

**TOWN COUNCIL AND PLANNING COMMISSION
PUBLIC HEARING MINUTES
MONDAY, JANUARY 27, 2025, 6:00 PM
1500 BLOWING ROCK ROAD AND VIA WEBEX SOFTWARE**

COUNCIL MEMBERS PRESENT: Mayor Tim Futrelle, Mayor Pro Tem Dalton George, Todd Carter, Eric Plaag, and Edie Tugman

PLANNING COMMISSION MEMBERS PRESENT: Adrian Tait-Chair, Frank Veno-Vice-Chair, Chris Behrend, Garrett Kight, and Anne Pruitt (via WebEx)

PLANNING STAFF PRESENT: Jane Shook-Director of Planning & Inspections, Brandon Wise-Deputy Director of Planning & Inspections, Jessica Mitchell-Advanced Planning Specialist, John Helton-Residential Liaison/Housing Specialist, and Brenda Henson-Board Clerk

OTHER TOWN STAFF/REPRESENTATIVES PRESENT: Allison Meade-Town Attorney (via WebEx)

Call to Order

Mayor Futrelle called the Town Council to order at 6:01 p.m. Chair Tait called the Planning Commission to order at 6:01 p.m. The meeting was held in the Town Council Chambers at 1500 Blowing Rock Road and via WebEx.

Moment of Silence

A moment of silence was observed.

Approval of Meeting Minutes

Council Member Plaag moved to approve the November 25, 2024, Public Hearing minutes as written. Mayor Pro Tem George seconded the motion.

Vote: Aye – 4
Nay – 0
Absent – 1 (Roseman)

The motion passed.

Vice-Chair Veno moved to approve the November 25, 2024, Public Hearing minutes as written. Commission Member Behrend seconded the motion.

Vote: Aye – 5
Nay – 0
Absent – 1 (Warren)

The motion passed.

PUBLIC HEARING

Case A24-0081 ASU – General Use Zoning Map Amendment

The Board of Trustees of the Endowment Fund of Appalachian State University have submitted a General Use Zoning Map Amendment Application requesting to rezone 21.83 acres of a 77.63-acre parcel of land located off Mountaineer Ridge Drive from B3 General Business to E2 Educational District (Watauga County PIN: 2910-02-7414-000).

Jane Shook, Director of Planning & Inspections, presented the request as outlined in the meeting packet.

Council Member Plaag asked if the rezoning would create any non-conformities. Ms. Shook replied that she was not aware of any. She stated that the property was currently a parking lot and that any new construction on the site would have to meet UDO requirements for the proposed E2 zoning district.

Mayor Pro Tem George asked about a proposed traffic light. Ms. Shook explained that the University planned to install a traffic light at the intersection of Mountaineer Ridge Drive and Hwy 105. Council Member Tugman asked if NCDOT had approved the installation of the traffic light. Ms. Shook replied that DOT was currently reviewing the request.

Council Member Tugman asked if student housing was proposed for the site. Ms. Shook reminded everyone that this was a general use zoning map amendment, so no site-specific plan was required. She stated that the staff had engaged in conversations with university representatives regarding the potential development of the property.

There was no public comment on this case.

With nothing further, Mayor Futrelle closed the public hearing for this case at 6:07 p.m.

Adjournment of Town Council

At 6:08 p.m., Council Member Plaag motioned to adjourn the Public Hearing and call a recess of the Town Council until the work session after the Planning Commission meeting. Mayor Pro Tem George seconded the motion.

Vote: Aye – 4
Nay – 0
Absent – 1 (Roseman)

The motion passed.

Tim Futrelle, Mayor

Brenda Henson, Board Clerk

Adrian Tait, Planning Commission Chair

PLANNING COMMISSION

Case A24-0081 ASU – General Use Zoning Map Amendment

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Vice-Chair Veno stated that ASU owned the property, it was out of the way, and not close to immediate neighbors.

Commission Member Behrend asked what ASU planned to do with the property. Ms. Shook replied that it was technically not appropriate to ask that question. However, she stated announcements were made in the newspaper and other sources that the university planned to develop housing on the property.

Chair Tait asked what would happen with the parking that was currently on the property. Ms. Shook stated that ASU would have to demonstrate that they were still in compliance with the other projects that the parking on that property served, in addition to whatever parking would be for the proposed use.

Vice-Chair Veno asked if it was correct that ASU owned three tracts of land on Mountaineer Ridge Drive. Ms. Shook replied that there was currently one large parcel that the university was planning to divide into three tracts. One tract would be zoned E1, with a portion of that tract being outside corporate limits. Another would be the tract currently requesting to be changed from B3 to E2, and a remainder tract along Hwy 105 and Wilson Drive would remain B3. Vice-Chair Veno asked how the property was zoned when it was Watauga High School. Ms. Shook believed the whole parcel was rezoned to B3 sometime after the high school left the site, but she was unsure.

First Motion and Vote: Commission Member Behrend made a motion that the proposed amendment to the Town's zoning map is consistent with the Town's comprehensive plan and any other adopted plans of the Town that are applicable because the amendment is consistent with:

Comprehensive Plan Policy 2.1.1 Economic Development

D. Economic development efforts shall encourage the revitalization and reuse of currently unused or underutilized structures, sites and infrastructure in appropriately located areas.

Comprehensive Plan Policy 2.3 The Community

D. Coordinated, inter-governmental and university-town planning for urban area land use and development, transportation, utilities, recycling, environmental management, law enforcement, education, recreation, tourism and economic development shall be encouraged.

Commission Member Kight seconded the motion.

Vote: Aye – 5
Nay – 0
Absent – 1 (Warren)

The motion passed.

Second Motion and Vote: Commission Member Behrend made a motion that the Planning Commission recommends approval of Ordinance A24-0081 within Exhibit A and believes approval is reasonable and in the public interest because this is a partial piece of land that has not been in use for a period of time, and it would be very beneficial to the whole community to put the property to use. Vice-Chair Veno seconded the motion.

Vote: Aye – 5
Nay – 0
Absent – 1 (Warren)

The motion passed.

Approval of Meeting Minutes

Commission Member Pruitt moved to approve the November 25, 2024, Planning Commission meeting minutes. Commission Member Kight seconded the motion.

Vote: Aye – 5
Nay – 0
Absent – 1 (Warren)

The motion passed.

At 6:20 p.m., Chair Tait called a short break in the Planning Commission meeting to allow Town Council members to rejoin the meeting.

Workshop: Town Council & Planning Commission to Review Draft Boone Next Comprehensive Plan

Mayor Futrelle called Town Council members back to order at 6:25 p.m. for a joint workshop with the Planning Commission to discuss the draft Boone Next.

Ms. Shook introduced consultants Nate Baker and Teresa Buckwalter to present the Boone Next draft.
(copy of PowerPoint presentation attached)

Mr. Baker stated that there was good community engagement throughout the process. He felt that of all of the Comprehensive Plans he had helped develop, Boone Next ranked second in community engagement.

Council Member Plaag noted that there was some feedback in the packet about community engagement and disbelief that hundreds of people were involved in that process. He asked if the community engagement information would be included in the Plan. Mr. Baker replied that the plan mentioned the community engagement but did not include round three. He stated that it could be added. Council Member Plaag felt that the numbers clearly illustrated the level of community involvement. Ms. Shook added that there were people who did not sign in at the first community engagement, so the recorded number of participants was lower than the actual number.

Chair Tait asked if the community involvement in Boone was comparable to other communities that had updated their Comprehensive Plan. Mr. Baker stated that Boone had approximately 5% of the population participate, which was a good number.

Mr. Baker stated that comments related to the Comprehensive Plan should be sent to the consultants. Comments or reactions on the community feedback and how the consultants should incorporate that feedback into the Plan should be discussed at this meeting. Ms. Shook requested that any feedback needed to be provided tonight so that revisions could be made before adoption of the document. Ms. Shook asked Mr. Baker if the Focus Areas could be an actual chapter in the Plan.

Council Member Plaag stated he appreciated the work that had been done on the Plan, and he liked this approach versus the previous Comprehensive Plan. He felt the updated Plan was more user-friendly and was easier on a broad scale to understand. However, it was almost exhausting to think about all of the things that were in the way of having the visions become reality. Council Member Plaag wondered if there would be cynicism from the public because of the difficulty in making visions into reality. He asked how other communities got from having a loose concept to actual implementation without falling into cynicism. Council Member Plaag stated he was excited about rethinking some of the neighborhoods and noted that some people had a mindset that Boone neighborhoods should look exactly like they did in 1946. He felt there were many ideas in this Plan about how to think differently, but was concerned that citizens would roll their eyes and say that nothing would ever happen.

Mr. Baker stated that a comprehensive plan could not do everything, but it could do some great things, like provide vision. He noted that visions were sometimes not achievable, but they were something that a substantial proportion of the community could support as a reflection of values. A Comprehensive Plan was a place to put ideas, some that could be implemented quickly, some that could take a long time to

implement, and others that might not be possible to implement but are still good ideas. Policies help guide toward a goal, while implementation actions are the doable things.

Mayor Pro Tem George stated that Council members needed to champion the Comprehensive Plan, with the knowledge that there would always be some cynicism.

Council Member Carter stated there would be barriers to implementing visions in the Plan but felt that remaining focused on one thing at a time would be key to a successful outcome.

Ms. Shook noted that the Comprehensive Plan was typically only used when dealing with development issues. However, this Plan encompassed different types of decisions so it could be used on a broader scale.

Ms. Buckwalter outlined the key concepts of each focus area, which included the Northwest Gateway, East Boone, Blowing Rock Road, and the Southwest Gateway.

Council Member Tugman asked about the proposed roundabout on West King Street at Poplar Grove Connector Road. Ms. Shook replied that the roundabout had been discussed for years. When that plan came before Town Council for prioritization, Council chose not to prioritize it at that time because they felt unprepared to do so. Ms. Shook stated that the proposed roundabout plan had not gone away. Council Member Tugman stated that, in retrospect, she was beginning to believe that roundabouts helped to better manage traffic flow. Ms. Buckwalter said she looked at the State Transportation Improvement Program (STIP) today and saw that the roundabout was listed for design funding, not construction funding or acquisition.

Ms. Buckwalter stated that the gateways were how people came in and out of Boone. She added that a lot of students lived in these areas, so it was important to create better connections to campus so students did not have to rely on automobiles to get to class. Ms. Buckwalter suggested the possibility of multi-use paths.

Council Member Carter asked if the roundabout on Bamboo Road was still on the STIP. Ms. Buckwalter replied that it was awaiting funding.

Chair Tait stated it seemed that they needed to focus on infill and density within the existing communities in Boone. Mr. Baker replied that there were two tools for making decisions around growth management. One was based on criteria, and the other one was a map. The map indicated where it was possible to grow and where it was almost impossible to grow based on terrain and the inability to extend water and sewer. The list of criteria would help inform the decision-makers on possible growth potentials.

Mayor Pro Tem George expressed his appreciation for the small area plans. He stated that the real intention of creating an identity and a vision for these areas was so that folks who live here recognize these areas as being distinct and different.

Ms. Buckwalter noted that the 105 corridor was not high on the STIP, so it could potentially give the Council some time to do a corridor study and visualize what they would like that corridor to look like. She stated that the driver coming into town needed to see all the signals that they were entering the town and should slow down.

Mr. Baker reviewed all of the Implementation Actions suggested in the Plan.

Council Member Plaag stated that our mixed-use projects had approximately 100,000 square feet of unused commercial space. He noted that the town desperately needed ground-floor senior living and suggested that these vacant spaces might be retrofitted as apartments for seniors. Council Member

Carter stated a significant need for ADA-compliant housing. Mr. Baker replied that this type of problem was not unique to Boone and added that the design of street-level uses was key to their success.

Ms. Shook suggested that a review of the UDO needed to be done after completion of the Comprehensive Plan.

There was a discussion about a bond referendum to fund the potential goals of the town. Ms. Shook suggested that this conversation would be better had during the budget hearing.

Other Matters

There were no other matters discussed.

Adjournment of Town Council

Mayor Pro Tem George motioned to adjourn the Town Council at 8:14 p.m. Council Member Tugman seconded the motion.

Vote: Aye – 4
Nay – 0
Absent – 1 (Roseman)

The motion passed.

Adjournment of Planning Commission

Commission Member Kight motioned to adjourn the Planning Commission at 8:14 p.m. Vice-Chair Veno seconded the motion.

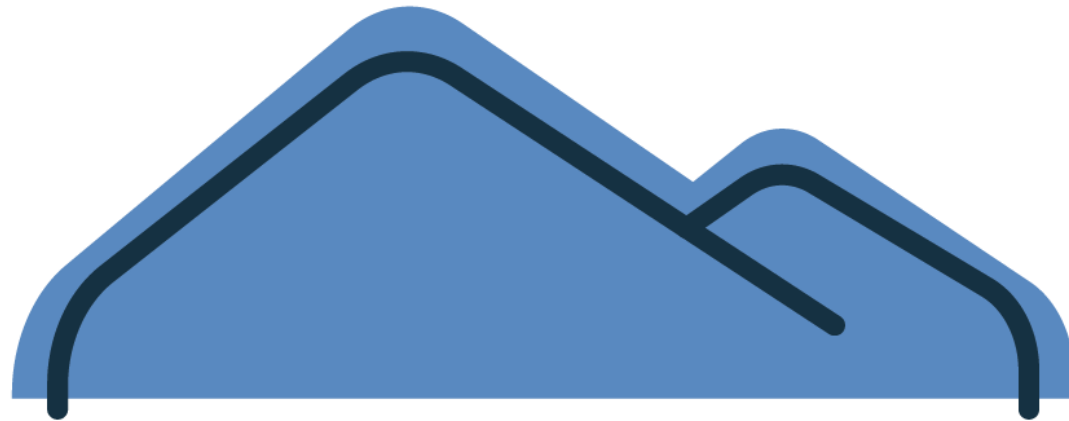
Vote: Aye – 5
Nay – 0
Absent – 1 (Warren)

The motion passed.

Tim Futrelle, Mayor

Brenda Henson, Board Clerk

Adrian Tait, Planning Commission Chair



BOONE NEXT

Our Town, Our Future





Boone,
North Carolina

Jan 27, 2025
Work Session

Agenda

1. Background
2. Review of Work Products & Discussion
 1. Comprehensive Plan
 2. Focus Areas
 3. Implementation Actions
3. Next Steps



Background

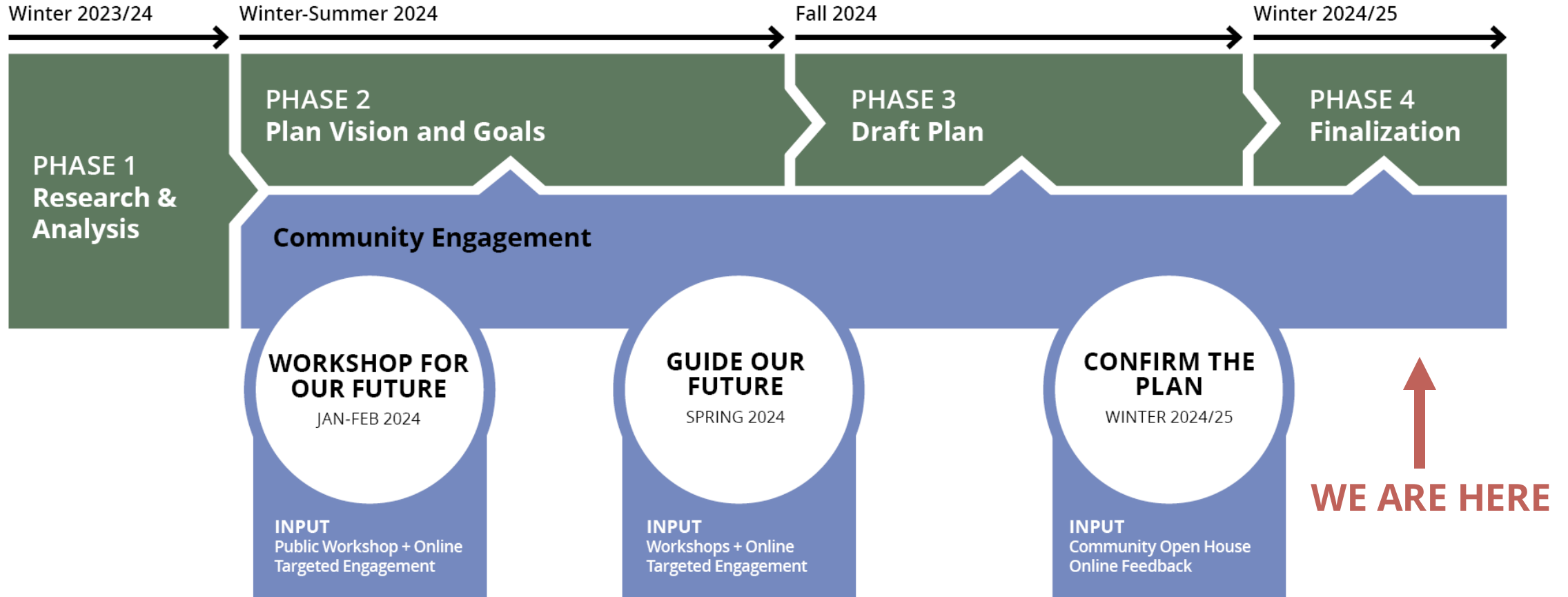
What is a Comprehensive Plan?

A community-driven process and document

1. **Where are we now?** Analysis of trends & conditions
2. **Where are we going?** Community vision and goals
3. **How do we get there?** Policies and implementation actions



Where are we in the process?



Roles and Responsibilities

Public

Set out the vision and goals
Input and feedback

Stakeholders

Provide targeted input

Planning Commission

Planning input + local experience

Elected officials

Participate, champion, adopt,
implement

Town staff

Coordinate the process

Consultant team

Provides process guidance &
expertise

Community Engagement

Round

1

114 participants at the January 18th Workshop

367 online survey respondents

Round

2

108 participants at the May 1st Workshop

42 Focus Areas participants

292 online survey respondents

Round

3

40 participants at the December 9th Open House

15 Online / email submissions



Top Priorities

- 1. Walkable neighborhoods with diverse housing types and pedestrian-oriented mixed-use activity centers accessible to residents** (3.39% found to be “Not Important” vs. 75.43% “Very” or “Most”)
- 2. Complete streets (sidewalks, street trees, protected bike lanes, safer street crossings & intersections, traffic calming)**
- 3. Affordable housing for low and moderate income people**
- 4. Environmental protection, sustainability, stormwater resiliency**
- 5. Protect and expand arts, historic, natural, and cultural resources**
- 6. Economic Development: Grow local businesses, retain young professionals, expand childcare, placemaking, cooperatives**

Draft Comprehensive Plan

The Boone Community Vision

We will be a prosperous, livable, people-oriented mountain community modeling resilient growth that promotes and protects our natural resources with diverse housing options and dynamic economic opportunities. We will celebrate and build upon our community's historic foundation to leave a sustainable and equitable town for future generations.

Land Use and Development

Grounded in its historic character, Boone will be a distinct pedestrian-oriented town that is affordable, livable, human-scale, and connected through a network of walkable, mixed-use corridors and activity centers.

A Vibrant Local Economy

Boone's innovative, entrepreneurial, and diverse economy will value progress and opportunity. We will foster a dynamic and inclusive economy that will provide dignified, living wage jobs within a developing local job market.

Green and Resilient

Boone will be climate-neutral, sustainable, resilient, and a responsible environmental steward.

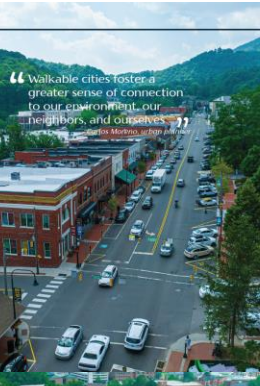
Multiple Safe Travel Options

Residents will have the freedom to safely and realistically travel in Town using a variety of connected, convenient, and comfortable transportation modes. We will focus on a walkable, bikeable, and transit-friendly network for ensuring an accessible community.

Government and Public Services

The Town is committed to engage inclusive processes that build upon existing commitments to expediency, innovation, and public engagement ensuring the provision of excellent services and facilities. The Town will foster a collaborative environment where community input is valued and integrated in town decisions.

“Walkable cities foster a greater sense of connection to our environment, our neighbors, and ourselves.”
—Jim Manning, Mayor of Boone



LAND USE AND DEVELOPMENT

Boone is a beautiful mountain town. When residents are asked what a more vibrant, prosperous town they envision, they consistently cite the need for more walkable, bikeable, and transit-friendly options. The Town of Boone is committed to ensuring that its residents have the freedom to travel in a way that is safe, convenient, and comfortable. This plan provides a framework for ensuring that Boone remains a walkable, bikeable, and transit-friendly town for future generations.

CHAPTER CONTENTS

Overview
Planning Principles
The Town of Boone Future Land Use and Character Map
Planning Goals and Policies
Growth Management

1

“Transportation is a prism for understanding the city and designing its future.”
—Jennifer Smith, Mayor



MULTIPLE SAFE TRAVEL OPTIONS

Boone faces critical challenges in its transportation system, including high traffic volume, limited transit options, and a need for more walkable, bikeable, and transit-friendly options. The Town of Boone is committed to ensuring that its residents have the freedom to travel in a way that is safe, convenient, and comfortable. This plan provides a framework for ensuring that Boone remains a walkable, bikeable, and transit-friendly town for future generations.

CHAPTER GOALS

Increase Mobility Through a Safe Systems Approach
Encourage Mobility Choice Through Walking & Biking
Increase Mobility Choice Through Transit
Increase Mobility Through Capacity & Access Management
Connect Sustainability & Mobility Through Infrastructure
Increase Town of Boone's Ability to Implement Mobility Projects

Before reading this chapter, it is important to understand the context:

Mobility refers to the ease of movement using different travel modes, such as walking, biking, driving, or public transit.

Multi-modal planning focuses on creating a transportation network that integrates these travel modes and their connections, ensuring mobility and accessibility for all users.

Right-of-way refers to the legal land or corridor designated for public infrastructure, such as roads, sidewalks, transit, or utilities.

These plans focus on the Town of Boone's strategies for building a more inclusive and efficient transportation system.

2

“Local economic development must center on the power of local businesses. It's the workers and small businesses that define a community's resilience and sustainability.”
—Jennifer Smith, Mayor



A VIBRANT LOCAL ECONOMY

There is no single blueprint for building a successful local economy. Instead, the Town of Boone is committed to ensuring that its residents have the freedom to travel in a way that is safe, convenient, and comfortable. This plan provides a framework for ensuring that Boone remains a walkable, bikeable, and transit-friendly town for future generations.

CHAPTER GOALS

A Strong and Diverse Local Economy
A Competitive Workforce
A Resilient Tourism Destination
Innovation Through Arts, Culture, and Creativity

3



“Development in urban areas is not just about infrastructure, but about building and maintaining community, culture, and access for all residents.”
—Jennifer Smith, Mayor

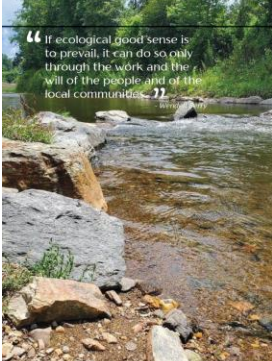
GOVERNMENT & PUBLIC SERVICES

The residents of Boone are the heart of this community. The Town of Boone is committed to ensuring that its residents have the freedom to travel in a way that is safe, convenient, and comfortable. This plan provides a framework for ensuring that Boone remains a walkable, bikeable, and transit-friendly town for future generations.

CHAPTER GOALS

Local Government that Implements the Community Vision
High Quality Public Services and Facilities
Interjurisdictional and Institutional Collaboration
Long-Term Fiscal Balance

4



“If ecological good sense is to prevail, it can do so only through the work and the will of the people and of the local communities.”
—Jennifer Smith, Mayor

GREEN AND RESILIENT

The Town of Boone is committed to ensuring that its residents have the freedom to travel in a way that is safe, convenient, and comfortable. This plan provides a framework for ensuring that Boone remains a walkable, bikeable, and transit-friendly town for future generations.

CHAPTER GOALS

A Sustainable and Resilient Mountain
Sustainable Buildings, Operations, and Infrastructure
Protect and Enhance Green Spaces

5

+

Appendices

- Implementation Matrix
- Focus Areas

Draft Comprehensive Plan - feedback

Below provides a selection of the comments provided:

- Cycling is recreational, not just utilitarian
- Rethink first floor commercial requirements in new buildings
- Wider sidewalks, multiuse paths
- Economic development focused on living wage jobs
- Greenway and parks connectivity
- Design of new buildings that replicate historic character
- Learn from mistakes of recent developments/buildings
- Affordable one-floor living housing for elderly
- Elaborate more on quality design to provide tangible guidance; more suggestions on quality materials/aesthetics and form-based code
- Organizational, grammatical, user-friendliness edits and suggestions
- General concerns about ongoing population growth, development pressures, and their associated impacts; the plan's ability to address that
- Expand access to childcare

We recommend the following edits to the Comprehensive Plan:

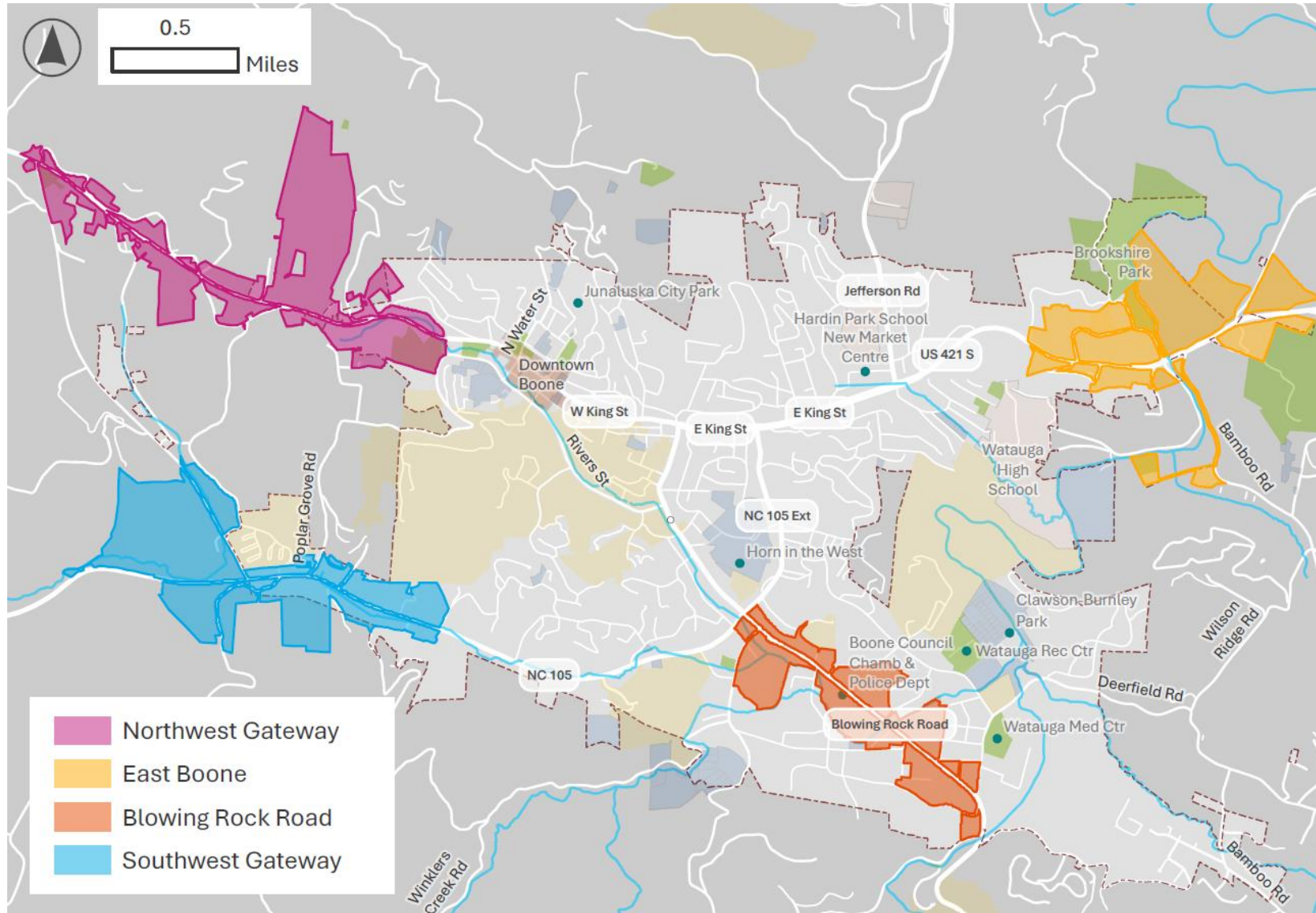
- Apply edits addressing non-substantive issues for clarity, grammar, and readability
- Incorporate development-related recommendations into the implementation actions section; provide more elaboration and examples
- Reformat FLUM areas slightly for better readability
- Review FLUM areas against corresponding zoning districts for heights and densities
- Update Transportation chapter
- Replace some of the FLUM images with better pictures

Ensure key public input themes are adequately represented throughout plan

Comp Plan – Discussion

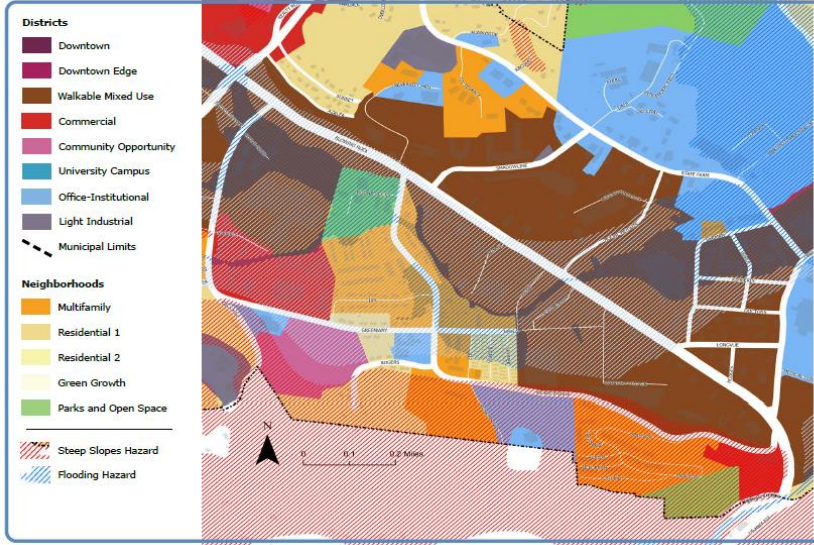
What are your reactions and feedback?

Focus Areas



Focus Areas – Blowing Rock Road

Future Land Use and Character



Key Concepts

Infill Development for Pedestrians and Vehicles

Support compact, mixed-use infill development to reduce sprawl, enhance walkability, and maximize existing infrastructure while boosting economic growth.

Floodplain Restoration and Stormwater Management

Restore natural floodplains and use measures like permeable pavement and rain gardens to reduce runoff and improve water quality.

Connected Greenway and Sidepath Network

Create a network of greenways and streets with sidepaths for safe, continuous pedestrian and cyclist routes.

Improved Intersection Safety

Enhance intersections with crosswalks, refuge islands, turn lanes, and upgraded signals to reduce user conflicts.

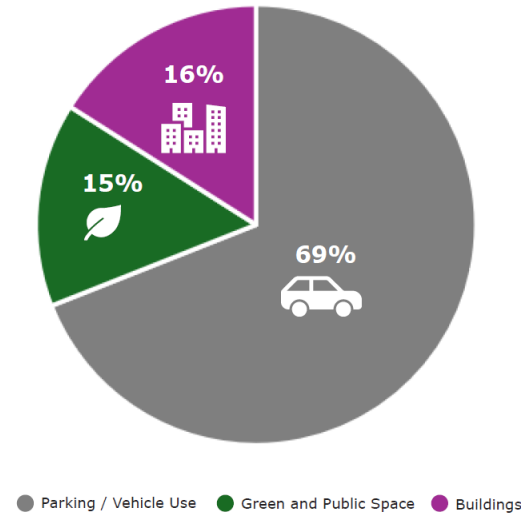
Consolidated Driveways on Blowing Rock Road

Combine driveways to improve traffic flow, reduce congestion, and increase safety for people walking and biking.

Rear Access Roads for Parking Lots

Link commercial parking lots with rear access roads to ease traffic on main roads and improve circulation.

Blowing Rock Road Focus Area % Land Cover



Conceptual Future Development Scenarios



BOONE MALL AREA

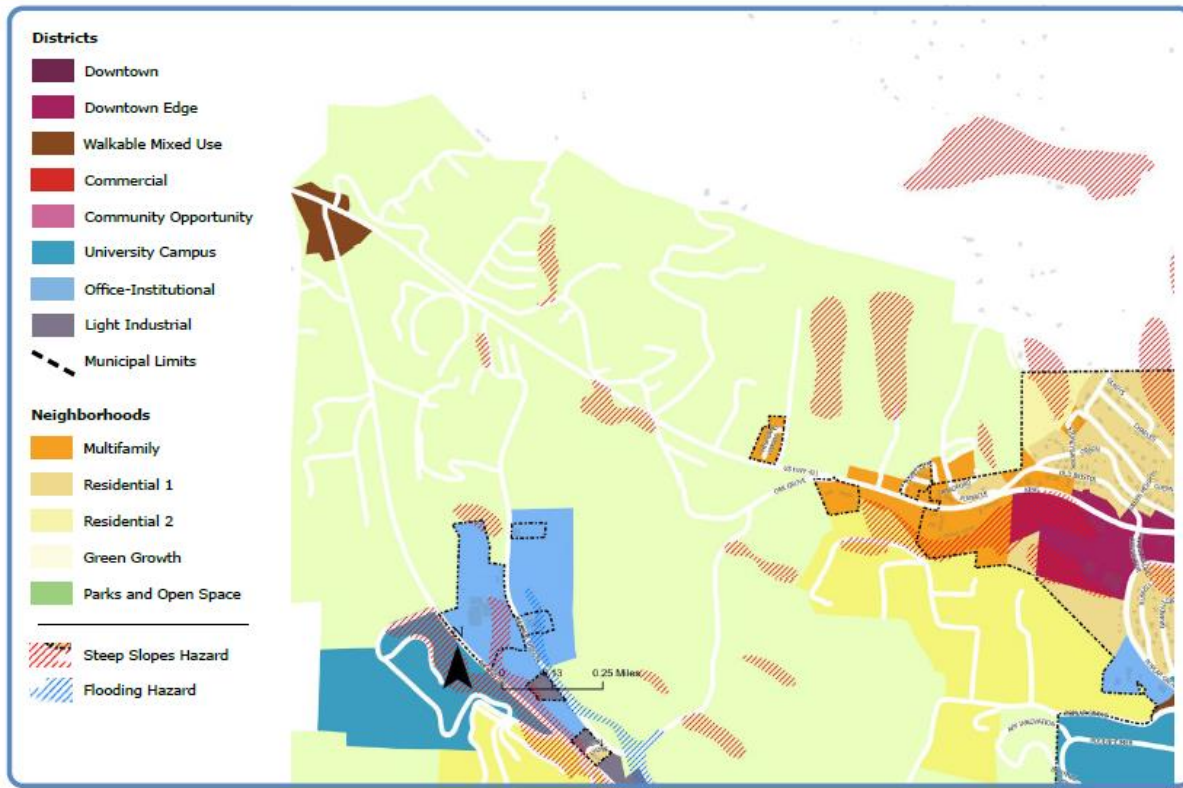


COMMERCIAL CORRIDOR



Focus Areas – Northwest Gateway

Future Land Use and Character



Key Concepts

Parks and Green Spaces Linked by Accessible Pathways

Develop a network of well-designed, accessible paths connecting parks and green spaces, enhancing recreational opportunities and promoting active transportation within the community.

Pedestrian Connections to Commercial and Service Areas

Create safe, convenient pedestrian routes linking residential areas to small commercial nodes and essential services, encouraging walking and reducing reliance on cars.

Park-and-Ride Lot for Visitors

Establish a park-and-ride lot designed for visitors, providing a convenient place to park and easily connect with public transit, reducing traffic congestion and promoting sustainable travel options.

Enhanced Intersection Safety

Implement improvements to key intersections, including clearer pedestrian crossings, better signage, and optimized traffic flow, ensuring safety for all users, including pedestrians, cyclists, and motorists.

Gateway Art Installation

Introduce a proposed gateway art installation at key entry points to the community, enhancing the visual appeal and creating a welcoming atmosphere for visitors and residents alike.

Future Development Scenarios



GATEWAY BUS SHELTER

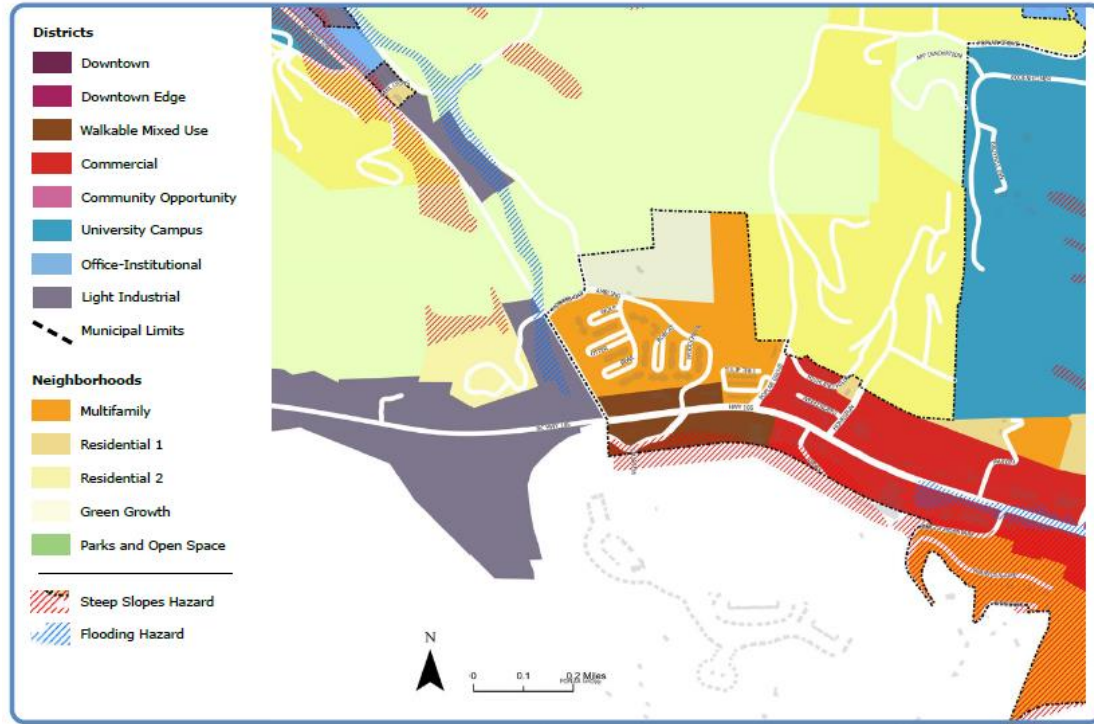


PEDESTRIAN ORIENTED INFILL & MARKET



Focus Areas – Southwest Gateway

Future Land Use and Character



Key Concepts

Infill Development with Pedestrian and Vehicle Access

Promote compact, mixed-use infill development that accommodates both pedestrian and vehicle access. This approach reduces sprawl, maximizes land use, and encourages walkability, fostering vibrant and accessible communities.

Bioswales Integrated into Commercial Parking Areas

Incorporate bioswales within commercial parking lots to manage stormwater sustainably. These green infrastructure features will help reduce runoff, improve water quality, and enhance the overall aesthetic of the area.

Consolidation of Smaller Lots for New Commercial Development

Combine smaller, underutilized lots to create larger parcels for new commercial development. This strategy allows for more efficient land use, fosters economic growth, and supports a more cohesive urban landscape.

Multi-Use Path Along Highway 105 for Pedestrians and Cyclists

Develop a multi-use path along Highway 105 to provide safe and accessible routes for both pedestrians and cyclists. This path will connect key destinations, enhance mobility, and promote active transportation.

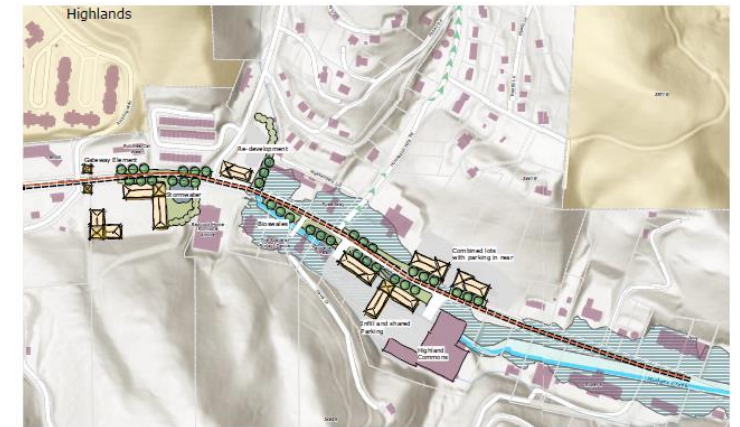
Neighborhood Greenway Along Honespun Hills Connecting to Appalachian State University's Innovation Campus

Create a neighborhood greenway along Honespun Hills to provide a safe, scenic route connecting residential areas to the new Appalachian State University Innovation Campus. This greenway will encourage walking and cycling, improve connectivity, and support the university's growth.

Intersection Improvements for Pedestrian and Bicycle Safety

Upgrade key intersections to enhance safety for pedestrians and cyclists. This includes adding features such as pedestrian refuge islands, improved crosswalks, and dedicated bike lanes, ensuring safe and efficient movement for all users.

Future Development Scenarios



HIGHWAY 105 / SOUTHWEST GATEWAY



GREENWAYS & GATEWAYS



Focus Areas – East Boone

Future Land Use and Character



Key Concepts

Parks and Green Spaces Linked by Accessible Pathways

Develop a network of well-designed, accessible paths connecting parks and green spaces, enhancing recreational opportunities and promoting active transportation within the community.

Pedestrian Connections to Commercial and Service Areas

Create safe, convenient pedestrian routes linking residential areas to small commercial nodes and essential services, encouraging walking and reducing reliance on cars.

Park-and-Ride Lot for Visitors

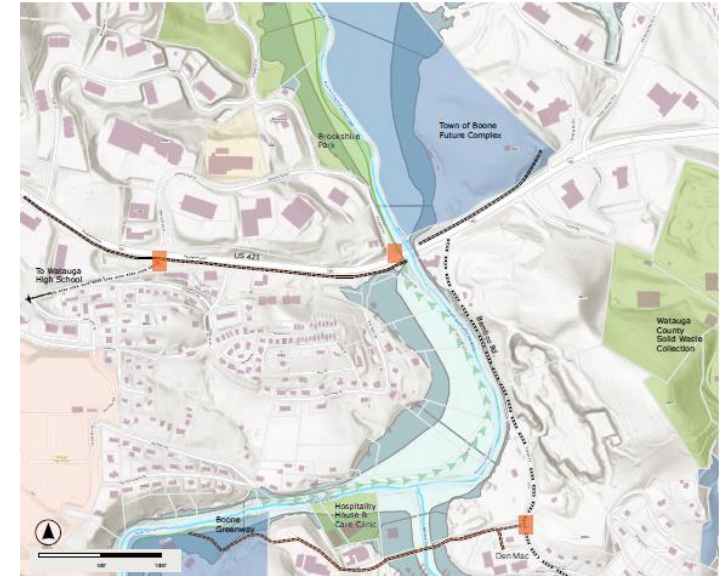
Establish a park-and-ride lot designed for visitors, providing a convenient place to park and easily connect with public transit, reducing traffic congestion and promoting sustainable travel options.

Enhanced Intersection Safety

Implement improvements to key intersections, including clearer pedestrian crossings, better signage, and optimized traffic flow, ensuring safety for all users, including pedestrians, cyclists, and motorists.

Gateway Art Installation

Introduce a proposed gateway art installation at key entry points to the community, enhancing the visual appeal and creating a welcoming atmosphere for visitors and residents alike.



Focus Areas – Discussion

What are your reactions and feedback?

What should the Town prioritize over the next 3-5 years?

Implementation Actions

A.1 UPDATE THE DEVELOPMENT REGULATIONS

- Incorporate new and revised graphics and tables to explain zoning concepts
- Improve the page layout and internal reference system
- Ensure standards and criteria are clear
- Modernize, refine, and update definitions
- Streamline the review procedures, where appropriate
- Study the current Limited Use standards section and consider updates where necessary for simplicity, best practices, and better alignment with the comprehensive plan
- Add affordable housing density bonus provisions

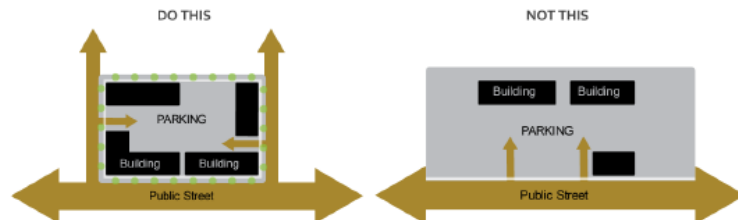
Example Images:

Right: Graphical illustrations of zoning district standards

Below: Development standard graphics illustrating building orientation and parking location

Right next page: Sample design and material standards

Below next page: "opt-in" zoning district standards that offer a density bonus in neighborhoods for better design and affordability



B. Building Standards

1. Massing	
Height (max)	3 stories / 40'
2. Active Depth	
Primary street (min)	9'
Side street (min)	9'
3. Ground Story	
Ground story height (min)	9'
Ground story elevation (min/max)	0/3'
4. Windows	
Ground story (min)	20% 20%
Upper story (min)	15% 15%
Blank wall width (max)	10' 20'
5. Doors	
Street-facing entry spacing (max)	75' 100'

- General design and material standards and district-specific design and material standards
- Review and modernize district and development standards
- Potential public art requirements in new projects
- Study barriers to infill development and explore any necessary modifications to existing standards
- Adopt sustainable development standards and incentives, explore "resiliency quotient" (sample: Kannapolis, NC; Norfolk, VA)
- Update ROW improvement standards to incorporate best practice cross-sections
- Consider formalizing Growth Management Tiers Map and Annexation Criteria
- "Opt in" zoning standards for residential neighborhoods
- Review and update parking requirements

Figure 5.7.E(3)a: Example of Front Façade Offsets



b. OFFSET ALTERNATIVES

The following techniques may be used (alone or in combination with other techniques and/or wall offsets) as an alternative to the required front facade offsets (see Figure 5.7.E(3)b: Façade Massing):

1. Changes in façade color or material every 50 feet;
2. Columns or pilasters that are at least eight inches deep and at least eight inches wide, and have a height equal to at least 80 percent of the façade's height; or
3. Roofline changes that vertically align with a corresponding wall offset or change in façade color or material, including changes in roof planes and changes in the height of a parapet wall (such as extending the top of pilasters above the top of the parapet wall).

Figure 5.7.E(3)b: Façade Massing



H. TRANSIT-ORIENTED DEVELOPMENT

(1) PURPOSE

The purpose of the Transit-Oriented Development (TOD) District is to provide lands for walkable, transit-oriented, mixed-use development that features high quality building design and materials and supports active streetscapes. TOD development should include densities and use mixes that fully support non-auto-dependent lifestyles. The vertical mixing of residential uses with nonresidential uses within a single project or building, with residential development on upper floors, is strongly encouraged.

(2) DIMENSIONAL AND INTENSITY STANDARDS [1]

LOT AND DENSITY/INTENSITY STANDARDS	
Lot area (min)	None
Lot width (min)	40 ft
Density (max)	See Section 3.4.H(5)
Floor Area Ratio (max)	3.4.H(5)
Impervious surface ratio (max)	0.95

SETBACK AND HEIGHT STANDARDS

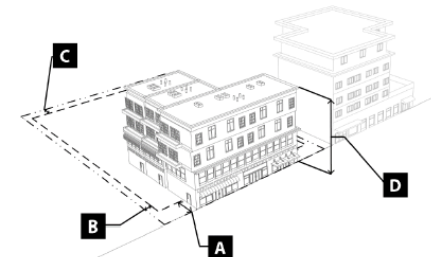
A Front build-to zone (min max) [2]	0 15 ft
Percentage of build-to zone width occupied by building (min) [3]	75%
B Side setback (min)	None
C Rear setback (min) [4]	None 10 ft
D Building height (min max)	25 ft 82 ft

(3) OTHER STANDARDS

OTHER STANDARDS	LOCATION IN KDO
Use Regulations	Article 4
Development Standards	Article 5
Subdivision Standards	Article 6
Rules of Measurement	Section 9.3

NOTES:

- [1] May be superseded by other standards in this Ordinance (see Section 3.1.C, Superseding Dimensional and Intensity Standards).
- [2] The area between the minimum and maximum build-to zone boundaries that extends the width of the lot constitutes the build-to zone. The maximum build-to zone boundary may be increased by 15 feet along 25 percent of the lot width for a civic space or outdoor dining area.
- [3] Buildings shall be located so that they occupy the minimum percentage of the linear width of the lot's build-to zone (see Section 9.3.A(6)).
- [4] The minimum rear setback is 10 feet, except there is no minimum rear setback where the rear lot line abuts an alley.

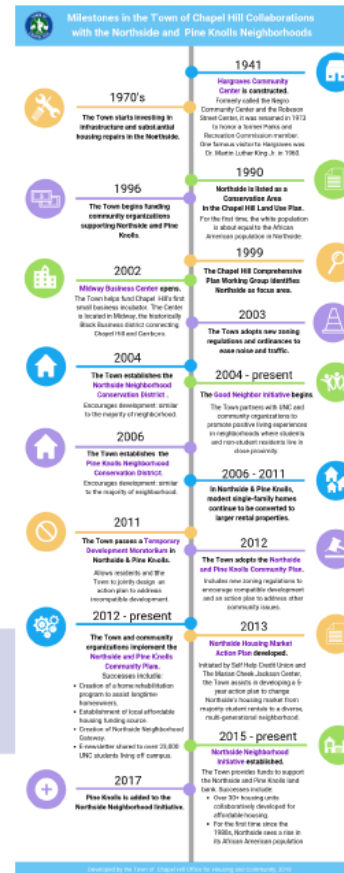


Implementation Actions

A.2 OTHER LAND USE ACTIONS

- Develop visions for the community opportunity areas, maintain flexibility for future opportunities
- Conduct a Junaluska Neighborhood Plan. Review Chapel Hill's planning work for the Northside neighborhood as part of this work.
- Conduct design charrette for areas designated as Walkable Mixed Use along Blowing Rock Road
- Recruit and attract developers with successful track records consistent with Boone's values and vision to work in Boone – partner with EDC
- Protect industrial park for industrial/employment uses

Chapel Hill's planning work around the Northside Neighborhood can provide some example initiatives for neighborhood plan with the Junaluska community.



Implementation Actions

A.3 TRANSPORTATION ACTIONS

- Update Bicycle and Pedestrian Plan
- Establish Safety Taskforce
- Conduct a US 321/Blowing Rock Road Corridor Study
- Modernize street design standards and guidelines
- Explore pedestrian safety zones, other tools to determine priority ROW design and investment
- Develop comprehensive traffic calming toolkit
- *For more details, see the Transportation chapter of the comprehensive plan*

A.4 CREATE AN ECONOMIC DEVELOPMENT STRATEGIC PLAN

- Analysis of economic conditions, demographics, current ecosystem of economic development partners and institutions, market trends and opportunities, SWOT analysis
- An analysis of target industry clusters
- Analysis of the Town's current development tools and policies and effectiveness of those tools and policies; analysis of additional or revised tools and policies that could be leveraged to support desired outcomes
- Development of economic development goals and implementation strategies for discussion, review, and refinement with Town officials, and other collaborating participants.
- Analysis of development and redevelopment sites that includes data regarding potential for revenue producing activity, focused on opportunity areas and designated walkable mixed use areas in the Boone Next Comprehensive Plan
- Key findings, possible strategies, and tools for achieving desirable outcomes
- Develop Strategic Plan goals, objectives and implementation strategies based on historical data and stakeholder input
- Consider and incorporate other Town guiding documents, as appropriate
- Include specific recommendations for Opportunity Areas and Walkable Mixed Use areas from the comprehensive plan
- Develop an implementation plan with action steps and timelines. Include institutional and organizational recommendations if necessary

Implementation Actions

A.5 GOVERNMENT AND PUBLIC SERVICES ACTIONS

- Develop a Town Strategic Plan
- Modernize the Town's capital improvement program
- Consider a bond for quality-of-life projects: Consider bond investments in parks, trails, sidewalks, stormwater projects, and permanent affordable housing
- Collaborate with community stakeholders to identify potential arts districts and corridors; among other implementation considerations, explore arts-related development requirements within arts corridor/district areas
- Accessible and readable budget documentation
- Parks and facilities master plan or some planning and analysis around parks facilities
- Maintenance of greenways between town and county
- Explore a potential MOU or other approach with App State focused on sustainable growth and development, see Providence, RI
- Create a metrics dashboard (For example, percentage of residents living within a quarter mile walk of grocery store, childcare, park, trail, or playground)

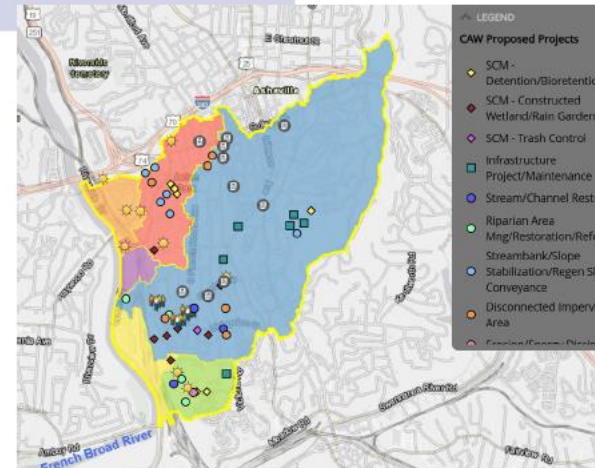
The Old Town North Alliance in Alexandria collaborates with the City to implement the Arts and Cultural District Walk as suggested in the Old Town North Small Area Plan adopted in 2017. The Alliance commissioned an Arts Walk plan and have been working to implement this plan. The map to the right illustrates the arts corridor as it exists and evolves.



A.6 GREEN AND RESILIENT ACTIONS

- Implement the climate action plan
- Develop a Watershed Master Plan – stream restoration, preservation, daylighting; stormwater amenities
- Evaluate the Town's existing open space standards
- Prioritize stormwater solutions along Blowing Rock Road, particularly catalyst projects
- Consider adopting sustainable design standards and incentives in development standards
- Identify state and federal grants to assist in funding sustainability and resiliency projects

Screenshot from the Central Asheville Stormwater Restoration Plan interactive map showing proposed a variety of stormwater restoration projects.



Implementation Actions – Discussion

What are your reactions and feedback?

What should the Town prioritize over the next 3-5 years?

The Planning Continuum



Next Steps

- 1. Incorporate edits based on community feedback and work session discussion**
 - Comprehensive Plan
 - Implementation Actions
 - Focus Areas
- 2. Post full draft of Comprehensive Plan and Appendix in February**
- 3. Plan Adoption Process**
 - Potentially some additional edits or additions during the adoption process

Thank you!

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