BUNCOMBE COUNTY
PLANNING & DEVELOPMENT

Agenda
Buncombe County Planning Board
March 16, 2026
9:30 am
30 Valley Street, Asheville, NC 28801

1. Call to Order
2. Announcements – Nancy Waldrop
3. Announcements – Staff
4. Roll Call of Board Members
5. Approval of Agenda
6. Planning Minute Approvals:
    a. 2-16-2026 Minutes
7. General Public Comment
8. **PUBLIC HEARING ZPH2026-00002 Flood Damage Prevention Ordinance Text Amendment:** Buncombe County is proposing to amend Chapter 34 of the Buncombe County Code of Ordinances to clarify uses allowed with in the Special Flood Hazard Area (SFHA), specifically the floodway and non-encroachment area, add clarification definitions, as well as changes to the following sections of the ordinance: Article 2, Definitions, Article 5, Section B. Specific Standards; and Section F. Floodways and Non-Encroachment Areas.
    a. **Staff Presentation**
    b. **Public Hearing**
    c. **Planning Board Discussion**
    d. **Motion for Recommendation**
9. Swannanoa Small Area Plan: **Planning Board Review of Draft Vision Maps**
10. Adjournment

BUNCOMBE COUNTY
PLANNING & DEVELOPMENT

Minutes
Buncombe County Planning Board
February 16, 2026
30 Valley Street, Asheville, NC 28801

1. Call to Order

   Chair Nancy Waldrop called the meeting to order at 9:31am.

2. Announcements – Nancy Waldrop

   - Chair Nancy Waldrop announced there will be one opportunity for public comment.

3. Announcements – Staff

   - Nate Pennington, Planning Director, introduced Angela Lee as the Floodplain Administrator and the purpose of reviewing the current Flood Ordinance.

4. Roll Call of Board Members

   - Board Members present were Jay Marino, Karl Koon, Nancy Waldrop (chair), Tim Collins, Anthony Coxie and Eric Robinson

5. Approval of Agenda

   - Mr. Koon motioned to approve, Mr. Marino seconded, and passed unanimously

6. Planning Minute Approvals:

   - 12-15-2025 Minutes

     Mr. Coxie motioned to approve, Mr. Koon seconded, and passed unanimously

7. General Public Comment

   - DeeDee Stiles from Swannanoa addressed concerns with the current steep slope ordinance, giving an example of a large boulder on her property that

appeared after Hurricane Helene, encouraging the Planning Department to have a stricter steep slope ordinance.

8. ZPH2025-00042 Flood Ordinance Revisions – Angela Lee

- Angela Lee presented the staff PowerPoint proposal to revise the current Flood Ordinance from 2009. The revisions included adding definitions for the conveyance shadow, repetitive loss, letter of map change and substantial improvement as well as clarifying areas such as Emergency Action Plans (EAP) and temporary storage and materials.
  Board members asked several questions. These included:

  Does the conveyance shadow revision include building up? Does the repetitive loss definition talk about claims that are only caused by flood or water damage? Is the value of the building from the tax value or can it be from an appraisal?

  During the discussion of the Specific Standards section, the following questions were asked:
  Does this include RV parks? Does it affect companies that store trucks, trailers, and U-Hauls? Are concrete companies required to have a plan to move their gravel and sand? Is this for grandfathered uses, or just new?

  Other questions included: How will owners be notified that they must get their equipment out? Is there an alert system? Is the property owner held responsible in case of a cargo container floating off property and potentially causing damage or killing someone?

  An evacuation plan vs. Emergency Action Plan was discussed, with Nate clarifying that the two plans are not the same.
  Gillian Phillips of the Planning Department informed the board that on page 48 of the recovery plan, there is a section on the Natural Hazard Monitoring System.

  Other discussions included: Flood insurance, FEMA buyouts, grants through FEMA and the NFIP program. Historic structures and flood variances, using the Biltmore Cottage (located on the Estate) as an example.

- Mr. Pennington requested to advance the changes above to a public meeting next month, noting the commissioners will review the changes in April.
  Mr. Marino motioned to approve, Mr. Coxie seconded, and passed unanimously

- Ms. Phillips reminded the board the commissioners would like to focus on the safety of the public, which includes flood, followed by E911 addressing; the lighting amendment will be continued after. The Swannanoa Small Area Plan was also discussed.

9. Adjournment

Mr. Koon made a motion to adjourn, and Mr. Collins seconded. The meeting adjourned at 10:28am.

Public Hearing Draft

ZPH2026-00002

"Exhibit A"

~~Strikethrough~~ – deletions

Additions - underline

CHAPTER 34 "FLOODS" of the Buncombe County Code of Ordinances

ARTICLE II. - FLOOD DAMAGE PREVENTION ORDINANCE

DIVISION 1. - GENERALLY

Sec. 34-30. - Definitions.

"Conveyance shadow" means an area upstream of or downstream of an existing obstruction to flood flows.

"Letter of Map Change (LOMC)" means an official determination issued by FEMA that amends or revises an effective Flood Insurance Rate Map or Flood Insurance Study. Letters of Map Change include:

(a) Letter of Map Amendment (LOMA): An official amendment, by letter, to an effective National Flood Insurance Program map. A LOMA is based on technical data showing that a property had been inadvertently mapped as being in the floodplain, but is actually on natural high ground above the base flood elevation. A LOMA amends the current effective Flood Insurance Rate Map and establishes that a specific property, portion of a property, or structure is not located in a special flood hazard area.

(b) Letter of Map Revision (LOMR): A revision based on technical data that may show changes to flood zones, flood elevations, special flood hazard area boundaries and floodway delineations, and other planimetric features.

(c) Letter of Map Revision Based on Fill (LOMR-F): A determination that a structure or parcel of land has been elevated by fill above the BFE and is, therefore, no longer located within the special flood hazard area. In order to qualify for this determination, the fill must have been permitted and placed in accordance with the community's floodplain management regulations. The elevated fill must meet the highest Regulatory Flood Protection Elevation of the impacted area.

(d) Conditional Letter of Map Revision (CLOMR): A formal review and comment as to

whether a proposed project complies with the minimum NFIP requirements for such projects with respect to delineation of special flood hazard areas. A CLOMR does not revise the effective Flood Insurance Rate Map or Flood Insurance Study; upon submission and approval of certified as-built documentation, a Letter of Map Revision may be issued by FEMA to revise the effective FIRM.

"Repetitive Loss" means a building covered by an NFIP flood insurance policy that has incurred flood-related damages on two (2) occasions during a 10-year period ending on the date of the event for which a second claim is made, in which the cost of repairing the flood damage, on average, equaled or exceeded 25% of the market value of the building at the time of each such flood event.

"Substantial Improvement" means any combination of repairs, reconstruction, rehabilitation, addition, or other improvement of a structure, taking place during any one-year period for which the cost equals or exceeds 50 percent of the market value of the structure before the "start of construction" of the improvement. This term includes structures which have incurred "substantial damage", regardless of the actual repair work performed. The term does not, however, include either:

(a) any correction of existing violations of State or community health, sanitary, or safety code specifications which have been identified by the community code enforcement official and which are the minimum necessary to assure safe living conditions; or

(b) any alteration of a historic structure, provided that the alteration will not preclude the structure's continued designation as a historic structure and a variance is approved by the Board of Adjustment pursuant to the variance procedures as outlined in this ordinance.

Sec. 34-67

PROVISIONS FOR FLOOD HAZARD REDUCTION

SECTION B. SPECIFIC STANDARDS.

(7) Temporary Non-Residential Structures and Materials. Prior to the issuance of a floodplain development permit for a temporary structure, the applicant must submit to the Floodplain Administrator a plan for the removal of such structure(s) in the event of a hurricane, flash flood or other type of flood warning notification. The following information shall be submitted in writing to the Floodplain Administrator for review and written approval:

(a) a specified time period for which the temporary use will be permitted. Time specified may not exceed three (3) months, renewable up to one (1) year;

(b) the name, address, and phone number of the individual responsible for the removal of the temporary structure;

(c) the time frame prior to the event at which a structure will be removed (i.e., minimum of 72 hours before landfall of a hurricane or immediately upon flood warning notification);

(d) a copy of the contract or other suitable instrument with the entity responsible for physical removal of the structure; and

(e) designation, accompanied by documentation, of a location outside the Special Flood Hazard Area, to which the temporary structure will be moved.

Sec. 34-70. - Floodways and non-encroachment areas.

Areas designated as floodways or non-encroachment areas are located within the special flood hazard areas established in section 34-32. The floodways and non-encroachment areas are extremely hazardous areas due to the velocity of floodwaters that have erosion potential and carry debris and potential projectiles. The following provisions, in addition to standards outlined in sections 34-66 and 34-67, shall apply to all development within such areas:

(1) No encroachments, including fill, new construction, substantial improvements and other developments shall be permitted unless:

a. It is demonstrated that the proposed encroachment would not result in any increase in the flood levels during the occurrence of the base flood, based on hydrologic and hydraulic analyses performed in accordance with standard engineering practice and presented to the floodplain administrator prior to issuance of floodplain development permit; or

b. A conditional letter of map revision (CLOMR) has been approved by FEMA. A letter of map revision (LOMR) must also be obtained upon completion of the proposed encroachment.

(2) If subsection 34-70(1) is satisfied, all development shall comply with all applicable flood hazard reduction provisions of this article.

(3) No new manufactured homes shall be permitted. Replacement manufactured homes in an existing manufactured home park or subdivision may be permitted, provided the following provisions are met:

a. The anchoring and the elevation standards of subsection 34-67(3); and

b. The no encroachment standard of subsection 34-70(1).

(4) No new habitable structures, including structures used for working, sleeping, living, cooking, or restroom facilities, shall be permitted in floodways and non-encroachment areas.

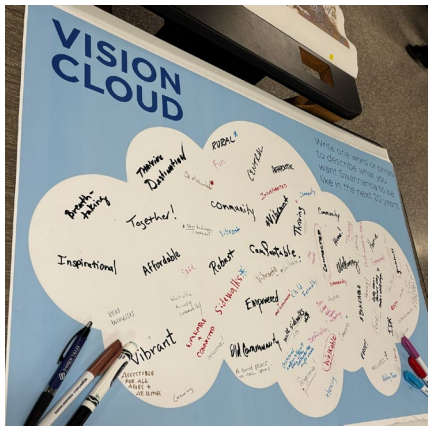
(5) No new travel trailers (RV's) or travel trailer parks will be permitted to encroach or be placed in the designated floodway and non-encroachment areas.

(6) No temporary storage of floatable materials, including mulch, lumber, containers, sheds, etc. shall be permitted in the designated floodway and non-encroachment areas.

(7) No temporary storage of junked vehicles or mechanized equipment shall be permitted in the designated floodway and non-encroachment areas.

(8) No new development (inclusive of additions to existing buildings) shall be permitted within a conveyance shadow.









PLANNING BOARD SAP UPDATE AND REVIEW OF VISION MAPS

Planning Timeline Update

- The Steering Committee has created a Vision Statement and has reviewed the Vision Maps from the Design Workshops held in December.

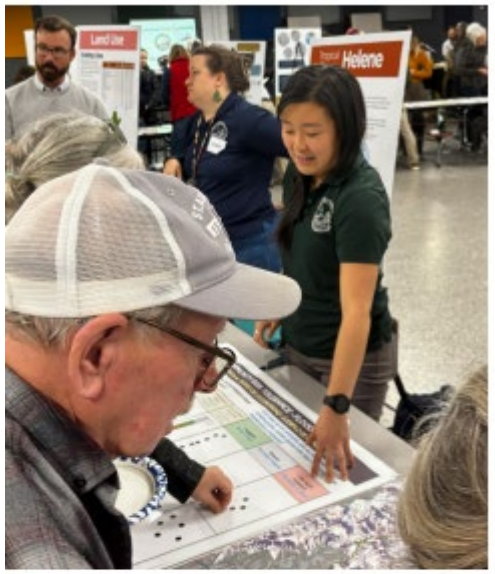
- The Steering Committee will be finalizing Vision Maps (Future Land Use Plan Map, Transportation Policy Map) and finalizing policy problems in March. They will then work on Policies and Actions at their April Meetings

- At Planning Board's Next Meeting you will review the Vision Maps (Transportation Policy Maps and Future Land Use Plan Map)

- In May, the Planning Board will review polices and actions, and the Vision Maps and Polices and Actions will go out to the Public for review.



Community Engagement





Swot Poll
- **397 Participants**
- **32% Paper Poll 64% Online**

Design Workshop
- **466 Participants**
- **62% in Person 38% Poll**

Continue to Target Harder-to-Reach Communities:

- Partnership with Asheville Creative Arts
- Youth
- Hispanic Community
- Black Community
- Rural Communities

Update: Community engagement remains successful, while staff continues targeted outreach to harder-to-reach communities. Two community engagement windows remain. See the next slide for Design Workshop result summaries.

Design Workshop Summary Results

Housing Preferences

- **Support for Medium and High-Density Housing in the Swannanoa 70 Corridor**
- **Low density housing in steeper areas and landslide hazard areas**

Downtown

- **Defined Downtown Area**
- **Mixed Use and Walkable**
- **Focus on Protecting Current Residents (Upper and Lower Beacon Village and Affordable Housing)**

Hazards & Environment

- **Strong support** for limiting growth in steep slope/landslide areas.
- **Strong support for resilience measures**

Design Workshop Summary Results

Transportation & Mobility

- Identified Problem Intersections
- Prioritized sidewalk and bike lanes
- Need for more public transportation and bus stops
- Crosswalks

Economic Development

- **Preferred business types** along US 70 and downtown
  - outdoor recreation
  - small/local businesses
  - arts & culture.
  - Grocery options
  - Retail
  - Service options

Recreation & Greenways

- **93% support or strongly support a greenway** in Swannanoa.
- *Top desired park amenities*: greenways, wetlands boardwalks, playgrounds, and river access.

FOCUS AREAS

Original Focus Areas

- Growth, Equity, and Conservation
- Infrastructure and Energy
- **Hazards and Resilience**
- Health and Recreation
- Economic Development, Education, & Jobs
- Farms, Forests, and Environmental Conservation
- Health and Recreation
- Hazards and Resilience

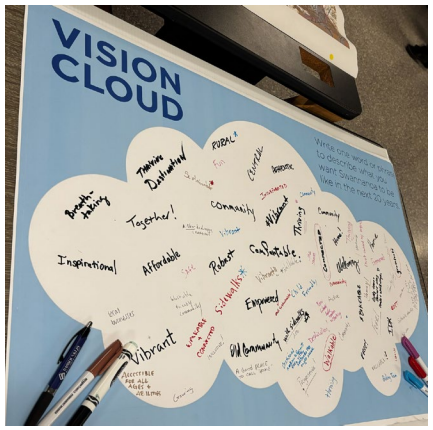
Lenses

- Recovery
- Resiliency
- Fairness
- Sustainability

*Adding Growth and Redevelopment Impacts to the Focus Areas

Update: We have added an extra focus area to the plan: Growth and Redevelopment Impacts. This chapter will address policy problems related to redevelopment pressures in the area due to the aftermath of TS Helene









Task for this Planning Board Meeting: Review Vision Maps

At the March 16, 2026, Planning Board meeting, we will review a set of policy maps that make up the vision maps in the plan. This includes the following maps:

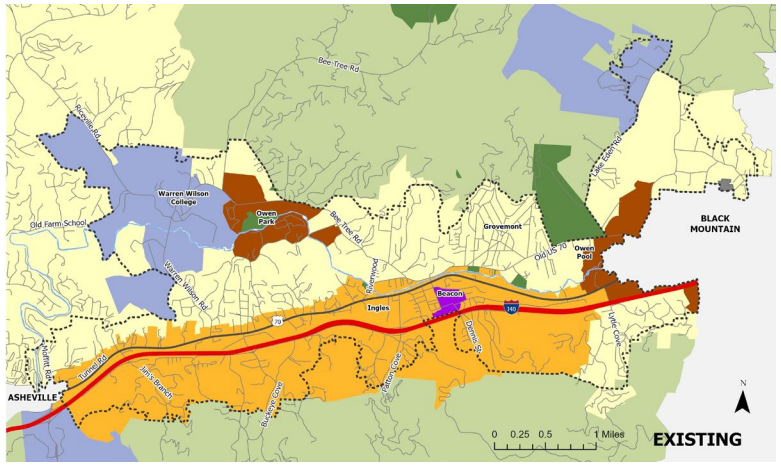
- Future Land Use Plan Map
- Transportation Priority Maps

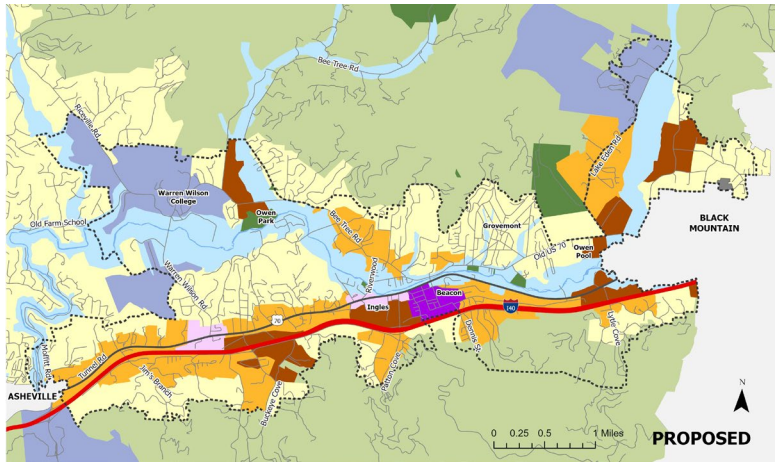
Please review the next few slides and then review the story map before our meeting in March. At that meeting, the Planning Board will review the maps together in a group.

Just a reminder of what a Future Land Use Plan Map is:

- Called the GEC in the Comprehensive Plan
- Map showing intended land use character areas
- Helps guide decision-making for development proposals, rezonings, and changes to ordinances.
- Helps service and utility providers, government agencies, and organizations understand how and where to focus funding, programs, or projects.
- Not a zoning map, but can be used to guide rezoning decisions.

REVIEW OF DRAFT MAPS





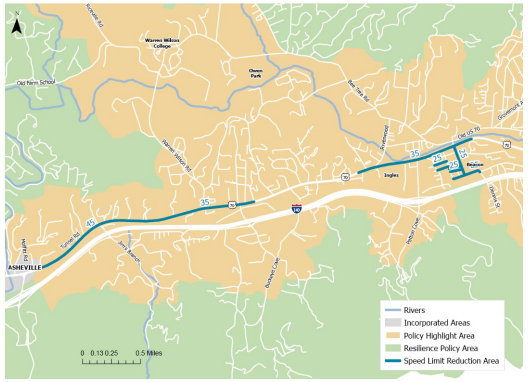
FUTURE LAND USE MAP (FLUM)

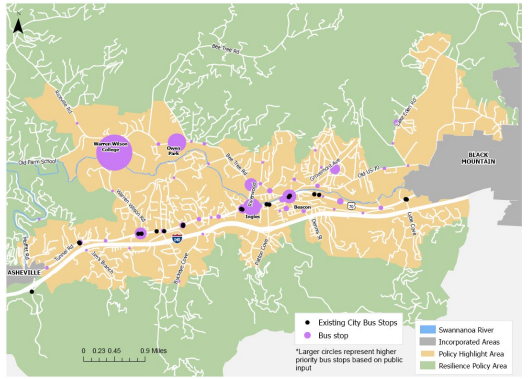
1. There are two new land use areas proposed
   - RIVER CORRIDOR
   - NEIGHBORHOOD CENTER

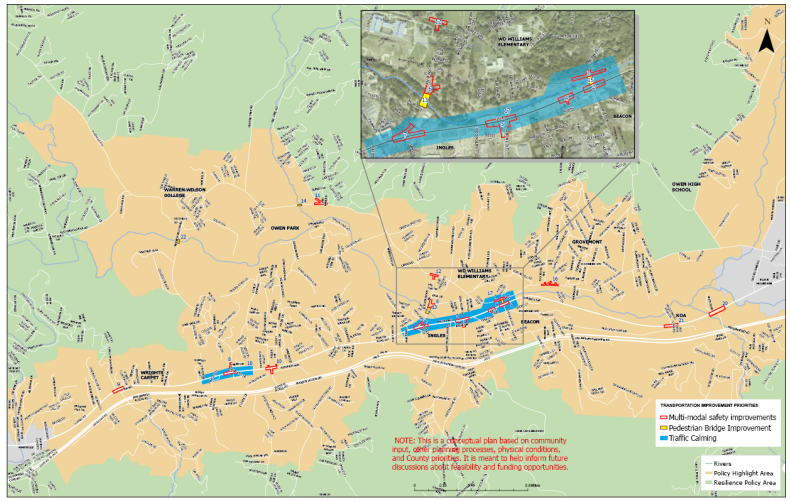
2. Changes to adopted FLUM map in the Comp Plan

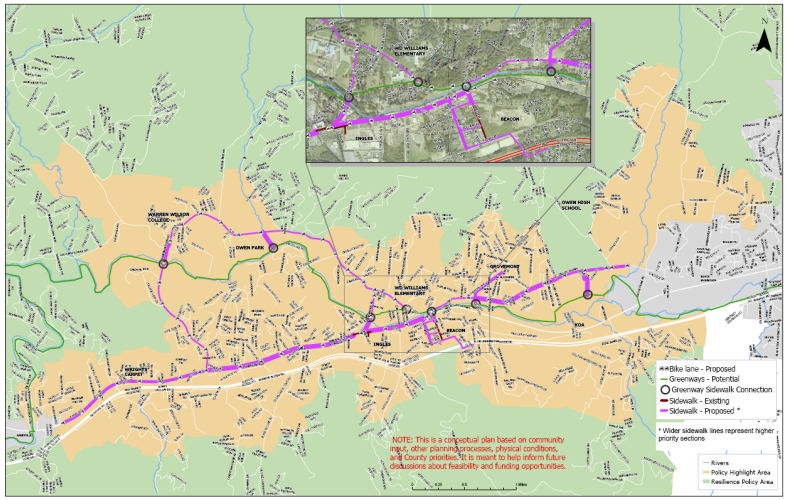
REVIEW OF DRAFT MAPS

TRANSPORTATION MAPS









OVERVIEW

How do Transportation recommendations work?

- The small area plan can outline community priorities for sidewalks, bike lanes, road improvements, etc.
- These recommendations can be used to:
  - Apply for grants and other funding opportunities to construct infrastructure
  - Advocate for the improvements to be made by NCDOT through their complete streets policy
  - Collaborate between different planning processes through the priorities identified (Parks/Ped Plans)
  - Update Zoning standards to require or incentivize including infrastructure as part of large development approvals.

IMPORTANT:

1. Recommendations are based on public input and a limited review of feasibility (existing infrastructure and uses, proposed use areas, utilities, potential connections, etc.).
2. It is not a thorough feasibility study and is not a construction schedule.
3. It is a conceptual plan, with exact locations and designs happening through a future process.

Swannanoa Small Area Plan
DESIGN WORKSHOP RESULTS

466 # of participants

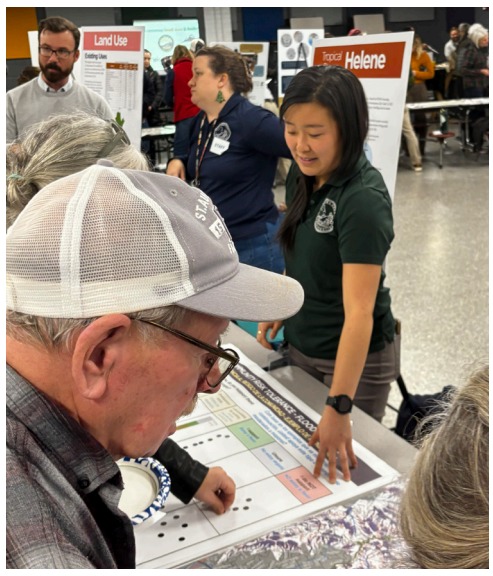
62% attended in person
38% took the online poll

POLL OPEN: Dec. 3, 2025
CLOSED: Jan. 5, 2026

Beginning in December 2025, Buncombe County government hosted several in-person design workshops, and a virtual version, as part of the planning process to create the Swannanoa Small Area & Resilience Plan.

Participants were asked a series of questions related to the future of housing, downtown Swannanoa, hazards, the environment, economic development, transportation, and recreation.

The information collected during the workshops will be used to create a Future Land Use Vision map for Swannanoa, confirm the community's risk tolerance for future hazards, and identify priorities for transportation and recreation. Summaries of the workshop results are outlined on the following pages.



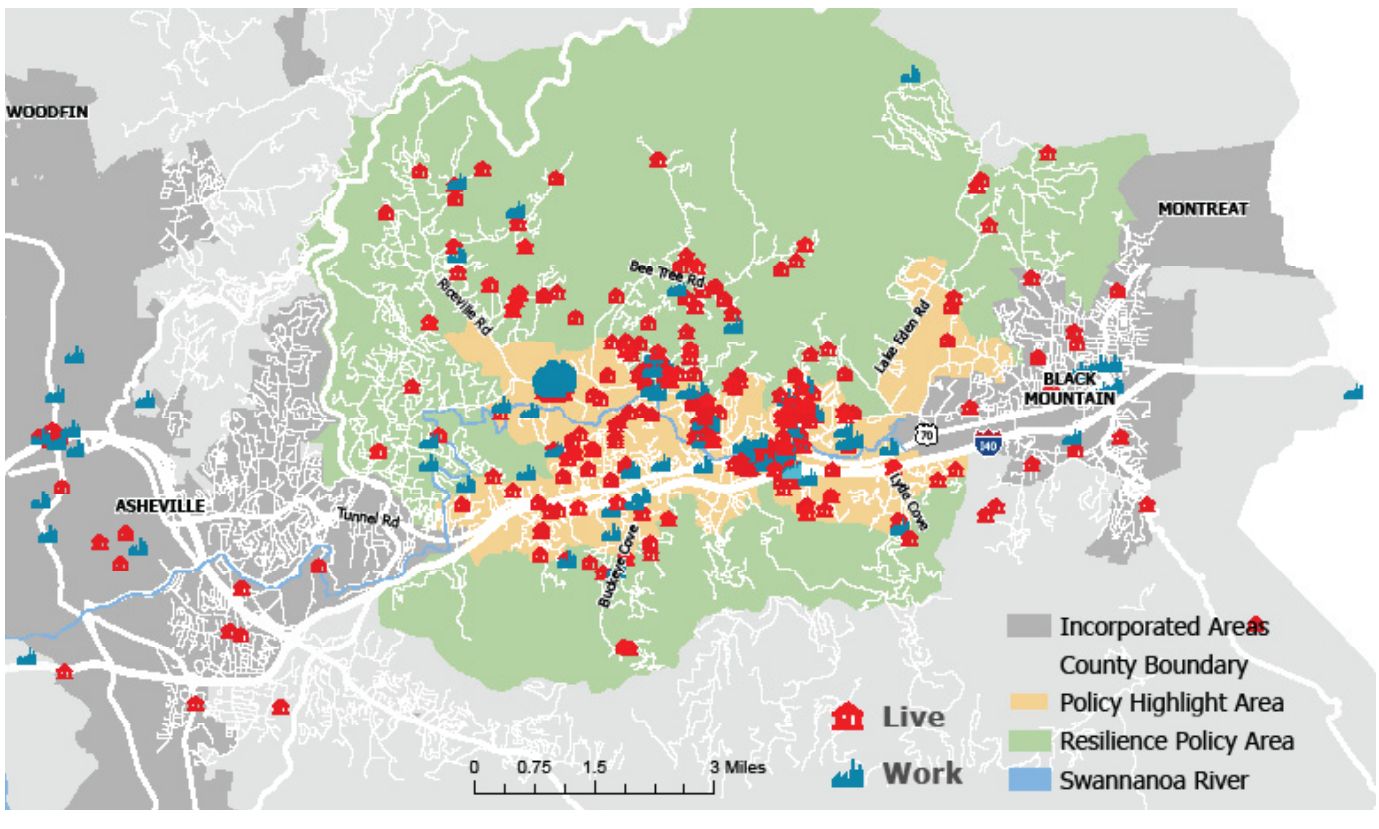


Word Cloud:

What is a word that describes how you want Swannanoa to be in the future?

251 words from participants created this image. The larger the word, the more people said it.





Question 1: Where do you live or work?

Participants were asked to drop a pin on the map where they live or work.

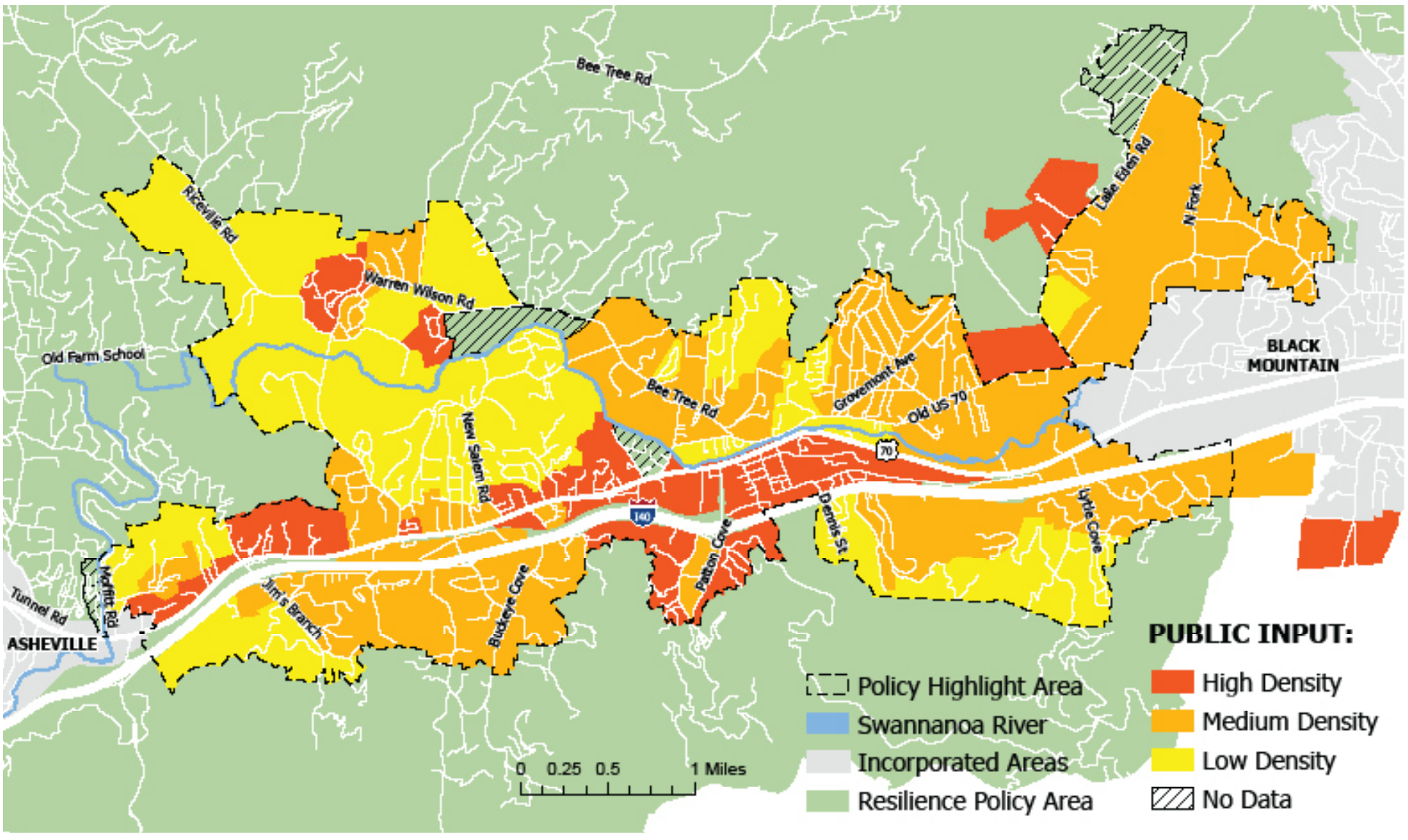
88% live inside the area
79% work inside the area

Swannanoa Small Area Plan

DESIGN WORKSHOP RESULTS

HOUSING QUESTIONS

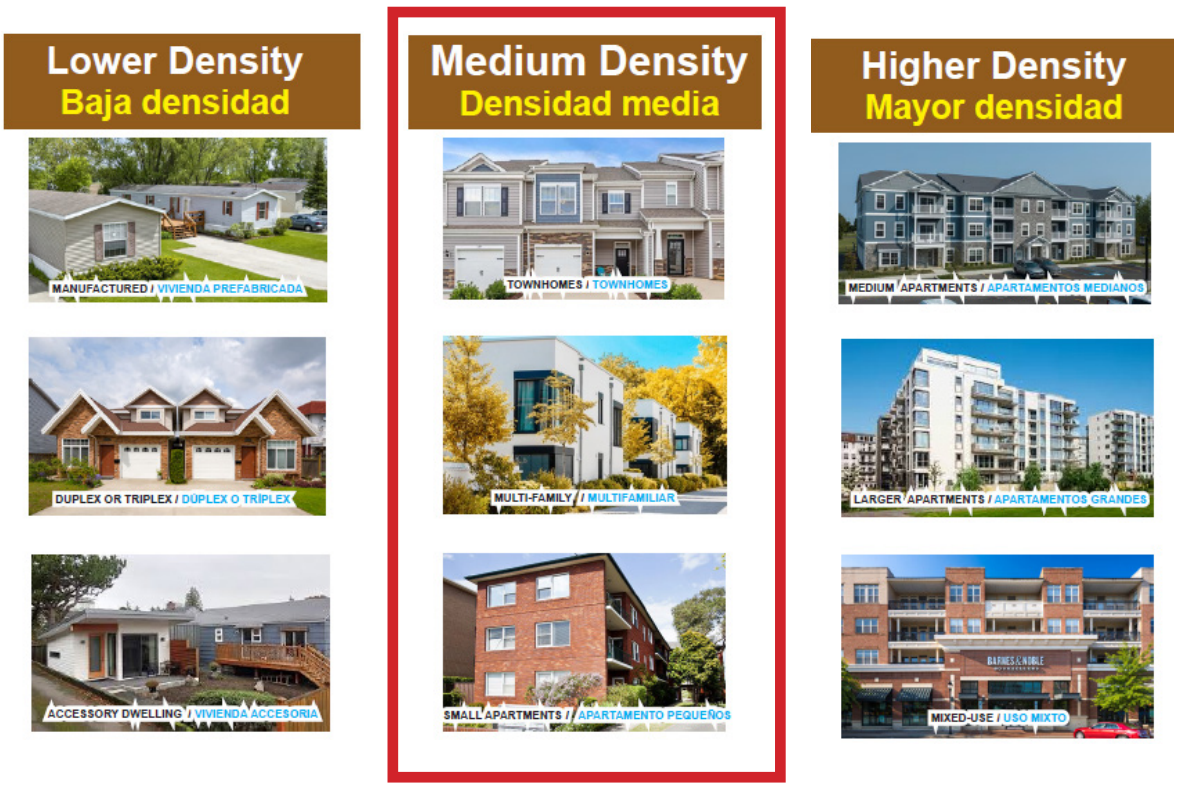
Question 2:
Where should each type of housing be located in the highlight area?



Participants were asked to put stickers on the map for their prefered locations of lower density, medium density, and higher density housing.

Preference was for **higher density** housing along sections of the US 70 Hwy corridor, Patton Cove Rd to the south of I-40, and on and around the Warren Wilson College campus. **Medium density** housing was preferred in areas to the south of I-40, along sections of US 70 Hwy, along Bee Tree Rd and Warren Wilson College campus, in the Grovemont neighborhood, and around Lake Eden and North Fork roads. **Lower density** housing was preferred to the west of Jims Branch Rd, in the steeper areas of Lytle Cove, around Dennis St, and north of US 70 Hwy to the central and western portions of the study area. Several clusters of higher density housing were desired in three areas to the east outside of the highlight area.

Question 3:
What types of housing should be prioritized in the highlight area?



Participants were asked to put a sticker on one of the three housing density columns (low, medium, or higher) that should be prioritized in the policy highlight area on the map (see the dashed line above).

52% said Medium density
30% said lower density
17% said higher density

Swannanoa Small Area Plan

DESIGN WORKSHOP RESULTS

DOWNTOWN QUESTIONS

Question 4: Which areas on the map should be part of a walkable, mixed-use downtown area for Swannanoa?

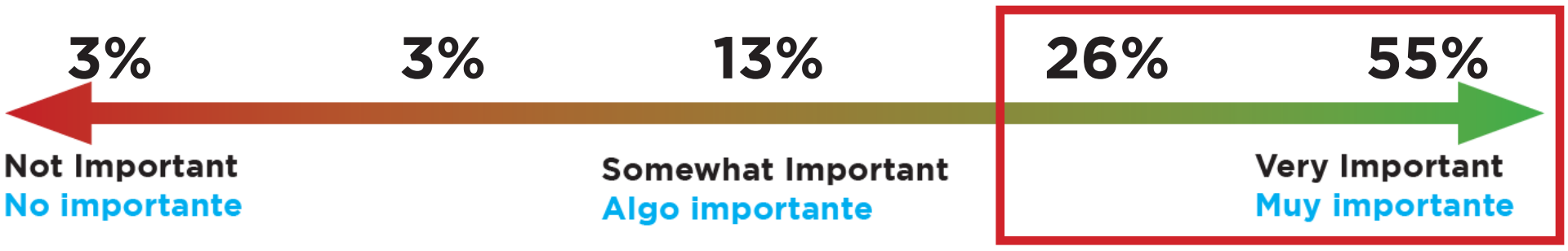


AREA A	AREA B	AREA C	AREA D
17%	17%	16%	50%
164 VOTES	164 VOTES	156 VOTES	485 VOTES

Participants were asked to put a sticker on each of the four shaded areas on the map that they thought should be part of a walkable, mixed-use downtown. **The majority of participants preferred that only Area D be included as part of the downtown.**

Question 5:
How important is it to include and encourage affordable homes and protect existing affordable housing in Downtown Swannanoa?

81% think affordable housing in the Downtown area is important.



Question 6:
What should 'Downtown' Swannanoa be like?



Participants were asked to put a sticker on one of the three columns (car-oriented, a mix, or people-oriented) that should be prioritized in the Downtown area of Swannanoa.

67% said People-oriented
32% said a mix
0% said car-oriented

Swannanoa Small Area Plan

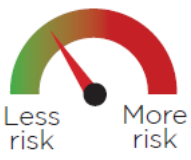
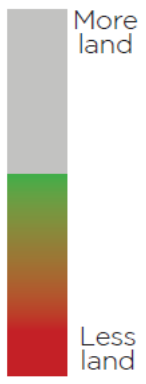
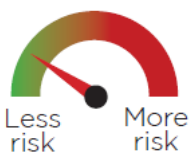
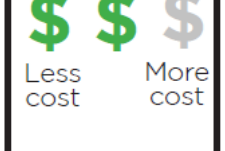
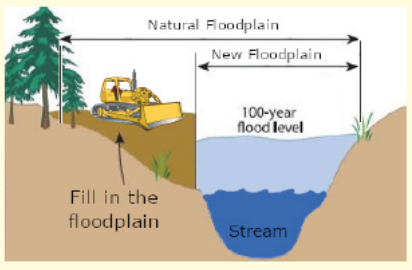
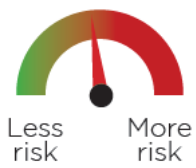
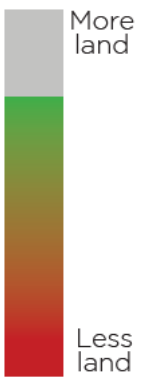
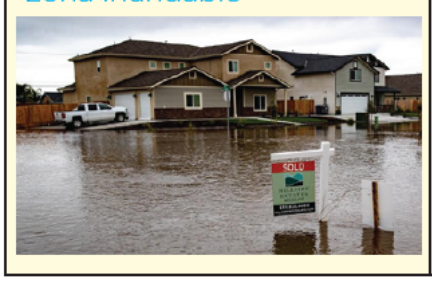
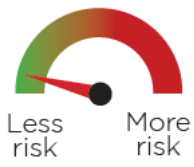
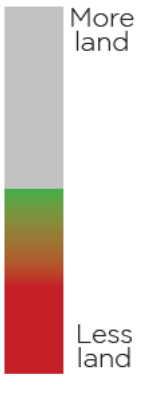
DESIGN WORKSHOP RESULTS

HAZARDS QUESTIONS

Question 7-10:
Based on the examples below, do you support these types of moderate to major changes?

For the four examples below, participants were asked to select if they supported the change, were unsure, or did not support the change. Minor changes were not used as an example, because participants had overwhelmingly indicated in a prior public poll that they preferred major changes. The purpose of this question was to test the risk tolerance level of the public using real world examples of development standards. Increasing stormwater requirements had the highest number of votes in favor.



Example Ejemplo	Risk Riesgo	Development costs Costos de desarrollo	Land available for building Terreno disponible para construcción	I support Estoy a favor	Unsure No estoy seguro	I do NOT support NO estoy a favor
Reduce disturbance (grading, filling, etc.) in landslide areas Reducir las alteraciones (nivelación, relleno, etc.) en las zonas de deslizamientos de tierra. 				80% 298 VOTES	15% 56 VOTES	5% 20 VOTES
Increase stormwater requirements Aumentar los requisitos de aguas pluviales 				86% 319 VOTES	9% 35 VOTES	5% 18 VOTES
No fill dirt in the floodplain No relleno de tierra en la zona inundable 				57% 202 VOTES	27% 97 VOTES	16% 56 VOTES
Limit development in the floodplain Limitar el desarrollo en la zona inundable 				71% 268 VOTES	21% 80 VOTES	8% 30 VOTES

Swannanoa Small Area Plan

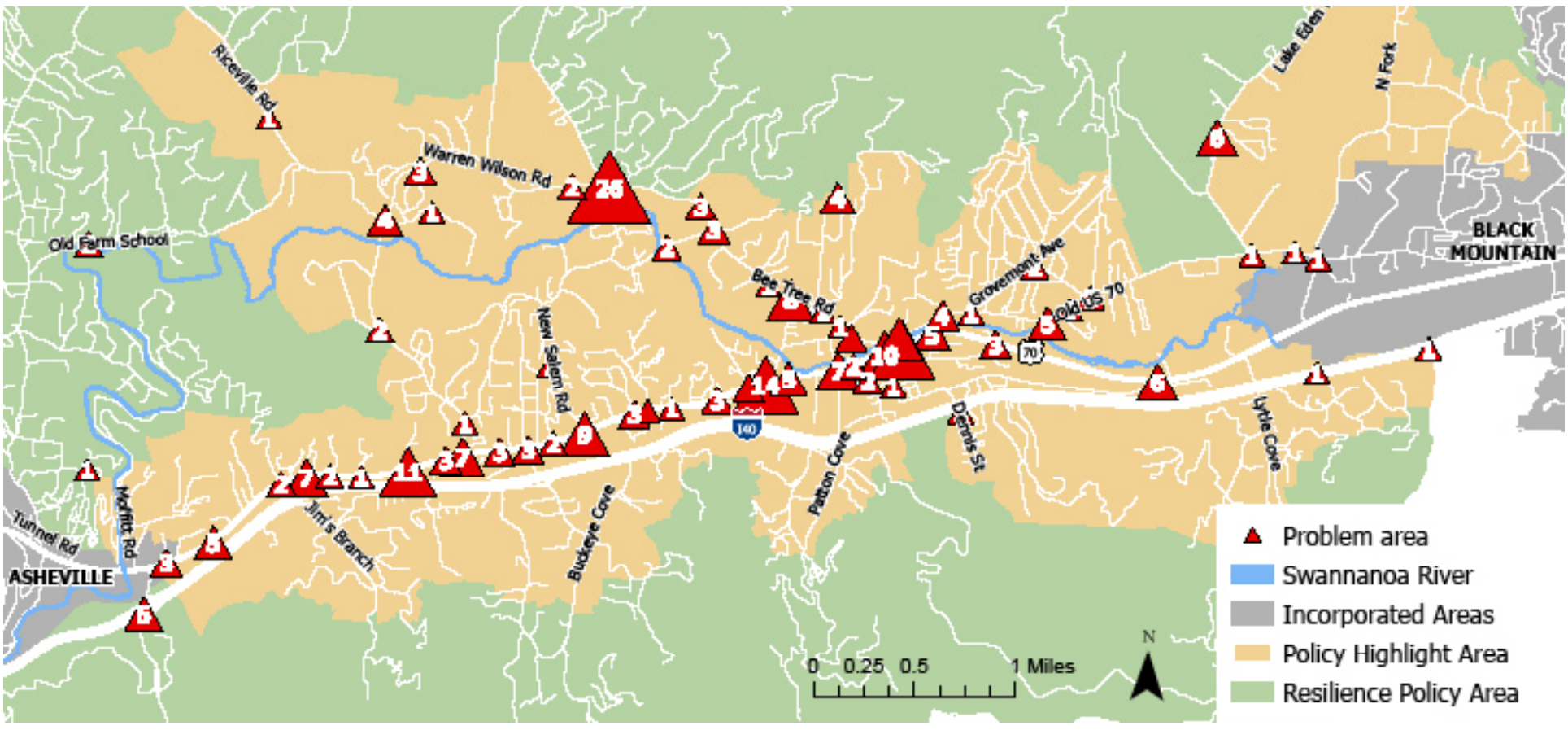
DESIGN WORKSHOP RESULTS

TRANSPORTATION QUESTIONS

Question 11: What roads or intersections are a problem?

Participants were asked to place stickers within the highlight area on the map to identify problems with roads and intersections. Out of 250 selections, 66 distinct problem areas were identified. The top 5 highest problem intersections include:

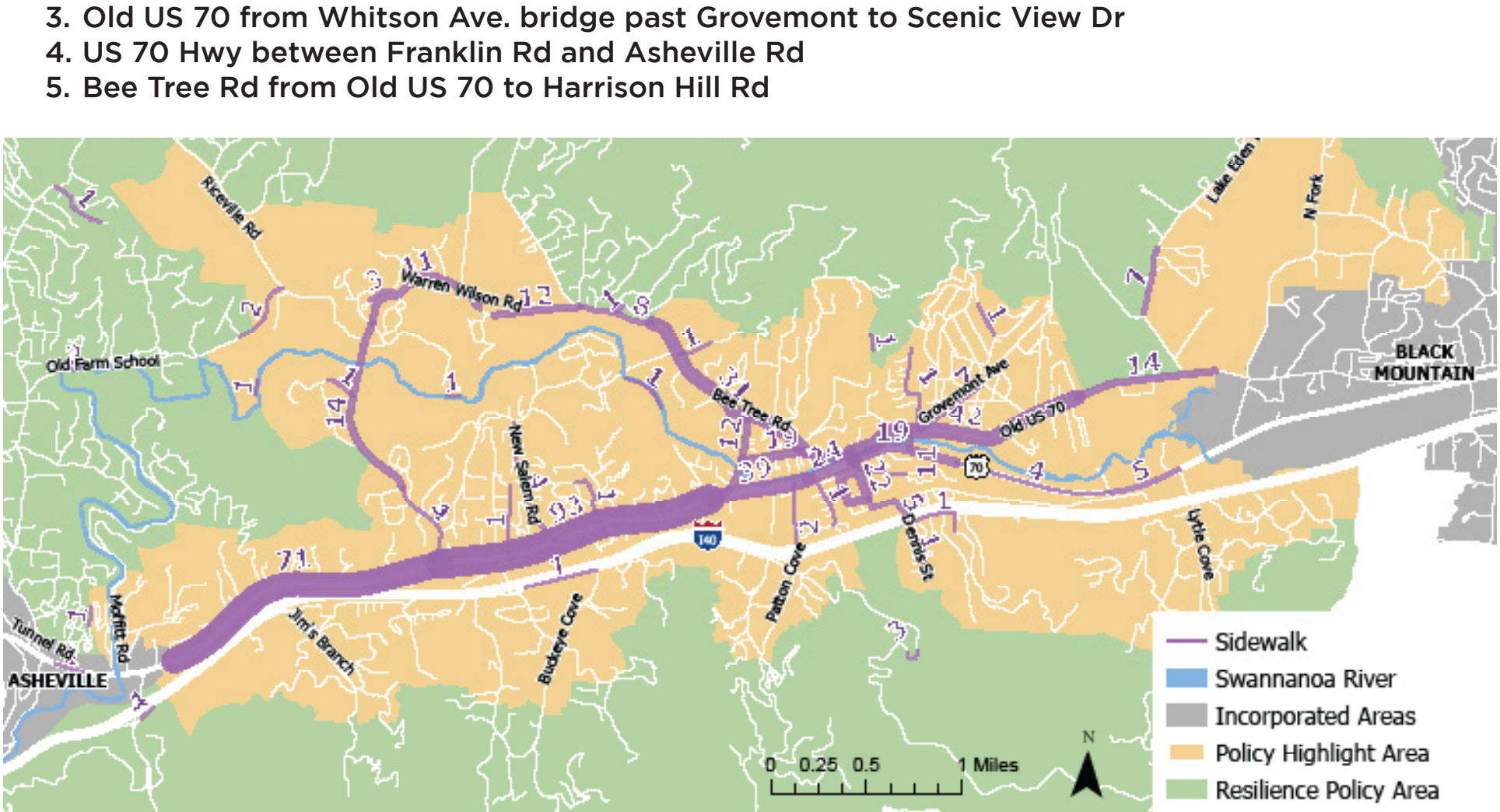
1. **Warren Wilson Rd at Bee Tree Rd**
2. **Riverwood at US 70 Hwy**
3. **Whitson Ave at US 70 Hwy**
4. **Sylvester Way at US 70 Hwy**
5. **Park St at US 70 Hwy**



Question 12: Where are sidewalks needed?

Participants were asked to place stickers within the highlight area on the map to identify desired locations for sidewalks. The top sidewalk sections chosen include:

1. **US 70 Hwy between Warren Wilson Rd and Franklin Rd**
2. **Tunnel Rd to Warren Wilson Rd**
3. **Old US 70 from Whitson Ave. bridge past Grovemont to Scenic View Dr**
4. **US 70 Hwy between Franklin Rd and Asheville Rd**
5. **Bee Tree Rd from Old US 70 to Harrison Hill Rd**



Swannanoa Small Area Plan

DESIGN WORKSHOP RESULTS

TRANSPORTATION QUESTIONS

Question 13: Where would you like to go on a bus?

Participants were asked to write their desired starting and stopping locations for bus transportation.

Warren Wilson College was the top location mentioned, with 7 individuals choosing it as their ending destination, and 240 mentioning it as their starting destination.

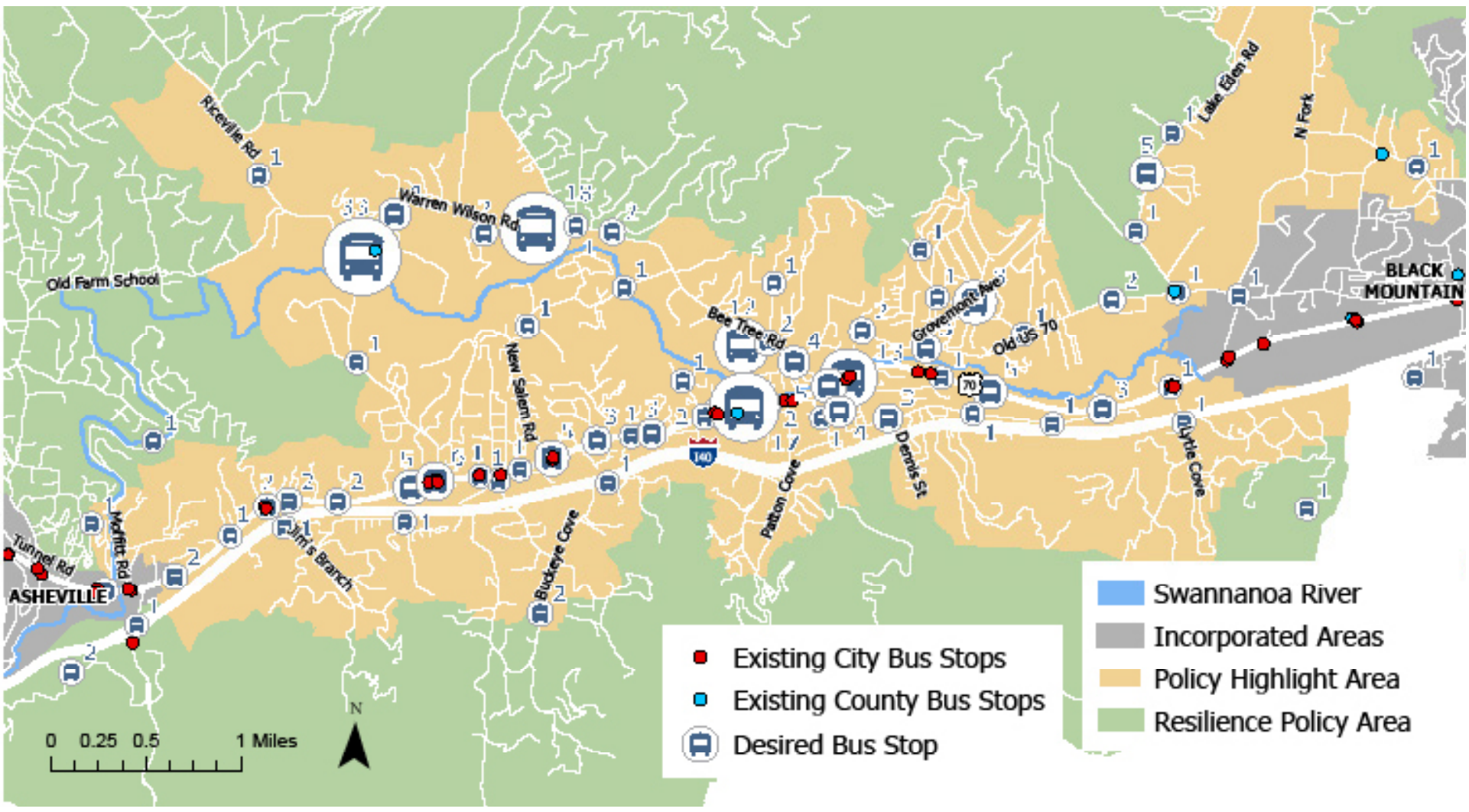
Asheville in general, as well as downtown, east, and west Asheville were the next top mention. Grocery stores mentioned included Aldi, Hopey, and Ingles of Swannanoa.

TOP DESIRED BUS STOP LOCATIONS	
LOCATION	**MENTIONS**
Warren Wilson College	26% (247 mentions)
Asheville	14% (128 mentions)
Black Mountain	10% (95 mentions)
Grocery store	10% (91 mentions)
Downtown Swannanoa	7% (62 mentions)
Shell station at WW Rd.	4% (34 mentions)
Owen Park	3% (28 mentions)

Question 14: Where are bus stops needed?

In addition to the question above, participants were asked to place stickers within the highlight area on the map to identify where bus stop locations are needed. Top locations included:

1. Warren Wilson College
2. Owen park
3. Ingles plaza, Swannanoa
4. Downtown Swannanoa
5. Asheville Christian Academy



Swannanoa Small Area Plan

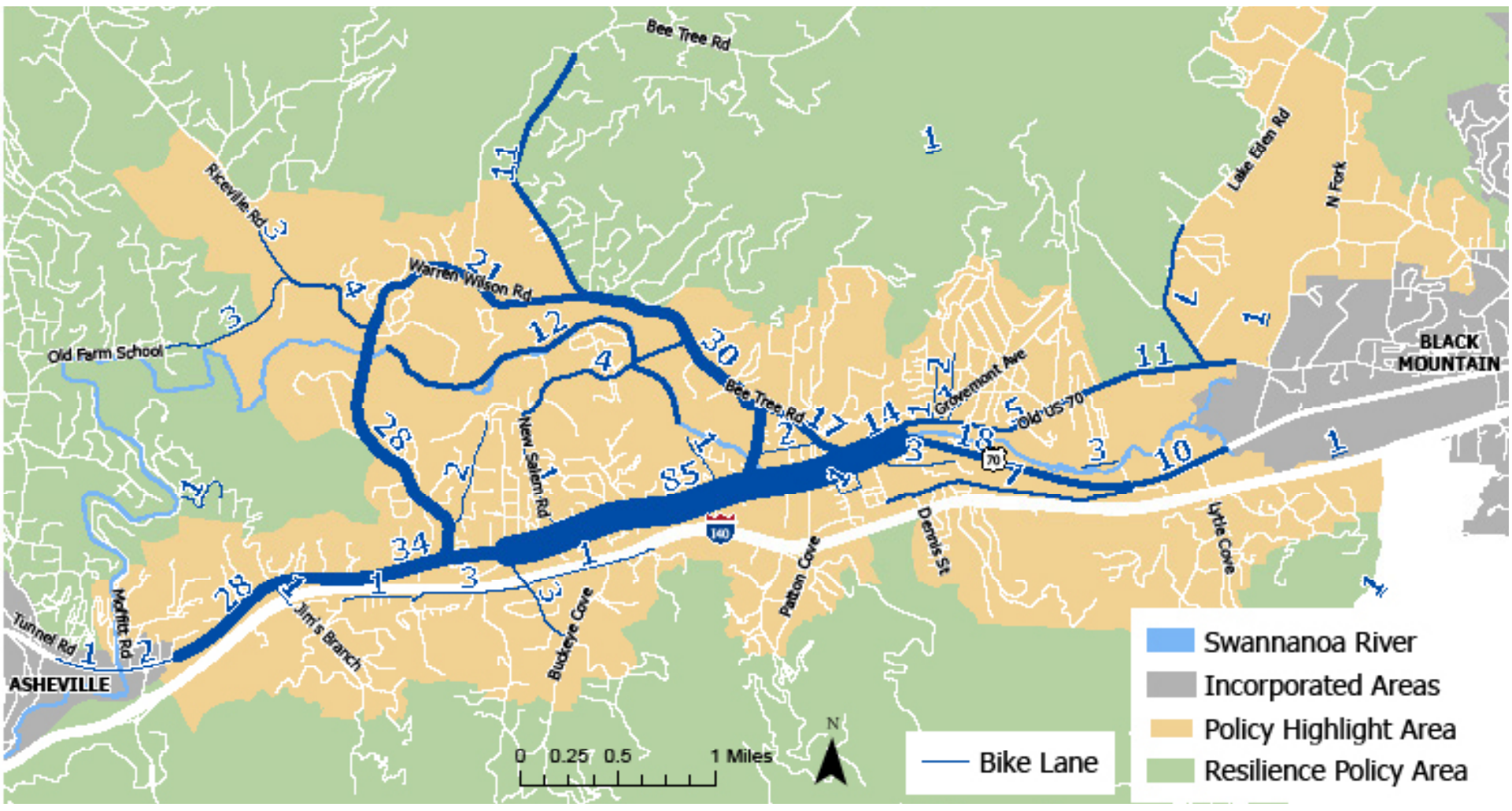
DESIGN WORKSHOP RESULTS

TRANSPORTATION QUESTIONS

Question 15: Where are bike lanes needed?

Participants were asked to place stickers within the highlight area on the map to identify desired locations for bike lanes. The top bike lane sections chosen include:

1. **US 70 Hwy from Buckeye Cove Rd to Whitson Ave**
2. **US 70 Hwy from Worley Bird Ln to Buckeye Cove Rd**
3. **Riverwood Rd from US 70 Hwy to Bee Tree Rd to Bee Tree Rd to Sunset Dr**
4. **Warren Wilson Rd from US 70 Hwy to Warren Wilson College**



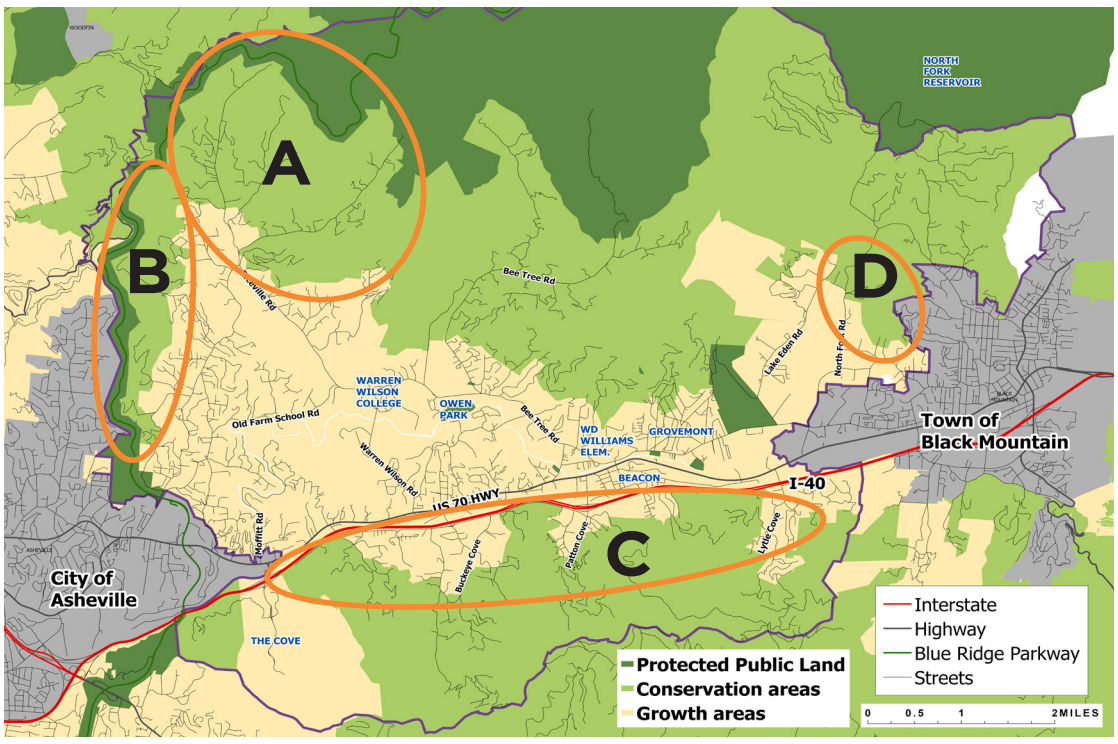
Question 16: Where are crosswalks needed?

Participants were asked to place stickers within the highlight area on the map to identify desired locations for crosswalks. The top crosswalk areas chosen include:

1. **Whitson Ave at US 70 Hwy (Downtown Swannanoa)**
2. **Riverwood at US 70 Hwy**
3. **Ingles plaza at US 70 Hwy**
4. **Warren Wilson Rd at US 70 Hwy**
5. **Buckeye Cove Rd at US 70 Hwy**

Swannanoa Small Area Plan
DESIGN WORKSHOP RESULTS
ENVIRONMENT QUESTIONS

Question 17:
The areas circled in orange on the map contain steep slope and landslide hazard areas. Would you support limiting the amount of growth that happens there?



73% support limiting growth in all four circled areas.

AREA	LIMIT GROWTH	ALLOW GROWTH
A	87%	13%
B	87%	13%
C	55%	45%
D	66%	34%

Area C had the smallest divide, with 55% wanting to limit growth and 45% wanting to allow growth. Many participants said they supported growth in area C within less steep areas that had direct access to US 70 Hwy, and wanted to limit growth in steep slope overlays and landslide areas.

Question 18:
What level of changes should the County make to protect the environment?

Tree preservation was used as the example of environmental protection in this question.

57% support MAJOR changes, and 23% support moderate changes.

Example Ejemplo	Level of Protection Nivel de protección	Development costs Costos de desarrollo	Land available for building Terreno disponible para construcción	**Select which level of change you support** **Seleccione el nivel de cambio que apoya.**
LEVEL 1 Require trees be planted in new parking lots Exigir que se planten árboles en los estacionamientos nuevos 	Less More	$ $ $ Less cost More cost	More land Less land	5% MINOR CHANGES
LEVEL 2 AND Require that some trees be replaced when removed during construction Y exigir que algunos árboles sean reemplazados si se retiran duranten la construcción 	Less More	$ $ $ Less cost More cost	More land Less land	23% MODERATE CHANGES
LEVEL 3 AND prohibit mass grading, and limit how many trees are removed during development Y prohibir el movimiento masivo de tierra, y limitar la cantidad de árboles que se pueden retirar durante el desarrollo 	Less More	$ $ $ Less cost More cost	More land Less land	57% MAJOR CHANGES

Swannanoa Small Area Plan

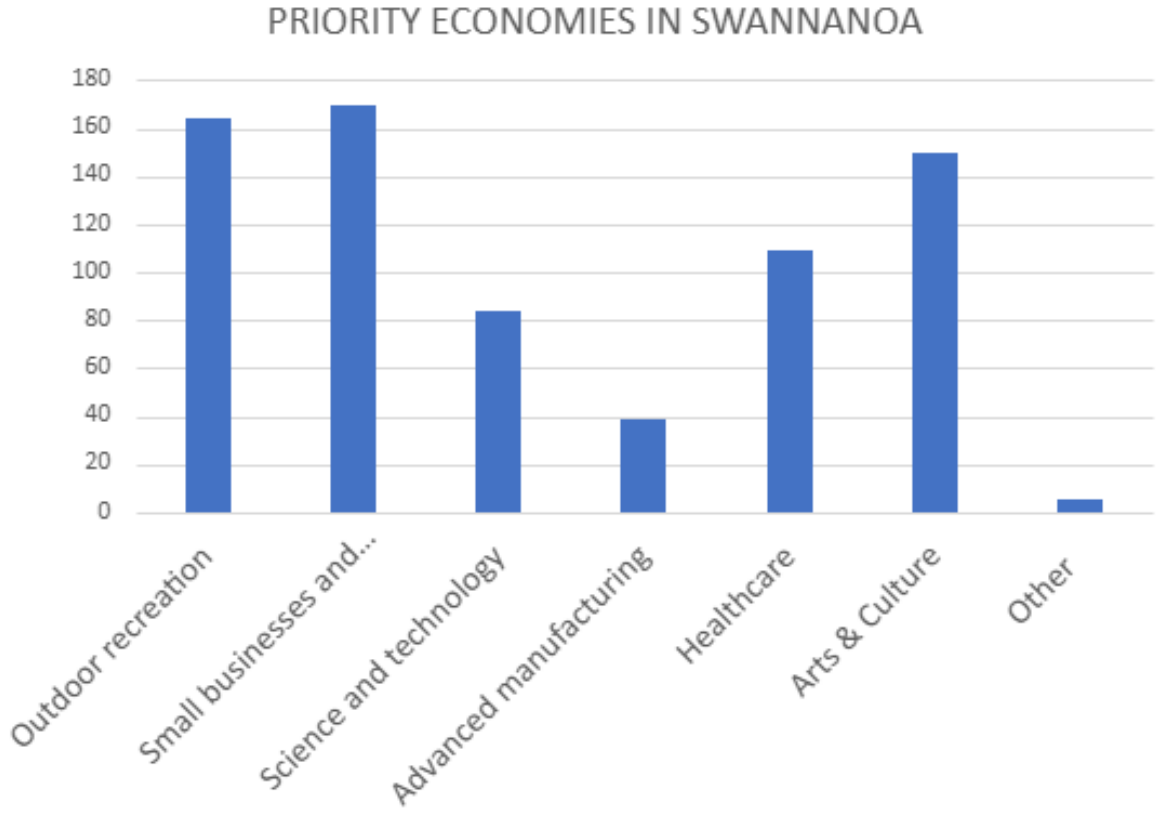
DESIGN WORKSHOP RESULTS

ECONOMIC DEV. QUESTIONS

Question 19:
How do you want to grow the economy in Swannanoa to bring in good paying jobs?

Participants were asked to select their top choices from a list of 6 options, or to write in a different option. **Outdoor recreation, Small businesses & professional offices, and Arts & Culture** each received over 21% of the votes.

Some of the 'other' write-in options included ideas such as food truck lots, beweries, non-polluting manufacturing, death care services, climbing gyms, and more.



Question 20:
What kind of businesses are needed around US 70 Hwy?

Participants were asked to write their ideas for businesses along the major transportation corridor.

Some of the top commercial retail options mentioned include garden supplies, recreation focused stores, hardware, pet stores, and secondhand stores. 69% of those who mentioned grocery stores specifically asked for different options than what the area had previously, such as small, local, health-focused, cooperatively owned, or alternative grocers.

TOP 5 CATEGORIES FOR US 70 HWY	
CATEGORY	**PUBLIC MENTIONS**
Commercial - Retail	25% (136 mentions)
Grocer	22% (118 mentions)
Services	16% (87 mentions)
Restaurants / Cafes	13% (71 mentions)
Healthcare	7% (35 mentions)

Question 21:
What kind of businesses do you want in Downtown Swannanoa?

Participants were asked to write their ideas for businesses within a future Downtown Swannanoa.

Some of the top commercial options mentioned include small businesses, hardware, bookstores, and recreation, such as yoga or gyms. Examples of services include resilience hubs, a library, and post office. Examples of Arts & Entertainment includes art studios, music venues, and movie theaters.

There were 55 mentions in support of small or local businesses as the priority.

TOP 5 CATEGORIES FOR DOWNTOWN	
CATEGORY	**PUBLIC MENTIONS**
Commercial	30% (135 mentions)
Restaurants / Cafe	22% (100 mentions)
Services	14% (62 mentions)
Grocery Options	12% (52 mentions)
Arts & Entertainment	8% (37 mentions)

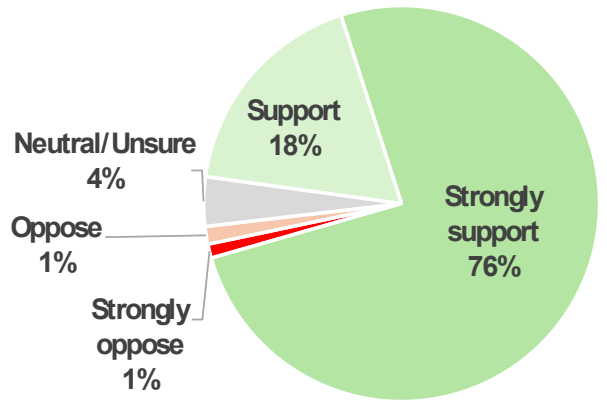
Swannanoa Small Area Plan

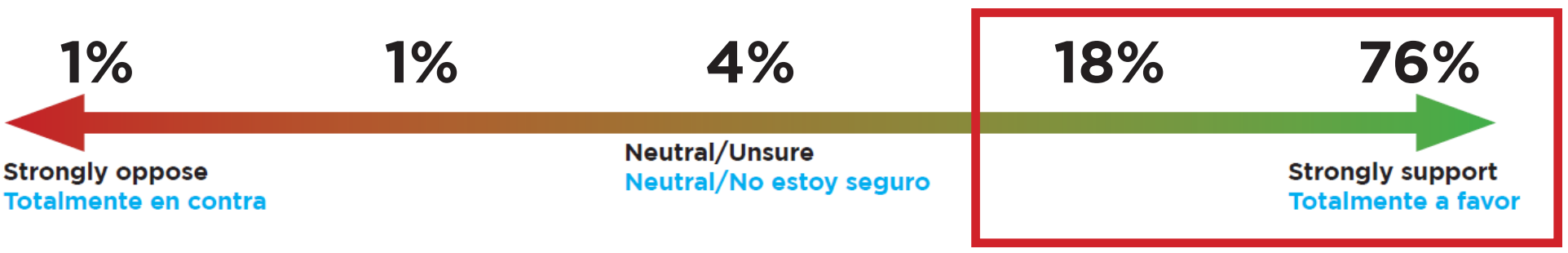
DESIGN WORKSHOP RESULTS

RECREATION QUESTIONS

Question 22: Would you like to see a greenway in Swannanoa?

93% support or strongly support a greenway.
Participants were asked to place their sticker along the arrow to indicate their level of support or opposition to a greenway in Swannanoa. The numbers below represent votes.

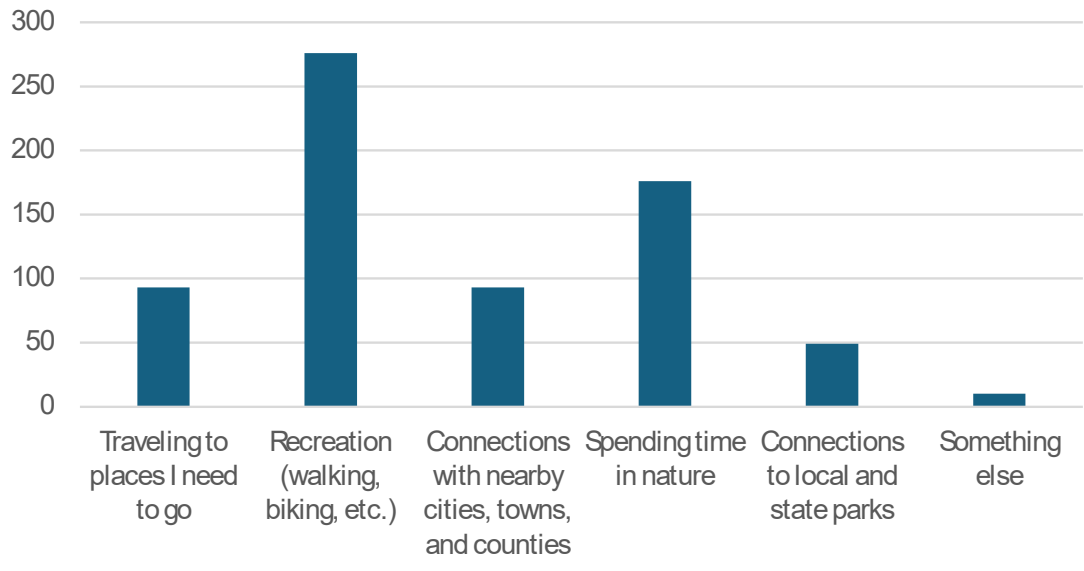




Question 23: What greenway features are most important to you?

Participants were asked to select their top choices from a list of 5 options, or write in something else.

Recreation and spending time in nature were the top choices. Some of the 'other' write-in reasons included flood and stormwater management, habitat improvement, community gathering spaces, pedestrian safety, food production, and more.



Question 24: What park amenities are most wanted?

Participants were asked to place up to 3 stickers on their top amenity choices for parks.
Greenways and wetlands with boardwalks were the top 2 choices, with playgrounds and river access coming in 3rd and 4th.



Greenways
Corredores verdes



Wetlands with boardwalks
Humedales con pasarelas de madera



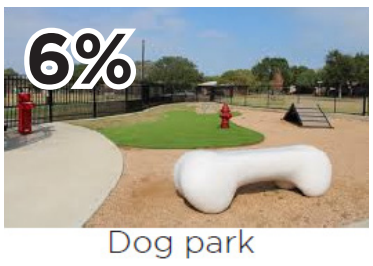
Playgrounds
Parques infantiles



River access
Acceso al río



Park pavilion
Pabellón recreativo



Dog park
Parque para perros



Fishing pier/dock
Muelle para pescar



Multi-purpose field
Campo multiusos



Exercise equipment
Equipo de ejercicio



Soccer fields
Campos de futbol



Pickleball
Pickleball



Basketball courts
Canchas de baloncesto



Sand Volleyball
Voleibol de arena



Baseball fields
Campos de béisbol



Tennis
Tenis

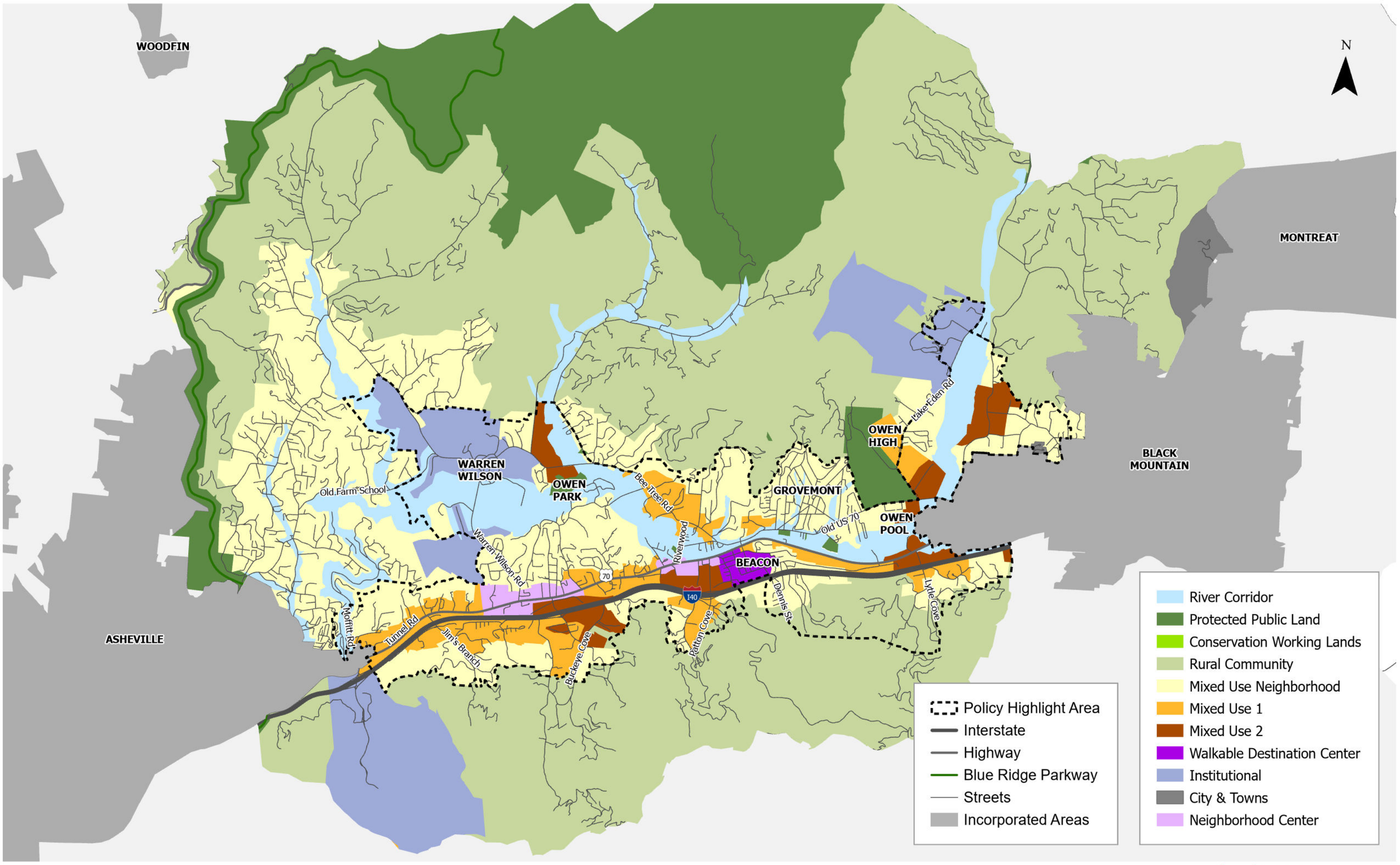
GROWTH, EQUITY, & CONSERVATION MAP CHARACTER SUMMARY

CATEGORY	DESCRIPTION	WASTE & WATER	DENSITY	LAND USES
PROTECTED PUBLIC LANDS	No or extremely limited development is anticipated. Includes federal, state, or county government-owned land that is maintained in a natural state, and lands with a publicly owned conservation easement.	Private septic Private wells	No new residential development.	PRIMARY: National forests, state parks, watersheds. SECONDARY: Conservation lands.
CONSERVATION WORKING LANDS	Working agricultural lands or homesteads where extremely limited development is anticipated. Preference that the land remain dedicated to agricultural, forest, or other open space uses.	Private septic Private wells	Very low density: 1 unit per 10 acres gross density for the area.*	PRIMARY: Working farms, forests, agritourism uses. SECONDARY: Small, rural activity centers and low-density, rural residential.
PROPOSED RIVER CORRIDOR	Intended to limit the type and intensity of new development within flood-prone areas, and prioritize flood storage, wildlife habitat, agriculture, and recreation. New development should minimize impervious surfaces, and be limited to uses related to the river, recreation, agriculture, or small businesses that serve the surrounding neighborhood. Very low density single family development is permitted.	Private septic Private wells	Very low density	PRIMARY: Flood storage areas, wildlife habitat, agriculture, and recreation SECONDARY: Limited commercial that supports river activities, recreation, agriculture, and the immediate neighborhood
RURAL COMMUNITY	Mix of rural uses, including low-density residential, some agricultural and forested working lands, and limited commercial to support the rural community. Can include conservation subdivisions, which protect land in exchange for more residential units on smaller lots.	Private septic Private wells Community system	Low Density: 1 unit per 2 acres gross density for the area (unless using conservation subdivision).*	PRIMARY: Rural residential, conservation subdivisions, working farms and forests. SECONDARY: Limited rural-scale commercial development, and solar farms.
RURAL CENTER ★	Rural areas located in the crossroads of low density rural development or along major rural roads that serve as small activity centers. Opportunities for place-based economic development that creates rural-scale businesses.	Private septic Private wells	Very low density: 1 unit per 2 acres acres gross density for the area.*	PRIMARY: Rural-scale commercial, offices, and institutional uses such as community centers. SECONDARY: Heavy commercial uses that support agricultural industries, rural residential.
MIXED USE NEIGHBORHOOD	Existing residential neighborhoods and undeveloped areas for medium- to high density residential. Infill and redevelopment opportunities for additional housing. Increased density through renovations or new middle housing types. New high-density developments should be designed to be compatible with the surrounding neighborhood.	Public sewer Public water Private septic Community system	4 to 18 units per acre. Up to 30 dwelling units per acre with a percentage of affordable units.	PRIMARY: Single-family detached, cottage-style, middle and manufactured housing and home parks, and multi-family residential. SECONDARY: Neighborhood commercial, retail and offices, civic uses, and public amenities.
MIXED USE AREA 1	Lands along partially developed corridors with a mix of residential and commercial or retail developments. Intended to support further planned development and to encourage the full range of services and amenities to the surrounding neighborhoods. Envisioned to be compact, walkable, and well-connected and include mixed uses.	Public sewer Public water	10 to 20 units per acre. Up to 30 units per acre with a percentage of affordable units.	PRIMARY: Community commercial, retail, and offices; limited-intensity manufacturing, some flexibility for larger footprint business or industrial parks. SECONDARY: Middle housing, and civic/public uses.
MIXED USE AREA 2	Large-scale, intensive economic development such as industrial or office/industrial flex. Flexibility for commercial and medium-density housing to allow workers to live nearby. Focus on campus-style development that promotes internal and adjacent property connectivity, and is compact, walkable, well-connected, and includes mixed land uses.	Public sewer Public water	10 to 18 units per acre. Up to 30 units per acre with a percentage of affordable units.	PRIMARY: Industrial parks, large commercial or business campuses, and manufacturing centers. SECONDARY: Multi-family residential, limited retail to support surrounding uses, recreation.
PROPOSED NEIGHBORHOOD CENTER	Higher intensity neighborhood center with a mix of denser housing, commercial, and employment land uses. Primarily intended to serve the daily needs of the local community, and provides important transportation connections to transit and pedestrian systems.	Public sewer Public water	16 to 20 units per acre. Up to 30 units per acre with a percentage of affordable units	PRIMARY: Neighborhood-level commercial, employment, and high-density residential SECONDARY: Lite manufacturing, missing-middle residential
WALKABLE DESTINATION CENTER	PROPOSED REVISION: High density, mixed-use center with a downtown-feel. Well connected, walkable street network, transit access, and suitable land for development. Accommodates higher levels of employment, civic, and commercial land uses, as well as high-density residential. Includes placemaking, wayfinding, and other engaging features for residents and visitors.	Public sewer Public water	16 to 24 units per acre. Up to 40 units per acre with a percentage of affordable units.	PRIMARY: Employment, office, civic, commercial, retail, lite manufacturing, mixed-use residential. SECONDARY: High density residential
INSTITUTIONAL	Large, private land holdings held in single ownership or held collectively by related entities for the purposes of tourist facilities, conference or resort centers, and other uses.	Public sewer Public water	Low density; Development evaluated with Small Area Planning	PRIMARY: Large tourist-related facilities, summer/day camp properties, conference centers, historical institutions, educational campuses. SECONDARY: Residential uses, lodging, and retail and office that support the site.

TERMS:

Middle Housing: Cottage style single-family, townhomes, duplex, triplex, quadplex, apartments, and condominiums, etc.
Civic and public uses: Parks, schools, government service buildings, etc.

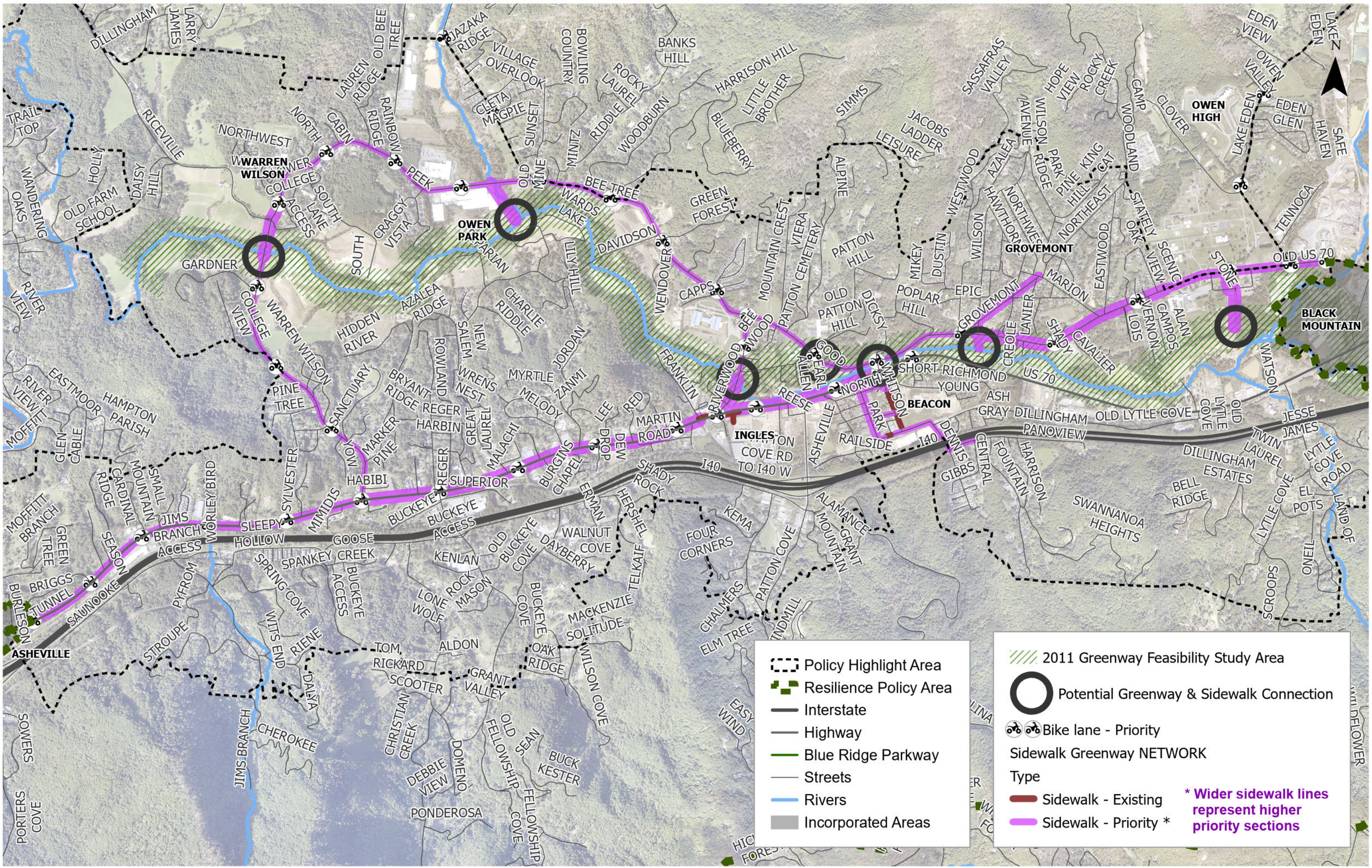
*Individual property densities vary.



DRAFT FUTURE LAND USE MAP - SWANNANOA RESILIENCE AREA

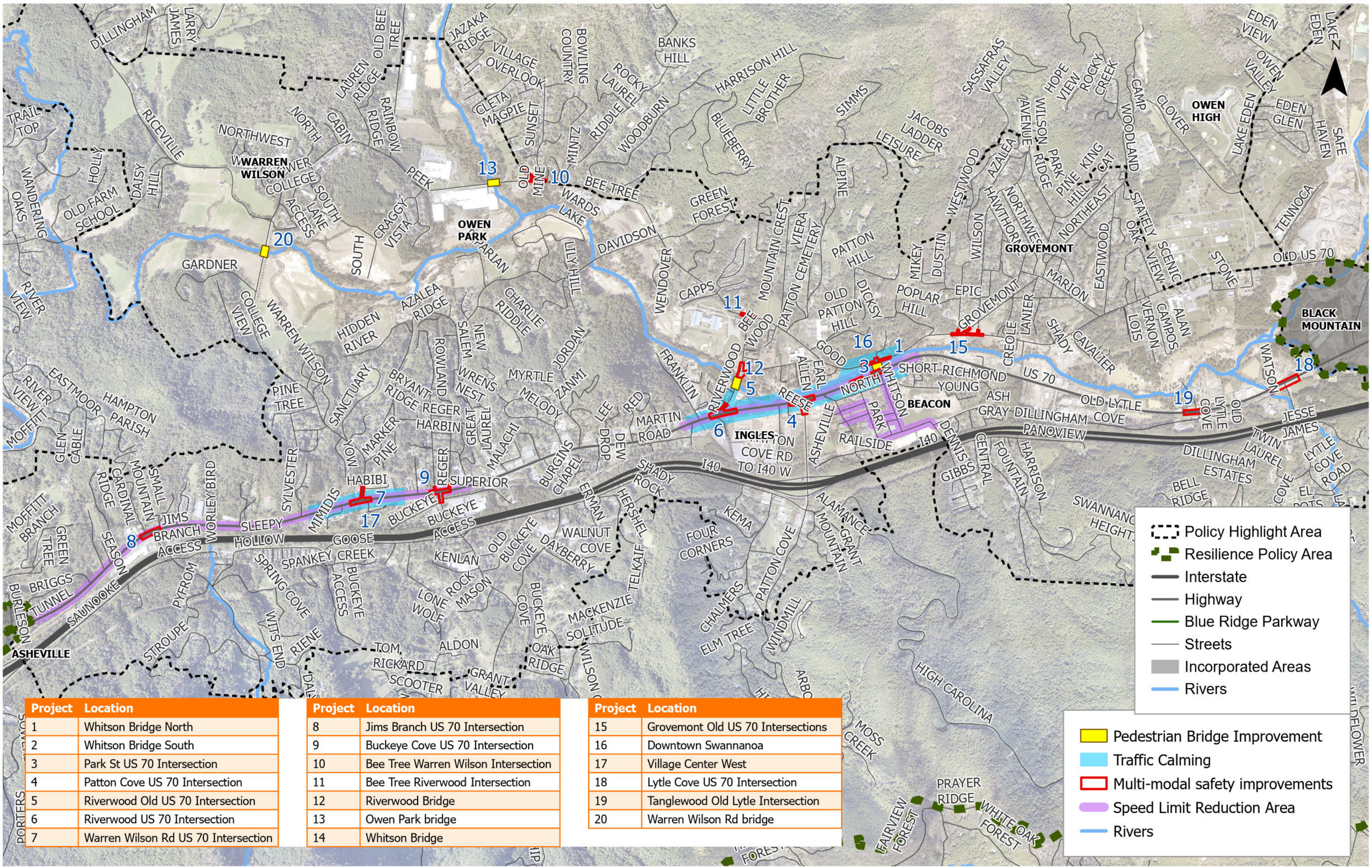
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Updated 2-23-26



DRAFT SIDEWALK BIKE LANE PRIORITIES - SWANNANOA HIGHLIGH AREA (V2)

Updated 2-13-26



Project	Location
1	Whitson Bridge North
2	Whitson Bridge South
3	Park St US 70 Intersection
4	Patton Cove US 70 Intersection
5	Riverwood Old US 70 Intersection
6	Riverwood US 70 Intersection
7	Warren Wilson Rd US 70 Intersection

Project	Location
8	Jims Branch US 70 Intersection
9	Buckeye Cove US 70 Intersection
10	Bee Tree Warren Wilson Intersection
11	Bee Tree Riverwood Intersection
12	Riverwood Bridge
13	Owen Park bridge
14	Whitson Bridge

Project	Location
15	Grovemont Old US 70 Intersections
16	Downtown Swannanoa
17	Village Center West
18	Lytle Cove US 70 Intersection
19	Tanglewood Old Lytle Intersection
20	Warren Wilson Rd bridge

- Policy Highlight Area
- Resilience Policy Area
- Interstate
- Highway
- Blue Ridge Parkway
- Streets
- Incorporated Areas
- Rivers

- Pedestrian Bridge Improvement
- Traffic Calming
- Multi-modal safety improvements
- Speed Limit Reduction Area
- Rivers

DRAFT TRANSPORTATION IMPROVEMENTS - SWANNANOA HIGHLIGHT AREA (V2)

0 0.25 0.5 1 Miles

Updated 2-13-26