Section Six
Related Plans & Guidelines

This chapter presents a summary of the wide variety of City plans, guidelines and other documents that guide urban development. It is essential to understand all of the layers of policy involved with how The Block will take shape. This chapter is divided into two parts. Part 1: Large-Scale Plans and Guidelines provides detailed summaries of the Asheville 2025 Plan, the Downtown Master Plan, the Downtown Asheville National Register District and the City's Unified Development Ordinance. Part 2: Various Relevant Plans reports on the variety of smaller-scale plans that affect The Block and its surrounding areas.

Part 1
Large-Scale Plans and Guidelines

The City of Asheville has defined goals for the development and redevelopment of the City. These goals are addressed in a series of plans reflecting the evolving nature of urban growth and planning theory. The first was the 1922 Asheville City Plan, prepared by the renowned landscape architect and city planner John Nolen. Nolen's plan was followed by the 2010 Plan, the Asheville City Development Plan 2025, the City Center Plan in 2002, and the recently completed Downtown Master Plan. Each plan aims to optimize the City’s functionality while promoting Asheville’s historic and aesthetic character. The City of Asheville Sustainability Management Plan also confirms Asheville’s commitment to high quality and sustainable development.

The plans directly affecting Downtown Asheville have expressed common values first laid out as guiding principles by Nolen in his progressive “City Beautiful” plan. Nolen envisioned Asheville, the center of Western North Carolina, as situated in a park-like setting protecting and featuring the surrounding natural resources; there would be an urban core of stately (now historic) commercial buildings centered on Pack Square, as well as zoned districts connected by landscaped boulevards linking neighborhoods and urban green spaces. Subsequent plans have expanded on ways to achieve these goals while also allowing Asheville to grow.

Each of the master plans examined herein include recommendations for The Block. In addition, the South Pack Square Redevelopment Plan addresses neighborhood-specific recommendations for future improvements. Other plans that impact The Block and Pack Square include the Comprehensive Bicycle Plan, Downtown Parking Action Plan, the Parks, Recreation & Cultural Arts Master Plan, the Pedestrian Thoroughfare Plan, the Transit Master Plan and the Affordable Housing Plan. Pack Square and the Eagle/Market Street District are also within the boundaries of the Downtown Asheville Historic District and listed on the National Register of Historic Places, the U.S. Department of the Interior’s official list of the nation’s most important historic buildings. Downtown Asheville’s appeal to residents and tourists alike, and therefore its economic success, is inextricably rooted in the historic character, its tradition of fostering culture and arts, and its mountain setting.

Check Out the Appendix
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Related Plans, Guidelines and Studies

Learn more by reading the plans in their entirety. Each plan described in this chapter is available for download from various sources. We’ve provided web links to all of them in one place. (Including some that were not previously available in digital format.)
Asheville City Development Plan 2025 (2025 Plan)

Asheville’s City Council adopted Smart Growth land use policies in 2000, as presented in the City’s 2025 Plan. The Smart Growth initiative subscribes to the following principles and goals:

1. Mixed-use developments and buildings should be encouraged;
2. Compatible, higher density commercial and residential infill development should be encouraged;
3. New development should promote a sustainable land development pattern;
4. Traditional neighborhood development patterns should be recognized and encouraged;
5. Discretionary block grant and local funding for affordable housing and economic development should be used to support a Smart Growth development pattern;
6. Areas with steep slopes and other environmentally sensitive areas should be identified and preserved while allowing alternatives to development that protect private property rights;
7. Existing neighborhoods near Downtown Asheville should be strengthened through infill development, housing rehabilitation, proactive enforcement of zoning and building standards, and housing code enforcement.

The 2025 Plan vision, consistent with the ideals of Smart Growth, advocates mixed-use density in the City’s core. It also advocates increased diversity in urban housing styles and income levels. Historic suburban neighborhoods close to the urban core, which preceded gated communities and speculative housing, allowed for a greater diversity of housing options. This translated into a greater economic diversity of residents, in contrast to newer suburbs, particularly gated communities, that self-select by economic class and architectural style. The City’s core is best served by bringing all cultural, racial and economic groups close to jobs, services and cultural activities where they can enrich one another and the City as a whole.

Reinvestment in historic areas revitalizes and revalues both the public and private sector within and around it.

To encourage revitalization, the 2025 plan strives “to preserve architectural diversity and to protect neighborhood viability” by promoting “adaptive reuse of vacant or underutilized structures, while ensuring that neighborhood compatibility and public safety goals are met.” The 2025 Plan also recommends that the City “actively promote infill development through property owner education and market-based regulatory solutions in order to address the tax equity, tax base enhancement, and Smart Growth development goals of the City.”

The primary Land Use policy identified in the plan is as follows:

Goal I. The City should pursue compatible adaptive reuse, redevelopment and infill development, while ensuring that sufficient infrastructure capacity exists or will be provided to accommodate this development.

The 2025 Plan also outlines affordable housing goals and strategies to promote sustainable housing in accordance with Smart Growth principles. It recommends accomplishing this by implementing “inclusionary zoning practices in the local regulatory process and the more effective use of existing zoning tools to implement measures designed to increase both the supply of affordable housing and the compatibility of such housing with existing neighborhoods.” The City should “insure that zoning incentives for the construction of affordable housing are balanced by careful attention to good design and neighborhood compatibility.” The City took an important step towards accomplishing this strategy for the Eagle/Market Street district when it created the South Pack Square Redevelopment Plan and the accompanying Eagle/Market Street Design Guidelines. These rehabilitation guidelines derived from historic preservation standards.

The primary goal regarding affordable housing in the plan is as follows:

Goal II. Continue to implement the goals and strategies of the Consolidated Housing and Community Development Plan 2000-2005 and its updates.
An "Urban/Neighborhood Corridor" typically connects neighborhoods with employment centers, institutional uses, and other major thoroughfares. Mixed-use structures, typically two to four stories in height, contain retail, office and residential spaces that serve (and are complemented by) adjacent neighborhoods. Sidewalks, streetscapes and building designs provide a safe environment for pedestrian users of the Urban/Neighborhood Corridor. An Urban/Neighborhood Corridor may be two, three, or four lanes and might include a landscaped median or a continuous center turn lane, sometimes with on-street parking.

When City residents were asked what the future should hold for Asheville, they expressed a desire for more efficient use of resources, infill land development, wiser use of existing buildings, and protection of historic buildings. Smart Growth planning is ideal for implementing infill and efficient use of resources. However, Smart Growth plans are ideally applied countywide, with roads that radiate from dense urban core(s) or nodes to suburban, industrial, and rural uses.

To address this, the plan identifies several primary feeder roads to Downtown, including Patton Avenue and East Tunnel Road, as potential "Gateway Boulevards." A "Gateway Boulevard" typically includes a raised landscaped median, coordinated access points at select locations, wide outside lanes for bicyclists and other features such as an off-road greenway. Adjacent development may occur on larger parcels with few access points in the form of residential subdivisions, apartment complexes, office parks, or concentrated commercial developments.

For instance, East Tunnel Road and College Street connect to South Charlotte Street to create a "Gateway Boulevard" that the 2025 Plan identifies as a potential "Urban/Neighborhood Corridor."
The Asheville Downtown Master Plan (DMP)

From an urban design perspective, the DMP (endorsed by the Asheville City Council in 2009) strives to create a framework to identify and codify Downtown’s sense of place and community while encouraging appropriate infill, adaptive reuse and new development, all with greater density. It conceptually divides the Central Business District (CBD) into five distinct neighborhoods and advocates enhancing and sustaining the unique character of each. The plan recognizes that the most livable urban cores are comprised of neighborhoods distinctive in their architectural character, scale and use. The plan also notes that the recent real estate boom increased demand and cost of Downtown property to a level that was beginning to “exclude some of the people and creative enterprises that help generate Downtown’s enviable ambiance.”

The primary concerns of Downtown stakeholders as expressed in public meetings with the DMP planning team were:

- Maintain Downtown’s eclectic mix
- Build on the arts of the community
- Maintain a diversity of races and income levels
- Develop affordable housing
- Provide public programs for public spaces
- Identify Downtown as a series of residential neighborhoods
- Protect landmark buildings, walkability, and views
- Create attractive gateways

Building on John Nolen’s original 1922 plan, the 2025 Plan and the 2002 City Central Plan, the DMP formulates the following guiding principles for developing the CBD and creating a connected urban fabric:

- Cultivate the character of distinct downtown places
- Recognize adjacent neighborhoods and corridors
- Facilitate access choices
- Provide places for public parks
- Preserve signature view corridors

The DMP also suggests the following growth management policies:

- Steer growth to areas appropriate for change and away from areas needing protection.
- Distinguish distinct focus areas for preservation and focus areas for change.
- Encourage developers and landowners to develop strategic sites in ways that benefit whole neighborhoods and districts.
- Coordinate plans for adjacent and overlapping areas.
- Encourage developers and landowners to develop strategic sites in ways that benefit whole neighborhoods and districts.
- Implement and update the streetscape improvement goals.
- Expand the network of priority pedestrian streets.

There are seven primary strategies identified in the DMP:

I. Enhance the Downtown Asheville experience by cultivating its creative, cultural, and historic character.
II. Expand convenient choices for Downtown access and mobility.
III. Inaugurate an urban design framework to extend Downtown’s sense of place and community.
IV. Shape building form to promote quality of place.
V. Update Downtown design guidelines to be current, to be clear, and to promote sustainable development.
VI. Make Downtown project review transparent, predictable, and inclusive of community input.
VII. Nurture a sustainable and resilient economy through active management of Downtown.

Strategy III identifies five distinct CBD neighborhoods and outlines a development framework for each. These five neighborhoods include:

- Traditional Downtown District
- Eagle/Market Street District
- South Slope District
- Beaucatcher Gateway District
- Patton River Gateway District

Directly relevant to this study area are the Traditional Downtown District (including Pack Square) and the Eagle/Market Street District (including South Charlotte/Valley Street). The DMP recognizes the Eagle/Market Street neighborhood as the historical center of Asheville’s African-American community. The physical, social, and economic isolation in this neighborhood must be remedied. The DMP calls for reconnecting Eagle/Market District and the East End to the rest of Downtown. This effort presents the opportunity to highlight African-American heritage and culture through the district’s historic architecture and important religious and civic institutions like the Mount Zion Baptist Church and the YMI. There is also the prospect of saving other important buildings and adding affordable and middle-income housing with the on-going projects of the Eagle/Market Streets Development Corporation and the Mount Zion Community Development Corporation.

Each of the seven strategies in the DMP contain a series of action steps for the development of each district that accomplish the above listed goals and objectives.
Strategy IV identifies action steps vital to maintaining the neighborhood and historic character of Downtown:

a. Encourage gradual scale transitions between Downtown and adjacent neighborhoods.
b. Establish maximum height zones across Downtown.
c. Limit shadow impacts on public parks, plaza spaces, and locally designated landmark buildings with sun-dependent features.
d. Step back upper floors above a defined streetwall for daylight and pedestrian scale.
e. Keep taller buildings slender to preserve view corridors and daylight between them.
f. Require developers to demonstrate how buildings will enhance the Downtown skyline.

Gateways and connections:

- New buildings and streetscape improvements should define the edge of College Street as it approaches Downtown, framing the view of Downtown from the direction of Tunnel Road and creating an unbroken link of dignified architecture and inviting sidewalks leading to the traditional core.

Specific recommendations for the Eagle/Market Street District based on the strategies in the DMP are as follows:

Land use:

- All Downtown uses are appropriate.
- Added housing could be especially effective in linking the East End and Downtown through a continuous series of residential blocks.
- Commercial uses are also appropriate in leveraging good street access (as long as these uses do not further separate the East End from Downtown).
- The proposed Performing Arts Center on Eagle Street should be programmed and designed with special emphasis on welcoming the Eagle/Market and East End communities, as well as the larger city and region.

Building height and density:

- The intermediate 145 ft. height applies to nearly the entire district, supporting desirable redevelopment while also precluding taller buildings that could negatively impact important surrounding neighborhoods and public spaces.
- The taller 265 ft. height is permitted for redevelopment of the southernmost Department of Public Works parcel on South Charlotte Street/Valley Street, offering the potential for a landmark on the Biltmore approach to Downtown (because the low elevation here would diminish overall height in relation to the surrounding buildings).

Specific recommendations for the Traditional Downtown District based on the strategies in the DMP include the following items:

Land use:

- All Downtown uses are appropriate.
- Combining compatible uses in single buildings is encouraged.
- Priority area should be identified for uses creating jobs, whether emerging HUB-related enterprises or independent small businesses.
- New, mixed-income housing is appropriate and important, as is reinforcing existing housing.

Building height and density:

- Substantial height and density are a traditional hallmark of Downtown streets and should continue to be encouraged to support property value, intensity of activity and urban design character.
- The intermediate 145 ft. height threshold applies to much of the district to reinforce the prevailing scale of tall traditional buildings (such as the Jackson Building) and to reduce shadow impacts on narrow streets.
- The taller 265 ft. height threshold applies to Battery Hill and the previously redeveloped area between Woodfin, College and Spruce Streets, to bring additional value and activity to these areas and augment the skyline at high points in Downtown.
Gateways and connections:

- Strong emphasis should be placed on transforming S. Charlotte St. – and the City owned land along it – from a barrier to a connective seam to the East End.
- The best opportunities for improved pedestrian crossing occur at the Beaumont/Grail intersection and the pedestrian bridge at Eagle Street.

It is worth noting that both the 2025 Plan and the new DMP recommend similar approaches to redeveloping S. Charlotte St., though each plan approaches the issue from a different perspective. The 2025 Plan considers S. Charlotte St. an important urban corridor between feeder corridors. The DMP examines S. Charlotte St. as a connection between potential gateways and an opportunity to reconnect Eagle/Market and the East End neighborhood. Both discuss the need to make the transportation corridor more pedestrian-friendly.

Historic Preservation in The Eagle/Market District

The Traditional Downtown exemplifies the public image of Downtown Asheville with stately, mid-sized historic architecture. The relatively small area of Eagle/Market Street holds a special place in Downtown due to its important role in the African-American history of Asheville and its significant smaller-scale historic buildings. The DMP states:

While business enterprises, housing and institutions predominantly serving or operated by African-Americans are no longer confined to Eagle/Market, the district remains literally and symbolically an important place in the local community. Residential institutions have invested considerable time and effort in creating redevelopment proposals for the district, and these should proceed promptly to assist its revitalization. In the longer future, potential development of the Performing Arts Center and redevelopment in the South Charlotte Street (formerly Valley Street) corridor should further contribute to the identity and vitality of Eagle/Market.

The Eagle/Market and Traditional Downtown districts largely coincide with the National Register Historic District. With significant historic architecture, eclectic mix of uses, and a pedestrian-friendly quality, these districts are fundamental to the appeal and economic vitality of the entire Downtown. “Historic” does not mean static and as the DMP points out:

...thoughtfully designed new buildings are highly appropriate in this district on vacant sites, replacing non-historic structures, or surmounting historic structures. Such opportunity for continued investment in existing and new buildings and businesses is necessary for the Traditional Downtown District to continue to thrive.

Strategy I of the DMP outlines the following Historic Preservation goals:

- Update the existing Downtown Asheville National Register Historic District.
- Increase awareness, support and (most importantly) use of existing incentives to spur preservation of more of Asheville’s historic fabric.
- Develop new incentive programs.
- Focus preservation attention on smaller buildings and strategic infill projects within the National Register Historic District.
- Enable sensitive renovations and expansions to historic structures so they may maintain competitive economic value and thus evade pressure for demolition and replacement with higher-value uses.

Charlotte Street as envisioned in the The 2009 Downtown Master Plan.

Land Use Emphasis diagram in the The 2009 Downtown Master Plan. The Block includes housing, institutional, office, and neighborhood retail uses.
Downtown National Register Historic District

The Downtown Asheville National Register Historic District is a federally designated district within the CBD that has been called "the finest collection of late 19th- and early 20th-century urban architecture in North Carolina." Asheville also boasts an exemplary collection of Art Deco buildings. The National Register is maintained by the National Park Service, a division of the U.S. Department of the Interior. National Register Districts are subject to the provisions of the National Historic Preservation Act of 1966. This act does not mandate the protection of National Register (NR) historic districts or buildings on a local level. Privately owned historic buildings within NR districts are not protected from demolition or insensitive renovations. Locally declared districts afford such protection, as the local governing body can specifically prohibit demolition. The Asheville-Buncombe Historic Commission does not have the authority to prohibit demolition of historic buildings. It does, however, have the powers to designate properties and review alterations to historic properties or other properties in historic districts. There are no locally declared historic districts within the study area, although there are a number of individually designated historic buildings.

In certain circumstances alterations to historic buildings and new construction in NR districts are subject to § 106 of the National Historic Preservation Act (available on-line at the National Park Service website). § 106 requires a review of proposed projects for compliance with the Secretary of the Interior Standards for Historic Properties (also available on-line) or for exemption from them under the following circumstances:

- If the buildings are federally or state owned;
- If private owners/developers seek historic preservation tax credits;
- If private owners/developers use federal or state funding (such as Community Development Block Grants, Department of Housing and Urban Development, etc.) or any type of federal or state financing for development projects that impact historic buildings.

The federal government offers a 20% rehabilitation tax credit for appropriate renovations to eligible buildings in NR districts. Also, the State of North Carolina offers an additional 20-30% rehabilitation tax credit. Together, these create a substantial incentive for restoring or rehabilitating historic buildings. § 106 reviews are carried out by the North Carolina State Historic Preservation Office (SHPO), in the NC Department of Cultural Resources. The Western North Carolina regional office is located in Biltmore Village. The NC SHPO, in conjunction with the National Register Advisory Council, also offers technical assistance.
Unified Development Ordinance (UDO)

Asheville’s master plans are essentially vision plans that recommend strategies or actions to affect proposals. Chapter 7 of the UDO in the Asheville Code of Ordinances specifically regulates building form and placement. The UDO was adopted on May 27th, 1997 and is regularly updated and amended. The recently completed Asheville Downtown Master Plan (DMP) recommends substantial changes to the UDO affecting the Central Business District (CBD).

Articles in the UDO define the administrative, advisory, and decision-making powers a required to implement the City’s development policies. Regulatory boards and commissions charged with enforcing the provisions of Asheville’s UDO are:

- Asheville City Council
- Asheville Planning and Zoning Commission
- Board of Adjustment
- Historic Resources Commission
- Technical Review Committee
- Specifications Review Committee
- Tree Commission
- Asheville Downtown Commission
- Asheville Planning and Development Department
- River District Design Review Committee.

The CBD, governed under § 7-8-18 of the UDO, is the focus of the proposed amendments derived from the 2009 DMP.

Sec. 7-8-18. Central Business District.
(a) Purpose. It shall be the purpose of the Central Business District to reinforce the Downtown as the urban center of Asheville and Western North Carolina, encouraging private and public investment which will preserve the Central Business District as the primary retail, office, hotel, institutional, cultural and entertainment center of our community. It is further the purpose of this district to encourage a strong supportive retail center along with high density residential development which will complement other Downtown uses and surrounding neighborhoods. A high priority is placed on design, integrating new uses into and with existing architecture in a respectful and cohesive manner. Design review guidelines in place for the Downtown area remain as a companion document for urban design decisions. Development within this district should facilitate the circulation patterns and needs of individuals and business alike. A well-balanced transportation system for this district must recognize the importance of all forms of movements, be pedestrian, bicycling, transit, automobile, or truck in nature.

Amendments to the Downtown Design Overlay District based on the DMP are yet to be formulated. The exact boundaries of the Overlay District are defined in § 7-9-3 (b):

(a) Purpose. Downtown design review assists in protecting the Downtown local architectural heritage and in the preservation of the considerable economic investments that have occurred over the years. The Downtown design review process seeks to encourage renovation and new development in a manner that will promote visual harmony, enhance the historical integrity, and develop creative design solutions. While the design guidelines will not dictate architectural styles, they will suggest a variety of design options for achieving compatibility within the designated boundaries.

The UDO provides for the creation of Historic Preservation Overlay Districts in § 7-9-2, “to affect rehabilitation or restoration of valued individual older buildings.” However, there are currently no locally designated historic districts in the Eagle/Market area.

The Adaptive Reuse Overlay District provision also aides in the preservation of valued older buildings:

(a) General description. The Adaptive Reuse Overlay District is created to implement several infill development, community compatibility, and economic development goals and strategies of the comprehensive plan through an overlay district that allows and provides incentives for adaptively reusing valuable existing buildings. Asheville has a stock of fine older buildings that greatly contribute to the city’s quality of life and urban character. Due to design, location, and/or condition, these buildings may become physically or functionally obsolete for use under their current zoning. The application of an Adaptive Reuse Overlay District to properties containing these buildings permits a wider range of land uses to be available to these existing buildings for the purpose of extending their useful life.

The Charlotte Street Corridor Plan relates only to N. Charlotte Street. However, overlay districts provide another tool to implement specific design proposals within the DMP, particularly along S. Charlotte St.

§ 7-9-10. Charlotte Street Transition Overlay District.
(a) General description. The Charlotte Street Transition Overlay District is established to assist in the advancement and implementation of the Charlotte Street Corridor Plan (the “Plan”). The district provides for and encourages a mixture of uses, including medium density business and service uses serving several residential neighborhoods, and medium to high density residential uses. Additionally, the district encourages development which is compatible with its surroundings and provides incentives for property owners to develop property in a manner that is consistent with the goals and recommendations of the plan. This district may serve as a workplace and/or residence for many individuals and should be sensitive to a significant pedestrian population, but also provide for adequate and safe vehicular access.

§ 7-11-1 of the UDO contains additional design and development standards pertaining to parking, loading, access, landscape and buffering, open space, and traffic impact analysis. The City’s historic preservation code is contained in Chapter 8 of the Asheville City Ordinances.
Part 2
Moderate-Scale Plans and Guidelines

1 South Pack Square Redevelopment Plan (1993, 1996)
This redevelopment plan addresses the needs of the South Pack Square Redevelopment area that encompasses Eagle/Market Streets. The plan is designed not only to create a facelift for the area, but to establish a framework for economic development as well. Although the plan was initiated in the early 1990’s many of the themes of the plan still need to be addressed today.

2 Pack Square Cultural District
The Block lie within the border of the Pack Square Cultural District, a space that encompasses a concentration of arts-related destinations that are vital to the economy and vitality of The Block and greater Downtown Asheville.

By tapping into its roots as a regional jazz venue, The Block can capitalize on the surrounding district’s assets while distinguishing itself for its unique offerings.

3 Asheville Hub Initiative
http://www.ashevillehub.com

The HUB plan is a regional economic initiative that focuses on developing Asheville’s existing assets through community development that extends into social, environmental and cultural domains.

One of the main “clusters” HUB focuses on is creativity. The Block is perfectly situated within the cultural arts district to develop this asset.

4 Asheville Affordable Housing Plan

The Asheville Affordable Housing Plan is a guide for the City of Asheville in its affordable housing related ordinances, policies, plans and actions for the next 20 years. The plan documents trends in the local housing market, population, and incomes, and offers recommendations from the Affordable Housing Task Force to remedy the affordable housing crisis.

5 Parks, Recreation, & Cultural Arts Master Plan

The Asheville Parks, Recreation, Cultural Arts and Greenways Master Plan is intended to help meet the needs of current and future residents by building upon the community’s existing recreational cultural assets while identifying new opportunities. This plan seeks to enhance the City’s ability to maintain Asheville as an arts destination. The citizen-driven plan establishes a clear direction to guide the City staff, advisory committees, and elected officials in their efforts to enhance the community’s parks, recreation and cultural arts programs, services and facilities.

The plan intends to increase the urban network of parks and greenways in the downtown area. Due to the amount of undeveloped area, The Block is one of the last places that can be used as a connection to open spaces.

The plan also identifies MLK Park in the East End as a high priority for a formal site master plan and new playground equipment.
These guidelines call for infill development adjacent to Mt. Zion Church. The form, or build-out, of this structure completes the street edge and preserves views of the church along the street.

The vacant property located behind Barley’s Taproom just north of Triangle Park was once seen as an infill development opportunity before the construction of Triangle Park.

E-M District Design Guidelines

These design guidelines were created in response to the South Pack Square Redevelopment Plan. Their purpose is to stimulate rehabilitation of individual buildings and coordinate efforts throughout the community. The guidebook contains photographs of each streetscape followed by a perspective drawing depicting the streetscape improvements and infill opportunities.
Pedestrian Thoroughfare Plan

The goals of the plan are to promote pedestrian activity as a viable alternative to automobile use, enhance the pedestrian environment and increase opportunities to choose walking as a mode of transportation to help improve the health of the citizens of Asheville, and develop standards that enhance livability, economic opportunity, safety, and quality of life.

Ten Year Plan to End Homelessness

This plan was a collaborative effort on the part of homeless service providers, government, housing developers, community leaders, and homeless people. The plan seeks to end long term homelessness by treating the problem holistically. By tending to the needs of the chronic homeless by treating what created the pattern, more services are available to those who are in emergency situations, particularly families with children.

Downtown Parking Action Plan

Downtown is not only the heart of Asheville, but also the economic hub of Western North Carolina. A recent study projected that existing parking in downtown Asheville will be insufficient by 2011. Future growth and economic vitality of Downtown will be limited by the amount of available parking. As a result, City Council has approved a Parking Action Plan to ensure that parking limitations do not prevent Downtown Asheville from developing and prospering.

Comprehensive Bicycle Plan (2008)

This Plan builds on Asheville’s existing assets, including a vibrant and engaged bicycle community, diverse array of users, existing bicycle facilities and an emerging greenway network. It attempts to address common cycling challenges, such as access, connectivity and safety. It strives to improve bicycle conditions on all roads, including large commercial arterial roads. The plan also addresses issues such education and awareness, driver behavior, and maintenance of bicycle facilities.

Short-term recommendations include providing bicycle lanes on many downtown streets including South Charlotte Street. Medium-term recommendations include providing a bicycle lane on Martin Luther King, Jr. Drive.

Sustainability Management Plan

The Sustainability Management Plan focuses on energy and greenhouse gas emission reduction solutions, best practices, and institutional/policy recommendations to improve sustainable government operations. The outcome of this plan is a consensus-based set of sustainability goals, a comprehensive list of action items, and an implementation plan for moving forward. It describes several strategies for how to pursue sustainable and healthy growth within the City. The land use principles are summarized as follows:

- The City and developers actively pursue infill development.
- Public and private sectors work together to redevelop underused urban properties in the most sustainable manner.
- The City encourages dense development patterns.
- Greater density makes transit options more viable.
- New development provides options for non-automobile transportation.
- The regulatory process encourages sustainable development.
- Mixed-use development promotes efficient land use and transportation.
- Sustainability is economical and can help provide workforce housing, when considering total life-cycle cost.
- There are mechanisms to achieve both historic preservation and sustainability simultaneously.
- The City’s storm water management and land use planning are integrated to minimize environmental impacts.
- The City’s land use decisions address changes in climate and the environment.
- Developers and managers design individual sites that incorporate green building principles, such as those included in the LEED rating systems.
- Asheville maintains a reputation as a sustainable city in the region and nation.
- Transit Master Plan.
Related Plans

Overstreet Studio - Preliminary District Concept

Overstreet Studios, in their planning for Mt. Zion properties, has envisioned the long-term urban growth of the district. They identify the proposed performing arts center, two parking decks surrounded by mixed use, the extension of Eagle Street into the East End and the re-introduction of Velvet Street (a currently underused city right-of-way that was once a street). A coordinated district-wide urban design plan would look much like this, but would include a greater portion of The Block and would be driven by community input.

Transit Master Plan

The Transit Master Plan analyzes the current public transportation in Asheville and neighboring areas of Buncombe County. The overall goals for the Transit Master Plan include: providing more frequent service on the main travel corridors, marketing to choice riders, improving service for captive riders, increasing environmental consciousness, targeting the tourism market, emphasizing health and welfare aspects, and making transit part of the community lifestyle. To accomplish these goals, the plan evaluates existing demographic and transit conditions, establishes an overall vision for transit services, and creates implementation and vision plans.

The Transit Master Plan proposes combining existing bus routes 5 and 11 to create route 7, which would connect South Side, East End, Downtown, and North Asheville.