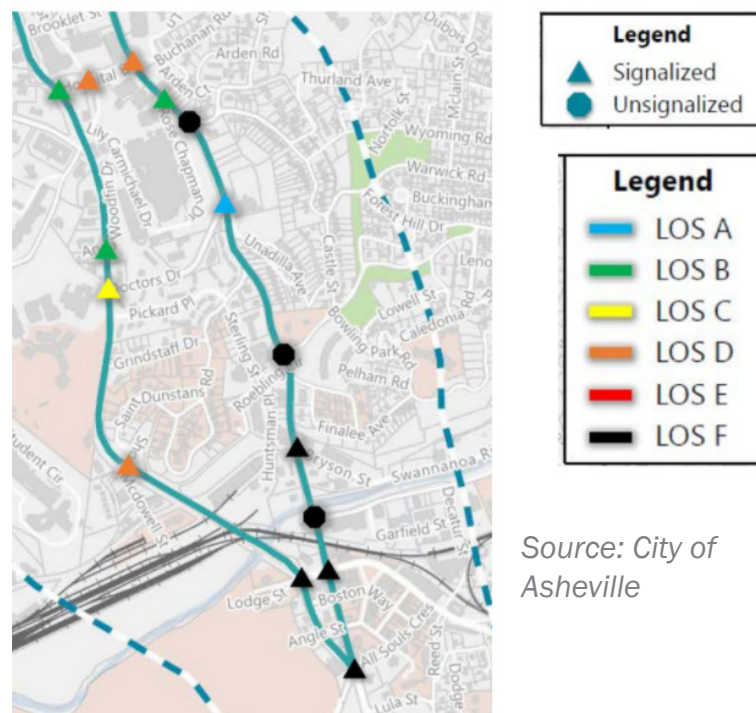
section to an imbalanced cross-section with two travel lanes in one direction and one lane in the other direction. Roadway widening was considered for short segments and for intersection improvements. The study presents three alternatives for travel lane reallocation

- Alternative A: Reallocating one travel lane from Biltmore Avenue from Caledonia Road to Southside Avenue
- Alternative B: Reallocating one travel lane from McDowell Street from Lodge Street to Southside Avenue
- Alternative C: Reallocating one travel lane from Biltmore Avenue and one travel lane from McDowell Street

McDowell Street ties into All Souls Crescent, which meets Hendersonville Road and Vanderbilt Road at a key intersection – perhaps the primary access point to Biltmore Forest. Each of the considered alignments would have a direct effect on general traffic circulation in the Biltmore Village area, but all three have been designed with additional intersection improvements to ensure that potential delay is maintained at manageable levels by 2045. Traffic conditions at All Souls Crescent/Vanderbilt Road/Hendersonville Road are already operating at Level of Service “F”, meaning the intersection currently sees considerable delay and queuing at peak hours (rush hour) in the morning and afternoon. Vehicular Level of Service (LOS) is rated on an “A” through “F” range, with “A” representing free-flow conditions and “F” as stop-and-go or gridlock conditions.

Most intersections in Biltmore Village are currently rated as LOS D-F, and all intersections are projected to be an LOS F by the year 2045. With proposed changes to both McDowell Street and Biltmore Avenue, LOS is projected to improve to a rating of “D” on Lodge Street in Biltmore Village by 2045, but will likely continue to operate at LOS “F” at the Vanderbilt Road entrance to Biltmore Forest. To improve the LOS at the intersection, Vanderbilt Road is proposed to be realigned to a new location south of the intersection (with conversion to right-in/right-out movement); this would impact the Double Tree by Hilton property parking lot. It would also impact Hendersonville Road by creating an additional connection to the roadway. Additionally, a second northbound through lane was analyzed to improve operations at the intersection. The second

FIGURE 6 - BILTMORE & MCDOWELL LOS



Source: City of Asheville

The Biltmore Ave & McDowell Street Corridor Study used pre-COVID travel volumes and assumed an eventual recovery to existing travel patterns and levels. These Levels of Service (LOS) show PM peak conditions predicted for 2045 if no changes are made to the roadways.

northbound through lane is proposed from Lula Street to the All Souls Crescent intersection. The additional through lane would require ROW acquisition extending from All Souls Crescent to Lula Street.

The Corridor Study also suggests studying the feasibility of realigning the existing marked crossing across Hendersonville Road at Vanderbilt Road to the existing island on the southwest corner of the intersection, modifying the island to include channels for pedestrian accessibility, adding a marked crosswalk across the channelized right turn, and adding warning signage. Moving the crosswalk to the “porkchop”-shaped island significantly shortens pedestrian crossing distances, reduces risk to a right-turning vehicle crash, and provides marginal improvements to the overall intersection’s performance.

Additionally, the Corridor Study recommends establishing a Biltmore Village Bicycle Gateway: installing bicycle parking, a micro-mobility station (e.g. e-bikeshare) and wayfinding on the northside of the railroad tracks at Hendersonville Road. This location would serve as a gateway for those on bicycle to dismount and lock their bicycles before entering Biltmore Village on foot given the lack of connected bicycle facilities. The project would likely necessitate coordination with private property owners to identify the most appropriate location. A recommendation for future study is widening the existing sidewalk along All Souls Crescent from Lodge Street to Vanderbilt Road to accommodate bicyclists, providing a connection for cyclists and pedestrians to Vanderbilt Road. Due to the constrained right-of-way, topography, adjacent historic properties, and involvement of multiple stakeholders and jurisdictions, this project would necessitate a detailed follow-up study. While these recommendations do not directly impact Biltmore Forest residents (at least not in the short-term), it does demonstrate the emphasis that the City of Asheville is placing on bicycling and investing in that infrastructure – a service to residents and an acknowledgement of its tourism potential.

Survey responses were not clear in a preference for a particular rebalancing approach, but more did favor focusing on Biltmore Avenue first, then considering changes to McDowell Street. It should be noted that some respondents did not support the proposed changes and urged the City to address more urgent concerns first. While many voiced support for

FIGURE 7 - BILTMORE VILLAGE RECOMMENDATIONS



The Biltmore Ave & McDowell Street Corridor Study recommends improvements to several streets in Biltmore Village.

more bicycle and pedestrian safety, there were concerns about making congestion worse by reducing speeds and taking away vehicular lanes in exchange for bicycle infrastructure. The study recommends additional follow-up studies to explore elements that are more challenging to implement or require additional consideration before moving to construction and implementation. These future studies are important because they will detail implementation strategies, timelines, and budgets.

The following strategies from the Corridor Study focused on alternative transportation modes and Transportation Demand Management (TDM) for the Biltmore Estate, which could impact traffic in Biltmore Village and affect access to Biltmore Forest.

- Review ticketing location for needed modifications; since the Biltmore Estate ticketing point has been moved to the interior, there is a significant length of vehicular storage already allocated on site.
- Configuration of Biltmore Estate driveway travel lanes is recommended for further study to examine if restriping to add an additional exit lane might be feasible (to help the traffic exiting the Estate while making sure the entryway is easy to navigate for visitors entering Biltmore Estate).
- TDM measures that could be considered include the following:
 - Consider Biltmore Estate shuttles that would travel outside of the Estate to pick up visitors at downtown hotels and off-site parking areas.
 - Provide off-peak discounts to incentivize visitors to tour the Estate outside of peak days (pricing differences by season are already in place).
 - Allow bicycling and walking access to the estate for paid visitors, with incentives (such as discounted admission or other benefits).
 - Separate the cost of parking on Biltmore Estate grounds from the ticket fee.
 - Set up reserved admission times (if not already in place).
 - Continue to expand on-site accommodations/hotel options.
- Review Approach Road connection to Meadow Road for needed upgrades, to allow easier exit for peak demand periods via Meadow Road.
- Consider upgrading western access points from NC 191 (Brevard Road) at Jones Farm Road and/or Long Valley Road to allow visitors to utilize western access for key peak demand events, taking advantage of the existing bridge over the French Broad River near the Biltmore Estate Winery.

If the MPO, NCDOT, and the City of Asheville move ahead with considerations for the Biltmore Avenue and McDowell Street corridors, the Town of Biltmore Forest would benefit from representation at meetings throughout the planning and design processes. Improving pedestrian safety and access at the Vanderbilt Road/All Souls Crescent/Hendersonville Road intersection would benefit Biltmore Forest residents and anyone staying at one of the hotels in Biltmore Village or enjoying the other businesses. However, reconfiguring that intersection altogether could have a more drastic impact to Biltmore Forest residents and should be weighed with consideration to the importance of that access point to the town.

City of Asheville Hendersonville Road Corridor Study (2021)

The Hendersonville Road Corridor Study stakeholder groups identified key themes, including access management, network connectivity, mobility & safety, and mitigating the impacts from I-26 construction. Following these themes, the Corridor Study based its recommendations on several core principles:

- Principle 1 - Safety for All: Whether on two feet or two wheels, the notion that the corridor should be safe for everyone to move across and through is essential.
- Principle 2 - Choices for All: The vulnerability of bicyclists and pedestrians is high compared to automobile drivers and passengers. It is better to create an environment where walking and biking are not only encouraged but are the priority.
- Principle 3 - A Better Fit for All: Hendersonville Road can be transitioned into a Complete Street through re-purposing asphalt, better access management and development standards.
- Principle 4 - A Place (and Space) for All: Creating an aesthetic environment and enhanced beautification through the use of improved streetscaping details and repair/maintenance is vital to this objective. Just as important is creating attractive and convenient destinations along the corridor through placemaking and quality Urban design principles.

Survey respondents indicated a strong preference for a mix of uses in future development and redevelopment along the corridor. Respondents indicated the following transportation improvements for Hendersonville Road in order of preference:

1. Pedestrian facilities & sidewalks
2. Bicycle facilities
3. Greenways & trails
4. Intersection & traffic signals
5. Transit routes & stops
6. Connections to other roads
7. Road & bridge maintenance
8. Park-and-ride lots

FIGURE 8 - HENDERSONVILLE ROAD CORRIDOR STUDY GOALS

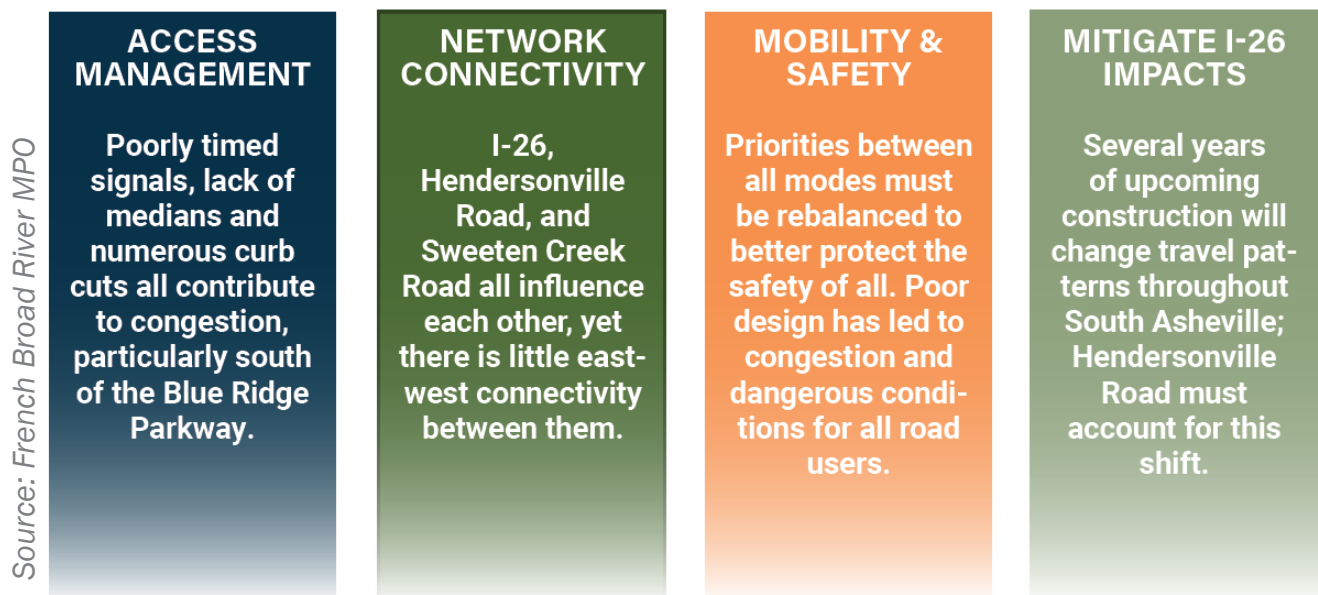


FIGURE 9 - HENDERSONVILLE ROAD CORRIDOR STUDY PRIORITIES

The Safety of All Users is Paramount.

Reducing crashes and slowing speeds is a must. High quality pedestrian crossings, bike facilities street trees for enclosure, and a consistent corridor cross-section are vital.

Right-size Hendersonville Road.

Repurpose asphalt, dedicate space to planted medians, control left turns, better access management treatments all improve operations and more effectively use precious curb space.

Pedestrians, Transit Riders & Bicyclists must be a Priority.

Closing sidewalk gaps, context-sensitive bicycle treatments, sidepaths, and dedicated transit facilities are some of the treatments recommended.

Support surrounding uses with attractive urban design.

Spur reinvestment and development with quality design and placemaking opportunities to maximize return on investment.

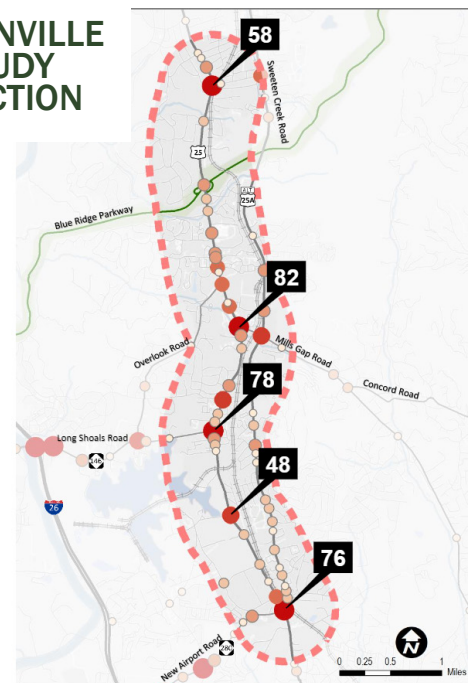
Source: French Broad River MPO

The vision for this corridor places Hendersonville Road as the anchor for a vibrant, transit-supportive South Asheville. Plans call for a truly multi-modal workhorse corridor, moving users to and throughout South Asheville and the city-at-large through balanced means including motor vehicles, transit, bicycle and pedestrian. With walkable, higher-density communities lining the corridor, Hendersonville Road facilitates the connections between people and place that will realize Asheville’s greater community vision.

The Corridor Study notes that vehicle Level of Service is rated as “E” at the Blue Ridge Parkway access point on Hendersonville Road, particularly between Carolina Day School and Racquet Club Drive, where “high traffic volumes and poor access management lead to queuing and travel delays during peak demand periods.” With residential communities and the high-traffic commercial destinations further south, traffic entering from the Blue Ridge Parkway, the high number of uncoordinated signals and driveways are likely contributors to the high congestion in this area.

FIGURE 10 - HENDERSONVILLE ROAD CORRIDOR STUDY CRASHES BY INTERSECTION

- Crash rate **148%** the state average crash rate for similar
 - US Highway – Urban 4L w/CLTL
- Top five intersections:
 - Mills Gap Road (82)
 - NC 146 Long Shoals Road (78)
 - NC 280 / US 25 Alt (76)
 - Royal Pines Drive (48)
 - Rock Hill Road (58)
- **49%** are rear-end crashes
- **29%** are turning crashes



Source: French Broad River MPO

The Hendersonville Road Corridor Study looked at crash rates along the corridor, as well as sidewalk gaps and transit access, as an indication of unsafe design for current land use and transportation needs.

FIGURE 11 - KEY RECOMMENDATIONS (HENDERSONVILLE ROAD CORRIDOR STUDY)

Source: French Broad River MPO



Recommendations for this area include improvements to the Hendersonville Road intersections with Eastwood Road and the Carolina Day School main entrance. This would include high visibility crosswalks, pedestrian signal countdowns, street trees, ADA curb ramps, and pedestrian-scaled lighting. The study also recommends a planted median along this stretch of Hendersonville Road. The study recommends a right-in/right-out configuration for both Blue Ridge Parkway access points. This would limit left-turn movements, which are often dangerous.

General policies for the Hendersonville Road corridor are to create higher density housing around urban/commercial centers, require plantings and landscaping for all new development, limit the number of driveways, and identify greenway opportunities.

FIGURE 12 - BLUE RIDGE PARKWAY RAMPS (HENDERSONVILLE ROAD)

The Hendersonville Road corridor is envisioned as a boulevard (11'-12' planted median with limited left turns), keeping traffic moving smoothly with fewer conflict points. Bicycle accommodations are proposed along the western side with a buffered 10-foot multiuse path. Other improvements include ADA curb ramps at all intersection legs, pedestrian lighting and vehicular streetlamps along both sides, and streetscape features (community banners, street trees, and stormwater drainage).

Five core elements were identified to initiate the implementation process over the next five years:

1. Install a planted median from Blue Ridge Parkway to Long Shoals Road.
2. Build two-land roundabouts at Haywood Road and Lambeth Drive.
3. Build a 10-foot sidepath from Rock Hill Road to the Walmart Supercenter.
4. Make streetscape improvements from Lambeth Drive to Davis Grey Drive.
5. Provide financial incentives to businesses and developers to reinvest along Hendersonville Road.

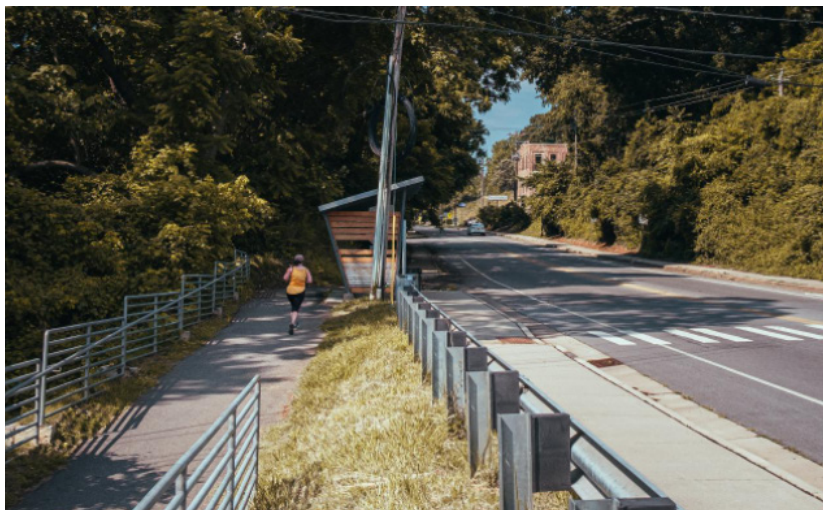
Most recommended improvements focus on pedestrian crossings, a landscaped median, access management, and some bicycle and transit improvements. Total estimated design and construction costs for this 5-mile section of Hendersonville Road are approximately \$22 million.

NCDOT STIP (2020-2029)

The North Carolina Department of Transportation State Transportation Improvement Program (STIP) is a 10-year State and Federal-mandated plan that identifies the construction funding for and scheduling of transportation projects throughout the state. For the Biltmore Forest area, it is administered through the French Broad River MPO. While there are many planned projects for the Asheville area, these will have the most direct impact on Biltmore Forest and its residents.

- **STIP W-5813D:** Install curb ramps, sidewalk, and signal upgrades at the intersections of Hendersonville Road with All Souls Crescent and Lodge Street. Scheduled for construction in 2022.
- **STIP U-4739:** Widen Amboy Road and Meadow Road (SR 3556) to multi-lanes with a new bridge over the French Broad River. Construction is scheduled for 2029.
- **STIP U-5832:** Widen Swannanoa River Road (NC 81) from Biltmore Avenue (SR 3214) to South Tunnel Road (US 74A). Right-of-way acquisition scheduled for 2029.
- **STIP I-4400, I-4700:** Interstate 26 widening from Brevard Road in Asheville to US64 in Hendersonville.
- **STIP U-2801A:** Sweeten Creek Road from Rock Hill Road to Hendersonville Road. Planned for construction in 2027, this effort will see Sweeten Creek Road widened to four lanes, with a landscaped median, sidewalks and a shared-use path intersecting Hendersonville Road.
- **STIP U-5834:** Planned for construction in 2024, will widen Mills Gap Road to four lanes, with a landscaped median and sidewalks intersecting Hendersonville Road just south of Gerber Road.
- **STIP I-5889B, I-6063:** Pavement rehabilitation on I-40.

Some STIP projects will cause long construction delays and reroute traffic, while others will have a relatively quick, unimpactful turnaround. NCDOT funding is often delayed and, as such, some of these projects might be behind schedule or removed from the STIP list altogether. Following the planning process for state-funded transportation projects is a good idea for any municipality.



Where the French Broad River West Greenway meets Haywood Road is the only place in the City where a greenway, an on-road bicycle facility, sidewalks, and a bus stop converge at one location. This is an example of a complete multimodal network and the City of Asheville's vision for areas like Biltmore Village.

City of Asheville Greenway, ADA, Pedestrian Plan (2022)

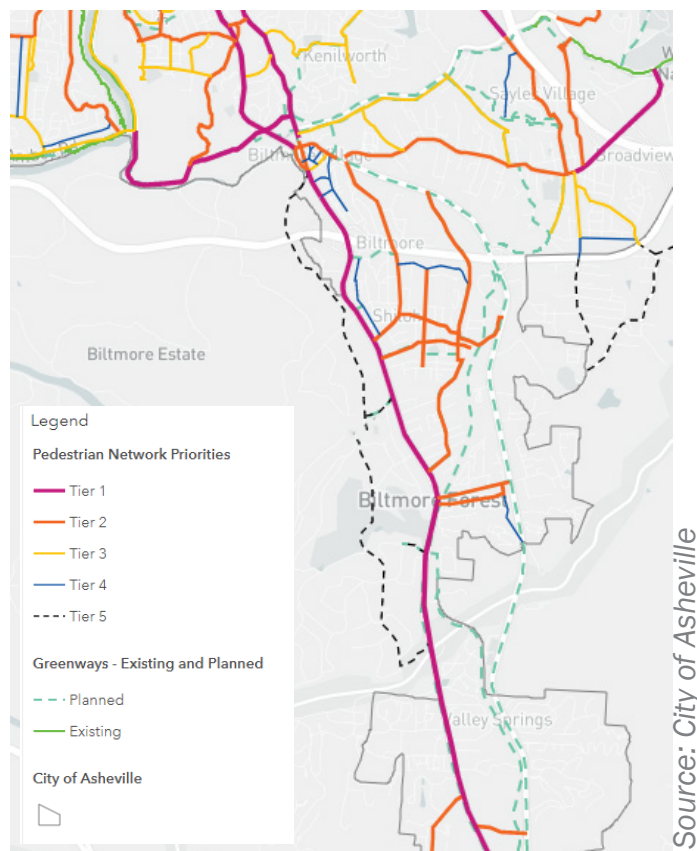
The City of Asheville is in the midst of a large project to update the City's Greenway Plan (G), ADA Transition Plan* (A), and Pedestrian Plan (P) (**By ADA transition the plan is specifically looking at accessibility improvements within the rights-of-way on Asheville's street network*). The planning process, known as Close the GAP, will identify a network of the pedestrian, greenway, and accessibility networks for our community as well as programs and policies to support it. These plans were combined because the overall network will be stronger if greenways, ADA transitions, and pedestrian networks are planned at the same time.

This plan identified several corridors in Biltmore Forest that would benefit from pedestrian infrastructure:

- A continuous sidewalk or off-street path along Vanderbilt Road and Stuyvesant Road from All Souls Crescent to the Blue Ridge Parkway ramp – Tier 5.
- Robust sidewalks along the length of Hendersonville Road (including the Biltmore Forest side) – Tier 1.
- A short greenway trail segment along Busbee Road from Vanderbilt Road to Hendersonville Road.
- A short sidewalk or trail segment along Eastwood Road from Hendersonville Road to Hilltop Road – Tier 5.
- A rail-to-trail or rail-with-trail greenway along the existing railroad tracks roughly parallel to Hendersonville Road, with access at the Eastwood Road intersection.

The “Tier” system is a prioritization method, whereby Tier 1 is the highest priority. So, while Hendersonville Road ranks highly for needed pedestrian infrastructure, Vanderbilt Road and Stuyvesant Road are listed as Tier 5. This suggests that while some Biltmore Forest corridors are recommended for sidewalk and greenway improvements, they are not a high priority overall.

FIGURE 13 - GAP PLAN PRIORITIES



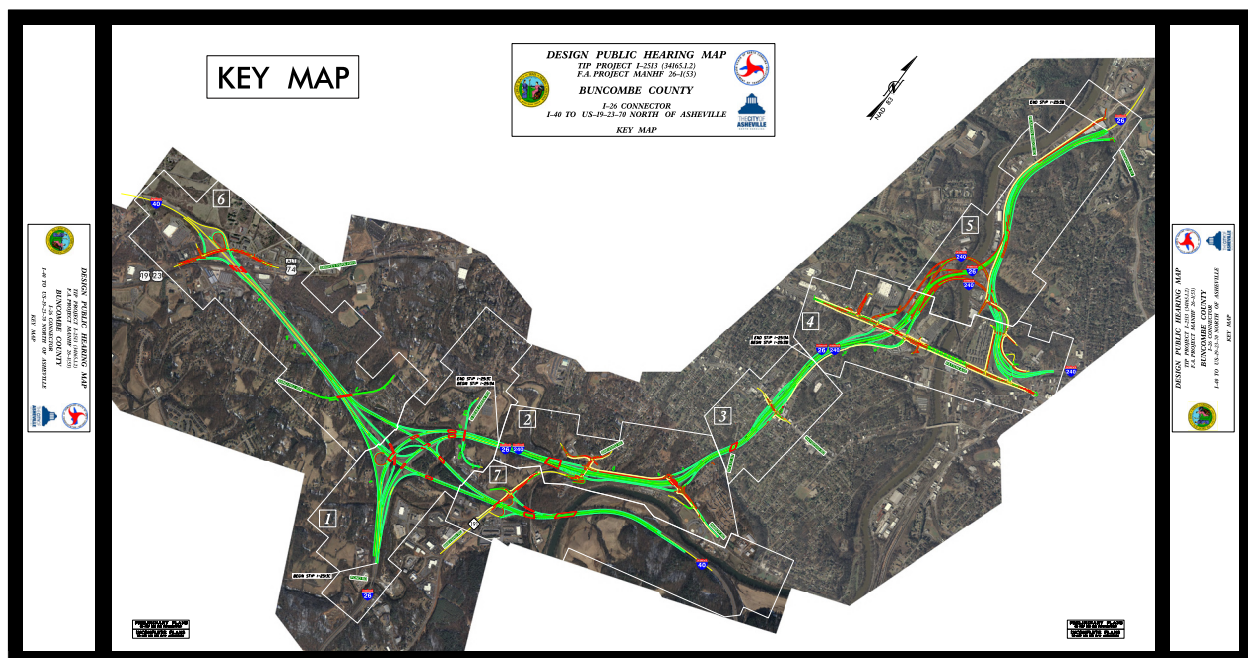
The Vanderbilt/Stuyvesant corridor is slated as a Tier 5 pedestrian priority, while greenways are proposed along Busbee Road and Eastwood Road to enable residents to safely access Hendersonville Road amenities on foot.

Key Takeaways from Existing Plans

The City of Asheville is in the midst of continued growth, and regional transportation systems will be affected. This includes Hendersonville Road, which all of Biltmore Forest's access points (not counting the Blue Ridge Parkway). The City has adopted the Hendersonville Road Corridor Study and its recommendations to improve that road's multimodal infrastructure and access management. The end result for the segment adjacent to Biltmore Forest will likely be a boulevard-style roadway, with a planted median. This means that left turns out of Busbee, Cedarcliff, Eastwood, and others will be limited due to safety concerns and that traffic should flow more freely between signalized intersections. Some key "nodes" at main intersections are envisioned as more urban areas, with a walkable mixed-use aesthetic. Overall, a Hendersonville Road improvement project will help drivers make safer decisions while having only a minimal effect on Biltmore Forest residents' travel patterns. People may have to turn at a traffic signal, but this shift is unlikely to cause much consternation.

Ongoing and future large-scale construction projects may increase traffic on Hendersonville Road for some time, as I-26 and Sweeten Creek Road are widened and the untangling of I-26 from Patton Avenue and I-240 begins, people may decide to drive more frequently on Hendersonville Road - indeed, there are not many other workable alternatives. So, Biltmore Forest residents need to be aware that delays and closures in the Asheville vicinity could impact their daily commute, school, and errands. However, each of these roadway projects are designed to alleviate congestion, improve mobility, and help create a more functional system overall for projected population growth. Post-construction transportation should be better for all users.

FIGURE 14 - I-26 CONNECTOR PROJECT MAP (NCDOT)



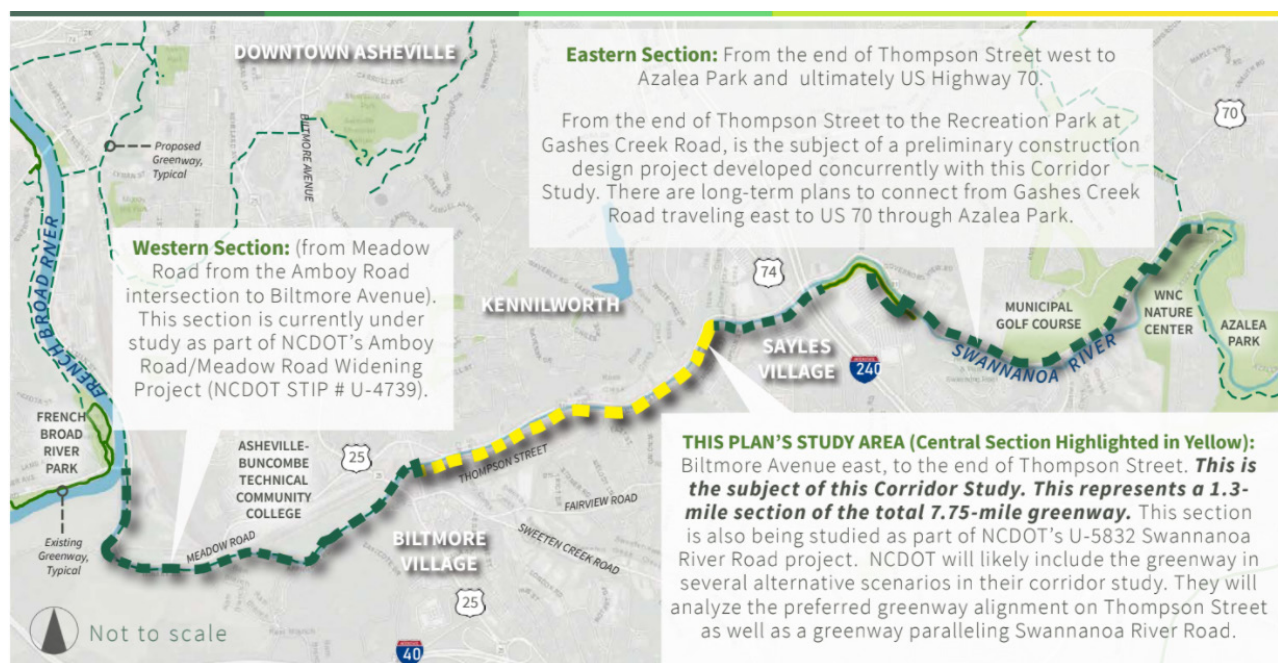
Source: NCDOT

NCDOT's Interstate projects will be under construction for years, with closures and work zones affecting traffic throughout the area for a decade or more.

Biltmore Village is likely to see several changes in the coming years, though nothing near-term. The City of Asheville adopted the Biltmore Avenue & McDowell Street Corridor Study, which seeks to improve the efficiency of those roadways and enable better connectivity between Biltmore Forest and downtown Asheville, with the High School, A-B Tech, and Mission Hospital. There are likely to be pedestrian improvements for Biltmore Village in the short-term, such as safer crossings, longer signal timing, and some sidewalk and ADA accessibility treatments. The area is envisioned as a “Town Center”, with accommodations for walking and bicycling, and potentially even transit on the existing rail lines. As the City and NCDOT develop plans for the web of streets in Biltmore Village, this area should become safer to walk around and through traffic should see improvements as well.

The City is moving forward with plans for a greenway along Meadow Road and the Swannanoa River, which will link Biltmore Village to a broader network of bicycle commuters and recreational trail users. Visitors staying at nearby hotels will be able to walk to the River Arts District and people living in West Asheville would be able to safely get to a job on Tunnel Road by bike. This could spur additional development, with more hotels and apartments nearby, and more density in Biltmore Village.

FIGURE 15 - SWANNANOA GREENWAY OVERVIEW MAP



The future Swannanoa River Greenway could have a big impact on Biltmore Village. The City is swiftly moving forward with the Eastern Section and working with NCDOT to design the Central and Western sections.

These peripheral plans will affect Biltmore Forest over the coming years, but are unlikely to have a dramatic effect on transportation within the town. Construction on Hendersonville Road would have the most direct impact and residents should keep abreast of plans for that work, if funded.

3



CHAPTER 3: Public Input

The Survey

The project team developed a community survey to garner public input from residents about transportation in Biltmore Forest. The survey was made available both in print and online versions and advertised by the Town alongside the survey for the Town's Comprehensive Plan project. Hard copies were available at Town Hall, while a link to the online survey was featured prominently on the Town's website. The survey was available for one month between November and December 2021, resulting in 246 responses (approximately 15% of the total population).

Survey questions focused on perceptions about different modes of transportation in Biltmore Forest, ideas about safety, and commuting patterns. Twenty-four questions were developed, with inquiries about residents' habits, preferences, and challenges, along with a few demographic questions and space to address additional topics that were not covered. Questions were structured so that responses provide the Town with a holistic picture of residents' transportation perceptions and concerns to identify trends and work towards an overall vision for the future of Biltmore Forest's transportation system.

Once the online survey was closed, the project team input all hand-written data from hard copies that had been dropped off at Town Hall. The responses were downloaded into a summary report and reviewed in their entirety, including all comments, to find commonalities, interesting ideas, and support for possible changes to the transportation system.

This information was pivotal in the analysis of existing conditions and formulation of recommendations for this study. Survey responses are provided on the next several pages.

TOWN of Biltmore Forest Town-Wide Transportation Study

PUBLIC SURVEY

We want to know your thoughts about transportation in Biltmore Forest. How do you currently use the streets? What are your concerns about safety? What should be the Town's priorities for infrastructure investments? Help us identify issues and ideas to promote safe, efficient transportation for all roadway users.

1. How do you typically use the Town's streets? (Select all that apply)

- By car
- On foot
- By bicycle
- On transit or vanpool services
- Other: _____

2. Do you feel safe driving in Biltmore Forest?

- Never
- Occasionally
- Often
- Always

3. What does it mean to feel safe when driving?

4. Which access points do you use most often on your way **OUT** of Biltmore Forest? (Rank in order of frequency of use where 1 is the intersection used the most)

- ____ Vanderbilt Road at All Souls Crescent
- ____ Cedar Cliff Road at Hendersonville Road
- ____ Busbee Road at Hendersonville Road
- ____ Brownstone Road at Hendersonville Road
- ____ Eastwood Road at Hendersonville Road
- ____ Ridgefield Place at Hendersonville Rd
- ____ Blue Ridge Parkway ramp at Hendersonville Rd
- ____ Valley Springs Road at Hendersonville Road

5. Which access points do you use most often on your way **INTO** Biltmore Forest? (Rank in order of frequency of use where 1 is the intersection used the most)

- ____ Vanderbilt Road at All Souls Crescent
- ____ Cedar Cliff Road at Hendersonville Road
- ____ Busbee Road at Hendersonville Road
- ____ Brownstone Road at Hendersonville Road
- ____ Eastwood Road at Hendersonville Road
- ____ Ridgefield Place at Hendersonville Rd
- ____ Blue Ridge Parkway ramp at Hendersonville Rd
- ____ Valley Springs Road at Hendersonville Road

6. Do you avoid traveling on any specific roadways in Biltmore Forest due to safety or congestion issues? If so, please specify the area and the concern.

7. Do you feel that construction/landscaping vehicles pose a specific concern for roadway safety? If so, please specify your concern.

Page 1 of 3

8. Would you support having a roundabout at key intersections in town?

- Yes
- No
- I would need more information to decide.

9. How often do you walk in town? (This includes use of a mobility device such as a wheelchair)

- Everyday
- Once or twice a week
- A few times a month
- Rarely
- Never

10. When you walk, which streets in Biltmore Forest do you walk along the most?

11. For what purpose(s) do you walk in Biltmore Forest? (Select all that apply)

- Recreation/exercise
- Walk the dog
- Commuting (work, school, etc.)
- Shopping/dining/errands
- Visiting neighbors
- Other: _____

12. Which of the following destinations do you walk to from home? (Select all that apply)

- Work
- House of a friend/family
- School/child's school
- Church/civic meeting
- Neighborhood parks
- Grocery store
- Country Club
- Shopping/dining/errands on Hendersonville Road
- Transit stop on Hendersonville Road
- Other: _____

13. Do you feel safe walking in Biltmore Forest?

- Never
- Occasionally
- Often
- Always

14. What does it mean to feel safe when walking?

15. What factors discourage you from walking in Biltmore Forest? (Select only those that apply to you and rank them where 1 is the most discouraging factor)

- ____ Lack of sidewalks/paths
- ____ Uneven surfaces/cracks/crossings
- ____ Few destinations within walking distance
- ____ Dangerous/distracted motorist behavior
- ____ Heavy or high-speed traffic
- ____ Construction/landscaping vehicles
- ____ Lack of street lighting
- ____ Personal safety concerns
- ____ Other: _____

16. Which of the following improvements would encourage you to walk more often? (Select all that apply)

- Designated walking trails
- Lateral access to Hendersonville Road
- Traffic calming street designs
- Improved visibility/lighting
- Other: _____

17. What is your level of support for a natural surface (unpaved) trail system for Biltmore Forest residents?

- Strongly Support
- Somewhat Support
- Neutral
- Somewhat Oppose
- Strongly Oppose

Page 2 of 3

18. How often do you ride your bicycle in town?

- Everyday
- Once or twice a week
- A few times a month
- Rarely
- Never

19. Which areas of focus are most important for a successful roadway network in Biltmore Forest? (Rank in order of priority where 1 is the most important)

- ____ Maintaining trees and landscaping along streets
- ____ Pursuing traffic calming methods
- ____ Ensuring safety for all users (pedestrians, bicyclists, cars/trucks)
- ____ Improving access to Hendersonville Road

20. Is there something you would like to fix about transportation/traffic that wasn't covered in previous questions?

21. How old are you?

- Under 18
- 18-24
- 25-34
- 35-44
- 45-54
- 55-64
- 65-74
- 75+

22. If you work outside the home, how do you commute most days?

- Drive
- Walk
- Bicycle
- Bus

23. If you have children in the household, how do they get to/from school most days?


- Drive
- Walk
- Bicycle
- Bus


24. How did you hear about this survey?

- Saw a flyer
- Word of mouth
- Town website
- Town newsletter/mailer
- Other: _____

THANK YOU!

If you would rather complete this survey online, use the QR codes below or type in the corresponding Web address. Please also use the online mapping tool to provide specific contextual information.

Online Survey: 

Online Mapping Tool: 

<https://survey.alchemer.com/s3/6594809/Biltmore-Forest-Transportation-Study>

<https://wikimapping.com/Biltmore-Forest-Transportation-Study.html>

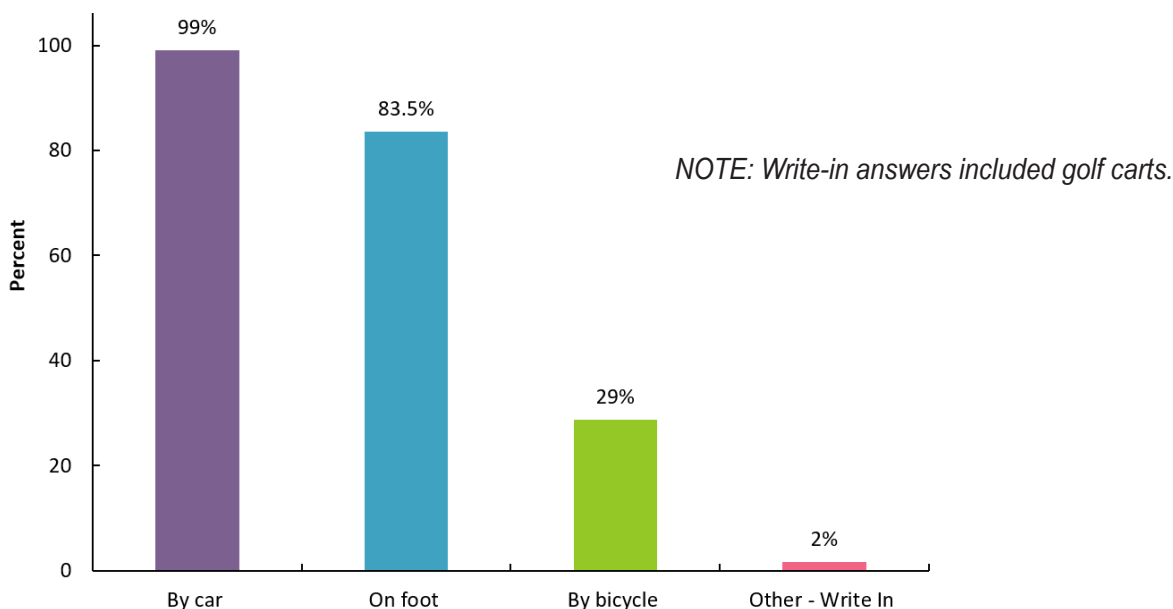
Page 3 of 3

FIGURE 16 - PUBLIC INPUT FLYER

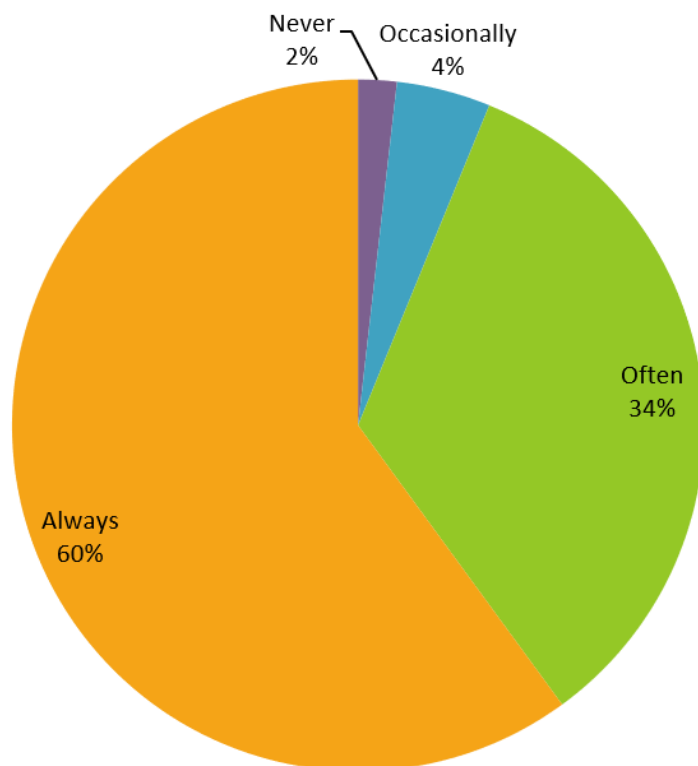


This flyer was used to promote the survey and online mapping tool. Over a one month period, 246 people took the survey.

1.) How do you typically use the Town’s streets? (select all that apply)



2.) Do you feel safe driving in Biltmore Forest?



94%
of survey
respondents
often or always
feel safe driving
in town.

3.) What does it mean to feel safe when driving?

- Lower speeds. Other drivers are generally respectful of the speed limit.
- For other drivers to drive predictably and safely.
- The police will come to help you if you have car trouble.
- Everyone follows traffic laws and signage.
- Roads are clean, well maintained, traffic laws are obeyed by other drivers, road design encourages attentive driving. Road signs are visible and clear.
- Other drivers are safe and responsible, and the speed limits are appropriate.
- Having pedestrians walking/running on the correct side of the street.
- All users of streets being alert, safe, and considerate.
- Speed is slow, cars keeping a safe speed. Proper signage.
- Knowing the police are monitoring the Town and enforcing speed limits.
- Cars AND pedestrians follow rules of the road.
- The streets are in good condition and well-marked with painted lines and adequate signage. I would say that some of them could use more lighting.
- Safe when driving means that all cars, bikers, walkers and impediments to traversing the streets can be seen. That is not always the case.
- Traffic laws are obeyed. Traffic lanes are clear of parked vehicles and debris. Bicyclists ride single file. Pedestrians walk on or near road shoulder.
- Slow speeds. Road shoulders are even with road.
- You have to really watch at 4 way stops. People don't always stop.

NOTE: This represents a sample of responses for Question 3. For a complete list of write-in responses, please see the Appendix.

4.) Which access points do you use most often on your way OUT of Biltmore Forest? (Ranked in order of frequency of use where 1 is the intersection used the most)

Item	Overall Rank	Rank Distribution
Busbee Road at Hendersonville Road	1	
Vanderbilt Road at All Souls Crescent (Biltmore Village)	2	
Blue Ridge Parkway ramp at Hendersonville Road	3	
Browntown Road at Hendersonville Road	4	
Eastwood Road at Hendersonville Road	5	
Cedarcliff Road at Hendersonville Road	6	
Ridgefield Place at Hendersonville Road	7	
Valley Springs Road at Hendersonville Road	8	

5.) Which access points do you use most often on your way IN to Biltmore Forest? (Ranked in order of frequency of use where 1 is the intersection used the most)

Item	Overall Rank	Rank Distribution
Vanderbilt Road at All Souls Crescent (Biltmore Village)	1	
Busbee Road at Hendersonville Road	2	
Blue Ridge Parkway ramp at Hendersonville Road	3	
Browntown Road at Hendersonville Road	4	
Eastwood Road at Hendersonville Road	5	
Cedarcliff Road at Hendersonville Road	6	
Ridgefield Place at Hendersonville Road	7	
Valley Springs Road at Hendersonville Road	8	

6.) Do you avoid traveling on any specific roadways in Biltmore Forest due to safety or congestion issues? If so, please specify the

NOTE: This represents a sample of responses for Question 6. For a complete list of write-in responses, please see the Appendix.

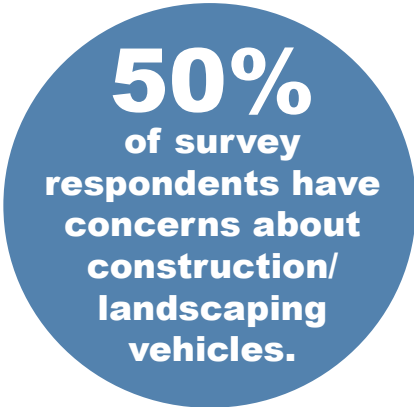
- I am not comfortable walking or riding bicycle on Stuyvesant. We use Frith.
- When walking I feel a little weary about (a) the section of Vanderbilt between Town Hall and Rosebank Park, and (b) the section of Stuyvesant near the county club.
- Avoid Blue Ridge parkway at Hendersonville Rd. 5-6 PM
- Eastwood road is too congested, so yes, I avoid it.
- Vanderbilt Rd (between Biltmore Village and Town Hall) isn't a safe place to walk.
- Avoid Stuyvesant because of excessive speed bumps.
- Exiting the Forest from Eastwood Rd at peak hour is a nightmare.
- Left Exiting Browntown Rd. Due to traffic. Cedarcliff entrance/exit due to visibility and exposure to Hendersonville Rd. Traffic.
- Turning left off Hendersonville Rd. (while headed North) onto the Blue Ridge Parkway is a very dangerous venture.
- The light at Valley Springs is extremely long when leaving Biltmore Forest. Currently only 4 cars can safely traverse the intersection.
- I don't make a left from Cedarcliff onto Hendersonville Road.
- Valley Springs Road and Chauncey Circle has no stop sign.
- The Deerfield - Browntown intersection is particularly unsafe because it is a blind intersection, on a curve, over the crest of a hill
- Walking on Browntown, Busbee and Stuyvesant is dangerous.
- I don't turn left from Browntown because its safer to go to Busbee.
- I avoid turning from Chauncey Circle onto Valley Springs from the SW corner because of poor visibility of traffic approaching from the left.
- I avoid walking on Busbee between Vandy and HVL Rd, and Stuyvesant from #1 to top of that hill. Blind due to always-overgrown vegetation.
- I avoid the intersection of Cedarcliff and Hendersonville Road when I am going out. The sign says no right turn and the left turn feels dangerous to me.
- The Vanderbilt Stuyvesant intersection is dangerous and needs 4 way stop signs. Vanderbilt at Busbee; Stuyvesant at Hilltop; Left turn of Stuyvesant getting to Hendersonville Rd; Curve of Stuyvesant Road by Park
- Vanderbilt Rd south from Biltmore Village is dangerous for cyclists because cars/trucks pass on the curves.
- Don't like walking on Busbee--need sidewalk from Vanderbilt to Hendersonville Rd
- Cedarcliff Road @ Hendersonville Road--difficult in and out during peak traffic.
- Eastwood in the late afternoon - light takes a long time w not all cars clearing the light.
- Turning left onto Hendersonville Rd from Browntown during higher traffic times.
- Avoid going in and out Ridgefield due to traffic congestion, safety.
- I try to avoid turning left onto Hendersonville Rd from Browntown - for both the sanity of those behind me as well as my own safety.
- I walk around town quite often and, depending on the time of day, will avoid Stuyvesant and Vanderbilt due to heavy traffic and speeding vehicles.
- Don't use cedar cliff to exit to Hendersonville Rd....its dangerous.
- Browntown Road has become a nightmare to exit because we allow left hand turns! We tend not to walk on Busbee, Vanderbilt, or Stuyvesant

35%
of survey
respondents stated
that they do **NOT**
avoid any specific
roadways.

7.) Do you feel that construction/landscaping vehicles pose a specific concern for roadway safety? If so, please specify your concern.

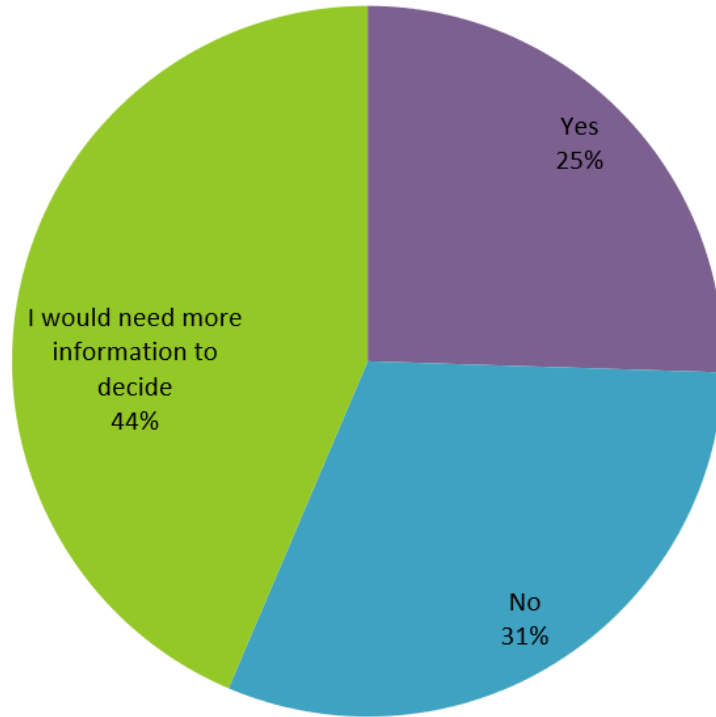
NOTE: This represents a sample of responses for Question 7. For a complete list of write-in responses, please see the Appendix.

- They are often on the road but the “forest” needs care they provide.
- These are indeed the greatest hazards, but I don’t think there’s a grand solution to them except talking to them when they’re particularly poorly parked.
- Only when they park in the roadway on a blind turn
- Yes! They park on the street while working on homes which hinders visibility. They also drive way too fast.
- If they’re parked along a major road like Vanderbilt, yes. This could be mitigated by better use of reflective triangles.
- Of course with some narrower roadways one must be careful when passing the commercial vehicles, but that is not an unreasonable requirement.
- Keep police patrolling for problematic areas instead of some new ordinance.
- I don’t feel that construction vehicles pose a roadway safety issue but I wish construction traffic entering the Ramble wouldn’t pass through town.
- Landscape more than construction. Trucks with trailers should park in a driveway.
- The worst streets are where houses are closer together.
- Yes. For instance when landscapers are blowing leaves they have on ear protectors and cannot hear when traffic is coming.
- There should be a limit to the number of constructions vehicles on site at any one time. I’ve counted 15 trucks parked around a new construction.
- Yes. I would like to see warning markers placed early on roadways.
- No and their presence is a necessity.
- Rarely, there are landscaping vehicles with trailers blocking significant parts of lanes, but for the most part I don’t think they are a big concern
- Overall, not in particular, but from time to time I feel that they could have been parked in a less obstructive location and away from blind intersections - they should also set out traffic cones or other warnings for approaching traffic. Most appear more considerate than the rest of traffic in my experience
- Yes, at times. Some go too fast, but also some go very slowly and back up traffic. Some are considerate and pull over to let traffic pass. Also, some who are working after dark need to provide more light and reflectors so that drivers can see them.
- Construction/landscape vehicles have an important role in Biltmore Forest. They usually have to occupy a lane. Yes, these vehicles block appropriate two way traffic and make it difficult to see oncoming traffic. Also, pose a threat to walkers forcing them to walk on the wrong side of the road.
- There are times when roads can be completely blocked by construction and landscaping vehicles making it difficult if not impossible to pass. More importantly it makes it difficult for emergency vehicles.
- Landscaping vehicles aren’t an issue for me since they are in and out. Construction vehicles are often overwhelming by their sheer number and length of presence.
- I respect these workers and they tend to be very careful and thoughtful.



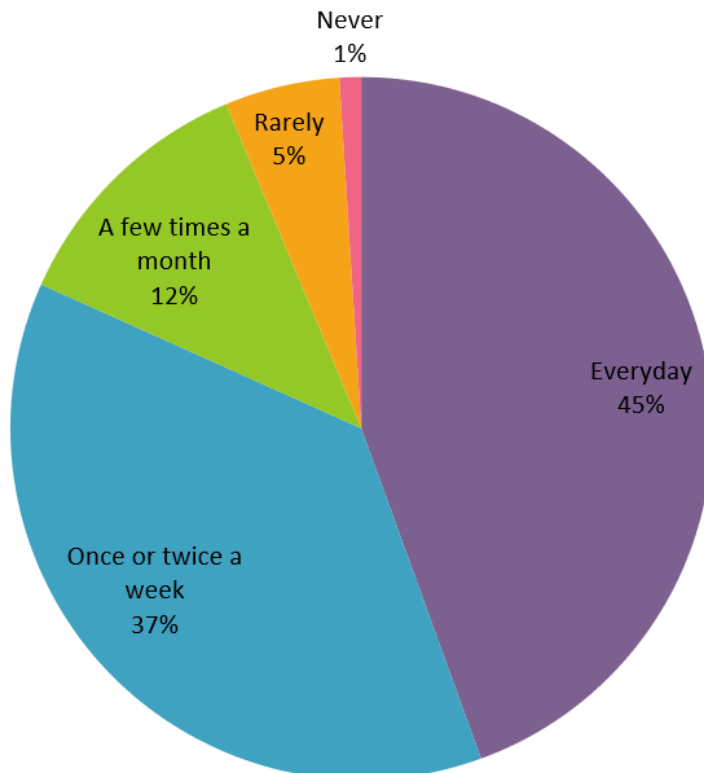
50%
of survey
respondents have
concerns about
construction/
landscaping
vehicles.

8.) Would you support having a roundabout at key intersections in town?



1/3
of survey respondents don't like the idea of roundabouts in Biltmore Forest.

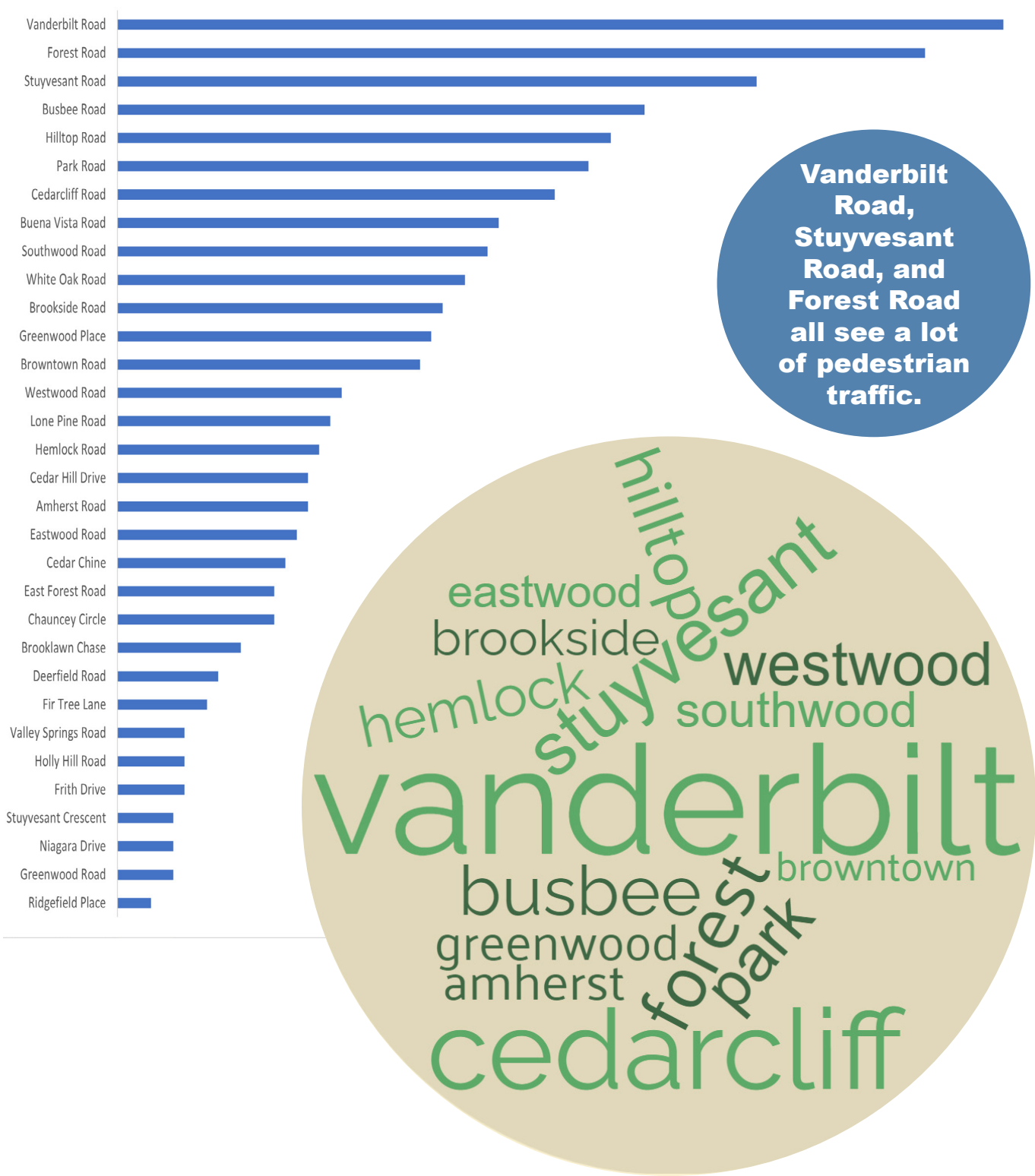
9.) How often do you walk in town? *(This includes use of a mobility device such as a wheelchair)*



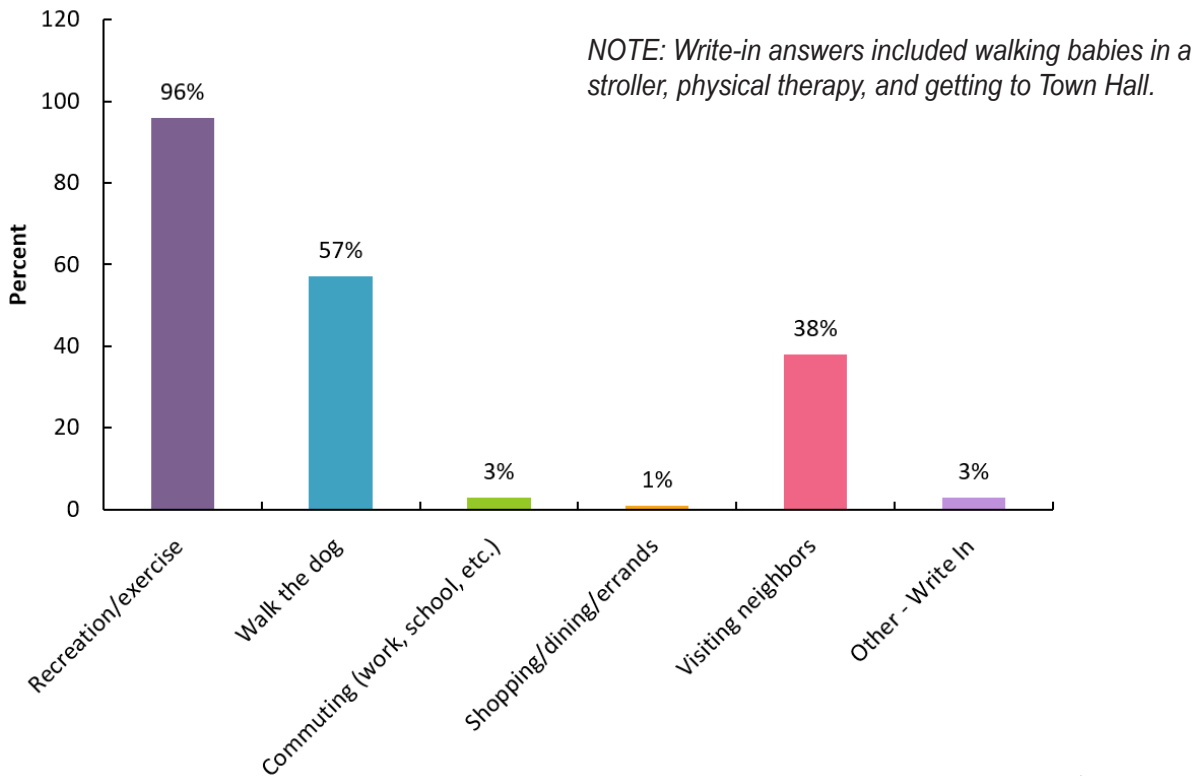
82%
of survey respondents go for a walk at least once or twice a week.

10.) When you walk, which streets in Biltmore Forest do you walk along the most?

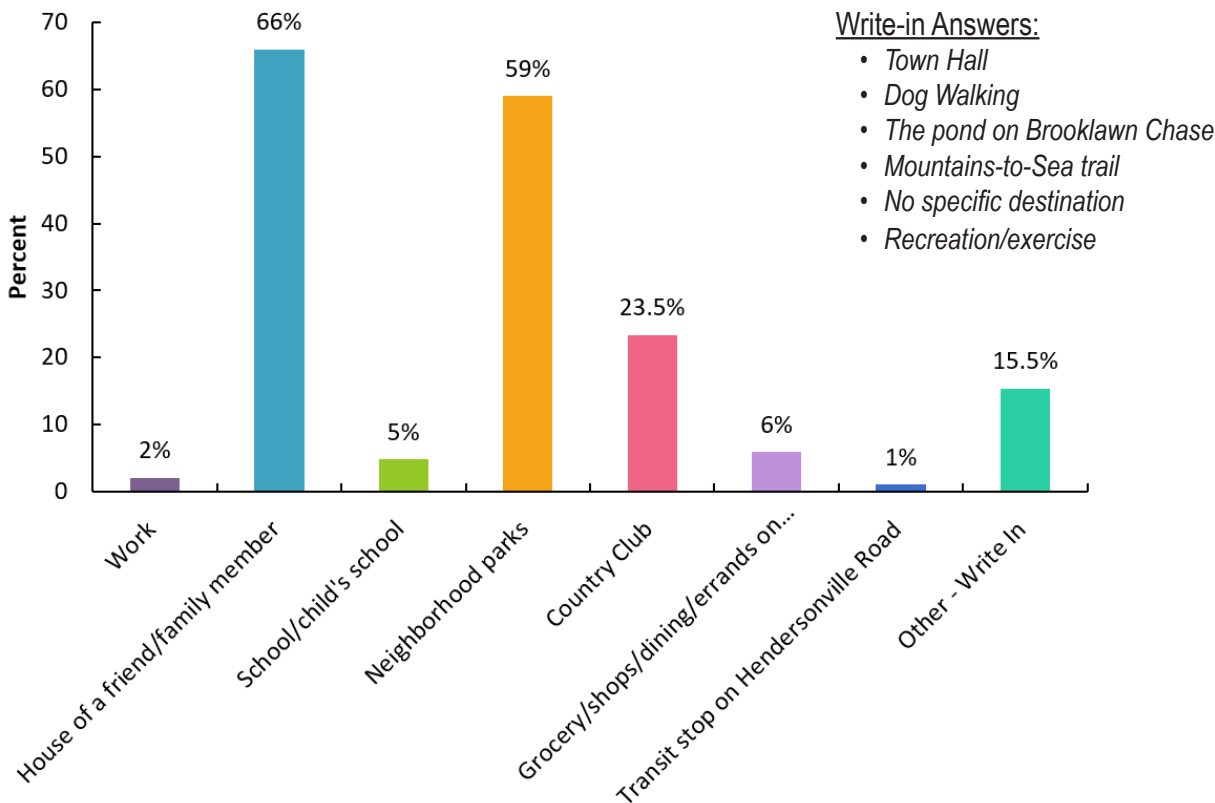
NOTE: This represents a sample of responses for Question 10. For a complete list of write-in responses, please see the Appendix.



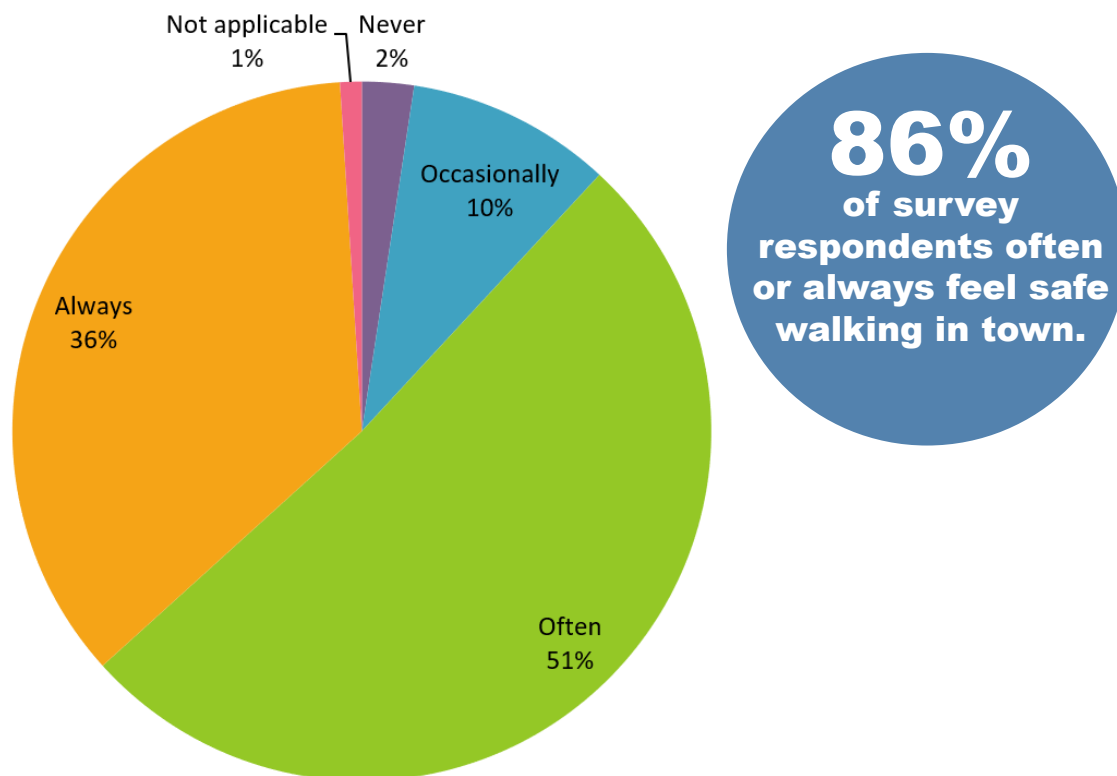
11.) For what purpose(s) do you walk in Biltmore Forest? (select all that apply)



12.) Which of the following destinations do you walk to from home? (select all that apply)



13.) Do you feel safe walking in Biltmore Forest?



14.) What does it mean to feel safe when walking?

NOTE: This represents a sample of responses for Question 14. For a complete list of write-in responses, please see the Appendix.

- Cars are driving slowly and with high awareness of pedestrians.
- Speed bumps on Eastwood Rd and other busy streets
- I feel safe most of the time...not always or often. Around 95% of the time.
- Not worried that a car is flying down the road which might hit my children or pet.
- Cars obeying speed limit, attentive and aware, and give pedestrians adequate space.
- You don't have to worry about an inattentive or speedy driver running you over! And
- Physical safety due to traffic, road layout, etc.; and personal safety related to my ability to walk alone without worrying about being bothered or harmed.
- Driver awareness; observance of speed limits
- Not having to "dive" for the grass to avoid approaching vehicles.
- Vehicular traffic that is aware of walkers - follow speed limits and move over for walkers that are in the road or on the shoulder. Police can help.
- I don't worry too much about getting run over. But I do often worry about my child riding their bike in the neighborhood.
- I wish we had sidewalks or designated walking lanes on the road. Shoulders of the roadway should be filled periodically to prevent drop-offs.
- To feel comfortable that I am not at risk - and our dogs are not at risk - of being hit by a speeding, distracted driver.
- Speed limits, road shoulders; Good visibility and slow traffic.

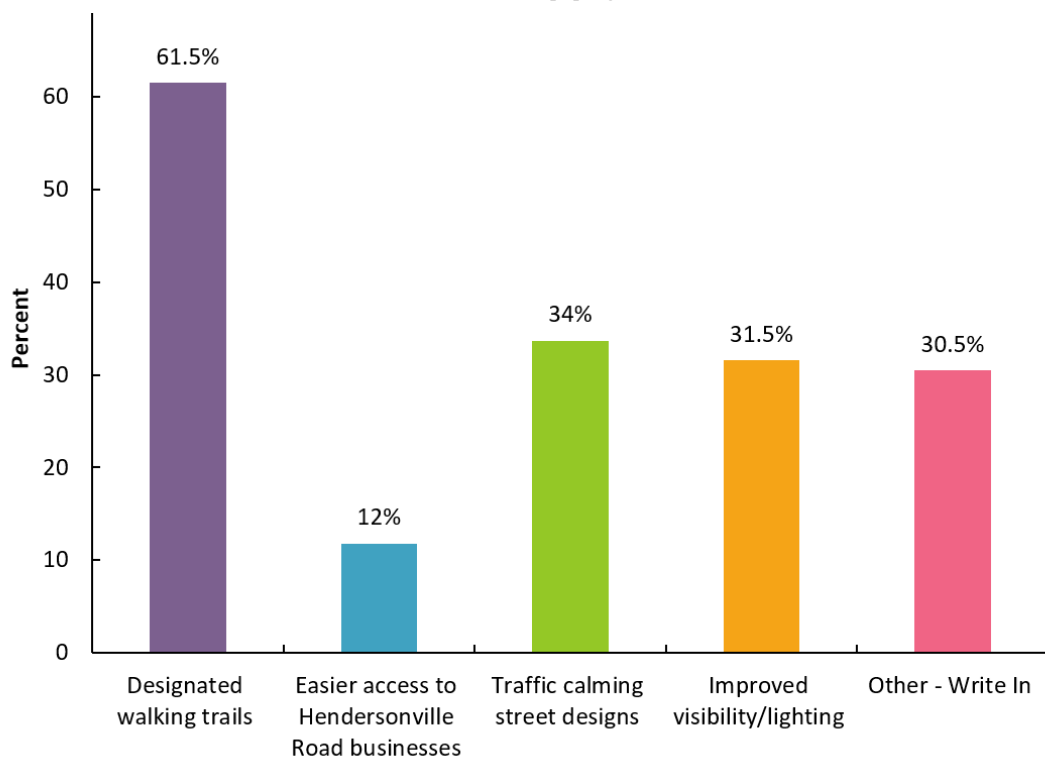
- Cars slow down when they approach us (particularly with children).
- That there is space for pedestrians AND cars.
- Cars obeying speed limit, feeling safe around curves, cars move over to give pedestrians space.
- We feel very comfortable that the overall majority of drivers maintain the posted speed limits which we feel are appropriate for the roadways. We are also thankful for the constant police patrols.
- Roads well maintained. Drivers paying attention/not speeding. Space to step off of the road when a car approaches.
- Alert and courteous drivers who move over. Generally true.
- Alert drivers, shoulders to retreat to, good police presence.
- I think the safety concern is getting hit by a car. Otherwise I feel safe
- Clear areas to walk; drivers drive cautiously
- Being alert and watching oncoming traffic; Walking facing traffic.
- Car speed is appropriate, dogs are on a leash, bikes are not speeding, and I know that the police are nearby patrolling.
- It means I'm not fearful of being struck by a reckless or inattentive driver, or bicyclist, and dog walkers have their dogs on leash and under control.
- Biggest concern is whether automobiles see me since there are no sidewalks.
- Having a place to walk without fear of being run over by a vehicle. Knowing that BF is a safe community with an excellent police department. Access to well lit streets.
- Knowing that oncoming cars are adhering to the speed limit and most walkers face oncoming traffic.



**15.) What factors discourage you from walking in Biltmore Forest?
(Ranked where 1 is the most discouraging factor)**

Item	Overall Rank	Rank Distribution
Lack of sidewalks/trails	1	
Heavy or high-speed traffic	2	
Dangerous/distracted motorist behavior	3	
Construction/landscaping vehicles	4	
Lack of street lighting	5	
Unsafe intersections/crossings	6	
Few destinations within walking distance	7	
Personal safety concerns	8	

16.) Which of the following improvements would encourage you to walk more often? (select all that apply)

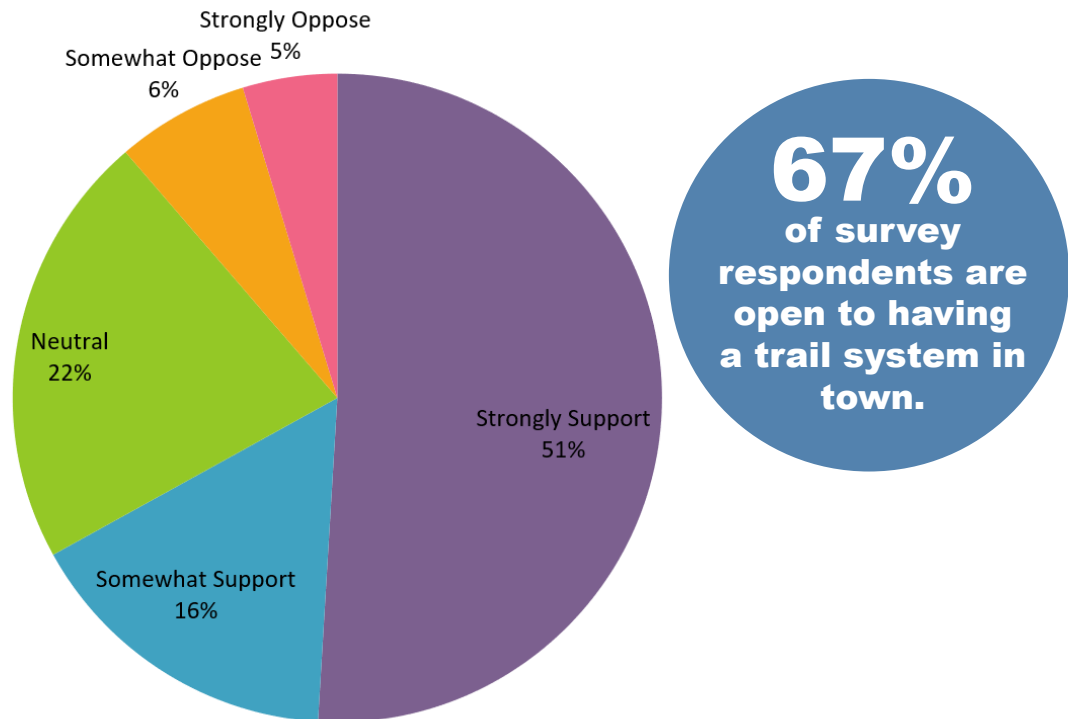


Question 16 Write-in Comments:

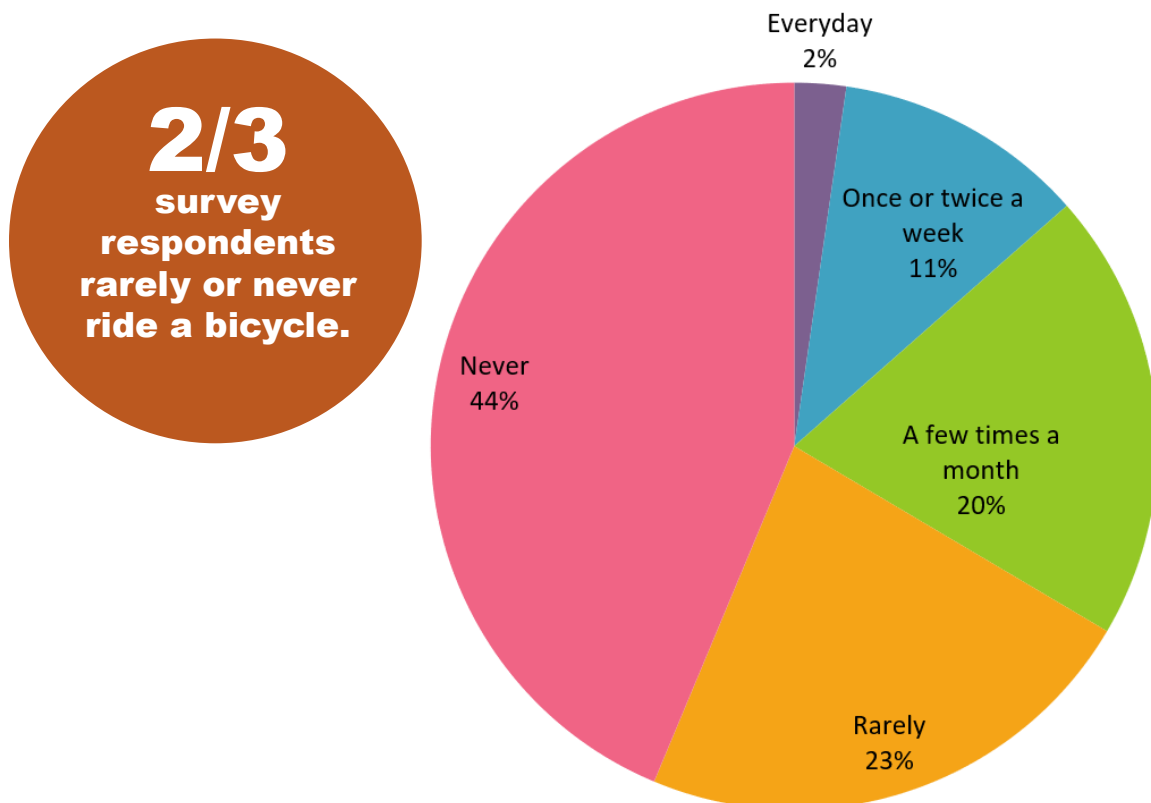
- Sidewalks
- sidewalks
- None
- (comment from #15: We do not need more street lights--perfect # as is; Comment from #16:it would be hard to cross Hendersonville Rd. anyway
- A pedestrain path connecting Biltmore Forest Ramble to rest of Biltmore Forest without having to cross Blue Ridge Parkway
- Biltmore Forest becoming a gated community
- Closing off ridgefield, to make it safe to walk
- Crosswalks might help with signs for pedestrian crossing, especially on Stuyvesant at Southwood.
- Don't change anything. No need for sidewalks that would mean sacrificing trees. Less is more.
- Gated entrance to the neighborhood with an armed guard
- Gated to know who is coming in and out if neighborhood
- Have always thought a sidewalk on Stuyvesant road from Browntown to Southwood would increase safety. Club traffic, tight curve etc is dangerous, as we have already seen. Only on 1 side
- I do not walk
- I do not walk at night because of lack of visibility but I also love how dark it is at night so I am willing to limit my walking to day time

- I feel pretty safe in BF
- Increased visibility would come from uniform levels of vegetation trimming. Vegetation can swat passing cars in some spots.
- Less cyclists that do not live in our neighborhood/do not follow posted ordinances, possibly a sidewalk on Vanderbilt would help!?
- Monitoring driving speed
- More speed limit signs & enforcement
- More trimming of line of sight to see further
- More white lines on roads; more people driving on 'my' side of the road, especially on curves; It is a mess and is dangerous especially the park on Brooklawn Chase and Hemlock road
- N/A
- NONE
- No changes needed.
- No improvements needed.
- None needed
- None of the above
- None of the above-I am careful and we do live in a forest where curvy roads are part of the charm.
- Not necessary
- Pedestrian walk on one side of Vanderbilt/Stuyvesant
- Prefer things as they are.
- Side walks
- Sidewalk on Vanderbilt
- Sidewalks
- Sidewalks on two busiest streets: Vanderbilt and Stuyvesant
- Sidewalks wide enough for two people to walk side by side
- Slow down! Respect walker safety.
- Speeding motorist
- The neighborhood being gated
- Video cameras at busy intersections
- Visibility is more important than lighting as I don't walk in the dark.
- Walking conditions are already perfect. No recommendations for change.
- courteous neighbor/kids
- enforcement of the towns traffic ordinances and speed limits
- greater speed enforcement
- none of these really
- sidewalk along Vanderbilt Rd
- speed enforcement on Valley Springs Road
- stop speeding cars and have motorists adhere to the three foot rule and/or slow down
- town right of way along the road is clear and walkable
- walking/biking designations on the 3 busiest streets
- we don't have a strong deterrent to walking but neighbors not messing with their phones while driving would be good.

17.) What is your level of support for a natural surface (unpaved) trail system for Biltmore Forest residents?



18.) How often do you ride your bicycle in town?



19.) Which areas of focus are most important for a successful roadway network in Biltmore Forest? (Ranked where 1 is the most important)

Item	Overall Rank	Rank Distribution
Ensuring safety for all users (pedestrians, bicyclists, cars/trucks)	1	
Maintaining trees and landscaping along streets	2	
Pursuing traffic calming methods (e.g., speed humps)	3	
Improving access to Hendersonville Road	4	

20.) Is there something you’d like to fix about transportation/traffic in Biltmore Forest that wasn’t covered in previous questions?

NOTE: This represents a sample of responses for Question 19. For a complete list of write-in responses, please see the Appendix.

“I wish there were sidewalks along a couple of busy sections of streets with poor visibility.”

“Need a right turn lane [at] the Eastwood light.”

“I prefer paths to concrete sidewalks, the roundabout concept instead of stop signs.”

“Please get residents to cut back foliage hanging over the road--line of sight needs to be clear.”

“I would like to see more bus shelters along Hendersonville Road.”

“Improve shoulders.”

“Reflective clothing!”

“Roundabout at Vanderbilt/Busbee intersection would make sense.”

“More stop signs.”

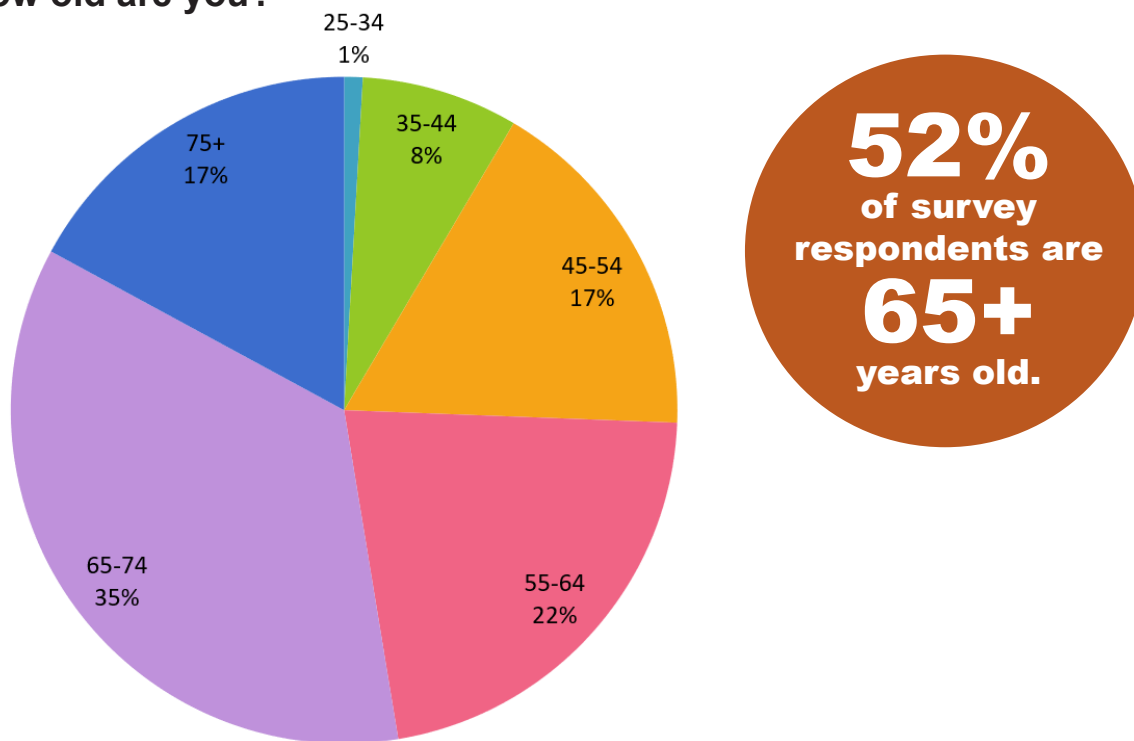
“Hedges blocking visibility at intersections.”

“Many damaged and dying trees along roads that I feel could fall down.”

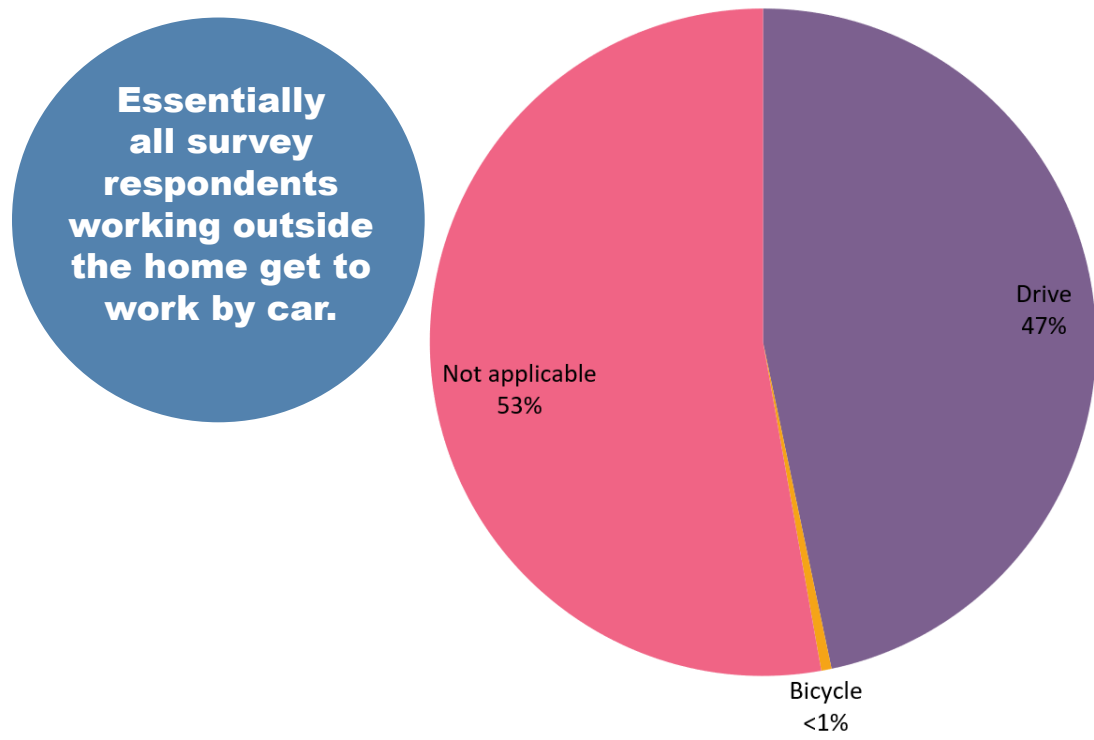
“Please put a stop sign at Valley Springs Road and Chauncey Circle!”

“Consider speed cameras if police enforcement is not practical or possible.”

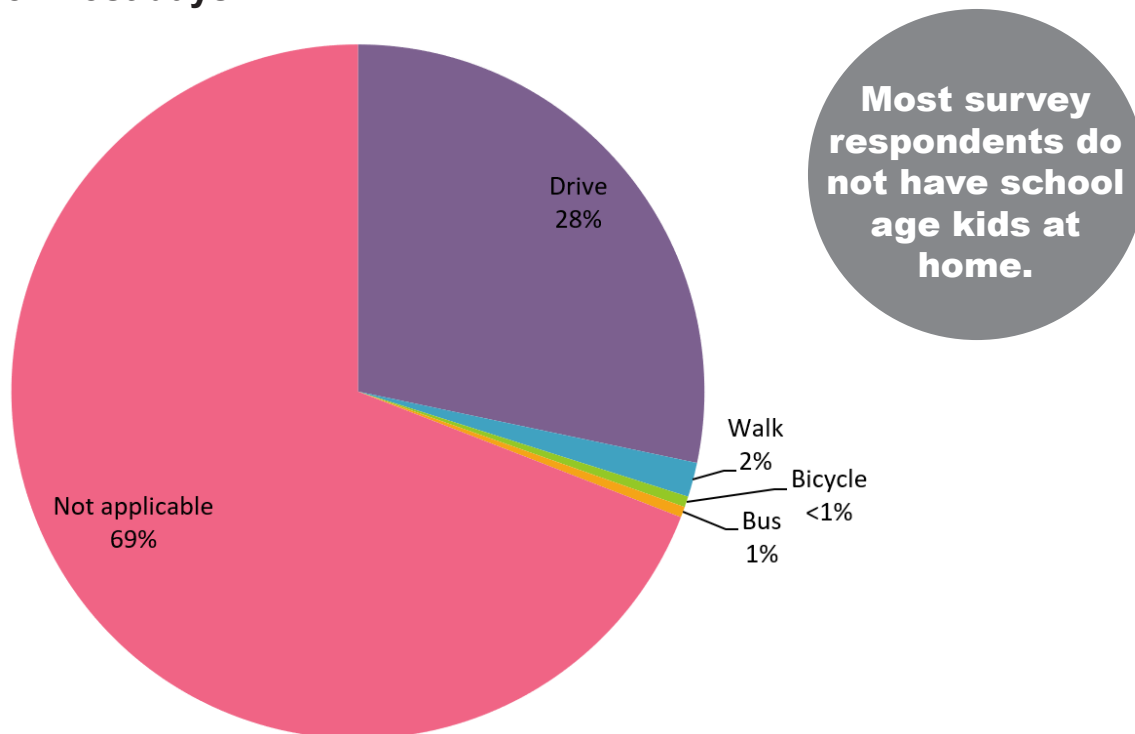
21.) How old are you?



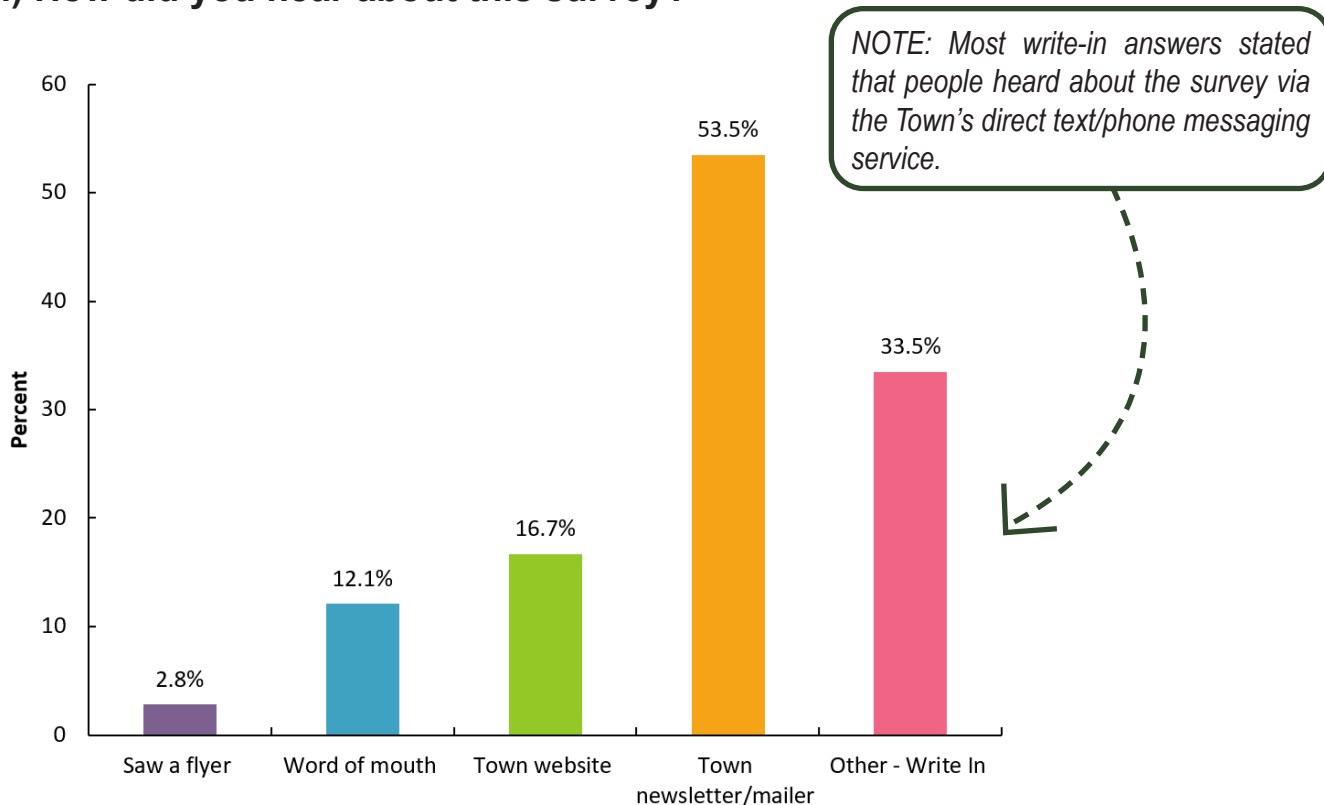
22.) If you work outside the home, how do you commute most days?



23.) If you have children in the household, how do they get to/from school most days?



24.) How did you hear about this survey?



The Online Mapping Tool

The survey was complemented by a customized interactive online mapping tool that allowed users to identify barriers, problems, and safety concerns by adding geographic points and comments. This interactive map provided multiple ways for Biltmore Forest residents to provide their input about transportation in the community.

Residents were instructed to either draw a line or add a point - with different categories for each. Once a point or line had been drawn, more information could be added about the issue, idea, or opportunity shared. In addition, comments could be added to existing points and lines.

Public Input Takeaways

Survey input and comments on the online map provide a glimpse into Biltmore Forest residents' concerns about traffic and transportation overall, offering some solutions for particular issues and specific locations. General feedback reflects a desire to make Biltmore Forest streets safer for all users, without changing so much that it affects the town's unique aesthetic and quiet, historic charm.

KEY TAKEAWAYS

- **Visibility is an issue (keeping hedges trimmed and wearing reflective clothing).**
- **Left turn movements onto Hendersonville Road are dangerous at unsignalized intersections.**
- **A designated walking trail would be welcome.**
- **Police patrols (for speeding and general safety) are seen positively.**
- **Don't neglect Valley Springs Road.**

FIGURE 17 - ONLINE MAPPING TOOL COMMENTS

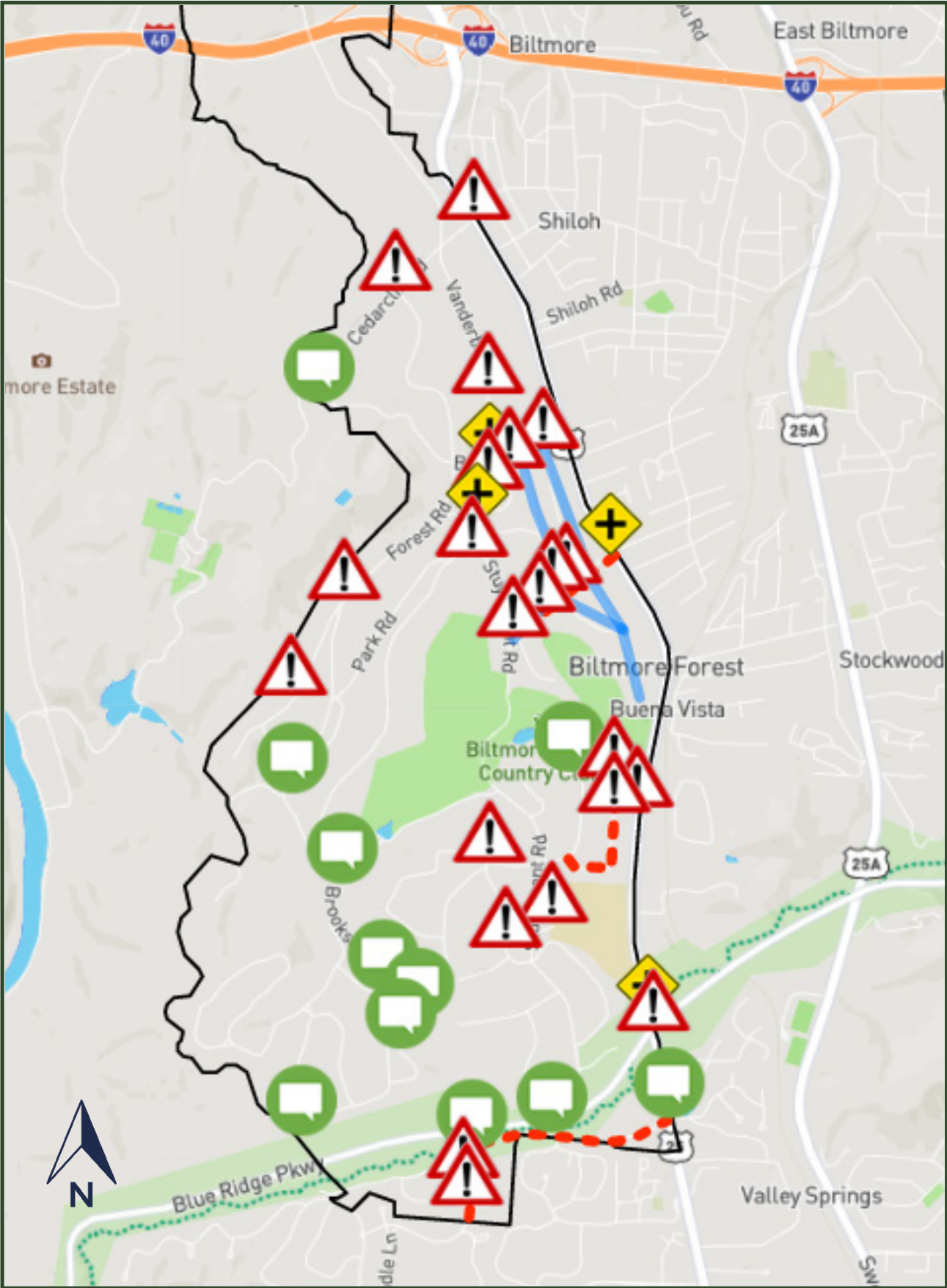
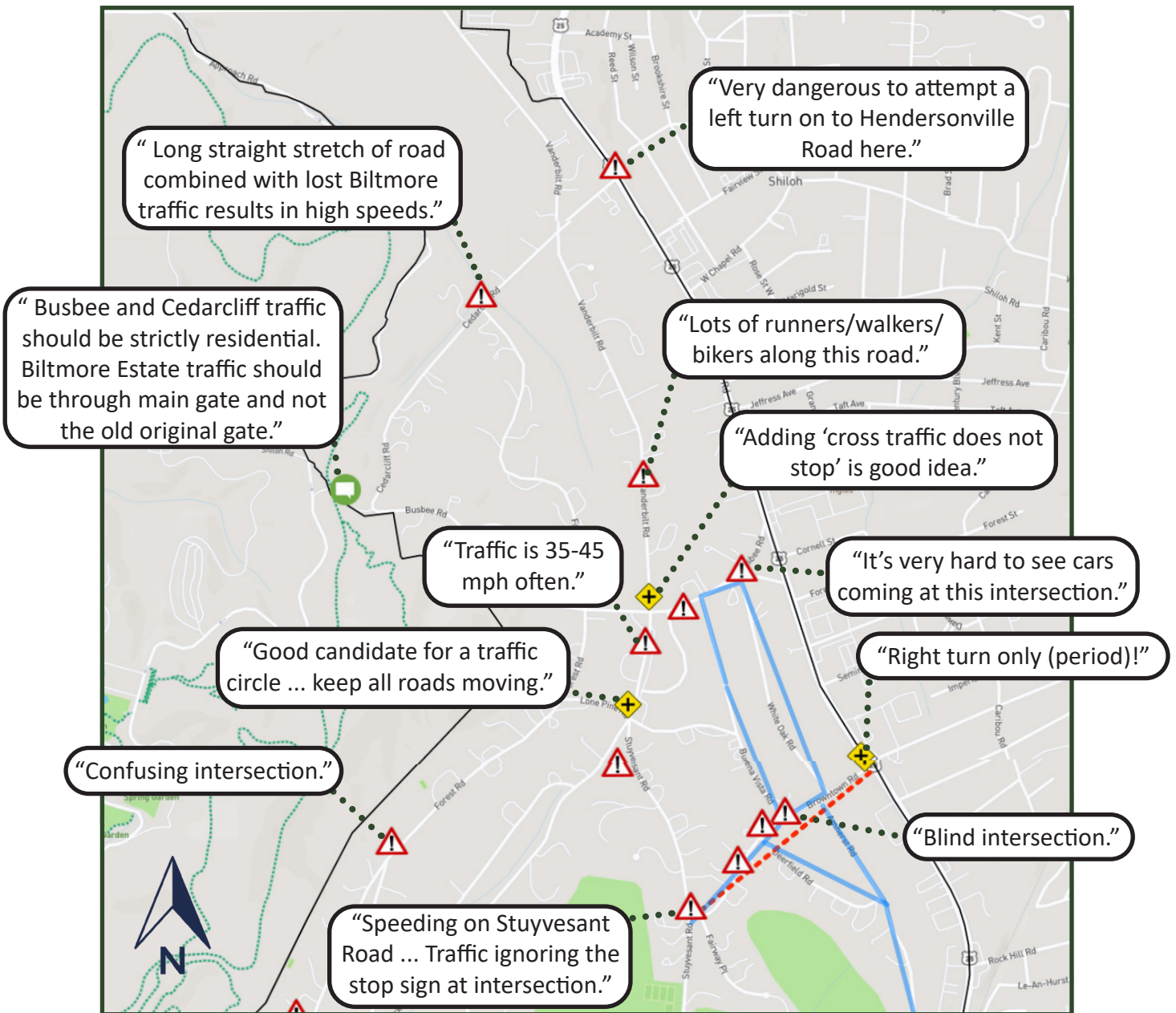


FIGURE 18 - ONLINE MAPPING TOOL COMMENTS (NORTH END)



Points



Safety Concern



Intersection Improvements



General Comment or Idea

Routes



Where Do You Walk?

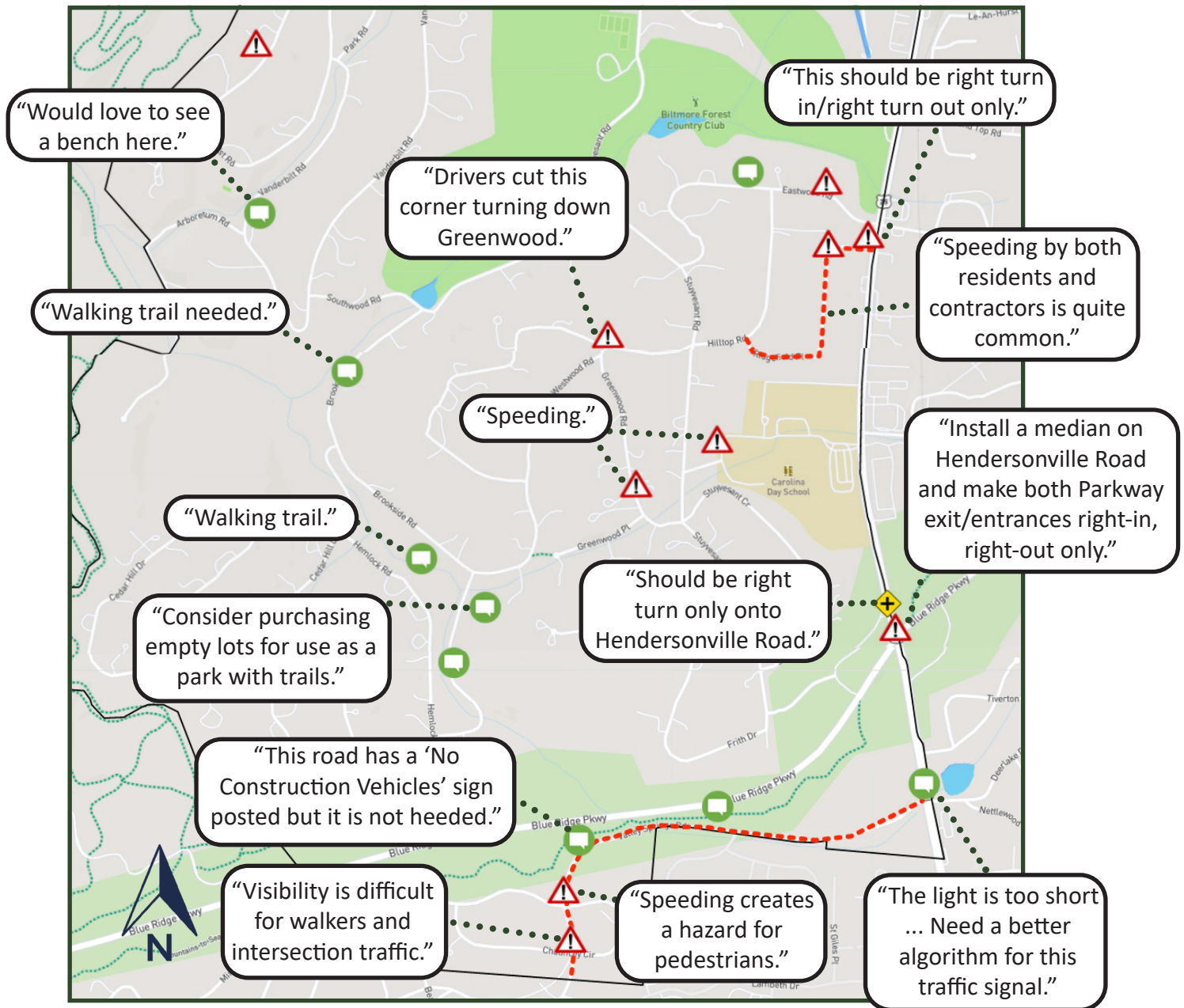


Where Do Cars Speed?



Recommended Trail

FIGURE 19 - ONLINE MAPPING TOOL COMMENTS (SOUTH END)



Points



Safety Concern



Intersection Improvements



General Comment or Idea

Routes



Where Do You Walk?



Where Do Cars Speed?



Recommended Trail

4



49

CHAPTER 4: Recommendations

The purpose of this study is to provide a range of tools that the Town of Biltmore Forest can use to address safety concerns along its primary roadways and intersections, addressing public concerns and taking into account implications from existing studies, plans, projects, and NCDOT traffic projections.

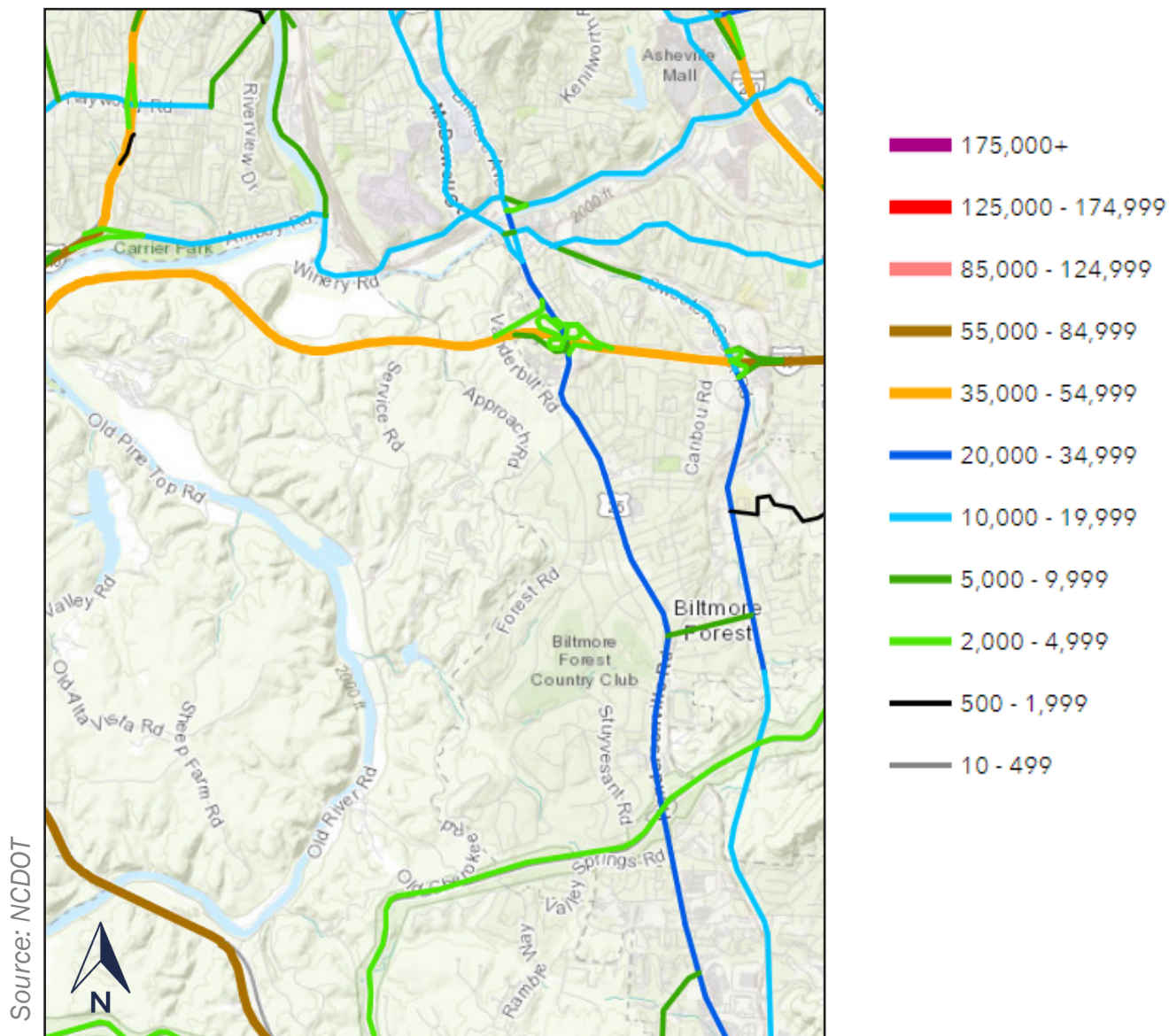
Biltmore Forest's entire eastern edge aligns with Hendersonville Road and all entry and exit points to the town rely on Hendersonville Road. The Blue Ridge Parkway access area will also be affected by any future changes to Hendersonville Road. The French Broad River MPO's 2021 Hendersonville Road Corridor Study highlighted several priorities for improving the transportation infrastructure along this major roadway (see Figure X below). These are important because they reflect an overall need for more effective intersections, better pedestrian access via sidewalks and trails, and a safer system for all users. These priorities coincide with many of the recommendations in this chapter and will support proposed changes to Biltmore Forest's transportation system.

FIGURE 20 - TRANSPORTATION IMPROVEMENTS FOR HENDERSONVILLE ROAD, RANKED (1 = MOST IMPORTANT)



Source: French Broad River MPO

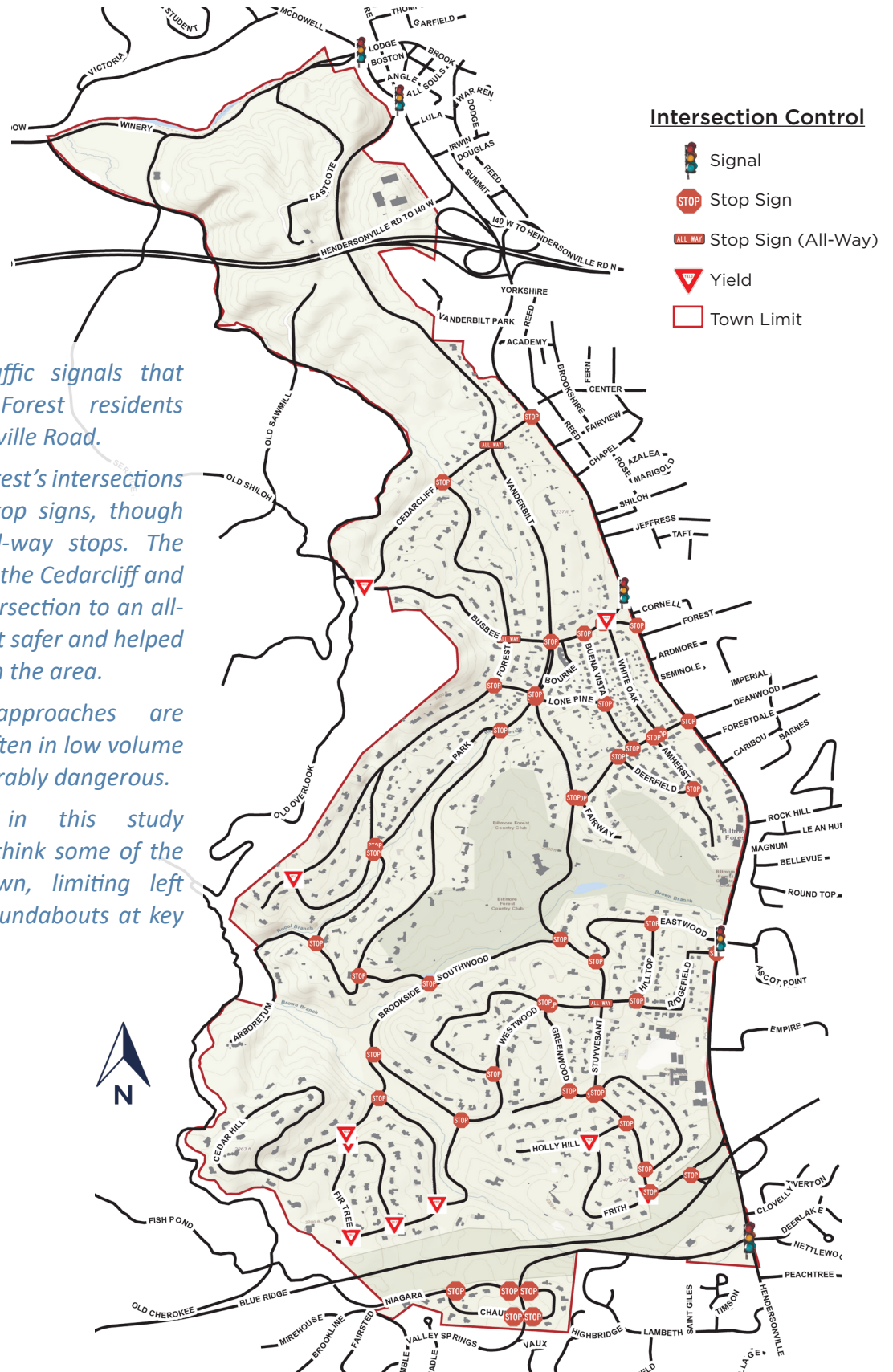
FIGURE 21 - NCDOT ANNUAL AVERAGE DAILY TRAFFIC (AADT) MAP



Annual average daily traffic (AADT) is an approximation of the daily number of vehicles on a roadway segment. The AADT is calculated by the total volume of vehicle traffic on a roadway for a year divided by 365 days. This number is used in transportation planning and engineering as an indicator of overall capacity under current conditions and can demonstrate traffic volume trends and help make forecasts of future demand.

With about 30,000 cars per day traveling along Hendersonville Road, the corridor plays a crucial role for the Biltmore Forest community. Impacts from cut-through traffic, delays at traffic signals, and risky left turns are all part of residents' daily transportation decisions. NCDOT and the City of Asheville seeks to make the corridor safer and easier to use for bicyclists and pedestrians, while also more efficient for cars, buses, and trucks. These eventual changes, along with recommendations from this chapter, mean that transportation in Biltmore Forest will look different in years to come.

FIGURE 22 - EXISTING INTERSECTION CONTROL MAP



There are four traffic signals that provide Biltmore Forest residents access to Hendersonville Road.

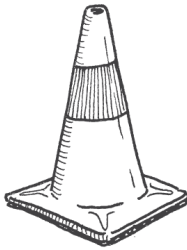
Many of Biltmore Forest's intersections are controlled by stop signs, though only a few are all-way stops. The recent conversion of the Cedarcliff and Vanderbilt Road intersection to an all-way stop has made it safer and helped bring speeds down in the area.

Several "yield" approaches are confusing, though often in low volume areas so not considerably dangerous.

Recommendations in this study reflect a need to rethink some of the intersections in town, limiting left turns and adding roundabouts at key locations.

Transportation considerations were developed from public input (both the survey and the online mapping tool), field observations, Town staff expertise, and takeaways from the existing plan review. These observations are depicted in the Opportunities & Challenges Map, highlighted over the next few pages. Notes from this map became the basis for final recommendations.

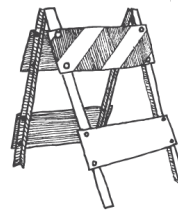
This chapter presents recommendations for the Town to consider and implement as funding becomes available and based on consensus between the Board of Commissioners, Town staff, consultants (if needed), and residents. Each recommendation is provided to offer a benefit to the community with varying degrees of effectiveness. Selection of final recommendations were selected with multiple goals in mind and weighted based on the following four criteria: Do the recommendations improve safety? Does it enhance mobility? Is it relatively feasible? Will it benefit the community and contribute to a sense of place?



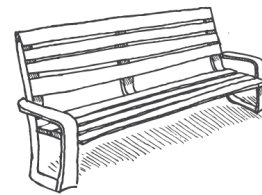
safety



mobility



feasibility



community

FIGURE 23 - OPPORTUNITIES & CHALLENGES MAP

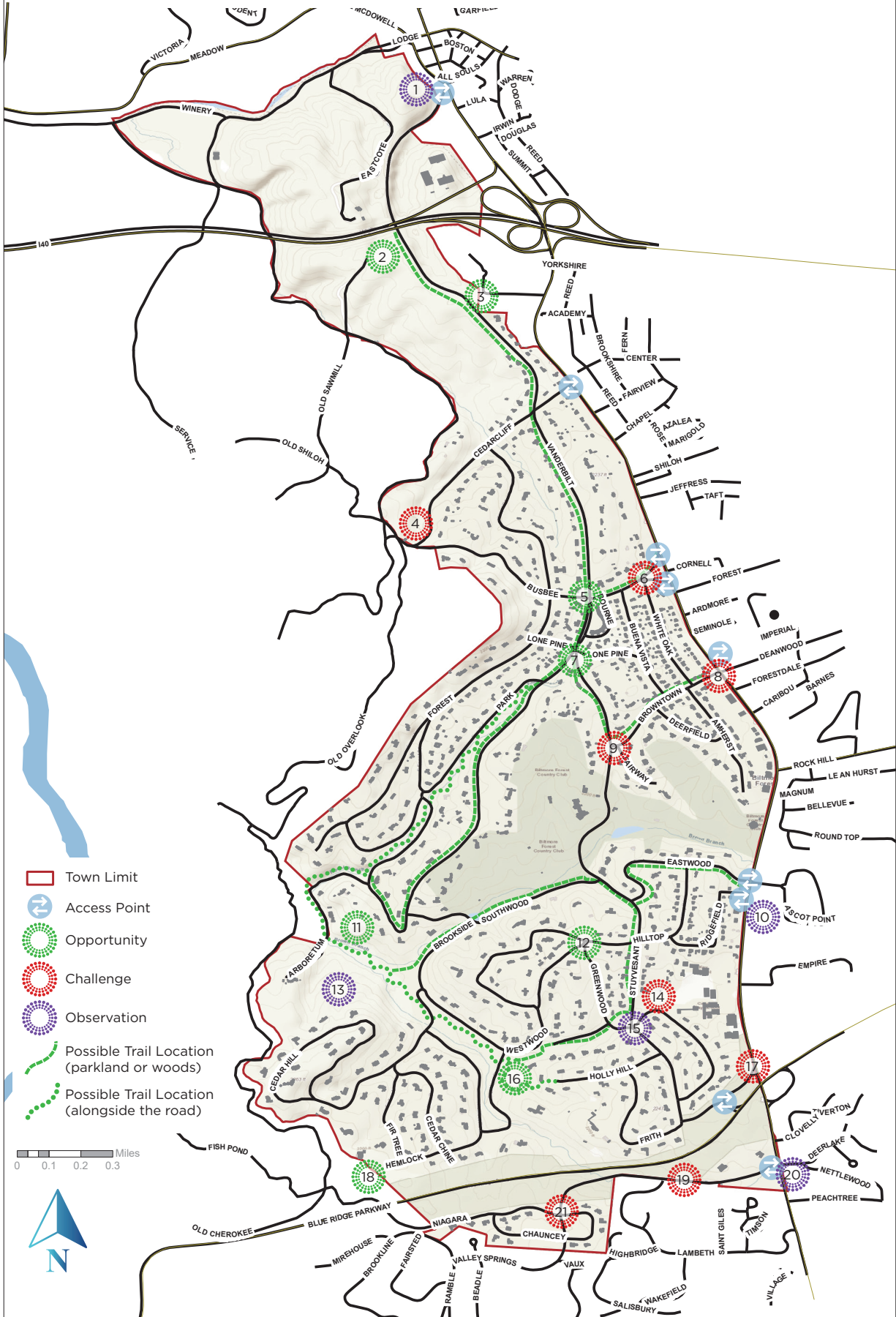
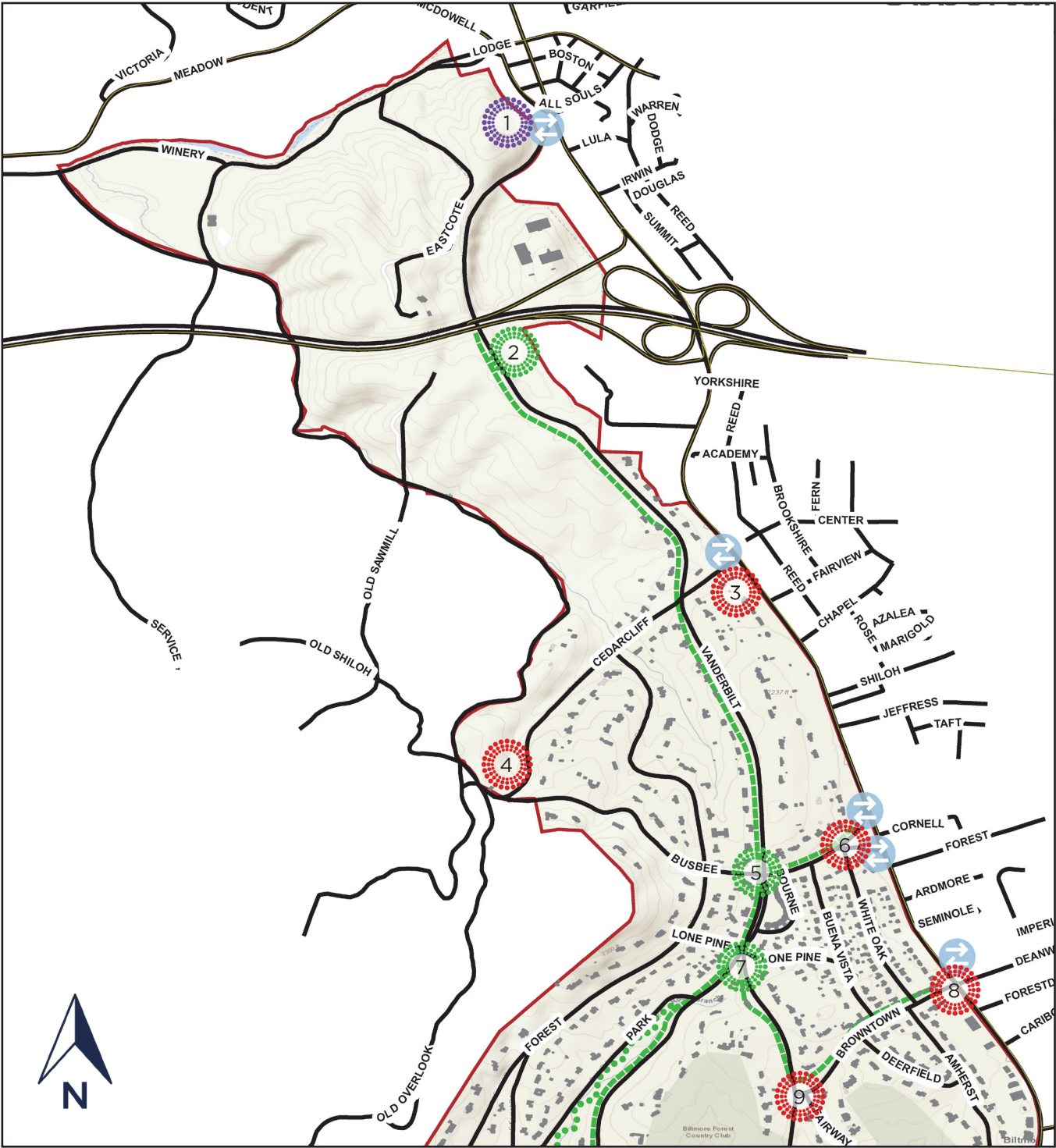


FIGURE 24 - OPPORTUNITIES & CHALLENGES MAP (NORTHERN SEGMENT)



- Town Limit
- Opportunity
- Challenge
- Observation
- ↻
 Access Point
- Possible Trail Location (parkland or woods)
- Possible Trail Location (alongside the road)



The City of Asheville and NCDOT plan to eventually reconfigure several intersections in Biltmore Village (including All Souls Crescent and Vanderbilt Road, which is highlighted in a recently adopted corridor study as in need of pedestrian safety improvements and an extra northbound vehicular travel lane). Construction and final designs could affect ingress and egress here, one of the residents' primary access points to the town.



This is a logical terminus for a town-wide walking trail and could include amenities like a park bench, trail system map, doggie bag station, etc. The Vanderbilt Road bridge over I-40 does not have safe pedestrian facilities, so any extension of a Biltmore Forest trail beyond this point would require construction of a new bridge.



The Cedarcliff Road intersection with Hendersonville Road has some sight distance challenges and can be dangerous when attempting left turns, especially by wide landscaping or construction vehicles.



When the Biltmore Estate main entrance is closed, visitor traffic comes through this alternate entrance, temporarily increasing the number of vehicles within Biltmore Forest.



This intersection would benefit from a "Cross Traffic Does Not Stop" sign for drivers on Busbee Road approaching Vanderbilt Road. A longer-term solution would be to install a roundabout, which would mitigate confusion about who needs to yield, ensure safer speeds, allow U-turn access to Town Hall, and provide an opportunity for a gateway sign or monument. An All-Way Stop could be used as an interim safety measure.



This area is unnecessarily confusing, and the southern portion is unnecessary. A redesign of the area could eliminate the southern access altogether (while adding a dedicated right-turn-only lane to the northern access), keeping all drivers at the signalized intersection and opening space for park amenities, gateway signage, and pedestrian connectivity.



This five-pronged intersection is confusing. The blind curves and minimal signs limit drivers' ability to safely turn and create uncertainty about yield behavior. A roundabout would make navigating this area much safer and easier to understand, while also enabling people leaving the Town Hall area to make a proper U-turn to head back north on Vanderbilt Road.

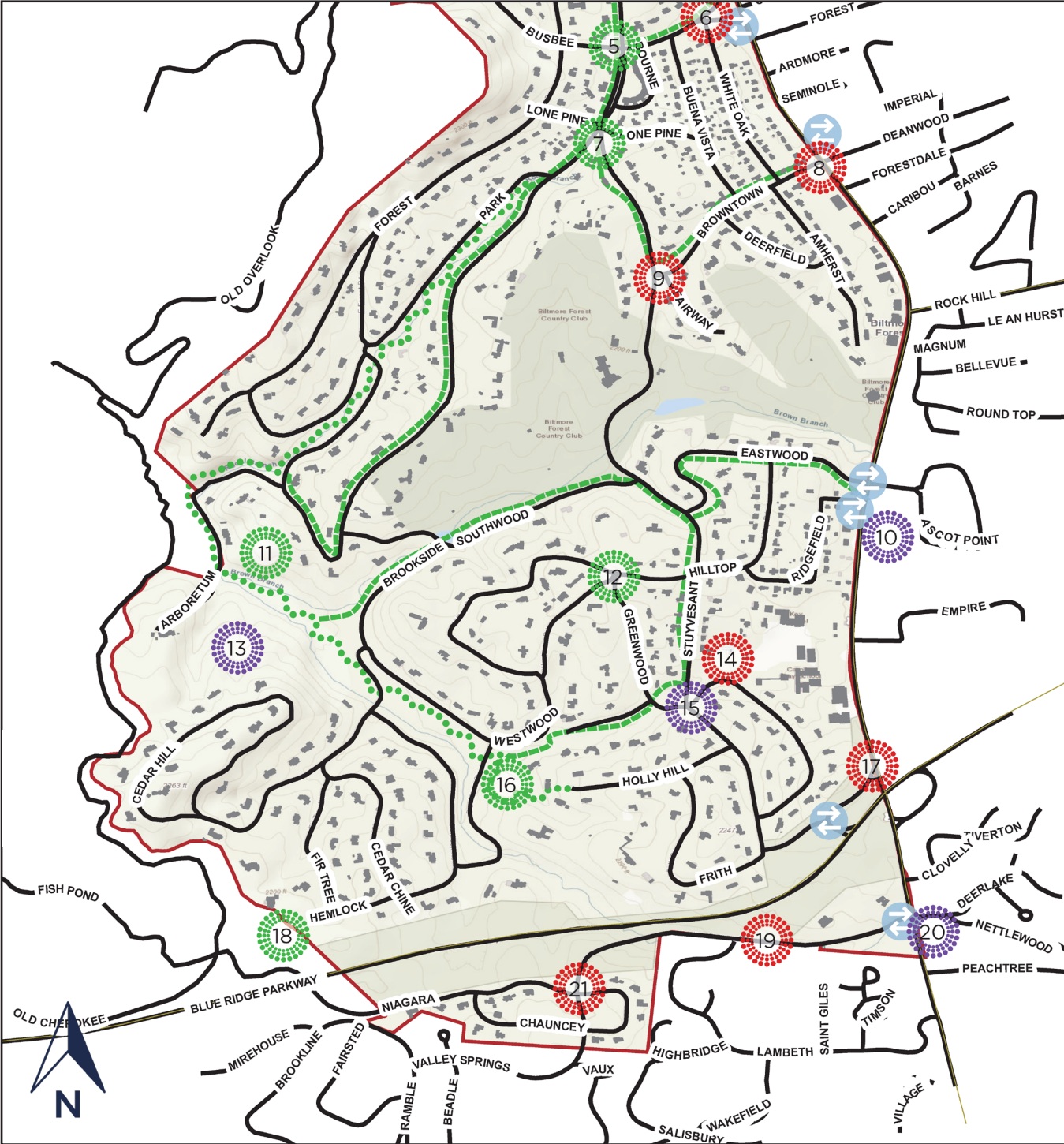


Full access to and from Hendersonville Road from Browntown Road is not necessary, with signalized intersections nearby at Busbee Road and Eastwood Road. Limiting this access to right in – right out only movements would help avoid potentially dangerous left turns.



This intersection has room to reconfigure into a roundabout, which would mitigate some speeding tendencies and could include Fairway Place as one of four legs.

FIGURE 25 - OPPORTUNITIES & CHALLENGES MAP (SOUTHERN SEGMENT)



- Town Limit
- ↔ Access Point
- Opportunity
- Challenge
- Observation
- - - Possible Trail Location (parkland or woods)
- . . . Possible Trail Location (alongside the road)

- 10** The Ridgefield Place intersection with Hendersonville Road is unnecessary with the signalized Eastwood Road intersection nearby. Limiting left-turn movements or closing this intersection altogether may be prudent with adjacent resident support if accompanied by adding a designated right-turn lane on Eastwood Road.
- 11** Biltmore Forest's existing parks provide an opportunity for a long, off-road unpaved trail system following the creeks. These could connect to facilities along key roadways as well. Some possible routes are illustrated on the Opportunities & Challenges Map.
- 12** This intersection is confusing but could easily be fixed by installing a roundabout – giving drivers clarity about the flow of traffic and who is responsible for yielding, while acting as a traffic calming device. A mini-roundabout could work at this location.
- 13** A large (45-acre) parcel here could be subdivided into many new smaller lots. New homes would add considerable strain to the adjacent roadway network with construction traffic as they are built and day-to-day trips thereafter.
- 14** Car line pick-up at Carolina Day School sometimes backs up onto Stuyvesant Road, which can cause congestion and make the area less safe.
- 15** This intersection is confusing and could accommodate a roundabout to help slow traffic on Vanderbilt Road, while improving the overall flow of vehicles and safety for pedestrians (especially important near Greenwood Park). Planned improvements to the park and stream restoration efforts would make this an opportune time to review this intersection.
- 16** The Town could acquire property (or easements) on Brooklawn Chase to extend Brooklawn Park across the street, add walking trails, and possibly provide a pedestrian connection to Holly Hill Road.
- 17** The northern access for the Blue Ridge Parkway at Hendersonville Road is designed in a way that invites drivers to make unsafe left turning movements.
- 18** A direct connection between Biltmore Forest and the Ramble neighborhood would enable residents to visit friends and community parks without having to use Hendersonville Road. This will require cooperation with the National Parks Service and Biltmore Estate.
- 19** Anecdotal speeding on Valley Springs Road could be an opportunity to conduct traffic counts (speed, volumes) to see if long-term traffic calming solutions are needed along the corridor.
- 20** Signal timing at the intersection of Valley Springs Road and Hendersonville Road could be changed, if warranted, to improve egress from this area (including The Ramble).
- 21** To slow traffic coming from both directions and improve the overall movement of cars around Chauncey Circle, an all-way stop or roundabout could be installed here.



ROADWAY RECOMMENDATIONS

RECOMMENDATION 1: Rethink the Busbee Road Interface with Hendersonville Road

The intersection of Busbee Road and Hendersonville Road has an odd alignment; almost as if it is trying to do too many things, but none well. Coupled with the fact that White Oak Road also intersects Busbee Road in the vicinity, there are many more conflict points (i.e. potential crash sites) than there needs to be (see “Existing Conditions” in Figure 26).

The recommended roadway changes include eliminating the southern access leg altogether and adding a right-out-only lane to the northern access (see “Proposed Redesign” in Figure 26). Redesigning this area would maximize safety without sacrificing access, while freeing up newfound space for stormwater retention, park space, and/or gateway signage. A natural surface walking trail along Busbee Road from Vanderbilt to Hendersonville Road would be helpful, ensuring residents could access the ART transit stop and cross the street.

A roundabout at the Busbee Road and White Oak Road intersection could provide an opportunity for a gateway monument, but driveway accesses complicate the design.

Timeframe: *Short-term for design; Medium-term for implementation.*

Estimated Cost: \$300,000

RECOMMENDATION 2: Study Valley Springs Road

Hire a consultant to conduct a traffic study on Valley Springs Road to determine if speeding is a real concern, whether traffic calming is appropriate, and if the signal at Hendersonville Road should be coordinated differently. Many survey respondents indicated a need to address multiple issues on this street, including reportedly high vehicular speeds, near-misses at Chauncey Circle, and long waits to turn onto Hendersonville Road.

Possible considerations (if warranted by the traffic study) could include speed humps, center medians (as horizontal deflection measures), extending the right-turn lane at Hendersonville Road to allow for more vehicles to queue at a red light without impeding right turn movements, and adjusting the signal timing.

Timeframe: *Short- or Medium-term for a traffic study; Medium- or Long-term for implementation of recommendations.*

Estimated Cost: \$12,000-\$20,000 (depending on the traffic study scope)

FIGURE 26 - CONCEPT FOR BUSBEE ROAD AT HENDERSONVILLE ROAD



The proposed redesign would eliminate some unnecessary conflict points and the confusing interplay between Busbee Road and White Oak Road, without losing any access to Hendersonville Road or driveways along the corridor.

RECOMMENDATION 3: Limit Left Turns onto Hendersonville Road

Convert Cedarcliff Road, Ridgefield Place, and Browntown Road to right in, right out only at their Hendersonville Road intersections. Limiting that movement will encourage left turning vehicles (i.e. those seeking to head north on Hendersonville Road) to use the signalized intersections at Busbee Road and Eastwood Road. Right turn movements are much safer and will eliminate possible queueing of backed-up vehicles.

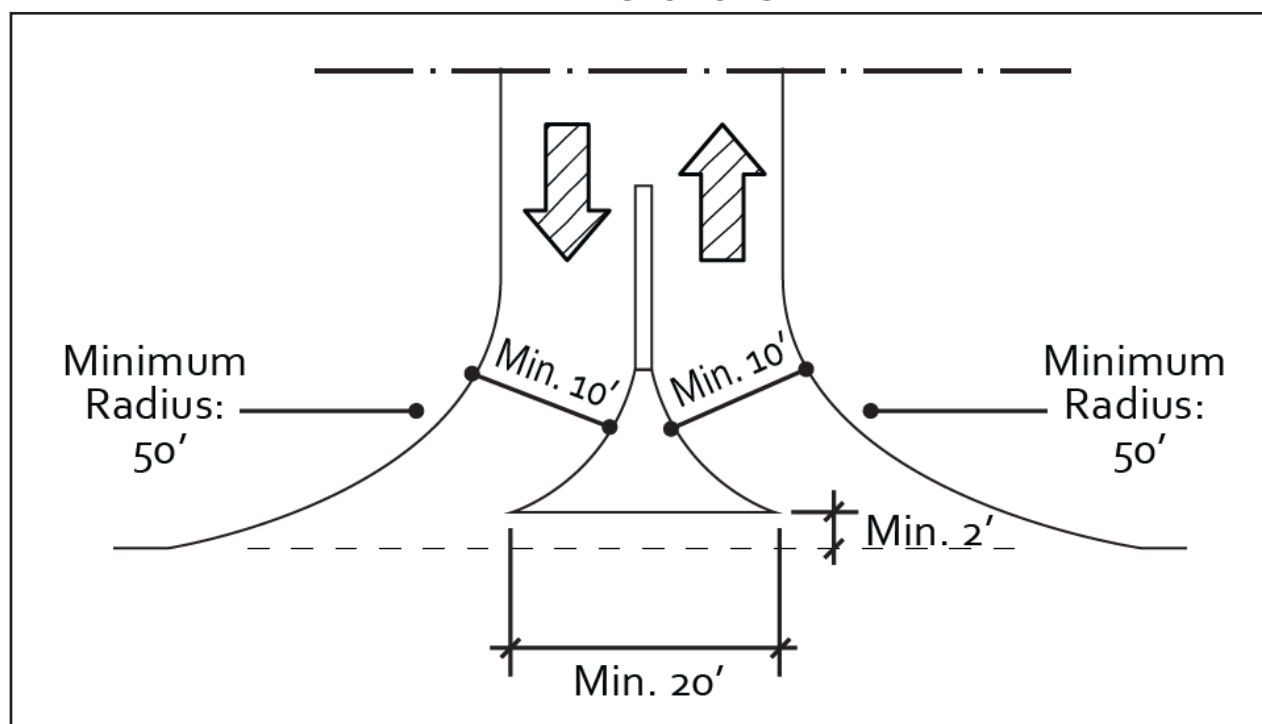
Most residents use Vanderbilt Road (at All Souls Crescent and at the Blue Ridge Parkway ramp) as their primary routes into and out of town, so restricting movements at some of the other access points should have a minimal negative impact on traffic habits or commute times. One possible effect is to discourage some through-traffic and construction vehicles on these roadways.

Full closure of Ridgefield Place was recommended in a 2018 Traffic Calming Study. If residents along the street are amenable, blocking access to Hendersonville Road altogether could be prudent.

Timeframe: *Medium-term for design and implementation.*

Estimated Cost: \$10,000 per intersection.

FIGURE 27 - GENERAL DIMENSIONS AND ORIENTATION FOR RIGHT-IN, RIGHT-OUT INTERSECTIONS



Source: City of Huntington, TX UDO

Each intersection will have unique challenges, include utility rights-of-way, adjacent property lines, and overall dimensions. The final design for Cedarcliff Road will look quite different from the design for Browntown Road.

RECOMMENDATION 4: Add a Right Turn Lane on Eastwood Road

Widen a short segment of Eastwood Road to accommodate a designated right-turn lane at the Hendersonville Road intersection. This will enable people turning right to avoid any queueing from those waiting to turn left at the light, which will be especially helpful if Ridgefield Place is limited to right in, right out only or closed at the intersection (see Recommendation 3).

Coordination with NCDOT will be necessary to implement this recommendation.

Timeframe: *Medium-term for coordination and design; Long-term for implementation.*

Estimated Cost: \$15,000

FIGURE 28 - EASTWOOD ROAD REDESIGN (RIGHT-TURN LANE)



Widening Eastwood Road near the intersection with Hendersonville Road will enable the addition of a right-turn lane. This will mean that people turning right onto Hendersonville Road won't have to wait while other vehicles are stopped at the light. They can make a right on red.

RECOMMENDATION 5: Work to Fix the Blue Ridge Parkway Ramp

Work with The National Park Service (NPS) and NCDOT to officially make the northern ingress/egress access to the Blue Ridge Parkway on Hendersonville Road right-in, right-out only, similar to the southern ingress/egress access point. Consider also a median on Hendersonville Road at the Blue Ridge Parkway (as proposed in the Hendersonville Road Corridor Study) to eliminate northbound left turn onto Parkway access road or attempted left turns north onto Hendersonville Road from the Parkway access road.

Timeframe: *Long-term.*

Estimated Cost: None. Coordinate with NCDOT and NPS on planning and design.

RECOMMENDATION 6: Focus on the Edges

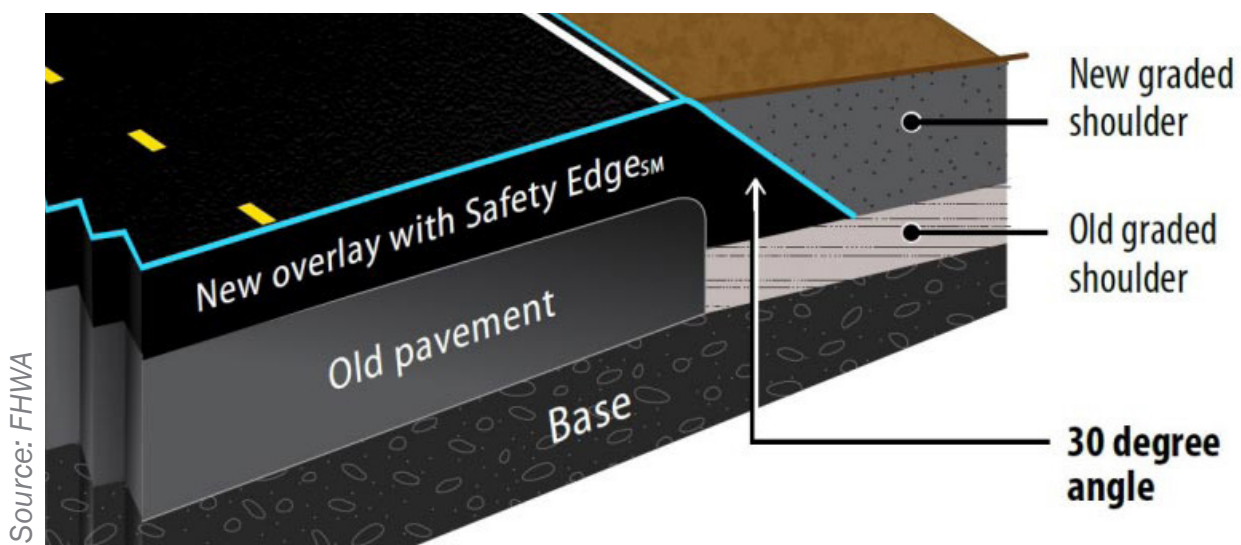
Safety Edges: Work to install a “safety edge” on roadways with high drop-offs. When a vehicle drifts too far over a tall drop-off, it could roll over, increasing the chance of serious injury or death.

lane, and struck an oncoming vehicle. Flat side slopes help make sure a driver can recover from leaving the roadway without the vehicle rolling over, and a safety edge can improve overall conditions. Instead of a vertical drop-off, a safety edge shapes the edge of the pavement to 30-35 degrees, enabling drivers who drift off the side of the road to safely get back into the lane, while also helping pedestrians maneuver on and off the asphalt more smoothly.

Updating repaving processes can provide a safer roadway edge, and a stronger interface between the roadway and the graded shoulder. The additional cost of the asphalt edge is minimal when included as part of resurfacing projects. Benefits include the avoided economic and social impacts of fatalities, injuries, and property damage.



FIGURE 29 - SAFETY EDGE DEPICTION



This diagram shows how a safety edge is created during a repaving project. As the new graded material begins to settle or erode, the angled and more durable safety edge prevents a vertical edge from forming, making the pavement edge safer for drivers and cyclists.

Edge Lines: Begin painting thick (6" or 8") white edge lines on most roads through Biltmore Forest. These lines can alert drivers in dark or shady conditions so they do not run off the edge of the roadway. Research suggests that wide edge lines promote driver safety by mitigating the need to pay attention to the edge of the roadway and allowing more time to focus on other critical tasks. Edge lines can also have the effect of visually narrowing the width of the road so that drivers subconsciously feel they have less space within their lane and should pay closer attention. An additional benefit to having easily seen edge lines is improved detection and tracking for lane departure warning (LDW) and lane keeping assistance (LKA) systems in newer cars and autonomous vehicles.

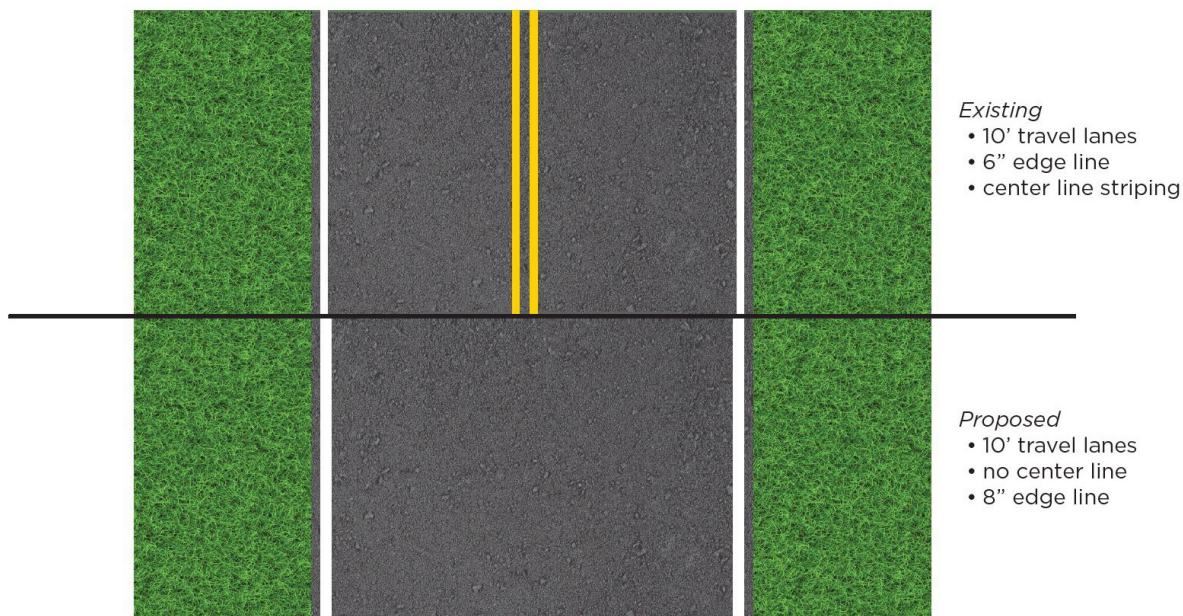
Only stripe the yellow centerline in short sections of specific locations, such as around curves, over hills, on approaches to grade crossings, at grade crossings, and at bridges. Keep most roads without a centerline, in an effort to remind drivers that Biltmore Forest's streets are shared with pedestrians and short-term parked vehicles.

Timeframe: *Ongoing (as repaving and restriping schedules dictate).*

Estimated Cost: The cost of incorporating edge lines will likely be negligible for hot-mix asphalt. It does depend somewhat on the specific parameters, but typically the process compacts asphalt that often otherwise would break off because it was loose. (Add one percent to the total asphalt material needed for the total cost of repaving).

For edge line striping, add the cost of the extra width to the linear foot cost of the project. For instance, if the cost to stripe a 4" edge line is \$0.50/linear foot, then an 8" edge line is approximately \$1.00/linear foot.

FIGURE 30 - PAVEMENT STRIPING IDEA (TRAFFIC CALMING STUDY)



The 2018 Biltmore Forest Traffic Calming Study recommended removing the center line striping and widening the edge line striping to create a subconscious feeling that the roadway is narrower than it actually is and encourage drivers to be more cautious.

RECOMMENDATION 7: Establish a Traffic Calming Policy

Create standard operating procedures that quantify speed and volume problems prior to installation of future traffic calming devices. Perceptions of speeding and dangerous behavior may not align with actual vehicular traffic data. The Town should identify criteria for initiating the process to implement various traffic calming measures. For example, when the 85th percentile vehicular speeds are 10 miles per hour above the posted speed limit, that section of roadway qualifies for a range of traffic calming tools.

Enable residents to initiate this process by petition, with the following next steps:

- Conduct a traffic study (speeds/volumes)
- Recommend traffic calming measure (if warranted)
- Gather neighbor support for implementation (% threshold)
- Prioritize measures based on established criteria
- Allocate an annual budget amount for traffic calming implementation

Follow up with data collection to quantify speed and volume of traffic at least six months after new traffic calming devices are installed. Before and after speed data will indicate how successful that particular measure has been and whether it warrants removal or additional traffic calming in the area. This information can be presented to the residents of Biltmore Forest as demonstrative of the Town's efforts to address speeding concerns and will ensure that appropriate measures are selected.

A traffic calming policy will guide Town staff and inform residents about the processes and procedures for implementing traffic calming on residential streets.

Timeframe: *Short- to Medium-term to develop and adopt a traffic calming policy.*

Estimated Cost: staff time (or approximately \$8,000-\$15,000 to hire a consultant)

RECOMMENDATION 8: Provide Traffic Cones for Residents

Provide retroreflective traffic cones for all residents to use whenever landscaping or construction vehicles will be parked on the roadway for more than an hour. The Town could order traffic cones in bulk and have a ready supply for any resident who requested them - either at low cost to keep or free to rent.

Timeframe: *Short-term.*

Estimated Cost: \$3,000 (100 cones @ \$30/each). Some retailers offer to have a logo printed on traffic cones, which might be a good option.

Source: Burkholder Landscape



Construction and landscaping crews are welcome on Biltmore Forest's roads, but visibility is key. It is important to get high quality, durable, reflective cones that are tall and visible at night.

RECOMMENDATION 9: Install a Pair of Roundabouts at Town Hall

Install roundabouts at both Vanderbilt/Busbee and Vanderbilt/Stuyvesant/Lone Pine in order to effectively slow traffic, promote safety, and offer easy turnaround access to Town Hall, Public Works, and the Police Department. Roundabouts are most effective in reducing speeds throughout a neighborhood when several are used in a series (i.e. two or more consecutive intersections). Each roundabout will encourage drivers from every approach to slow down through an intersection, so the overall speed reduction through this key corridor could be great if two roundabouts are installed as recommended.

Roundabouts help to minimize confusion, maintain traffic flow, slow speeds, and improve safety for all roadway users. They can also handle more traffic in the same amount of time because vehicles are not required to stop - only yield - which can improve travel times for most users. Having the Town Hall area buffered by roundabouts will also enable easier u-turn movements for people to better access the Town's facilities, and could offer a great opportunity to incorporate landscaping and gateway elements.

It is important to communicate the Town's plans for specific intersection reconfigurations early and frequently, especially on projects that contain features

"In typical traffic engineering, there's a tradeoff between safety and operations. Generally, 'safe' equals 'inefficient.' Our research has shown roundabouts offer benefits in both safety and operations."

- David Noyce, Chair
UW-Madison Civil and Environmental
Engineering Department

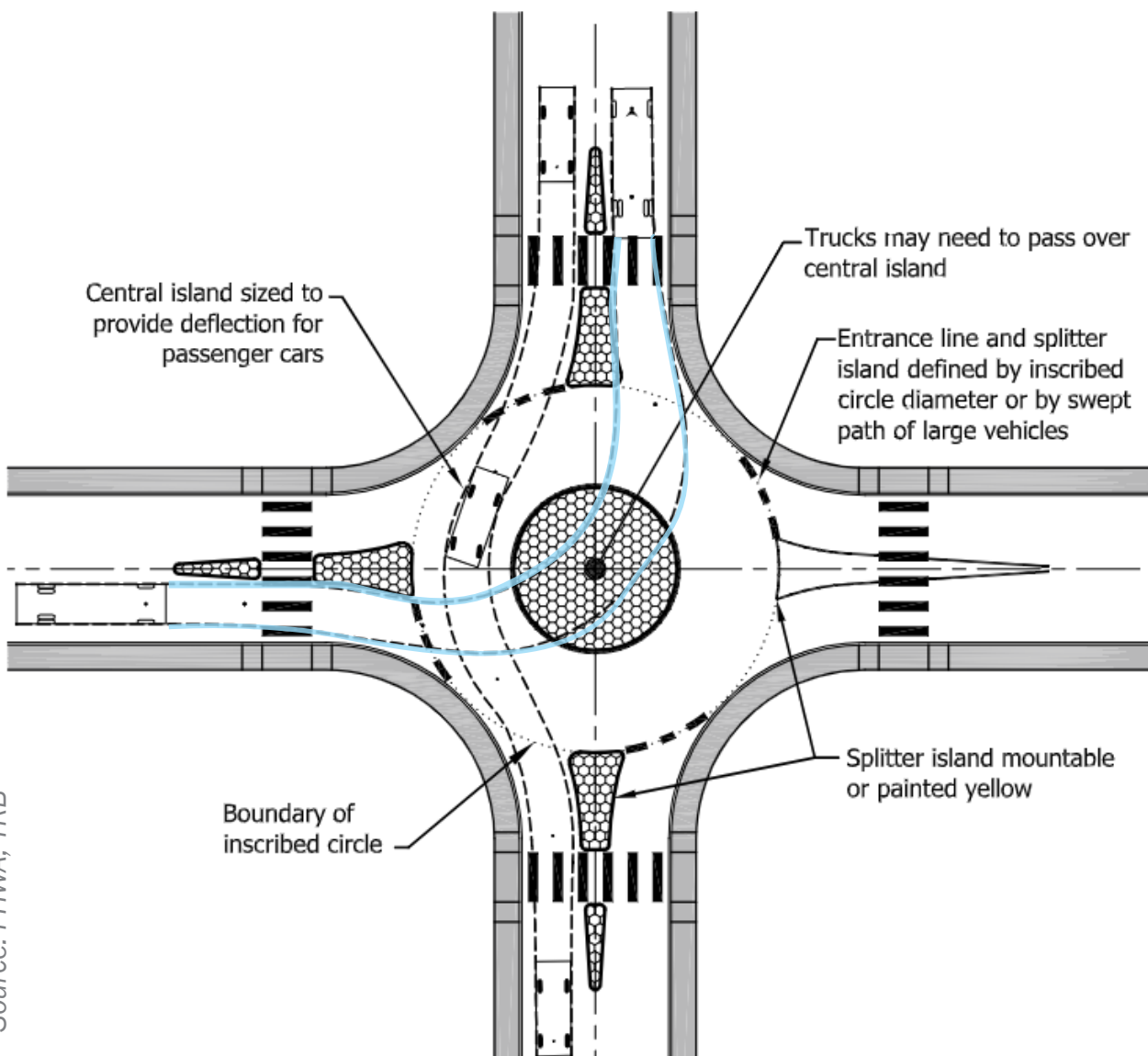
that may be new to the community. Roundabouts are especially contentious, so the Town should make sure that residents understand the reasoning behind proposed changes and have access to accurate and timely information about designs, construction schedules, and roadway closures. Research suggests that the number of people who favor roundabouts increases as they gain experience with them.

NOTE: Consider an all-way stop as a short-term/interim measure to improve safety at these intersections. .

Timeframe: *Short-term for community input; medium-term for design; long-term for implementation.*

Estimated Cost: \$350,000 per roundabout (Actual costs depend on site specific conditions)

FIGURE 31 - ROUNDABOUT DESIGN CONSIDERATIONS



RECOMMENDATION 10: Install a Series of Mini Roundabouts

Determine the best design for smaller (mini) roundabouts at other key intersections throughout Biltmore Forest to minimize confusion, maintain traffic flow, slow speeds, and improve safety for all roadway users. Because mini roundabouts are smaller than standard modern single-lane roundabouts, there is likely a reduction of additional costs from utilities relocation, grading, center island landscaping, and right-of-way acquisition.

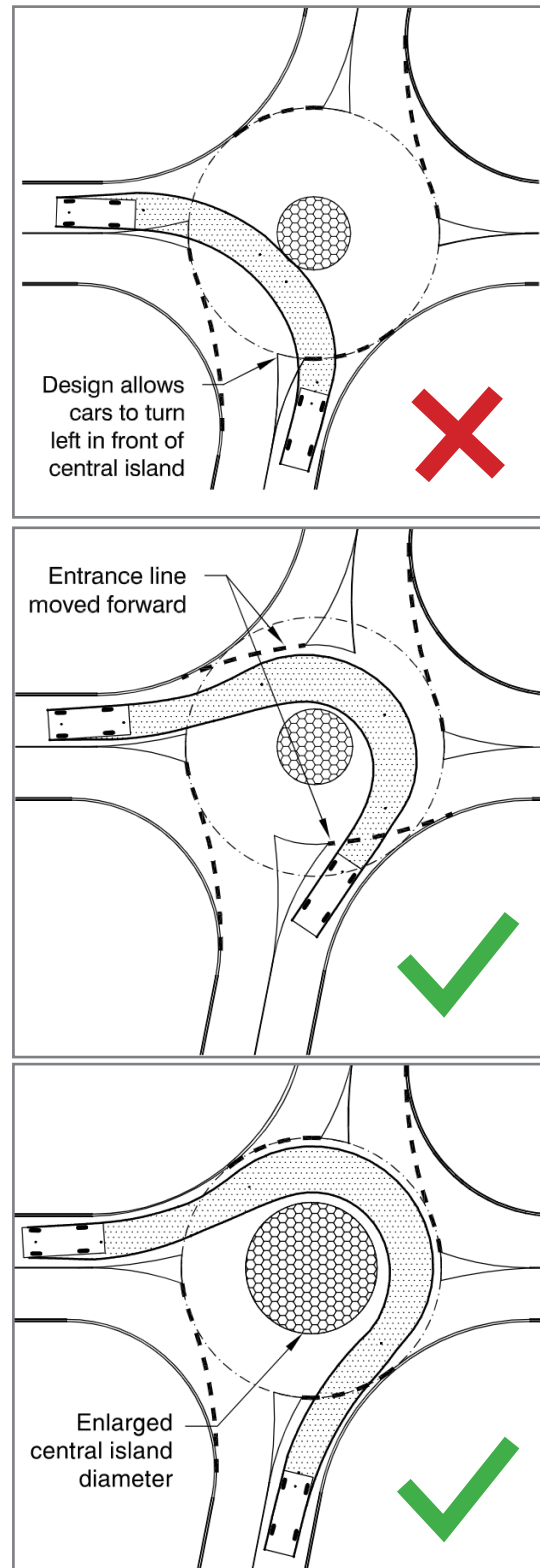
As the name implies, mini roundabouts are roundabouts that are smaller than the typical sized roundabout. The inscribed circle diameter of a typical roundabout is 132 feet, while a mini roundabout is supposed to have a diameter of less than 90 feet so it can fit inside a standard intersection. Mini roundabouts operate in the same manner as larger roundabouts, with yield control on all entries and counterclockwise circulation around a mountable (traversable) central island.

The mini roundabout is ideal for areas requiring a small footprint, which includes most intersections in Biltmore Forest (see Figure 35). The town's general traffic characteristics area ideal for mini roundabouts, which are suitable for roadways with average daily traffic (ADT) of 15,000 vehicles or fewer, less than three percent truck volume, and approach speeds of under 35 MPH. The challenge with mini roundabouts is ensuring that drivers see them. Modern roundabouts have signs and raised landscaping in the center island that draws the driver's attention, whereas the central island of a mini roundabout often has a low profile to allow for large trucks and emergency services vehicles to drive onto it.

Considerations to keep in mind when designing a mini roundabout include:

- Slow entry speeds and consistent speeds through the roundabout by using deflection.

FIGURE 32 - ROUNDABOUT DESIGN CONSIDERATIONS



Mini roundabouts should be designed to direct vehicles around the central island.

- Smooth channelization that is intuitive to drivers.
- Adequate accommodation for the design vehicles.
- Appropriate sight distance and visibility.
- Lighting surrounding the intersection.
- Future trail crossings (which should be set back a minimum of one car length).
- Slope of center island.

The Town of Biltmore Forest should explore the concept of mini roundabouts as a low cost, low physical impact intersection solution that still achieves the operational and safety benefits of a standard single-lane roundabout. Mini roundabouts are generally not recommended for intersections with more than four legs.

Timeframe: *Short- to Medium-term for location prioritization and community input; Long-term for implementation.*

Estimated Cost: \$150,000 (Actual costs depend on site specific conditions. Construction costs are expected to cost approximately \$80,000 for an installation consisting entirely of pavement markings and signage, but up to \$250,000 for mini roundabouts that include raised islands and pedestrian improvements).

FIGURE 33 - ROUNDABOUT CHARACTERISTICS & COMPARISON TABLE

Category	Modern Roundabout ¹	Mini Roundabout
Inscribed Diameter	90' – 150'	45' – 90'
Island Diameter	58' – 110'	13' – 58'
Approach Speed	25 – 45 MPH	<35 MPH
Maximum Speed	25 MPH	15 MPH
Capacity (ADT)	17,000	15,000
Signage	On approach and on island	On approach
Curb Height	Varies. Traditionally has curb separation	Varies. Traditionally domed. 5% – 6% cross slope
Pedestrian/Bike	Yes	Yes
Construction Cost Range	\$200,000 - \$500,000	\$25,000 - \$400,000
Construction Median Cost	\$250,000	\$125,000

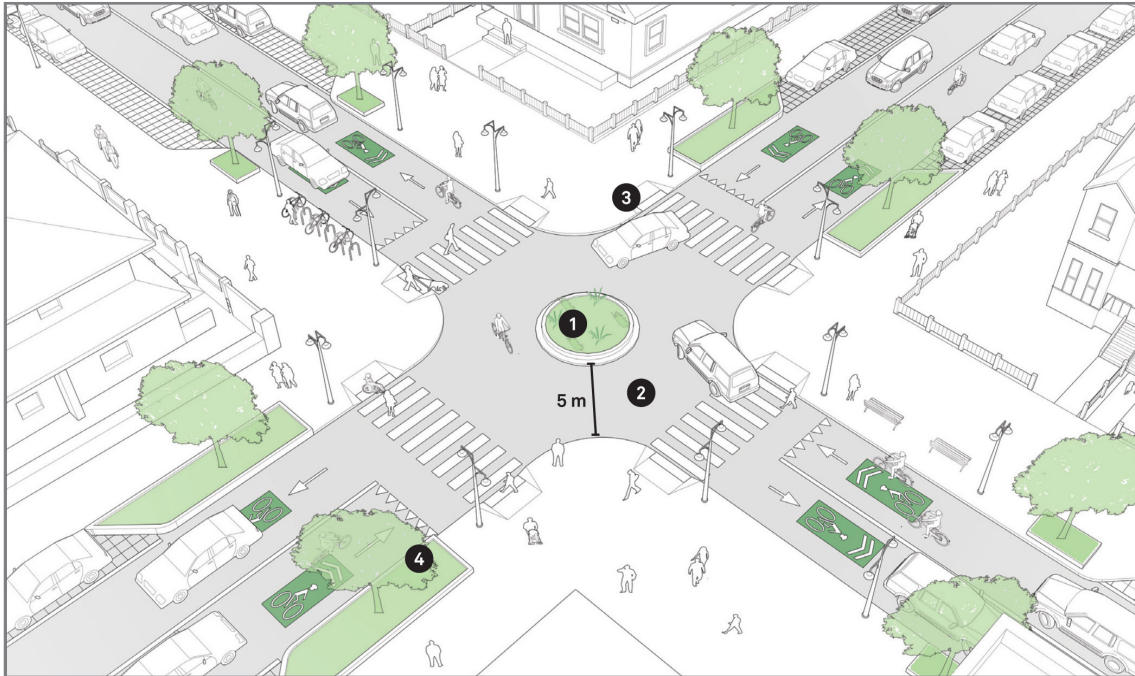
Source: FHWA, TRB

¹ Assumes single lane roundabout

Many of Biltmore Forest's intersections have limited space, but could accommodate a mini roundabout. It is important to engineer each roundabout for their specific context (right-of-way, slope, utilities, traffic speeds, and overall benefit). For some intersections, an all-way stop conversion could offer similar benefits at a fraction of the cost.

FIGURE 34 - MINI ROUNDABOUT CONCEPT

Source: Global Designing Cities Initiative



Source: FHWA/NACTO



Mini roundabouts generally have an inscribed circle that is small enough to stay within the existing right-of-way of an intersection. Designs should ensure at least 15 feet between the central island and the edge of the pavement and, generally, the center island should be “mountable” to allow EMS vehicles to navigate the intersection without unnecessary delay.

FIGURE 35 - POSSIBLE MINI ROUNDABOUT LOCATIONS











INTERSECTION	NOTES	IMAGE
Busbee Rd @ White Oak Rd (could also be a gateway) 	This one simplifies traffic movements and would offer an opportunity for a nice gateway feature. Could be coordinated with the proposed elimination of the southern leg of Busbee Road at the Hendersonville Road intersection.	
Busbee Rd @ Forest Rd 	Good site for a roundabout, but there is limited diameter. There is room for a wider intersection, but the residents might not be amenable, especially with several large boxwood bushes and other hedges that would need to be removed.	
Busbee Rd/Cedarcliff Rd 	A logical site for a roundabout but complicated due to the rear gate to the Biltmore Estate. It is also out of the way and has limited benefit, therefore not worthwhile as a priority expense.	
Cedarcliff Rd @ Forest Rd 	There appears to be room to work with and could help slow traffic while improving circulation. Recent efforts to clarify Apple Maps GPS coordinates to the Biltmore Estate have improved traffic volumes already, so this is a lower priority.	
Hilltop Rd @ Westwood Rd @ Greenwood Rd 	It is a little tight, but there should be enough room for a successful roundabout. It also resolves a complicated traffic pattern.	

FIGURE 35 - POSSIBLE MINI ROUNDABOUT LOCATIONS, CONT'D













INTERSECTION	NOTES	IMAGE
Stuyvesant Rd/ Stuyvesant Crescent/ Greenwood Road 	This site would improve a confusing traffic flow. It looks as though there is a 100-foot diameter to work with. There might be some concern about the proximity to Greenwood Park and its possible effects. If feasible, this could also be a logical place for Carolina Day School to create a spur off the traffic circle directly into the school (and therefore keeping traffic off Stuyvesant).	
Cedar Hill Dr/Cedar Chine 	This area would be close to the minimum 45' radius but would help solve a confusing intersection.	
Cedar Hill Dr loop connection point 	This site would improve a confusing traffic flow and sight distance problem. However, the location is pretty far removed from anything else and so a lower priority.	
Hilltop Rd/Westwood Rd 	This would be a pretty tight fit (the longest current width is around 45'). While it is a good location for a roundabout, the constraints are challenging.	

FIGURE 35 - POSSIBLE MINI ROUNDABOUT LOCATIONS, CONT'D

INTERSECTION	NOTES	IMAGE
<p>Stuyvesant Rd/Hilltop Rd</p> 	<p>This site is on the crest of a hill with 3 of 4 legs going uphill to get there. Therefore, a roundabout would improve safety, though neighbors might not be amenable.</p>	
<p>Southwood Rd @ Stuyvesant Rd</p> 	<p>There should be enough room here for a mini roundabout (approx. 75-foot diameter), which would slow traffic approaching the Biltmore Forest Country Club and limit conflicts overall (including sight distance). However, the Country Club may have objections.</p>	
<p>Stuyvesant Rd @ Frith Dr @ Blue Ridge Parkway Access</p> 	<p>This is a good location and could work as a gateway for the town. However, the site is close to National Parks Service (NPS) property (the Blue Ridge Parkway), which could add significant cost and time to the project.</p>	
<p>Chauncey Circle @ Valley Springs Rd (north and south intersections)</p> 	<p>The traffic patterns would benefit from a roundabout and limited sight distance would be improved. While All-Way Stops are recommended, roundabouts could be a longer-term treatment.</p>	

ADDITIONAL RECOMMENDATIONS

- Maintain the Biltmore Forest Police Department's reputation for frequent patrols and enforcement of driving laws and install more real-time speed monitoring devices throughout town. For streets with speed problems that are either (a) ineligible for physical speed control devices, or (b) have constructability constraints, apply permanently mounted speed sensor signs to reduce speeds. The busiest streets entering Biltmore Forest would be the best use of this speed reduction tool.
- Work with individual property owners to make sure that vegetation is trimmed enough at intersections for clear visibility. Town staff should regularly conduct sight triangle assessments at each intersection in Biltmore Forest to make sure that people can see cars from all approaches. Continue to also implement the "Right-of-Way Renewal Program" to keep vegetation 10 feet away from the edge of pavement and communicate the benefits of this program.
- Work with the Biltmore Estate and the National Parks Service to identify opportunities to connect the areas of Biltmore Forest south of the Blue Ridge Parkway (near the Ramble) to the rest of the town. *NOTE: A possible strategy is to widen and pave a section of Fish Pond Road and connect Hemlock Drive to Fish Pond Road, moving the Biltmore Equestrian gate a little bit further up from Niagara Drive. This would enable residents of Chauncey Circle to connect directly (on foot or by car) to the other streets and amenities of Biltmore Forest. No new crossings of the Blue Ridge Parkway would be necessary, but coordination with the National Park Service would be necessary.*



Residents have responded positively to speed detection devices in town. They work to remind people to obey the speed limit and can imply that police enforcement is active in the area.



BICYCLE & PEDESTRIAN RECOMMENDATIONS

RECOMMENDATION 11: Develop a Recreational Trail Master Plan

Walkability is a true asset for the community and most residents cherish regular walks for exercise and recreation. The best way to create a safe transportation system for all users is to separate pedestrians from vehicular traffic. However, curb and gutter sidewalks are not desirable to many residents and would require intensive construction disturbance and cost. A natural surface walking trail could be a viable alternative - serving the same purpose at a fraction of the cost. Indeed, a trail would be easier to implement overall (and easier to decommission if unpopular or too hard to maintain) while maintaining Biltmore Forest's unique forested, natural aesthetic.

Residents (including survey respondents for this study) have shown strong support for a trail system that would enable safe walking from the I-40 bridge to the Blue Ridge Parkway, using Town-owned parcels and existing right-of-way to connect most streets in Biltmore Forest for pedestrian use. The Town should hire a consultant to develop a plan for a comprehensive natural surface trail system in Biltmore Forest, primarily for use by residents and their guests. A Recreational Trail Master Plan could take an in-depth look at the potential for a trail system in town, identifying preferred alignments, possible constraints, funding resources, and implementation recommendations (including phasing). A comprehensive trail plan would also distinguish between roadside trail (e.g., along Vanderbilt Road) and off-road trail facilities (e.g., along Roul Branch, Brooklawn Park), which could have separate design standards - trail surface material, signing scheme, and levels of accessibility.

A Trail Master Plan could also include an environmental analysis that focuses on topography, hydrology, floodplain locations, wetlands, and natural habitat areas, leading to targeted conservation areas and unique community amenities.

Timeframe: *Medium- to long-term to acquire funding and engage a consultant.*

Estimated Cost: \$30,000-\$40,000
(depending on the scope)

IMAGE 36 - TRAIL SIGN EXAMPLES



A trail system can have custom signs designed to help guide walkers along the paths. These can range from small blazes to large kiosks, depending on the level of visibility desired. Biltmore Forest's trail network would likely be designed for residents, so signs could be minimal.

FIGURE 37 - RENDERINGS OF ROADSIDE TRAIL CONCEPT

Roadside trails should be able to fit within the existing right-of-way. However, some stormwater culverts and ditches may have to be relocated or retrofitted to accommodate some trail segments. A Master Plan will identify preferred routes based on feasibility, making sure the Town invests strategically in a trail system that will be successful long-term.

RECOMMENDATION 12: Install Bike Racks

While there have been concerns expressed about cut-through bicycle traffic, usually going to and from the Blue Ridge Parkway, Biltmore Forest is a great place to ride a bike. The low traffic volumes, low speed limit, rolling hills, gentle curves, and consistent shade in summer months make it ideal for recreational riding. The Town can demonstrate support for residents who bicycle in the community by installing bike racks at Town Hall, Rosebank Park, Brooklawn Park, and Greenwood Park.

Timeframe: *Short-term.*

Estimated Cost: \$500+ per bike rack



Customizable bike rack.

FIGURE 38 - RECOMMENDED STANDARD SHORT-TERM BICYCLE PARKING TYPES

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.

Source: Association of Bicycle & Pedestrian Professionals

The variety of bicycle sizes, shapes, and attachments continues to increase, and good bike parking should accommodate all types. 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.

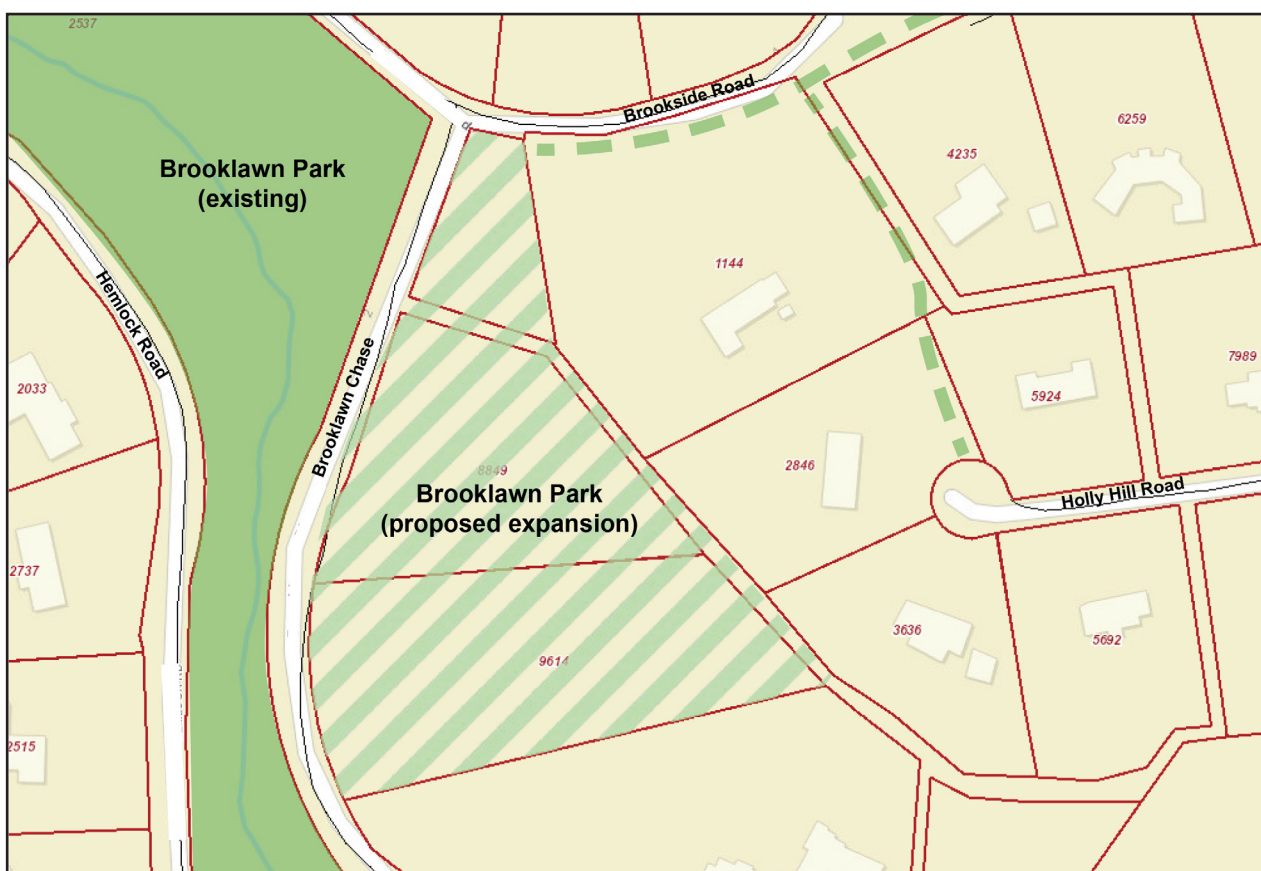
RECOMMENDATION 13: Expand Brooklawn Park

Explore options to purchase property (or easements) on Brooklawn Chase to extend Brooklawn Park across the street and add walking trails. This would become a cornerstone of the proposed future Biltmore Forest walking trail system and could accommodate trailhead facilities and other park amenities. Residents on Holly Hill Road might be amenable to having a walking trail connecting their cul-de-sac to Brooklawn Park. A longer term goal could be to reroute Brooklawn Chase several hundred feet to the east to accommodate a larger area for Brooklawn Park without having to cross a street.

Timeframe: *Long-term.*

Estimated Cost: dependent on the market value of properties.

FIGURE 39 - BROOKLAWN PARK EXPANSION CONCEPT



ADDITIONAL RECOMMENDATIONS

- Install more signs reminding people to walk facing traffic.
- Establish a donation-based park bench program, whereby residents can pay for the cost to install a bench (with or without a recognition plaque) at a park location of their choosing, to offer pedestrians a place to sit – likely near playgrounds and ponds.

FIGURE 40 - RECOMMENDATIONS MATRIX

<u>Recommendation</u>	<u>Timeframe</u>	<u>Cost Estimate</u>
1) Rethink the Busbee Road Interface with Hendersonville Road	Short- to Medium-term	\$300,000
2) Study Valley Springs Road	Short- to Medium-term	\$12,000 - \$20,000 (depending on scope)
3) Limit Left Turns onto Hendersonville Road	Medium-term	\$10,000 per intersection
4) Add a Right Turn Lane on Eastwood Road	Medium- to Long-term	\$15,000
5) Work to Fix the Blue Ridge Parkway Ramp	Long-term	n/a
6) Focus on the Edges	Ongoing	Additional cost to regular repaving and restriping allocations
7) Establish a Traffic Calming Policy	Short- to Medium-term	\$8,000 - \$15,000 (or staff time)
8) Provide Traffic Cones for Residents	Short-term	\$3,000 (preliminary allocation)
9) Install a Pair of Roundabouts at Town Hall	Medium- to Long-term	\$700,000
10) Install a Series of Mini Roundabouts	Medium- to Long-term	\$150,000 per mini roundabout
11) Develop a Recreational Trail Master Plan	Medium-term	\$30,000 - \$40,000
12) Install Bike Racks	Short-term	\$500+ per rack
13) Expand Brooklawn Park	Long-term	unknown

These recommendations are color-coded to reflect their overall feasibility (timeframe, cost, ease of implementation) where green is the most feasible, red the least, and yellow in between. The goal is to help the Town prioritize which recommendations to pursue first and allocate appropriate funding and resources for successful implementation.

Cost estimates were developed by consolidating estimates from prior engineering and planning studies, documentation by the Federal Highway Administration (FHWA), current market rates for roadway supplies, and the cost estimating tool from the North Carolina Department of Transportation (NCDOT).



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CHAPTER 5: Resources

AAA Foundation for Traffic Safety

AAA Foundation for Traffic Safety sponsors research to better understand traffic safety culture. The Foundation's long-term vision is to create a "social climate in which traffic safety is highly valued and rigorously pursued." In 2008, the AAA Foundation conducted the first Traffic Safety Culture Index (TSCI), a nationally representative survey, to begin to assess a few key indicators of the degree to which traffic safety is valued and is being pursued. The 2016 TSCI report continues this effort.

www.aaafoundation.org/2016-traffic-safety-culture-index

AARP Livable Communities

AARP Livable Communities is helping communities nationwide become livable places for people of all ages. AARP supports the efforts of neighborhoods, towns, cities and rural areas to be great places for people of all ages, believing that communities should provide safe, walkable streets; age-friendly housing and transportation options; access to needed services; and opportunities for residents of all ages to participate in community life.

www.aarp.org/livable-communities/

America Walks

America Walks is a national coalition of local advocacy groups dedicated to promoting walkable communities and helping communities form advocacy groups of their own. The group offers advice about effective partnerships between citizens, public officials, and engineering and design professionals.

www.americawalks.org

Association of Bicycle & Pedestrian Professionals (APBP)

APBP is a community of practitioners working to create more walkable, bikeable places. The organization fosters peer knowledge sharing, advances technical expertise, and supports professional development of those in the transportation field.

"*Essentials of Bicycle Parking: Selecting and Installing Bicycle Parking That Works (2015)*" can be downloaded from <https://www.apbp.org/bicycle-parking-solutions>

The Federal Highway Administration

The Federal Highway Administration (FHWA) provides high-quality information to serve government, industry and the public in a manner that promotes public understanding. Standards and policies are used to ensure and maximize the quality, objectivity, utility, and integrity of its information. FHWA periodically reviews quality issues and adjusts its programs and processes to ensure continuous quality improvement.

“*Developing Safety Plans: A Manual for Local Rural Road Users - 2012*” can be downloaded from www.safety.fhwa.dot.gov/local_rural/training/fhwas12017

“*Roundabouts: An Informational Guide*” can be downloaded from https://nacto.org/wp-content/uploads/2015/04/round-abouts_informational_guide_fhwa.pdf

“*Mini-Roundabouts Technical Summary*” can be downloaded from https://nacto.org/wp-content/uploads/2015/04/fhwas10007_MiniRoundabouts.pdf

The Institute of Transportation Engineers (ITE)

The Institute of Transportation Engineers (ITE) is an international membership association of transportation professionals who work to improve mobility and safety for all transportation system users and help build smart and livable communities. ITE makes available technical resources, including selected reports on various transportation-related topics. The “Traffic Calming ePrimer” is a free, online resource openly available for public use and can be downloaded here:

<https://www.ite.org/technical-resources/traffic-calming/selected-reports/>

The National Center for Bicycling and Walking (NCBW)

The National Center for Bicycling and Walking provides bicycle and pedestrian advocates and professionals, transportation engineers and planners, public health specialists, and others with easy access to the information, training, tools, and experts they need to foster active living through community design.

www.bikewalk.org

The National Highway Traffic Safety Administration (NHTSA)

NHTSA’s research offices are the Office of Vehicle Safety Research and the Office of Behavioral Safety Research. The Office of Vehicle Safety Research’s mission is to strategize, plan, and implement research programs to continually further the Agency’s goals of a reduction of crashes, fatalities, and injuries. Our research is prioritized based on the potential for crash/fatality/injury reductions and is aligned with Congressional Mandates, DOT & NHTSA goals. The Office of Behavioral Safety Research studies behaviors and attitudes in highway safety, focusing on drivers, passengers, pedestrians, and motorcyclists and use that to develop and refine countermeasures to deter unsafe behaviors and promote safe alternatives.

“Traffic Safety Fact Sheets 2010 Data” and “Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices” can be downloaded from the organization’s Web site at www.nhtsa.gov

The National Safety Council (NSC)

The National Safety Council is a nonprofit, nongovernmental, international public service organization dedicated to protecting life and promoting health. NSC is a membership organization; members include more than 48,000 businesses, labor organizations, schools, public agencies, private groups, and individuals.

www.nsc.org

Pedestrian & Bicycle Information Center (PBIC)

The Pedestrian and Bicycle Information Center (initiated and funded by the U.S. Department of Transportation’s Federal Highway Administration) hosts several Web sites that contain comprehensive information on walking and bicycling issues, and resources for community members and professionals to improve conditions for walking and biking.

www.pedbikeinfo.org

“PEDSAFE: Pedestrian Safety Guide and Countermeasure Selection System” can be downloaded from www.walkinginfo.org/pedsafe

“BIKESAFE: Bicycle Countermeasure Selection System” can be downloaded from www.bicyclinginfo.org/bikesafe

“Citizens’ Quick Reference Guide to Transportation Decision-Making” can be downloaded from <http://www.pedbikeinfo.org/cms/downloads/CitizensGuideTransportationDecisions.pdf>

Strong Towns

Strong Towns supports thousands of people across the United States and Canada who are advocating for a radically new way of thinking about the way we build our world. The Strong Towns approach believes and advocates for communities to:

- Stop valuing efficiency and start valuing resilience
- Stop betting our futures on huge, irreversible projects, and start taking small, incremental steps and iterating based on what we learn
- Stop fearing change and start embracing a process of continuous adaptation
- Stop building our world based on abstract theories, and start building it based on how our places actually work and what our neighbors actually need today
- Stop obsessing about future growth and start obsessing about our current finances

<https://www.strongtowns.org/>



APPENDIX

Complete Survey Responses (Write-In)

3.) What does it mean to feel safe when driving?

- Lower speeds, more rational drivers, less congestion.
- Other drivers are generally respectful of the speed limit and I have experienced no aggressive Shavuot from other drivers.
- The roads are maintained. But I'm concerned about speeding on Stuyvesant.
- For other drivers to drive predictably and safely.
- Traffic is reasonable
- I think Eastwood Road needs speed bumps because feeling safe means not having to worry about people flying around a curve and hitting you.
- Speed limit and good clear visible signage
- Not at risk due to drivers exceeding the speed limits or driving in an unsafe or reckless manner. Clear and visible road signage. No street demonstrations or protests.
- Others obey traffic laws..
- No one tries to get in your car at a stop sign. The police will come to help you if you have car trouble.
- Everyone follows traffic laws and signage.
- Roads are clean, well maintained, traffic laws are obeyed by other drivers, road design encourages attentive driving. Road signs are visible and clear.
- To feel that I will arrive at my destination without incidence
- Not going to be hurt or intimidated
- Other drivers are: - observing the speed limits - completely stopping at stop signs -staying on their side of the road while driving
- Other drivers are safe and responsible, and the speed limits are appropriate for the roads we're on.
- Roads in good condition and well marked.
- That there will be no mishaps.
- 1-having pedestrians walking/running on the correct side of the street 2-not having crazy speeders
- Not too much traffic from non-residents
- Low probability of a collision
- 1. Reduced speed limit of 25 miles per hour enforces safety from encountering deer or pedestrians. 2. Police presence keeps the town safe from crime, which creates a sense of safety when walking.
- Supervised speed and police presence.
- Clear lane markings and signage. Unobstructed roadsides, particularly corner lots. When speed limits are observed
- Being vigilant while driving as there are often walkers; obeying speed limits;
- All users of streets being alert, safe, and considerate.
- Basically other drivers are typically courteous on our roadways.

- No threat from other drivers. Less fear from construction vehicles
- that the driving laws are obvious, make sense, and that they are adhered to by drivers
- Cars obeying traffic rules and pedestrians obeying pedestrian rules
- - Appropriate speed limits - Residents obeying traffic laws - Non-residents discouraged from using BF roads - BF public safety team active and visible
- Speed is slow, cars keeping a safe speed. Proper signage.
- Cars are not speeding and are following the rules.
- Knowing the police are monitoring the Town and enforcing speed limits. Need to work on opening up the streetscapes - keeping vegetation away from the edge of the roadways and keeping line of sight clear.
- People walking are on correct side and visible and usually step off road. Cars appear to maintain appropriate speed most of the time
- Cars generally are in the neighborhood of the speed limit and follow the traffic rules
- To drive without fear of others
- Cars AND pedestrians follow rules of the road.
- I don't feel there are roads that are inherently dangerous.
- I don't usually worry about other drivers speeding, running stop signs, or more troubling concerns like drive-by-shootings and things of that nature.
- I feel safe when other drivers exhibit courtesy and generally abide by regulations.
- I know that most cars will be driving a safe speed limit. There are sufficient speed reducing methods to help limit speeding.
- I am never fearful of speeding or reckless driving on the part of other drivers and the roads are very well maintained.
- Plenty of space and no other cars crowding you. Plenty of time to be able to react to conditions without fear of another car
- there are some blind corners or hills that make me nervous. Turning off Buena Vista, onto Browntown and off White Oak onto Busbee, the golf course area with street parking and speed mountains, turning onto Browntown from Amherst
- That other motorists are obeying traffic laws, especially speed limits and stop signs.
- The streets are in good condition and well-marked with painted lines and adequate signage. I would say that some of them could use more lighting.
- fellow drivers obey traffic laws I don't have to dodge bicycles or pedestrians taking up too much of the road I can see well (ex: there aren't obstacles or vehicles blocking my way)
- to feel that everyone in a vehicle is paying attention and not going to cause an accident of any kind
- we see parked and moving police cars, there are appropriate stop signs and speed bumps, we rarely see speeding cars
- An absence of apprehension when behind the wheel about my safety and the safety of others.
- Other drivers are handling their vehicles in a responsible manner.
- That there won't be sudden unexpected obstacles like racing cars or people dressed in dark clothing walking the streets at night - so that I can't see them when driving!
- Good visibility and good signage.
- That traffic is not speeding and everyone is on the lookout for each other. No horns blowing, and everyone is polite.
- So speeding, polite drivers, no horns
- Too many people especially trucks drive on or across the middle of the road or yellow line.
- Avoiding collisions
- Safe when driving means that all cars, bikers, walkers and impediments to traversing the streets can be seen. That is not always the case.

- It means that there are adequate signs and surveillance to insure that the roads are safe from reckless drivers. However, reckless deer are a different story...
- Reasonable speed limits and control of same
- That no one will intentionally run stop signs or ignore pedestrians on the roads.
- It means a great deal. Respect for the safe driving culture of Biltmore Forest makes me extra attentive when I get behind the wheel. This calm pastoral setting is a constant reminder that we share the roads with walkers and wildlife. Walking and observing wildlife are privileges of living in Biltmore Forest.
- It is a great feeling. It also instills in me the responsibility of operating a vehicle on our roads. We are constantly sharing these byways with walkers and wildlife. We must support or coexistence.
- Traffic laws are obeyed. Traffic lanes are clear of parked vehicles and debris. Bicyclists ride single file. Pedestrians walk on or near road shoulder.
- There are proper signs, lights, warnings posted where appropriate and that drivers pay attention to them and abide by them.
- Maintenance of speed limits and proper stop signs.
- Good road conditions, low volume of traffic and low speed limits.
- Devoid injury or death
- Drivers pay attention to stop signs, speed limits, and other rules of the road Workmen or other non-residents follow our rules Deer herds are kept at a level that keeps drivers safe Bicyclists follow the rules!
- Unlikely to have an accident - unlikely to be struck while walking by a speeding, distracted driver, by a driver who is ignoring traffic signs or is driving on the wrong side or down the middle of the road. Better traffic control is needed at blind intersections and at blind hills - the intersection and hill between Deerfield and Buena Vista on Browntown is particularly dangerous. The speeding on Browntown is frequent and excessive - and never enforced.
- People obey stop signs, safe speed limits, streets maintained
- Adequate signage and traffic law enforcement.
- Not being hit by a cyclist or car/truck when walking....I also walk at night and I love that I feel safe in the dark-
- the town has a reputation for frequent patrols and enforcement of driving laws~ Most people in the forest respect that. Unfortunately, one of the more commercial entrances is Browntown and alot of folks arent from here. Speeding, missing the pavement, littering, etc
- Very unlikely to get in an accident and very likely to get where I was planning on going
- Being able to see on coming traffic and people. Shadows create blind spots and pedestrians walk in the middle of the road.
- Not going to get injured or harassed
- for the most part other drivers are driving safely
- I'm not concerned about irresponsible drivers
- Traffic is abiding rules of the road. Care is taken to anticipate walkers/cyclists at blind curves and crests and considering that their options to leave the road safely for traffic may be limited by using traffic and shoulder conditions. Driveways may have limited visibility. Leaves, snow and debris are removed promptly. Salt is applied before icy conditions become hazardous. Road surfaces are maintained in serviceable condition.
- That someone isn't speeding around the corner and going to hit me. There are also so many construction trucks that are not monitored or kept track of
- Avoiding hitting someone or being hit.
- Almost all vehicles, pedestrians, bicyclists are following the rules. Predictability and politeness both help.
- I feel comfortable driving on Biltmore Forest streets.

- Not a lot of traffic and good speed limits
- Know that other drivers are obeying the speed limit, staying on the correct side of the road around blind curves.
- Other traffic obeying speed limits, especially around blind curves and coming off main roads.
- That there won't be any sudden unexpected obstacles (like speeding cars, darkly dressed pedestrians) in my pathway.
- Everyone drives responsibly.
- low traffic levels, low speed limits, walkers using proper side of street, no cars parked on shoulders or on roadway
- The posted speed limits allow for safe driving throughout the Town.
- The roads are well maintained. Stop signs are clearly visible. Efforts to enforce speed limits are evident.
- People following the speed limit and stopping at stop signs
- a slower speed with not much traffic
- Traveling in a safe manner for conditions, regardless of the speed limit.
- People, bicycles and parked cars in the road along with dappled sunlight, extreme darkness and curvy roads....these conditions make me feel unsafe when driving.
- No fear of collision.
- Protected by the police, most residents follow speed limits, roadways not crowded
- It means the absence of speeding, respect for traffic signals, respect for pedestrians and wildlife.
- Safe neighborhood, not a crime area.
- It means that the other drivers are driving responsibly. (Also, not being afraid of running into deer and nor being worried about snow during winter.)
- Other drivers are paying attention to driving not other activities. It is usually the case except some young mothers apparently have no other time to talk on the phone except while driving.
- Speed limits, and most drivers seem to abide by the rules.
- Pedestrians obey the walking rules and wear easily seen clothing and cyclists obey traffic rules
- Normal speed
- Confident other drivers are (mostly) attentive and minding speed limit.
- no high speed traffic or people running stop signs
- Everyone driving speed limit.
- I don't feel I'm likely to be hit by other cars however the streets are narrow and there is not a centerline on many of the streets. The main concern I have with driving particularly at night is deer
- That all vehicles drive reasonably safely and that there is enforcement when folks don't. BF roads feel a lot safer now than when I was growing up. Drunk driving laws have helped but also very excessive speeding seems less common (did even before the drop to all-25 mph). Drivers seem to respect walkers and bikers. It would be nice if bikers respected cars, such as via more single-file riding; slow bikes snarl traffic and encourage risky passing maneuvers.
- I feel safe when others obey the laws and heed right of way. Also when no one is speeding by or around my car.
- It is not dangerous. There are a lot of work trucks that are parked on the side of roads that do make it hard to pass in those areas
- That drivers obey speed limits. Concern of parking on roadside.
- Need to feel that cars are traveling at moderate speeds and children are safe in the streets when riding their bikes.
- Cautious, polite drivers
- Cars around me drive safely ; proper signage

- Speed limits obeyed by most, driving laws typically obeyed, typical courtesy's extended between drivers, police presence.
- Speed limits are low enough to allow for safety, and there are reasonable reminders (digital signs) of those limits and good enforcement.
- Well planned intersections and stop signs
- Roads are clear. Speed limits are posted and drivers abide by them.
- Primarily that MOST people obey the traffic speed, walking instructions.
- Being able to easily see pedestrians and bikes in our dappled light. Require light colors or reflective material
- Being able to easily see pedestrians and bikes in our dappled light. Require light colors or reflective material
- Speed limits are mostly adhered to and most drivers who appear to live here follow the driving rules
- Being able to easily see pedestrians and bikers in our dappled light. Require light colors or reflective material.
- Not hitting walker, runners, etc. Resident or not
- Good roads, kept in good shape, patrolled by police
- Obeying speed limits; awareness of people/pets walking; awareness of drivers rolling through stop signs and using their cell phones; very elderly drivers erratically driving.
- Most residents seem to follow the 25mph signage. Non resident (trucks in particular) typically go faster than the speed limit
- I feel safe in a car but not on bike or on foot
- Slowing down when people are walking, especially with dogs; obeying posted speed limits
- 1. No traffic congestion 2. walkers going correct towards traffic 3. Bikes in single lane 4. Drivers obey speed limits
- While driving carefully and thoughtfully--others are doing also
- low speed limits
- Slow speed, low traffic = safe.
- Not being concerned about getting into an accident
- That drivers are obeying the posted speed limit. That walkers are obeying the rules for walking on the correct side of the street.
- I feel comfortable that I can get through the neighborhood without incident.
- unlikely to get into a car accident
- Slow speeds
- That your not at risk of injury and there is an overall sense of calm and control.
- Lower speed limits and stop signs posted at dangerous intersections.
- I don't feel like I am at risk of being in accident with another car.
- Low speed and well maintained roads.
- Limited speeding. No blinks curbs or drunk drivers.
- Roads are clear and clean, not too many cars, etc.
- People obeying the speed limit
- ?
- Cars won't speed, people give way to pedestrians (with dogs or others), bikes, etc., anything that weighs less than them. This includes speeding bikes!
- Cars driving reasonably, clear sight lines of other cars, pedestrians, and bike riders
- Pedestrians will not move off the street to allow safe passage while driving. Too many walkers do not realize how disguised they are in the tree shade nor do they seem to care.
- People not running Stop signs and workman/construction people follow BF rules. People who walk against traffic and bikers in single file when car passing.
- Vehicles are following the speed limit; trucks and cars are not parked on the road blocking

two way traffic. Perhaps a speed bump on blind curves...

- Clear roadways, visible street signs, lit public areas. Known speed limits, room on roadways for others.
- It seems most folks are courteous drivers who are paying attention to what's going on. Sometimes someone will be going too fast on one of the main streets, but rarely causes a problem. Or backing out of a drive, but with traffic going so slowly there is plenty of time to resolve any issues.
- Not a lot of drivers, no crazy driving
- Speed limits, lack of traffic.
- I feel safe when I'm driving if other drivers are not speeding aggressively, rolling through stop signs and when they demonstrate awareness of pedestrians and road conditions.
- That I won't get into an accident because of a drunk or careless driver. And that the streets are maintained to a degree that they are drivable
- No speeding cars.
- Avoid accidents.
- Slow speeds
- No bike riders in sight
- There is not a lot of unsafe drivers on the road.
- No reckless drivers. Speed appropriate. No drivers courteous to walkers and bikers
- Not a lot of cars, and honoring speed limits
- Feeling safe is often associated with feeling secure. Feeling safe means that you do not feel like you will be harmed or are in physical danger in any way. I believe it is equally important to feel secure. Feeling secure means feeling protected from loss; being protected from harmful things.
- Safe: not having risks for my own or other road user's safety
- Knowing that no one is going to harm you, e.g., by speeding past intersections.
- Other drivers drive carefully and at a safe speed.
- No speeding cars No big trucks, traffic on small streets
- Road shoulders are even with road, people stop at intersections versus rolling through
- Not sure, exactly: but I always do.
- I'm not going to get hit by a semi careening out of control.
- People abiding by speed limit and rules
- Not a lot of tragic. Tragic should be respectful of others especially foot and bicycle.
- I do not feel safe driving because there are so many blind curves due to overgrowth that needs desperately to be cut back. Walkers and cyclists take over the roads and it is very dangerous.
- Other drivers seem alert and cautious for the most part, the speed limit is low, I often see patrol cars on duty which is definitely an added sense of security and safety.
- Streets are well lit Wide enough roads
- when people obey traffic rules, especially stop signs and especially at Busbee
- Safe means I do not worry about kids running into the street unexpectedly, safe means walkers were reflective clothing or lights to see when walking in the dark not dark clothing. Safe means I can give room to walkers in the road by moving to the other side of the street when no on coming traffic is coming. Safe means I have certainty of what to expect when driving.
- I drive at a comfortable speed and can feel that I will likely not get into any sort of accident.
- No worries about encountering unsafe drivers or situations.
- Feeling you can travel without endangering yourself or others
- Not threatened by speeding. Although bike and pedestrian traffic can create concerns.
- Few cars. Less dump trucks speeding. Less construction traffic. No one travels at 25 mph!
- You have to really watch at 4 way stops (Hilltop/Stuyvesant). People don't always stop.

- That I don't have to worry about bikers and pedestrians in my driving lane. This is especially an issue in the early mornings, but also throughout the day with dog walkers and visitors from outside neighborhoods. Somehow the road has become secondary to drivers...
- Not worried about car jackings or seeing a bear run across the road out of nowhere. Not worried about drunk or otherwise reckless drivers. Knowing the Biltmore police are always close by.
- Drivers adhering to speed limits, lane closures or work being properly marked with signage, roads being in good repair with right of ways maintained,
- Folks observing speed limit and walking on left side, visible presence of police all make it feel safe, as well as the generally very low amount of traffic
- That other cars are paying attention to what is happening around them—pulling onto roads and out of driveways safely.
- Well lit streets, room for pedestrians, roads well marked
- Slow speeds and good visibility
- If all cars drive under the speed limit, driving would be consistently safe.
- I do not feel safe when encountering pedestrians walking in dark clothes--(day or night) or when they are in the road or walking with traffic. I fear I will hit them
- Slow speeds Alert Drivers Police presence
- Speed Lane-cars stay in No parking in road
- Not fear speeders

6.) Do you avoid traveling on any specific roadways in Biltmore Forest due to safety or congestion issues? If so, please specify the area and the concern.

- Turning left from Cedarcliff is suicide.
- I am not comfortable walking or riding bicycle on Stuyvesant. We use Frith and connecting roads. People "fly" in front of our house and often miss the turn out of BMF to the parkway as they are driving too fast. We have asked for a flashing light but nothing transpired.
- No concerns when driving, but when walking I feel a little weary about (a) the section of Vanderbilt between Town Hall and Rosebank Park, and (b) the section of Stuyvesant near the county club (almost the whole length between Browntown and Southwood). If I could wish sidewalks into existence anywhere in town, these would be the places, but I know that's unlikely to be possible.
- No
- Avoid Blue Ridge parkway at Hendersonville Rd. 5-6 PM
- Eastwood road is too congested, so yes, I avoid it.
- no
- Don't avoid traveling on any road. Congestion most felt on Vanderbilt, Stuyvesant and Busbee, and access to BF from Blue Ridge Parkway and Hendersonville Toad.
- No
- No
- Any roadway without a designated center line is difficult to travel
- No
- I don't avoid any roads, but have concerns about some. 1. The Busbee/Vanderbilt intersection needs a stop sign! The Van.Rd. drivers get up a head of steam (going in both directions) and that corner has limited visibility all around because of foliage. One can hardly get going

from a full stop before a Van.Rd. driver is upon them. Last week a southbound driver on Vanderbilt, who was turning left onto Busbee, cut the corner so severely he drove over the word STOP that was painted on the street, appearing suddenly in front of me in my lane. If I hadn't been driving slowly in anticipation of having to stop at that intersection, I would have hit him. I had to slam on my brakes to avoid that. This wouldn't have happened if he had a stop sign also. 2. The lack of visibility because of bushes is also a problem at Forest/Lone Pine and Forest/Busbee. We keep hearing that line of sight is important, and that homeowners will be required to cut back their landscaping, but that NEVER HAPPENS. It is dangerous, especially for walkers. 3. I don't know if this is a Town or a DOT issue, but the signs indicating lanes when entering Vanderbilt from All Souls Crescent are confusing. It would help if the signs for the right lane (next to the church) showed TWO arrows for the 2 right turns, and a straight and left arrow for the left lane drivers. Have had more than one confusing merge situation as another driver also wants to enter the town via Vanderbilt Rd. at that intersection.

- Vanderbilt Rd (between Biltmore Village and Town Hall) isn't a safe place to walk. I live along Vanderbilt and need to walk or run for a bit along the road to get to a different, quieter street where I can run comfortably. I'd really be in favor of having a sidewalk for Vanderbilt.
- No
- No
- Avoid Stuyvesant because of excessive speed bumps. I think 7 in less than a mile is excessive.
- Exiting the Forest from Eastwood Rd at peak hour is a nightmare.
- Left Exiting Browntown Rd. Due to traffic. Cedarcliff entrance/exit due to visibility and exposure to Hendersonville Rd. Traffic.
- Stuyvesant Road
- No, but heavy traffic on Hendersonville Rd makes me avoid ingress and egress at rush hours, particularly on Fridays
- no
- No
- no
- no
- N/A
- I avoid making left turns out of Cedarcliff
- Congestion at Browntown and Hendersonville roads is a concern when exiting Biltmore Forest.
- Parkway in late afternoon.
- No
- I avoid driving by the country club because of the obnoxious speed bump/cart crossing. Otherwise, no
- We avoid certain areas during construction due to congestion
- No
- No
- I try to avoid Hendersonville Rd as much as possible because the traffic is so congested and it's very unnerving trying to cross from Browntown Rd especially. But all the grocery stores and medical facilities we frequent are along Hendersonville Rd so it is quite difficult to avoid it.
- no
- Turning left off Hendersonville Rd. (while headed North) onto the Blue Ridge Parkway is a very dangerous venture and probably should be made illegal.
- In the afternoon I try to avoid the entrance/exit near the Parkway, It is way too congested. Also the light at Valley Springs is extremely long when leaving Biltmore Forest

- The traffic light at Valley Springs Road onto Hendersonville road could be a little longer. Currently only 4 cars can safely traverse the intersection going northbound.
- I don't make a left from Cedarcliff onto Hendersonville Road-not anything the Town can do about that traffic!
- I avoid exiting the Town using the Blue Ridge Parkway exit in the mid-to-late afternoon due to congestion.
- No
- No
- No
- No
- No, although I often find I should have,
- If I know on a construction site, I avoid it. Don't think most workers are very considerate of the neighbors or pedestrians. Of course there's always exceptions
- No.
- Long traffic lights at Vanderbilt and all souls and intersection at busbee and Hendersonville rd
- I avoid the upper (Eastwood-Stuyvesant) part of Hilltop Rd because the speed humps will damage my vehicle at the posted speed limit. I don't often exit at Eastwood because the light cycle is too slow.
- Valley Springs Road and Chauncey Circle (closest to the Ramble gatehouse) has no stop sign. Valley Springs Road curves, so making a left turn from Chauncey Circle onto Valley Springs is a game of chicken. You can use all the caution, pull out when you think it's clear and still have to slam on brakes to avoid being broadsided. This has happened to my neighbors and me on many occasions. One of these days, someone's going to get hurt or worse,
- No.
- Area in front of the Country Club due to the too large speed humps
- No
- No
- Although we live on Deerfield Road, I avoid walking our dogs on Browntown because of safety issues - speeding, multiple blind intersections, distracted drivers, drivers in the middle or wrong side of the road, drivers ignoring the traffic signs on the intersecting roads, heavy contractor traffic early/late in the day. The Deerfield - Browntown intersection is particularly unsafe because it is a blind intersection, on a curve, over the crest of a hill
- Blue ridge at rush hour - backed up
- No
- Walking on Browntown, Busbee and Stuyvesant is quite dangerous due to trucks and cyclists-
- I don't turn left from Browntown because its safer to go to Busbee... no need for changes.
- No
- My house is on North end of Vanderbilt Rd. It would make most sense for me to use Cedarcliff to get onto Hendersonville Rd. Or as the main entry way to my house. But, I find that intersection to be more dangerous than others, so! I enter BF by Busbee Rd or Vanderbilt Rd from Biltmore village.
- I hate the length of the light at busbee intersection
- Entering Cedarcliff due to narrowness, property driveway at that entrance, blind curve from southbound traffic and speed of that traffic on Hendersonville. Blue Ridge Parkway to Hendersonville is frequently backed up to access from Stuyvesant. Any access to Hendersonville without a traffic light to make the left northbound.
- Yes.
- Cedar Cliff Road--no stop light.
- Southwood has a lot of truck traffic and curves. I don't turn in on Cedarcliff or Browntown much because the turns are sharp and the traffic on Hendersonville Rd. is fast.

- I avoid walking on the left side of Lone Pine Rd where it intersects with Forest Rd because I am concerned a driver might not see me due to the height of shrubbery.
- Yes. I avoid turning from Chauncey Circle onto Valley Springs from the SW corner because of poor visibility of traffic approaching from the left.
- no
- No
- No
- No
- Avoid Blue Ridge Parkway entrance/exit during rush hour because of backups from Parkway users.
- I avoid exiting at the Parkway during rush hours. There is often a line extending to the Parkway trying to get on Hendersonville Rd going south. The heavy traffic and poor visibility make exiting difficult. I avoid Stuyvesant/Vanderbilt when bikers are present.
- No
- no
- Turning in to Biltmore Forest at the Parkway is dangerous. Making a left turn onto Hendersonville Road is dangerous if not at a street light. And even then, drivers on Hendersonville Road routinely run the red lights.
- No
- avoid buena vista due to so many homes with possible obstructions, avoid leaving neighborhood on cedarcliff due to visibility with hedges/returning due to hard turn angle at 45 mph
- Occasionally Vanderbilt and Southwood, as Construction vehicles sometimes have one lane blocked.
- Yes, avoid hvl road from parkway access road during rush hour as exiting traffic can be backed up onto parkway, making it hard to exit BF. Also turning left from hvl road onto parkway access road, can be difficult due to heavy traffic and at other times to see speeding cars coming up hvl road hill- will use the parkway to enter at those times. Occasionally will avoid Eastwood stoplight leaving BF during evening rush hour as many cars and work trucks needing to turn left into hvl road, along with the cars turning right from apts. across the road. Sometimes have to wait for next round of green lights. Occas. when turning into BF from southbound hvl road onto Eastwood, have suddenly come upon walkers, cyclists a stalled car or BFPD stop near the hill/ blind curve, can be a problem in that area of Eastwood road. There are some other blind curves in BF that even at 20-25 mph, an oncoming car or truck have crossed over into my lane, or walkers walking side by side.
- Stuyvesant around the Country Club.
- No.
- No
- Southwood - blind corners with casual walkers that cannot be seen when driving Several blind corners
- Busbee due to long wait at light
- No
- No
- I avoid walking on Busbee between Vandy and HVL Rd, and Stuyvesant from #1 to top of that hill. Blind due to always-overgrown vegetation.
- I avoid the intersection of Cedarcliff and Hendersonville Road when I am going out. The sign says no right turn and the left turn feels dangerous to me.
- I don't like turning left out of Browntown.
- No
- No
- The parkway entrance or exit at rush hour

- No
- Avoid Vanderbilt North of Busbee as Hendersonville road is faster (higher speed limit -no complaints) Avoid Stuyvesant between Busbee and Club as facility users often tailgate (going towards or away from club)
- The Vanderbilt Stuyvesant intersection is dangerous and needs 4 way stop signs. Coming from Vanderbilt Road, cars going North on Stuyvesant often speed and it is very difficult to see them. I've had two very close calls here! Fix this before someone gets badly hurt. There is already one stop sign on Vanderbilt, and this one is badly needed.
- None. All roads feel safe.
- No
- Not really
- Day or night or dusk. You cant believe how stupid we are
- Parkway from Hendersonville Road in heavy traffic
- Vanderbilt at Busbee; Stuyvesant at Hilltop; Left turn of Stuyvesant getting to Hendersonville Rd; Curve of Stuyvesant Road by Park
- No
- Vanderbilt Rd south from Biltmore Village is dangerous for cyclists because cars/trucks pass on the curves. This is a serious issue all the way to the speed limit change sign
- no
- Don't like walking on Busbee--need sidewalk from Vanderbilt to Hendersonville Rd
- Cedarcliff Road @ Hendersonville Road--difficult in and out during peak traffic and commute times
- No--but I avoid the 'hump' roads as often as possible
- Long traffic light @ Busbee
- Eastwood in the late afternoon - light takes a long time w not all cars clearing the light leaving the Forest.
- None
- Making a left on to Blue Ridge Parkway entrance to BF going North on Hendersonville Rd.
- Turning onto Hendersonville Rd from Browntown during higher traffic times, especially if a car is turning left. Turning onto Browntown from Buena Vista and vice versa because the shrubs make a blind corner.
- None
- No
- I don't run or walk along Vanderbilt Road between the town hall and Biltmore Village. Many of the cars driving this section are going to fast and don't yield enough space to pedestrians and bikers along this section.
- No
- Yes, Parkway Ramp to HVL Road from 4:30 on weekdays
- No
- No
- Try to avoid speedbumps
- I typically don't have any issues with congestion.
- The turn from buena vista onto browntown (either left or right) can be tricky because of the slope of browntown and because of the hedges there; same for turning left or right onto Hendersonville from browntown
- No
- No.
- NO
- No
- No

- I try to not walk on Stuyvesant particularly between Hill Top and South Wood. I do try to not use Eastwood when driving after 8am because it is too crowded
- Avoid going in and out ridgefield due to traffic congestion, safety. The turn lane is dangerous with valvoline customers trying to turn into there, and us trying for ridgefield.
- no
- No
- No
- No
- Not really.
- No
- No, but I am leery of leaving White Oak Rd toward Busbee Rd due to cars speeding on the spur of Busbee that goes South onto Hendersonville Road. A caution sign on Busbee warning of cross traffic would help.
- not really
- No
- No
- No.
- No
- I avoid busbee and Eastwood
- Not really.
- I try to avoid turning left onto Hendersonville Rd from Browntown - for both the sanity of those behind me as well as my own safety... I worry about my child walking or biking on White Oak when traffic on Hendersonville Road sends people barreling down the street as a cut through but thankfully this isn't frequent.
- No
- I avoid White Oak because the kids are running in the road without looking or concern for cars and I worry about hitting a kid. The neighbors also do not think about staggering cars parked in the road so traffic can get by reasonably
- Browntown entrance. Really the exit onto Hendersonville seems dangerous. I also do not like taking Eastwood out on bike due to the curve... I do not feel safe in that section in anything other than a vehicle.
- I walk around town quite often and, depending on the time of day, will avoid Stuyvesant and Vanderbilt due to heavy traffic and speeding vehicles.
- Southwood
- No.
- Busbee exit backs up at the light. Vanderbilt exit backs up frequently.
- Don't use cedar cliff to exit to Hendersonville Rd...its dangerous. Can't see oncoming traffic well enough to exit. Leaving BF on Parkway ramp to Hendersonville Rd. is very crowded and congested sometimes
- Browntown Road has become a nightmare to exit because we allow left hand turns! It is also heavily traveled by people cutting through from outside neighborhoods walking their dogs and not getting out of the road when approached by vehicles. In addition, anywhere in the neighborhood where street parking is allowed causes a hazard; this is particularly true at the lower half of Browntown near Hendersonville Road.
- I do not actively avoid any roads
- We tend not to walk on Busbee, Vanderbilt, or Stuyvesant
- No
- No
- None
- no

- Cedarcliff--exit danger on Eastwood when large construction trucks are on it
- Cedarcliff--blind to traffic on H'ville Rd
- Trucks park on Eastwood curve Southwood @ Stuyvesant
- No

6.) Do you feel that construction/landscaping vehicles pose a specific concern for roadway safety? If so, please specify your concern.

- Yes - in general, they speed. BBarnes trucks are pretty good, though
- They are often on the road but it is my assumption the "forest" needs care they provide.
- These are indeed the greatest hazards, but I don't think there's a grand solution to them except talking to them when they're particularly poorly parked.
- No
- When they park in the road
- Yes. There are so many large, heavy trucks... again, especially on Eastwood Road
- sometimes
- Yes. Many are large and drive over the speed limit.
- No
- Yes. They park vehicles in the roadway.
- Yes, frequently obstructing roadways
- Only when they park in the roadway on a blind turn
- Since construction vehicles are to be parked on the property, this is less a concern while driving. However, while walking, construction vehicles pose a threat due to speed driven
- Not major concern but they are a concern when they block half the road and hard to see any oncoming traffic due to poor visibility due to hills.
- Yes! They park on the street while working on homes (sometimes LITERALLY FOR YEARS AT A TIME!!) which hinders visibility. They also drive way too fast.
- If they're parked along a major road like Vanderbilt, yes. This could be mitigated by better use of reflective triangles or signs.
- No
- On occasion, particularly when they are parked in the road
- Yes. They can be parked in the street taking up a full lane for up to several hours.
- The heavy vehicle traffic on Eastwood Rd can be heavy and noisy. Particularly when "Jake" brakes are used. Should be illegal
- Not at all.
- Absolutely. Trucks are getting larger and more frequent. The wear and tear is considerable. Also the noise is disturbing from early morning to almost dark
- Yes as these large vehicles reduce road passage to one lane or less
- occasionally
- Of course with some narrower roadways one must be careful when passing the commercial vehicles, but that is not an unreasonable requirement.
- yes speeding
- no
- N/A
- No
- To some extent as they often park on the streets. Keep police patrolling and looking for problematic areas instead of some new ordinance.
- No

- White Oak Rd has been COVERED UP with construction vehicles for the past year. This is rarely a problem except when they park on opposite sides of the road.
- Yes because many times there are multiple cars (sometimes over 20!) working on one house and the roadways become too crowded
- I do not feel that construction vehicles pose a roadway safety issue but I do request that construction traffic entering the Ramble not pass through the town (ie Valley Springs Rd, Chauncey Circle and Niagara) There are currently no construction traffic signs but they are small and there is no where to turn around once someone sees one. The Ramble guards are not diligent in enforcing the no construction traffic rule. Just like the residents of Cedar Cliff to not like it to be used as an entrance to the Biltmore Estate, I request that Valley Springs Rd not be used for Ramble construction traffic. I work in the yard often and see large equipment/building supply transport trucks, cement trucks and other construction traffic coming up and down valley springs every time I am out.
- No
- Yes, at times they drive too fast and frequently block roads, causing traffic to back up.
- Landscape more than construction. Trucks with trailers should either park in a driveway or on the owners grass. This is aggravated when the property is located in a curve.
- On occasion, too many vehicles are parked one after the other, forcing traffic into the opposite lane. This can force cars into head on situations and pedestrians into on coming traffic.
- No
- 100%, especially when they park on both sides of the street and across the street (behind) a driveway. The worst streets are the ones where houses are closer together. But if they all at least stuck to one side of the road instead of parking on BOTH sides you could at least see what is coming at you.
- "New" Construction Vehicles should not be allowed on Valley Springs Road before the Ramble Gate. All Ramble home sites outside the gate are sold and developed.
- Yes, especially when they just leave their vehicles in the road in a blind curve!
- absolutely! they limit visibility They should not park on curves/corners
- YES. THERE IS MUCH TOO MUCH CONSTRUCTION TRAFFIC COMING INTO THE RAMBLE AT THE MAIN GATE. THEY DRIVE TOO FAST, THEY USE THEIR CELL PHONES AND THEY MAKE HUGE RUTS IN THE GREEN AREAS WHEN DRIVING/TURNING.
- yes - whenever they desire to turn left exiting Eastwood
- Nope
- no
- Yes. For instance when landscapers are blowing leaves they have on ear protectors and cannot hear when traffic is coming. I am concerned that they will not see me.
- No
- No
- Too many heavy dump trucks & trucks pulling heavy equipment. It's increasing every year. Too many tear downs including BFCC.
- Yes
- Yes. Definitely.
- Often there are trucks (types mentioned above) that are blocking the roadway on curves and in areas that create blind spots. There should be someone to wave people around or parking in a more sensible location.
- Yes! Parking on the streets is inappropriate and blocks the roadways. There should be a limit to the number of construction vehicles on site at any one time. I've counted 15 trucks parked around a new construction.
- Yes. I would like to see warning markers placed early on roadways where construction will block a lane. An alternative would be workers station for traffic flow guidance (which is some-

times employed by not always). Changing lanes is most hazardous near blind curves (Southwood & Vanderbilt Roads).

- No
- Yes - town should require all service vehicles to park clear of traffic lanes and only on or in front of the property they're servicing, unless otherwise necessary for tree work, etc., in which case flaggers should be employed to direct traffic. Major house renovations should be limited to once per 10 years per residence, irrespective of change of ownership.
- Yes, same intersection as above...no regard for speed limit.
- Yes, On Valley Springs Rd. These vehicles often travel very rapidly. I live at 66 Chauncey Circle and have almost been hit on numerous occasions when turning left onto Valley Springs Rd. We have requested at stop sign at that location.
- No and their presence is a necessity.
- No
- Rarely there are landscaping vehicles with trailers blocking significant parts of lanes, but for the most part I don't think they are a big concern
- Overall, not in particular, but from time to time I feel that they could have been parked in a less obstructive location and away from blind intersections - they should also set out traffic cones or other warnings for approaching traffic. Given the lawns, gardens and trees (and leaves!) in BF, these vehicles are a necessary fact of life. BF should have a contractor vehicle policy that each homeowner could print out and hand to their contractors - governing parking, speeding, etc.
- No as long as they park in a meaningful manner to allow cars to pass
- Vegetation at junction of Vanderbilt and Stuyvesant (being stone wall) making exiting from Vanderbilt at stop sign difficult and dangerous.
- Absolutely, often over speed limit. I wish they were only allowed at one or two entrances and this could be enforced. The commercial traffic into the club ALWAYS comes down Browntown and (including the dump truck for the dumpsters at club) all Coca Cola trucks, Inland seafood, US foods, etc....very early in morning and drive very fast....all of them.
- Speed! Distracted Drivers... ALWAYS on their phones... I get it, its their office time but LET the other guy drive! Stay on the pavement. Busbee has houses set back so the noise is not obtrusive with big dump trucks, other streets are primarily residential... yes... Browntown
- Yes! It makes it very hard to see around their parked trucks and cars.
- Yes, especially when they are parked on a hill and can not see on coming traffic when trying to go around them.
- Yes! since I live on Vanderbilt rd on the North end of town, I see a huge volume of contractors coming in from Biltmore Village, and driving at excessive speeds even though the speed limit is 25. Contractors should be entering Biltmore Forest at the entrance closest to their destination.
- No
- Most appear more considerate than the rest of traffic in my experience
- Yes. Not only do they throw out there garbage out the window. They fly through the neighborhood
- 1. This is a big issue. 2. Large trucks partially blocking roadways with no one directing traffic. 3. Speeding vehicles are a constant problem. 4. The "Great White Whale" under construction at Southwood and Stuyvesant for several years now has presented perpetual problems for resident traffic and pedestrians walking on Southwood. There were approximately 30 vehicles both on the property and on Southwood on Oct. 26 of this year. Also as a general rule we have found that speeding trucks show little if any respect for pedestrians and on one occasion my wife, dog and I were nearly hit by a speeding dump truck. 5. Please keep shrubbery trimmed off the road where such shrubbery blinds a turn. 6. Really functional speed bumps on

congested construction/landscaping used roads would be helpful.

- Those vehicles are a problem when they park on the roadways; when they block visibility around curves; when they drive too fast!
- Yes. Many times these vehicles are going way too fast AND when they are on their jobs they block roads or block vision so you can't see if something is coming. In addition these workers (not residents) avoid Stuyvesant because of the speed bumps. They fly down Greenwood, for example..
- Yes. They often park on the road, making it difficult to see oncoming traffic around them. They also do not always stay on the correct side of the road around curves, meaning that oncoming traffic the opposite direction has to "dodge" them.
- Yes, parking in roadways blocking sight of oncoming traffic, going fast around blind curves.
- Yes, at times. Some go too fast, but also some go very slowly and back up traffic. Some are considerate and pull over to let traffic pass. Also, some who are working after dark (especially in winter) need to provide more light and reflectors so that drivers can see them
- yes but not sure much can be done about it. some of the more persnickety neighbors won't let their landscape people even park off of the roadway-making them park fully on the road.
- Yes. Often block too much of road and even leave street side doors open. Worse usually for construction vehicles.
- No
- The last lot on The Ramble area off Valley Springs Road is nearing completion. This should negate the need for construction traffic to use this road. Hopefully such traffic bound for inside the Ramble gate can be banned from Valley Springs Road -- as a small sign near the Hendersonville Road entrance states. This needs to be enforced.
- No.
- In some spots. It can be difficult to see whether there is oncoming traffic.
- Yes lately the excessive amount of huge dump trucks up and down Vanderbilt are a problem ..but I know necessary...not only dangerous to walkers and bikers..kids..but also some have flying debris...
- no
- Yes. They are typically going too fast.
- Yes..Landscaping people can't hear you coming because of their equipment. Construction people are parked in the roads creating a one-way problem
- I don't know how you solve but long term construction projects with many vehicles along the roadway become frustrating
- Yes. As of recently Southwood Rd. Particularly unsafe when trucks are totally parked in the road
- Construction/landscape vehicles have an important role in Biltmore Forest. They usually have to occupy a lane. This frequently means having to cross lanes at a blind curver. Cones placed well ahead would allow choosing another route.
- Yes but also realize they have work to do and some properties house the trucks better than others. Not sure how to get around that issue due to topography and design of roads. I have an issue when the neighbors' work trucks etc park on the town easement grass that I maintain. They destroy the grass and leave ruts.
- It depends. On some of the less-used roads, their okay. On Stuyvesant, on the other hand, it can be an issue.
- Yes. As you might suspect many tend to speed and God there are too many of them. Did you ask about noise? You should
- Occasionally. Sometimes vehicle width exceeds half the road width. Some vehicles are too heavy for some of our bridges, defying signs.
- Intersection of Southwood and Stuyvesant construction activity At times construction vehi-

- cles or landscaping vehicles park over the centerline
- No
- Landscapers/ construction vehicles frequently drive over speed limit. Large construction projects over many, many months (years) seem to feel too comfortable parking on shoulders. Thought there was a directive to hose down street in front of building site. Southwood and Stuyvesant is really bad!
- Not specifically.
- Because the streets are narrow in many places, lawn maintenance vehicles and construction can obstruct the roadways and cause slight danger
- If in an area with already-short sight lines, or within 1/10 ml of a stop sign or access road, yes.
- Coming in, the intersection of Busbee and Vanderbilt needs some trimming done on the North-east corner. It is hard to see to the North on Vanderbilt.
- Yes. Not terrible but they do make it hard to see around if walking or driving.
- Blocking view of pedestrians
- Yes Large vehicles travel to fast.
- No
- No
- No
- I feel that they sometimes drive too fast!
- Not currently except at the Parkway intersection when cars park illegally.
- It's never been an issue for me.
- Yes. Ridgefield is a narrow street with two sharp, almost blind turns. Other narrow streets are similar. We've had several issues with construction vehicle issues
- Especially when parked on curve
- Sometimes they do not park far enough to the side
- Especially when parked on curve
- No
- All construction traffic, all landscaping vehicles, should always enter and exit only via Busbee Road, Vanderbilt Road and Stuyvesant Road via Parkway ONLY
- Leaves and trash on roads a concern
- Yes, mainly speeding; Items falling off trucks; excessive weight; noise; not observing speed bumps
- Construction vehicles do not follow the speed limit while driving in our town.
- Some noise Some speeding
- They don't obey speed limits but neither do most residents.
- no
- Not usually--but the event at Southwood and Stuyvesant is concerning
- Yes, but we have no choice
- I would prefer this question to be simplified to "...feel that vehicles parked in roadways pose a specific concern for..." then I would say "Yes"... and I believe the concern is obvious...
- No
- No.
- Sometimes on Browntown but not generally.
- yes, on Southwood lately the construction vehicles park on the curve, creating risk for drivers and pedestrians. homeowners renovating or building need to have their crews park more safely.
- No, helps keep traffic slow
- No
- Yes particularly in curvy, short sighted curves like Southwood along the golf course.
- No

- YES, DEFINITELY! Trucks fly on Eastwood Road. Extremely dangerous in the curve of Eastwood with walkers, children and cyclists. Also, the curve on Westwood is dangerous. Trucks are in the middle of the road driving too fast.
- They're driving to fast. Most do drugs
- Absolutely! Especially on Southwood and Westwood.
- No gotta have em
- Yes, they park on the roads-not on the side areas, jut out too far to make it safe or easy to pass, and they stay there for a long time.
- No
- Many landscape workers do not pay enough attention when working near the street. Most provide enough clearance with parked vehicles.
- Construction and vendor traffic on Browntown that I have seen is typically going faster than the speed limit, sometimes significantly, in both directions.
- Yes depending on how they park. If the park on peak of hill where opposing drivers can see to pass. Or just over hill crest where drivers don't even know they are there and might ram into them. They should be required to park with clear two way passing of vehicles.
- Yes, these vehicles block appropriate two way traffic and make it difficult to see oncoming traffic.nAlso, pose a threat to walkers forcing them to walk on the wrong side of the road.
- There are times when roads can be completely blocked by construction and landscaping vehicles making it difficult if not impossible to pass. More importantly it makes it difficult for emergency vehicles.
- Yes, when they park on the road. Especially the home under construction near #1 green at BFCC. Those construction vehicles make that intersection very difficult.
- No
- Landscaping vehicles aren't an issue for me since they are in and out. Construction vehicles are often overwhelming by their sheer number and length of presence which is often months.
- Yes absolutely! They drive too fast(especially at 5 minutes before 7), they park on the sides of the streets and they throw their trash on the streets (there is always a bunch of chicken bones that are left in the grass whenever the construction workers are there. My dog finds them and it is awful trying to get them out of her mouth)
- Yes, they are constantly using ridgefield as cut thru, and some pulling large equipment. Not obeying speed limit.
- No
- Landscaping vehicles. They have no where to go. Need to use Orange cones when stopped in roadway.
- No
- I respect these workers and most are careful within our neighborhood
- Construction/landscaping vehicles do pose a concern for roadway safety. The roads are not wide enough for these vehicles to park on the side of the street. They pose a problem with oncoming traffic, bicycles, and pedestrians.
- No
- Yes! Landscaping vehicles park without regard to sight-lines of drivers as they negotiate the parked vehicles. I support an ordinance that requires all commercial vehicles to be parked on the property that is being serviced and not in the public roadway.
- Yes-blocking roadways and speeding
- Construction will always annoy people but it is never an ongoing situation in any one area. There is always an end to it. People need to accept this.
- No
- No.
- No

- Yes... for size and volume
- They are generally less respectful.
- Not really. Except I am constantly having to deal with nails in my tires due to construction debris in roadways
- No. It's part of living in a community where improvements are constantly being made (which I see as a good thing) and I think it even helps slow traffic down.
- Sometimes
- When these type of vehicles are pulled over and staggered so traffic can get by, I do not have a concern. When landscapers park in front of neighbors driveways it's concerning for how to get out without hitting the vehicle.
- No
- Sometimes they do not respect our speed limits
- Yes. Construction and landscaping vehicles blocking one lane of the roads make roadways unsafe; this is especially an issue on Southwood
- No.
- Most trucks are speeding. Dump trucks should be forced to drive at 25 in and out and NOT decelerate/loud muffler- loud noise from truck.
- Yes, they park on & ride through peoples grass. Don't stay on their side of the road many times while driving. Many drive over speed limit.
- Yes. Many times because they are bigger, they park in ways that are unsafe and blocking traffic without appropriate staff in the road ensuring safety.
- I would like to see better marking requirements for commercial vehicles (both public and private) on the shoulder/right-of-way such as cones, flags, or signs.
- Yes depending on the size and duration of the project.
- Not really.
- Yes - the roads are narrow and hard to get around the vehicles safely
- None
- It is expecially troublesome when they clog both sides of the road
- not really
- At times--no cones around equipment vehickles, too far out in the roads
- Yes Often block roadway
- Speed and parking
- No, they tend to be very careful and thoughtful. They are necessary

10.) When you walk, which streets in Biltmore Forest do you walk along the most?

- Home street - Forest Rd
- Vanderbilt Road
- Forest, Stuyvesant, Vanderbilt, Southwood and Cedar Hill
- Frith
- Forest, East Forest, Vanderbilt, and Park.
- Stuyvesant rd Stuyvesant crescent Frith Holly hill Greenwood Greenwood place Westwood Hilltop
- Fir Tree Lane and Cedarcliff
- Eastwood Vanderbilt Forest south wood Stuyvesant
- hilltop, westwood , southwood

- Vanderbilt, Stuyvesant, Southwood and Brookside.
- Vanderbilt, Busbee, Stuyvesant, Forest, Cedar Cliff..Park..basically all roads south of the club
- Forest, E Forest. Vanderbilt
- Cedar Hill Brookside Hemlock
- Amherst, White Oak, Buena Vista, Forest Road
- Busbee, Forest, Vanderbilt, Park, White Oak, Browntown, Stuyvesant
- Cedar Chine, Hemlock, Southwood, Fir Tree Lane, Vanderbilt
- Forest, East Forest, Park, Vanderbilt, Busbee, & Cedarcliff (I walk a long time) Sometimes Arboretum, Lone Pine
- Vanderbilt, Busbee, Buena Vista, Park, Forest, E Forest, Browntown, Deerfield, Amherst
- Hilltop
- Vanderbilt, Busbee, Cedarcliff, Forest, Buena Vista and White Oak
- Forest/east forest/Vanderbilt/cedarcliff/buena vista
- Hilltop, Southwood, Stuyvesant
- Vanderbilt, Cedarcliff, Forest, Busbee
- White Oak, Amherst, Buena Vista, Lone Pine, Forest, Busbee. Also Hemlock, Cedar Chine, Brookside, Southwood, Eastwood, Hilltop
- Vanderbilt/Park Road
- Vanderbilt, Park, Forest , Buena Vista, White Oak, Amerherst
- Browntown, Amhearst; Deerfield; Stuyvesant; Lone Pine; Vanderbilt; Buena Vista
- Cedarcliff; Busbee; Vanderbilt
- Buena Vista and White Oak
- Vanderbilt Rd Forest Rd Park Rd
- Stuyvesant Lone Pine Buena Vista Browntown
- Cedarcliff and Forest Rd
- Stuyvesant Road
- White Oak, Buena Vista, Browntown, Stuyvesant, Vanderbilt, Forest, East Forest, Cedarcliff and Busbee.
- Vanderbilt, Cedarcliff, Busbee
- White Oak, Busbee, Forest, Lone Pine
- Hilltop, greenwood, Stuyvesant
- Buzbee, Forest, Park, Chauncey Circle, Niagara, Valley Springs
- Forest, Vanderbilt, cedar cliff
- Browntown, Stuyvesant, Amherst
- Chauncey Circle
- Forest, Cedarcliff, Busbee, Buena Vista, White Oak.
- Valley Springs Rd., Chauncey Circle
- Chauncey Circle and Niagra
- Busbee, Browtown, Stuyvesant, White Oak, Buena Vista, Lone Pine
- Valley Springs Road
- Forest, Lone Pine, Browntown, White Oak, Buena Vista, Busbee, Cedarcliff, East Forest, Park and Stuyvesant (not all on the same day!)
- Busbee, Forest, Cedarcliff
- Chauncey Circle, Valley Springs Road, Ramble Way, Mirehouse Run, Brookline Drive, Fairst-ed Drive, Nethermead Drive, Racquet Club rd,
- Chauncey Circle
- White Oak, Buena Vista, Busbee
- Busbee/Vanderbilt area.
- Chuancey circle
- Hilltop Road

- Forest Vanderbilt Stuyvesant
- Vanderbilt Rd
- 5 Fairway Place
- Cedar Chine, Cedar Hill, Brookside, Westwood, Greenwood Pl, Greenwood, Hilltop, Brooklawn Chase, Hemlock
- Cedar Hill Dr. Brookside Westwood Southwood Vanderbilt
- Forest Road, Park, Cedarcliff, in front of Town Hall. Vanderbilt has too much traffic and fast traffic.
- Cedar Chine, Hemlock, and Fir Tree, Southwood
- Hilltop
- Hilltop, Brookside/Westwood, Greenwood, Eastwood, Southwood.
- Chauncey Circle
- Chauncey Circle
- Various routes
- Forest, Vanderbilt
- Cedarcliff, Forest, Busbee
- Deerfield Road, Amherst Road. Browntown Road, Fairway
- Vanderbilt Forest
- Hilltop, Stuyvesant, Eastwood
- Vanderbilt and Park (2 miles)
- Browntown, Vanderbilt, Cedarcliff, Stuyvesant, Lone Pine, Forest, East Forest, White Oak and Buena Vista, Southwood, Cedar Hill, Hemlock, Brookside.
- Used to be white oak... little boys were monsters on bikes and scared my dogs too much to bother... not relaxing anymore. mostly small block of Deerfield and Amhurst
- Vanderbilt. Brook side. The new section hilltop Stuyvesant eastwood
- Park Road, Vanderbilt, Forest Road
- Vanderbilt, lone pine, Stuyvesant, park road, Busbee, Forest road
- Vanderbilt Rd, CedarCliff Rd, Forest Rd and Busbee Rd
- Vanderbilt Stuyvesant brown town park roac
- Vanderbilt, Forest, Busbee, Cedarcliff, Park, Browntown, Buena Vista
- Westwood Southwood Vanderbilt Greenwood
- Greenwood, Southwood, Stuyvesant, Brookside, Hill Top, and Westwood.
- Ridgefield, Hilltop, Greenwood, Greenwood Place, Brookside, Southwood, Stuyvesant. More occasionally Cedar Hill, Cedar Chine, Holly Hill area.
- Browntown Road Busbee Road Vanderbilt Road Park Road
- Forest Rd
- Hilltop, Westwood, Greenwood, Stuyvesant, southwood
- Eastwood, Hilltop
- Eastwood Rd, Hilltop
- Chauncey Circle.
- park, forest, busbee Vanderbilt cedar cliff
- East Forest, Forest, Busbee, Cedarcliff
- Valley Springs Road and Chauncey Circle
- 1. Chauncey Circle, Niagara, Valley Springs 2. Busbee, Cedar Cliff, Forest, Park
- Hemlock Cedar Hill Cedar Chine Brooklawn Chase Brookside Southwood Stuyvesant
- Hilltop, Greenwood Place, Greenwood, Westwood, Brookside, Cedar Chine, Cedar Hill
- Vanderbilt Rd, Forest, Lone Pine, Stuyvesant, Busbee, Cedarcliff
- Vanderbilt, Busbee, Forest, park...all south of the club
- Forest and Cedarcliff,
- Stuyvesant Road Vanderbilt Road Brookside Hilltop

- Cedar hill, Brookside,
- Forest and East Forest
- Paths in the Ramble- via Niagara Drive
- Cedar Chine
- Cedar chine, Hemlock, & Fir Tree
- Brookside, Brooklawn Chase, Cedar Chine, Cedar Hill, Fir Tree, and Hemlock.
- Stuyvesant, Frith, Holly Hill, Greenwood Road, Greenwood Place, Westwood, and Hilltop.
- Cedarcliff, Forest, Busbee and Vanderbilt
- Stuyvesant Browntown Buena Vista White oak
- Vanderbilt, Southwood, Brookside Park
- Greenwood road and place, hilltop, westwood brookside
- Styvecent. Spelling. Holy Hill rd. Frith.
- Westwood hilltop Brookside Cedar Hill Southwood Greenwood Stuyvesant Hemlock basically most of the south side of town
- Vanderbilt. I used to get off Vandy ASAP, because of constant traffic, but now my mobility is more limited so I need the longer sight lines of straight Vandy to have time to get out of the way of cars. Side roads are too short-sight lined via overgrowth and/or curves for slower people to get off the road.
- Forest, Cedarcliff, Park, Vanderbilt, Lone Pine, Browntown, Buena Vista and Busbee.
- Forest, Park, Vanderbilt, Busbee, Stuyvesant. Sidewalk on Vanderbilt would be great.
- Niagara Drive, Fish Pond Road, Ramble Way
- 75 Chauncey Circle Ramble way
- Vanderbilt, Stuyvesant, Eastwood, Hemlock, Forest, Brookside, Hilltop
- Brown town and surrounding areas
- Always start and end on Vanderbilt Road for some period -divert to sidestreet when one is reached.
- Stuyvesant crescent, greenwood, greenwood place, brookside, brooklawn chase, hemlock, Stuyvesant.
- Cedar Hill Drive
- Vanderbilt, Park, forest and East Forest, cedarcliff, Busbee, Buena Vista, White Oak.
- Hilltop, Brookside, Vanderbilt, Styvustant
- Forest, lone pine, busbee
- Stuyvesant Hilltop Eastwood
- Hilltop Greenwood Rd/Place Southwood Brookside Ridgefield Stuyvesant
- Cedarhill, Brookside, Brooklawn, Chase, Southwood, Hemlock, Firtree, Cedar Chine
- Park to Hilltop on STuyvesant--back/forth
- Vanderbilt Rd
- Busbee, buena vista, cedarcliff, white oak, Amherst, browntown
- Usually Stuyvesant to Hilltop road to Brookside to Brooklawn Chase to Hemlock and back to Stuyvesant Road.
- Park, Forest, Buena Vista, White Oak, Vanderbilt
- Park Forest Vanderbilt
- Buena Vista Vanderbilt Busbee
- Brookside Southwood
- White Oak Cedarcliff Buena Vista Lone Pine
- Forest, Park
- South of golf course - all over.
- NA
- Park Rd, Forest and E Forest, Busbee, Cedarcliff
- Buena Vista, White Oak, Lone Pine, Browntown

- Park Road, Southwood, Brookside, Cedar Hill Drive, Hemlock Hill
- Amherst , browntown, Vanderbilt, Buena vista, white oak
- White Oak, Buena Vista, Lone Pine, Busbee, Forest
- Hilltop, Eastwood, Southwood, Vanderbilt, Park Road, Stuyvesant, Forest, East Forest
- Greenwood, Westwood, and Chauncey circle.
- Stuyvesant, holly hill, frith
- Hilltop, Eastwood
- Westwood, Brookside, Hilltop, Hemlock, Cedar Hill, Greenwood Road, Stuyvesant
- Stuyvesant
- Cedarcliff, Forest, busbee, Vanderbilt road, park road, south wood, burna vista, white oak, and more
- White oak, buena vista, Amherst, Deerfield
- Brook side, Westwood, Greenwood and Hilltop
- Browntown, Buena Vista, White Oak, Vanderbilt, Busbee, Lone Pine
- Back toward the newer section: Cedar Chine, cedar Hill, brooklawn chase, Westwood, south wood.
- Still exploring... Vanderbilt, Stuyvesant, Eastwood, Southwood
- Park, Vanderbilt, Forest
- Buena Vista, Browntown, Forest, Amherst, Lone Pine, Stuyvesant, Deerfield
- Hemlock, Brookside
- Vanderbilt, Cedarcliff, Forest, Busbee.
- Westwood, Brookwood, Cedar Chime, Fig Tree, Vanderbilt, Park Road, East Forest,
- Park Rd
- I try to stay in the new section but occasionally walk down Stuyvessant with regrets every time
- Ridgefield, hilltop, greenwood, greenwood pl
- 5 Fairway Place
- White Oak
- Hilltop, Greenwood & Stuyvesant
- White oak, brown town, busbee , Amherst
- Brooklawn Chase, Cedar Chine, Cedar Hill, Hemlock, Fir Tree Lane, Brookside
- Stuyvesant, Hilltop, Greenwood, Southwood, Brookside, Westwood
- Hilltop, Westwood
- White Oak Rd
- Stuyvesant Crescent Greenwood Brookside Brooklawn Chase Hemlock
- Vanderbilt Rd
- Vanderbilt, Forest, Buena Vista, White Oak, Deerfield, Amherst
- Cedarcliff, Forest
- Cedarcliff, Forest, and Busbee.
- Stuyvesant Forest Vanderbilt
- All
- Amherst, Deerfield and Browntown
- Hilltop, Westwood, Greenwood and Stuyvesant Crescent
- White Oak, Busbee, Forest, Cedar Cliff, Park, Vanderbilt, Lone Pine, Buena Vista, Browntown,
- Southwood Hilltop Stuyvesant Eastwood Side streets to those streets
- Vanderbilt, Busbee, park, Stuyvesant
- Vanderbilt, Ceadercliff, Busbee, Forest
- Hilltop around the new section.
- Forest, Cedarcliff, Park, Stuyvesant, Eastwood, Hilltop
- Forest Road, Southwood, Brooklawn, Cedar Chine, Hilltop
- Holly Hill, Stuyvesant, Frith

- Vanderbilt. Forest. Park
- Greenwood Road Greenwood Place Hilltop Westwood Loop around pond & dam
- Stuyvesant, Southwood, Vanderbilt, Eastwood, Park, Forest....really all over.
- Amherst, Deerfield, Browntown, Buena Vista, Lone Pine, Forest
- Vanderbilt, Forest, Cedarcliff, Busbee, Park
- Amherst, Browntown, Buena Vista, White Oak, Forest
- Busbee, White Oak, Vanderbilt, Forest, Browntown and Stuyvesant
- Stuyvesant Hilltop Southwood Brookside Additional side streets
- Vanderbilt, Southwood, Park, Brookside, Hilltop, Stuyvesant
- Vanderbilt Cedarcliff
- Vanderbilt Road
- Vanderbilt, Southwood, Brookside, Brooklawn Chase, Park
- Stuyvesant Crescent
- Eastwood Vanderbilt Stuyvesant
- Vanderbilt

10.) What does it mean to feel safe when walking?

- Walking when residents go to and from work is difficult because many speed (a lot). They are NEVER stopped or ticketed. I'm thinking of Greg Goosemann and McCann's, in particular.
- Because there are no sidewalks, passing cars are my greatest concern.
- I don't think I am going to be hit by a car.
- For me to feel safe means not to walk on Stuyvesant
- Cars are driving slowly and with high awareness of pedestrians.
- That I'm not going to get hit by a car
- Cautious drivers
- Speed bumps on Eastwood Rd and other busy streets
- no car threat
- I feel safe most of the time...not always or often. Around 95% of the time...except when there are unsafe drivers.
- Not at risk from other pedestrians..bikers or cars/trucks
- That the traffic coming in and out of the town is somewhat controlled.
- Not worrying about getting hit by a car
- Not worried that a car is flying down the road which might hit my children or pet.
- Cars are obeying speed limit, are attentive and aware of pedestrians, and give pedestrians adequate space. Most safe feeling is having a dedicated lane.
- Walking safely means not feeling threatened by vehicles
- You don't have to worry about an inattentive or speedy driver running you over! And
- I consider my safety to be a) physical safety due to traffic, road layout, etc.; and b) personal safety related to my ability to walk alone without worrying about being bothered or harmed.
- No traffic, cars follow speed limit.
- Avoid being hit by a vehicle
- Making sure drivers are paying attention
- No speeding vehicles. No heavy equipment. No non-resident traffic.
- Have protection from vehicles
- Seeing the Police Patrols. No Homeless, or transients. Low Crime rate. Friendly Neighbors. Only issue is concern over bears.

- Safe from cars and trucks traveling and respecting your presence.
- Pedestrian paths, improved right of ways , wider roads to allow large suvs and trucks to pass ,speed limits observed, lighting improved at night
- Driver awareness; observance of speed limits
- Not having to “dive” for the grass to avoid approaching vehicles.
- avoiding cars
- No threats from aggressive humans or bears
- That vehicles are traveling at the posted speed limit. Knowing people from my neighborhood. Sometimes I am concerned that people from outside of the neighborhood park at the intersection of Vanderbilt and Cedarcliff. Either to walk or bicycle. I have had to ask people to not park on my property for this reason in the past (on Cedarcliff).
- Not being hit by cars or bikes.
- Vehicular traffic that is aware of walkers - follow speed limits and move over for walkers that are in the road or on the shoulder. Police can help.
- Cars tend to move over even when I have stepped off the road and often slow down.
- Traffic is calm
- To know others in cars and on bikes will give you the right of way
- That there is space for pedestrians AND cars.
- I do not worry about crime.
- I don't worry too much about getting run over. But I do often worry about my child riding their bike in the neighborhood.
- no history of neighborhood crime no history of issues with bears
- I feel physically safe from being assaulted. I wish we had sidewalks or designated walking lanes on the road. Shoulders of the roadway should be filled periodically to prevent drop-offs.
- I am never fearful of speeding or reckless drivers.
- Not having to worry about cars crowding you or driving to fast
- at night it is very dark and with time change that is happening earlier and earlier
- That motorists are obeying traffic laws.
- I need to walk facing traffic. I also feel it's my responsibility to watch and listen for traffic and to be visible. But, I feel it is the responsibility of the drivers to watch out for me and to move over when able.
- Not feeling at risk of being hit by a vehicle.
- Drivers see me and go at appropriate speeds.
- Good visibility and slow traffic
- To not worry about being hit by a car.
- Traffic going the speed limit & traffic coming at you moves over if no traffic is coming in the opposite direction.
- Avoid injury
- I can be seen by cars which are traveling at a reasonable speed.
- It means that drivers are paying attention and not exceeding the speed limit. You don't feel like you have to dive onto the verge.
- I'm not going to get by a speeding vehicle while crossing a road
- I can say I always feel safe walking in BF because I avoid the high traffic areas. It's a lovely place to live and walk.
- Safety means everything to me when I am walking. When I walk, I am taking in the beautiful wooded surroundings of Biltmore Forest. A lack of safety would keep me from walking.
- Motorists obey traffic laws.
- That cars and pedestrians abide by the traffic signs and signals.
- Traffic speed.
- The ability to walk without feeling threatened by excessive amount of vehicular traffic and

those vehicles passing at a low speed, along with a sense of police presence.

- Absence of risk of injury
- Trusting that drivers see me and pay attention to the rules of the road
- To feel comfortable that I am not at risk - and our dogs are not at risk - of being hit and killed by a speeding, distracted driver. That I do not have to fear that I will need to leap from the roadside/drag our dogs into someone's yard to avoid approaching traffic (happens way too frequently) who is simply ignoring the fact that pedestrians use BF roads and should be respected - not considered an annoyance worthy of only a dismissive wave of the hand. In addition, I am fearful of a dead limb falling from a tree and killing me or my dogs because BF has no policy - and/or no enforcement - requiring homeowners to maintain their trees in a safe and reasonable manner, consistent with good forestry practices. Too much reliance is placed on Duke Power to trim the trees along their roadway power lines. While saving trees is a noble goal, it should not take precedence over public safety. The potential legal liability for homeowners - and the town - is enormous
- Safe from vehicles.
- Cars slow down when they approach us (particularly if I have the children). Too many people speeding and not looking for walkers
- Not getting hit by car or bike.
- Not feeling like I will run into a threatening situation/person, run over by a car/bike/bear (lol) or chased by a random dog-
- Many folks entering Browntown aren't neighbors and have no respect for the neighborly etiquette,,, speed, distance from people and dogs walking when street is empty.
- Knowing a car will not hit you.
- Not worrying about getting hit by car or mugged
- Low volume of traffic, and driving at speed limit
- I'm never worried about getting assaulted
- Not getting run over by traffic
- I feel I am taking my life, my pets life and child in a stroller in fates hands due to the speeding
- Avoiding breaking a leg on a chance off-road-onto-shoulder encounter. This actually happened my wife once several years ago. Avoiding being run over by speeding vehicles not pay a bit of attention to pedestrians.
- Most of the time I can make eye contact and wave with drivers coming towards me. I can also step off the roadway in most - but not all - places if I feel a driver isn't paying attention. What it means is that I can relax and enjoy my walk and the natural beauty of our neighborhood.
- That I can easily be seen by drivers
- It means that there is little vehicle traffic and if there is the vehicles are following the speed limits
- Cars go slowly, especially around curves and coming directly off main roads.
- Cars obeying speed limit, feeling safe around curves, cars move over to give pedestrians space
- avoiding speeding neighbors and those driving and playing with their phones.
- Room or sidewalks such that one doesn't have to walk in traffic lanes. High speed bicycles are a major problem.
- low speed limit for vehicles, low traffic count, few through vehicles using BF as a shortcut/traffic avoidance, sidewalks or walking lanes (hint, hint)
- We feel very comfortable that the overall majority of drivers maintain the posted speed limits which we feel are appropriate for the roadways. We are also thankful for the constant police patrols throughout the Town.
- Roads well maintained. Drivers paying attention/not speeding. Space to step off of the road when a car approaches.

- Drivers obeying speed limit, using turn signals ...leashed dogs, avoid building sites..
- no speeding cars road not blocked by shrubbery
- Being able to get safely off the road with oncoming traffic. Vehicles driving safely in the conditions. Vehicles obeying the speed limits. Pedestrians being seen by drivers in curves and dappled light.
- Being out of the path of cars
- Being seen, given wide berth when able and not fearing being hit
- Not in danger by cars
- No fear of automotive speeding or reckless driving.
- Low crime. Biggest worry is encountering a bear. I walk facing traffic and single file if walking with a friend.
- To feel that drivers are behaving responsibly.
- Alert and courteous drivers who move over. This generally the case especially with long time residents.
- See earlier comment
- Small number of vehicles
- Alert drivers, shoulders to retreat to, good safety police presence. Do worry that walkers are not adequately dressed for safety. Dappled sunlight and vegetation often make walkers invisible. Need to wear something reflective, even in daylight
- no high speed traffic, light traffic
- Not getting hit by a car or robbed.
- I don't worry about being mugged. There is some concern about being hit by a vehicle because many of the curves when you're walking against traffic are blind. Also certain times of the year worry about bear safety. But overall I do not think any of these are very concerning
- Smooth predictable (not sinkholes or frequent changes from construction) roads. Relatively smooth grass/gravel/dirt on property edges beside roads are nice, albeit no homeowner owes me that. Trimmed vegetation back some distance, maybe 3 feet, from all road edges, is tremendously important to the sense of safe walking. Its absence creates a sense of stress and unsafe walking. That's a problem in many areas throughout Town.
- I feel safe when drivers see me and don't speed. I feel safe when I don't see strangers acting suspiciously. I feel safe when trees are maintained and not in danger of falling in heavy wind.
- I think the safety concern is getting hit by a car. Otherwise I feel safe
- Knowing vehicles are yielding to Crossing roads while walking
- Considerate drivers and pet owners
- Clear areas to walk; drivers drive cautiously
- To not feel or experience danger when walking
- Feeling safe means that there is good control of the cars coming into and out of the forest, that those who are coming into the forest are known (id's recorded), that there is good patrol of the streets, and that vehicles are held accountable for abiding by the posted limits. I feel most unsafe when walking alone on the streets because the vast amount of forest and land creates a situation where someone could become a victim. I won't let my children walk alone in the neighborhood.
- Not getting run over.
- I won't get hit by a car. Crime doesn't happen.
- The amount of traffic is manageable and dogs are not running loose.
- Most drivers are courteous and leave plenty of room. Vanderbilt road is very busy and I don't walk on it too much
- Wearing protective, reflective clothing
- Lack of danger from traffic, bears

- To always wear bright or reflective clothing --NEVER BLACK
- Very important; bright clothing; never at dusk/night; always face oncoming traffic
- Won't be hit by an oncoming vehicle
- Not having to worry about getting run over
- Being alert and watching oncoming traffic; Walking facing traffic
- That cars will not come flying around carelessly
- That drivers are careful
- The area is very secure
- Cars move over when walking
- #13 should have "Most of the time" vs "Often"? I feel safe because I pay attention to oncoming traffic, and I feel I am responsible for my safety before anyone else or traffic regulations..
- Not being concerned about being hit by a vehicle
- That cars pay attention to me, as well as obeying the posted speed limit.
- To make it to my destination and back without incident.
- not getting hit by a car and not getting mugged
- Good neighborhood with people that you know
- Few vehicles, little traffic, drivers following road rules
- Do not feel threatened by automobiles driving by and not by other pedestrians.
- Slow traffic
- Not going to get run over
- Not getting hit by a car
- Car speed is appropriate, dogs are on a leash, bikes are not speeding, and I know that the police are nearby patrolling
- Not going to be hit by car; always feel safe crime-wise
- The only issue I have is sometimes with folks going well over speed limit, including residents.
- Drivers obey speed limit and pass walkers with wide girth when possible.
- I feel I have to carefully observe my surroundings with traffic. I think as a walker I should wear clothing that stands out. Not confident that drivers are focused.
- Clean clear roadways, space to share the road with cars and recreational vehicles
- You are confident that drivers are aware of and considerate of walkers. Busbee and Stuyvesant and Lone Pine and Stuyvesant intersections are less comfortable as folks can take the corners too quickly or cut the corners putting walkers in danger.
- Speed limits, road shoulders.
- Safety from traffic
- It means I'm not fearful of being struck by a reckless or inattentive driver, or bicyclist, and dog walkers have their dogs on leash and under control.
- That I won't be run over by a car. And that there are no persons who might harm me.
- To not worry about getting hit by speeding cars or large trucks, (semi, dump trucks, Griffin waste trucks, etc).
- Slow auto speeds
- When walking, biggest concerns is whether automobiles see me since there are no sidewalks.
- Traffic follows speed limits, slows for walkers
- Not getting run over by a car. Not having a car too close to walkers- I feel safe when cars slow down and maintain a 3 foot separation.
- Feeling safe when walking means not having to worry about being in harms way. Not having to dodge cars that might not see you.
- Not being hit by a car or confronted with wildlife
- Cars can see you.
- I always step off of the roadway when approaching.
- That you aren't going to get run over.

- Not having cars fly down the road particularly Cedarcliff and Busbee when walking
- Drivers are attentive and courteous.
- No one driving like a bat out of hell and hitting me with their rear view mirror.
- Cars abiding by rules and safety around people in the neighborhood
- Physical and emotional safety - I feel safe from any sort of harassment or violence etc when I stay on well traveled streets and always feel reassured when I see police actively driving about during my walks but I do worry about physical safety from vehicles while on narrow streets such as busbee or blind curves or odd intersections (such as walking towards White Oak on Busbee - it involves many bizarre crossings to do this while facing traffic in the correct direction.
- Safe place to walk without having to avoid being hit by a car Good lighting
- No unknown or obvious people up to no good. Cars driving correctly for the area.
- To be safe walking means that cars give plenty of space when no other car is driving the opposite way, bike traffic doesn't get too close to "buzz" me or my dogs, that walkers and cars can be on the road together safely.
- To walk and feel like I won't be hit by a car.
- I won't encounter a dangerous vehicle or person.
- Feel as though you are not in danger of being hit by a motor vehicle
- Traffic is light
- Cars construction traffic slows and gives wide right of way.
- My biggest concerns are speeders, peoples dogs and bears.
- That there is a mutual respect between the pedestrian and the driver. I believe for the most part, BF residents are very conscientious and usually courteous. Drivers when able, allow space to the walker so they are not forced off the road. What is frustrating is when walkers expect traffic to travel around them and make no effort to cooperate. We all appreciate walking through the neighborhood, but it needs to be reenforced the roads are primarily for cars. If people want to stay in the roads, they should get off Vanderbilt and Stuyvesant and travel the less traveled roads. Also, as a resident, we should be able to be safe in our own yards without fear of passing traffic. This occurs most often when doing tasks in our yard. If we are placing leaves or debris by the road for pick up, many times drivers are not respectful that this is a residential area and make no attempts to show awareness and keep the homeowners safe.
- Knowing that neighbors are friendly and that the Biltmore Police are always nearby
- Drivers are travelling at appropriate and safe speeds, give proper clearance and wait for traffic to clear before passing.
- It means that I feel like drivers are paying attention and usually following safe traffic practices, that there is not a lot of traffic, and that the people we see out driving and walking seem to be good neighbors without ill intent.
- That I won't get picked off by a careless driver or attacked by a bear.
- Having a place to walk without fear of being run over by a vehicle. Knowing that BF is a safe community with an excellent police department. Access to well lit streets.
- Knowing that oncoming cars are adhering to the speed limit and most walkers face oncoming traffic
- Step off road when a car or truck is coming on my side
- I have never been hit by a car or have a close call.
- no speeding vehicles
- Being alert to oncoming cars. Walking facing traffic Walking on less crowded roads
- Cars stay in lane Speed law Cellphone use by driver eliminated
- No worry about getting hit by a car. By the way, I feel least safe at night when walking in the dark
- Safe from traffic

20.) Is there something you'd like to fix about transportation/traffic in Biltmore Forest that wasn't covered in previous questions?

- Either owners cut back bushes that block line of site at intersection, or have the Town do it. Specifically: bushes are IN THE ROADWAY (especially dangerous), Bushes at North West Corner of Busbee/Forest actually block the Stop Sign! I can go on for days, if you want me to!
- Overall I wouldn't change too much. I wish there were sidewalks along a couple of busy sections of streets with poor visibility, and I'd wish the traffic lights at Busbee and at All Souls Crescent were slightly more favorable to outbound traffic... but I understand why neither is likely, so I'm not very bothered by them.
- Easy access to Hendersonville road equates to easy access into Biltmore Forest and that would increase traffic and not decrease it
- Data on traffic patterns would be helpful to know. Also, on traffic arrests and citations.
- Designated walking paths would be amazing!
- Safety would be improved with roads having a painted center line and, in some instances, painted lines on the roads edge
- 1.No to speed bumps--I'd rather you put up stop signs at strategic intersections. 2.Actually follow-through and make residents cut their bushes and keep their piles of leaves off the streets. 3. It seems we have a lot of town-owned land that could be used for a looping trail system, but like everything else, this just gets TALKED ABOUT and nothing is ever done. It took over a year and a professional "traffic study" to get a 4-way stop at Cedarcliff & Vanderbilt. 4. More police visibility on the streets. 5. This is the 2nd survey of this type that I've completed in the past few years and we're STILL talking about the same issues.
- None
- Foot traffic on Vanderbilt is quite heavy. A sidewalk is desperately needed. You might find that residents will gladly donate an easement adjacent to the road for constructing and maintaining a sidewalk.
- Make BF a gated community.
- Traffic in Biltmore is successfully managed, in my opinion.
- Close Hendersonville road accesses to Biltmore Forest.
- Make it less attractive,more time consuming for commuters to leave Hendersonville Rt and cut through neighborhood
- Improved stairways leading to parks on the sloping sides of parks. Older folks find the wooden stairways worn and unsafe, causing stumbling.
- N/A
- More police presence keeps traffic slower. Especially at intersections like Vanderbilt and Cedarcliff in the evenings when people are leaving the neighborhood.
- No
- We are lucky to have a Police force that are ready, willing and able to keep our Town and its residents safe!
- No
- There are too many people that attempt to turn left off Browntown onto Hendersonville Rd during hours where that turn is dangerous and/or impossible. Guideposts that would direct those unfamiliar down Vanderbilt to Busbee and the stoplight might be helpful. Not in favor or any more stoplights on Hendersonville Rd. Changing the Busbee intersection to be more of a right angle would improve safety but would also be difficult. Roundabout at Vanderbilt/Busbee intersection and Vanderbilt/Cedarcliff intersection would make sense (instead of 4 way stop)
- some way to prevent non residents driving thru especially at rush times and driving over

posted speed. Feel like Biltmore Forest is held captive every day between 3:30 till 6:30 when trying to access Hendersonville Rd

- The light at Valley Springs Rd and Hendersonville Rd has a 2.5 minute wait which is irritating but not a huge problem. What is a problem is that once the light turns green, if any car hesitates to move forward for the slightest moment the light immediately turns red and then the wait to get onto Hendersonville Rd from Valley Springs is 5 minutes ((2.5 minutes 2.5 minutes) I am hoping that the town could influence whoever maintains the lights on Hendersonville Rd to fine tune this one to give just a bit more time before turning red.
- It would be nice to have a pedestrian bridge from Browntown or Busbee crossing over Hendersonville Rd. Given the rise in crime in our neighborhood, it would also make us feel much safer to have the option of installing gates at the driveways to our properties and having a gated entrance with a guard at the entrance/exit points of our neighborhood.
- The traffic light at Valley Springs needs to change more frequently and have a longer duration
- Please, Please, Please lengthen the light for access to Hendersonville Rd. from Valley Springs Rd. It is red for almost 3 minutes and when it turns green only about 4 or 5 cars can cross before it goes red again.
- Access from Biltmore Forest/Ramble to the rest of Biltmore Forest via car without having to leave Biltmore Forest and go on to Hendersonville road would be fantastic. It would reduce the need for better light management at Valley Springs/Hendersonville Road and make the Ramble/Biltmore Forest section feel more part of Biltmore Forest.
- parking on both sides of the street, parking in front of fire hydrants, across the street from driveways making it nearly impossible to back out of a driveway
- More stop signs.
- reduce Biltmore company traffic continually monitor Estate tourist traffic
- Trying to get into/out of the Ramble with Hendersonville Road traffic is AWFUL most days after 10-11am, especially after the lunch hour and then with evening commuters. The traffic light doesn't come on very frequently or stay green for very long, and the turning arrow when driving north from South Asheville and turning back into the Ramble RARELY turns or stays green. It is most often set to stay at "yellow", and depending on the drivers going south and their kindness or lack of consideration to not block the entry into the neighborhood.
- need a right turn lane before the Eastwood light need a shorter duration red light and a longer green light exiting Valley Springs Road
- To the extent I don't feel safe as a driver, it has to do with poor street lighting and a concern about striking a pedestrian.
- No
- No
- I feel like it is more safe than most neighborhoods to walk and drive in. Do not see need for change or any more traffic calming.
- Reduce or eliminate non resident bike traffic.
- No
- Speeding "Horse People" turning onto Chauncey Circle on their way to the Equestrian Center
- The visitors who bicycle generally go too fast. I don't think they realize how hard it is to see a small moving object against the dark green forest and shadow. 25mph is too fast and they always go faster coming down hill. Neon Green shirts just blend into the scenery. Slow down and wear Neon Orange or Neon Yellow!
- No-all covered.
- PLEASE PUT A STOP SIGN AT VALLEY SPRINGS ROAD AND CHAUNCEY CIRCLE!
- Stop sign on Valley Springs Rd. at the corner of Chauncey Circle and Valley Springs Rd. Just outside the gate to The Ramble. This is a VERY dangerous corner. Vehicles approach the gate too quickly.

- I feel that the gating of Biltmore Forest and limiting the access points to 3 - 4 (manned or combination of manned & electric) from the current 7 would not only help with traffic volumes in the Town (especially from cut-through traffic avoiding Hendersonville Road backups), it would greatly increase the safety of the Town's residents and increase property values.
- Bicyclists can often be a hazard. They often ride side by side rather than in tandem, ride too fast or erratically, and also can take up whole lanes, making it difficult to pass them safely.
- Enforce speed limits on more roads. Remind residents that the 25MPH speed limit is a maximum, not a minimum, and that the true safe speed at any time is dependent on many factors - road conditions, visibility, pedestrian traffic, etc. And that if one is driving at 25MPH, doing so is no indication whatsoever that one is driving reasonably or safely. Issue warnings first, then fines. Consider speed cameras if police enforcement is not practical or possible.
- Need center and shoulder lines on all roads, especially Eastwood.
- Honestly I have been almost hit as a pedestrian many times by cyclists that (you cannot hear approaching) coming around a blind turn both head on and from behind (mostly on Stuyvesant) way faster than any car goes and they do not apologize or care that they almost hit me or my dog- they are going super fast, I cannot hear them or see them coming around a blind turn and it is more terrifying than a car because of the lack of sound (I do not walk using ear pods or listening to my phone) I truly wish they were not allowed to cycle in our neighborhood-
- Walking up lone pine to go left on Forest Road traffic comes too fast around the corner no real shoulder to walk on and traffic can not see pedestrians or dog walkers due to high plantings at road edge. Almost hit me a couple of times.
- I think everything is fine. I DO NOT want increased access to Hendersonville Road. I'd like less access to be honest
- Yes. Many damaged and dying trees along roads that I feel could fall down
- See above.
- Perhaps lower speed limits even more on challenging streets where traffic enters and exits the Town. I would like to see more bus shelters along Hendersonville Rd., as well as a lower speed limit (35) and crosswalks so people can either walk or ride the bus more often.
- Make Greenwood a dead end at Greenwood place so traffic is limited to people coming and going to their homes...
- don't think speed bumps work don't think we need any more of that. prefer pedestrian traffic on streets as opposed to cutting up forest for foot trails. Also would question if cut through foot trails actually lessen security. Would seem to add to the police department's troubles.
- Too many trees, many old, diseased or leaning, too close to the roads. Hedges blocking visibility at intersections.
- Try to reduce the 2min15sec red light wait time at Valley Springs Road/hendersonville Road. Enforce speed limit on Valley Springs Road, especially in vicinity of Chauncey Circle intersections
- The amount of large truck traffic on Busbee/ Vanderbilt Road is excessive at the moment...I guess because of the club project...we will all be glad to see the trucks go..or use other points of entry.
- A four-way stop, or a round about, at Vanderbilt and Busbee. Improve shoulders.
- I think bicycles are a big problem and their use should be discouraged and managed.
- Would like to see traffic calming on Niagara Drive. I've raised this concern since my family and I moved here five years ago as I have two young daughters. The traffic going to and from the Equestrian Center does not, for the most part, respect the 25 miles per hour speed limit. If a truck pulling a horse trailer comes down the small hill from the entrance/exit to the Equestrian Center and is moving faster than the speed limit, I have very little confidence that they would be able to stop if they saw my girls in the street on their bikes. I've asked The Ramble for speed limit signs (now installed); police monitoring of speeds (occasional monitor-

ing without humans has occurred); and speed humps. They say Biltmore Forest would need to approve the installation of the speed humps. Thank you for considering.

- Please put up more real time speed limit signs. We certainly need more of them.
- When traffic is seriously backed up on Hendersonville Road our police should be out and visible. Many drivers obey the speed limit but many do not.
- Nothing. Don't meddle with "improvements" and disturb the environment.
- Would never want any speed bumps except by club
- We think a 4 way stop □ sign at Vanderbilt and Busbee would be appropriate. We are already primed for it after Vanderbilt and Cedarcliff!
- Considering sidewalks but I don't feel that strongly about it; consider a centerline on streets that don't have them
- I think the Cedarcliff/Hendersonville Road intersection should be closed. Or only allow incoming traffic there.
- Nonresidents using Biltmore Forest roads to park to access National Park, MTS trail and GPS guiding for access to French Broad River or Biltmore Estate.
- Drivers when exiting the gate at the Ramble travel down the steep hill extremely fast on Valley Spring Rd. Suggest a Stop sign at the intersection with Chauncey Circle. Also, a sign is posted before the gate that says no construction vehicles, but this not enforced.
- Possibly redundant,,, a designated off pavement walking surface on at least one side of Vanderbilt and Stuyvesant.
- I believe we should consider gating the neighborhood.
- We need 4 way stop signs at Vanderbilt and Stuyvesant.
- I don't have an issue with things as they are.
- Yes--have had 2 close calls recently--one a walker in all dark clothing in dappled light--The other a man in black pushing a black stroller. Would like new ordinance: All walkers and bikers must wear light colors or use reflective materials. Violators may be fined.
- Better speed enforcement. Maybe cameras with automatic speeding tickets.
- Yes--have had 2 close calls recently--one a walker in all dark clothing in dappled light--the other a man in black pushing a black stroller. Would like new ordinance: All walkers and bikers must wear light colors or use reflective materials. Violators may be fined
- Reflective clothing!
- More speed bumps on Cedar Hill, Stuyvesant, Brown Town, Ridgefield, Hilltop west side, Eastwood. White lines on all streets which are reflective
- Enforce speeding, especially from/to Hilltop on Stuyvesant from Carolina Day School out of road to school; Place a 'substantial speed bump" between 105 and 107 Stuyvesant Road. That stretch of road is like a Nascar Speedway. Ask the people that live along that stretch of Stuyvesant.
- There is no need for the 4 way stop at Vanderbilt and Cedarcliff. The speed limit of 25 mph is enough.
- Yes! Speed limit enforced! Nobody obeys it even when they see walkers-- B.J. used to be known for its fastidious care of its roads--They are in awful shape now
- Consider closing the exit/entrance to Cedarcliff Rd. and Hendersonville, Rd.
- I have long thought that bike/walking areas along Vanderbilt, Busbee and Stuyvesant roads would be wise
- Speed bump between Buena Vista and White Oak on short Busbee
- More speed control at Town Hall
- Question #15 assumes we are ALL discouraged from walking - it should have had a clear choice to state the "I am not discouraged from walking" Also - I am a fan of closing Ridgefield completely from Hendersonville Rd. Too many speeders along this short and narrow roadway. I will likely organize a proper survey of Ridgefield residences, as this issue has come up

multiple times in TC meetings, and did not show up as a significant issue in this survey... I will show up to ask questions about the goals of this survey, and how the survey can meet them... I experienced the survey as very high-level, and taking certain action based on participation and results seems like a longshot. Thanks for the effort.

- Yes. The second intersection of Valley Springs Road and Chauncey Circle can be dangerous when turning onto Valley Springs Road from Chauncey Circle. Visibility is poor, and vehicles traveling up to the Ramble Gate often come at a pretty high speed. To remedy this problem, I would suggest either a stop sign at that intersection, a speed bump, or removal of trees on the West side of Valley Springs Road, just north of Chauncey Circle, to improve visibility of oncoming traffic.
- No
- roundabouts sound nice. maybe better system at Busbee and Vanderbilt, most likely it seems to have traffic accidents/problems there
- None. There is no traffic here and current speeds , stop signs are great.
- Bike lanes going down Vanderbilt and Stuyvesant would be really helpful
- No
- No, good survey
- Even up or fill in shoulders that have large dropoff
- I wish there were far more traffic circles in town. They really help with slowing speed, necessary driver attention, and have been proven in helping reduce accidents. I also desperately wish there were sidewalk.
- Some Stop signs should be Yield signs AND some Yield signs should be Stop signs.
- No
- I am very much opposed to the idea of sidewalks in Biltmore Forest. Yard waste piles are often along roadway outside the p/u window. Yard waste piles often are too close to the edge of the roadway. Sometimes yard waste piles actually extend onto roadway.
- We MUST work on the construction traffic and young drivers who speed. I have been almost hit a number of times. I realize how challenging it is to see pedestrians but none-the-less the speeder are out of control
- Just to make ridgefield a safe street. There are 2 90' curves that tractor trailers Etc come down.
- Bike lane for Vanderbilt to Biltmore Village
- Designated bike paths
- I prefer paths to concrete sidewalks, the roundabout concept instead of stop signs. Not the biggest fan of speed bumps but they do slow me down so I would support them.
- Light at Eastwood/ Hendersonville Road takes a long time if you hit red
- No
- 19.1 make sure foliage does not block sight- lines at intersections 19.4 traffic lights are necessary given the increased traffic on Hendersonville road and help relieve the congestion at the Parkway egress by providing other controlled egress intersections. Excellent idea.
- No more speed bumps.
- The margin on Vanderbilt coming up from Biltmore should be improved (not paved!!!!), so that it would be usable by bikers. It is now too rough...
- No
- The back entrance to Carolina Day has some bushes/trees that could be trimmed back (they currently scratch cars when there are people in both direction) and the road could be widened slightly and holes fixed. Not sure if this is the town or the school who is supposed to be maintaining that area - so mentioning it just in case. :)
- The trails in Biltmore Park are used for teens to go use drugs and have sex. I would not want that for us. I strongly feel that there is a way for walkers, bikers and cars to be able to use the

existing infrastructure.

- I grew up in Biltmore Forest and love its history, beauty, and tranquility. Don't ruin it with traffic circles and trails like it is a brand new gated community that must meet residents' demands for amenities.
- enforcing pedestrians to walk on the left facing traffic AND wear lights/lighted clothes at night
- Bike lanes
- No. The four way stop on Vanderbilt has been a big help.
- Turning down Greenwood Road from Hilltop, many drivers don't stay on their side of the road and have almost hit head on. Road may need to be marked so drivers will stay in their lane.
- I personally do not like all the outside traffic. We are first and foremost a neighborhood. I do not like the fact the Estate uses the back entrance by accessing it through our neighborhood....way too many service trucks and the four way stop is primarily, in my opinion, because of the traffic they created coming off Hendersonville Road. I would love to see BF gated. There are way too many outsiders riding bikes and parking at parks and BFCC, getting out of their cars and walking around. I also do not believe the Day school needs a back entrance to BF. It's an eye sore and not utilized by the majority of BFCC residents, nor do the majority of those using it, live in BFCC, which again increases our traffic and the need for more speed bumps. And last, but certainly not least, we must stop allowing left turns off Browntown, or any other non-stop lighted side road out of BF!
- I would like to see more attention paid to bicycle safety, bike lanes, share the road signs and shoulders/road edges maintained.
- Not at this time
- I realize this was covered in the survey, but it would be really nice if there were sidewalks and walking trails within the community. Thank you.
- The public right of ways should be tidied up and the trees better maintained
- Please get residents to cut back foliage hanging over the road--line of sight needs to be clear. The best improvement has been the lowering of the speed limits--that has made all of us safer
- Can't think of anything
- Have more attention given to stop speeders
- Better marked speed bumps Police alert people to walk facing traffic and not walk in the middle of road
- A single lane sidewalk would be ideal



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