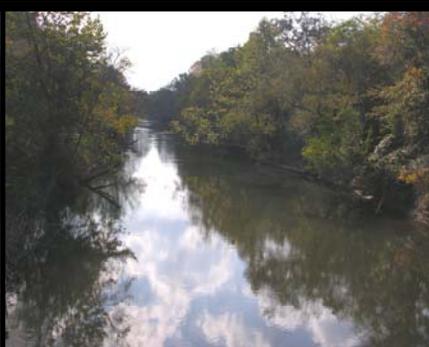




ETOWAH AND HORSE SHOE COMMUNITIES PLAN



September 16, 2009

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EXECUTIVE SUMMARY

Henderson County adopted its most recent version of the Henderson County 2020 Comprehensive Plan (CCP) on July 6, 2004. The Comprehensive Plan outlined the need to plan for small areas of the County. The timeframe for conducting plans for these areas was prioritized based on anticipated growth and an area's relation to the growth management strategy.

This plan is a community-specific comprehensive plan for the Etowah and Horse Shoe Communities which outlines future goals as it relates to:

- Natural and Cultural Resources
- Agriculture
- Housing
- Community Facilities and Services
- Transportation
- Economic Development
- Land Use and Development
- Community Character and Design

The process for developing the Etowah and Horse Shoe Communities Plan began with the adoption of a Communities Plan Charter by the Board of Commissioners on August 14, 2007. A Communities Advisory Committee was formed by the Board of Commissioners on September 4, 2007. The Committee consisted of nine (9) community residents: four (4) from the Etowah Community, four (4) from the Horse Shoe Community, and one liaison from the Henderson County Planning Board. The purpose of the Committee was to serve as an advisory role to the Board of Commissioners for recommending policies specific to the Planning Area. Committee meetings were held monthly from October of 2007 to October of 2008 and public input reviewed in December for an estimated total of 33 hours, not counting Committee research and public interaction. Various recommendations and action strategies were formulated based on the elements of the Plan.

Public input for the Plan was assessed through the use of two public input sessions and a website survey. On November 13, 2007, the first public input session was held at Etowah Elementary School. Approximately 90 residents from the Communities came to the meeting to participate in discussion about the strengths of, concerns for, and 15-year vision for their Communities. The website survey compiled public input from October 2007 to January 2008. The second public input meeting was held on December 2, 2008 to allow residents to review and comment on the Draft Plan and talk with Committee Members and Staff. Approximately 100 residents attended.

On February 19, 2009, the Henderson County Planning Board held a joint meeting with the Etowah and Horse Shoe Advisory Committee. The Planning Board voted unanimously to send forth a favorable recommendation on the Etowah and Horse Shoe Communities Plan.

On March, 26, 2009 the Etowah and Horse Shoe Communities Advisory Committee presented the Plan to the Board of Commissioners highlighting each section and recommendation. On May 7, 2009, the Board held a public hearing on the Etowah and Horse Shoe Communities Plan. On September 16, 2009, the Board of Commissioners voted to move forward with implementing the Etowah and Horse Shoe Communities Plan recommendations.

The Etowah and Horse Communities Advisory Committee, used recommendations gathered from the public input sessions as well as available research provided by Henderson County and area experts, to guide the Committee during formulation of recommendations concerning each plan element. The goals and objectives are found at the end of each element of the plan. The following is a summary of those recommendations:

3.1: Natural and Cultural Resources (pp.13-14)

Protect Water Supply and Quality within the Etowah and Horse Shoe Communities.

- Develop and adopt an open space plan for the Etowah and Horse Shoe Communities in order to protect wetlands and flood areas, and to further regulate floodplain development.
- Prohibit public waterline extensions in the Planning Area in areas designated by the Henderson County 2020 Comprehensive Plan as Rural/Agricultural Areas.
- Support water quality protection and restoration programs in Henderson County, which could include the addition of water quality monitoring stations throughout the Planning Area and the County.
- Adopt local storm water regulations.
- Conduct a feasibility study focused on consolidating the existing wastewater treatment plants.

Protect Land Quality within the Etowah and Horse Shoe Communities.

- Consider incorporating environmental assessments for major subdivisions into the Natural Resources Section of the Land Development Code.
- Consider incorporating stricter steep slope regulations in the Land Development Code for the Etowah and Horse Shoe Communities to limit development on steep slopes.

Protect the Planning Area's historical and cultural resources.

- Continue to update and maintain a local inventory of historic sites available to all historic and cultural preservation agencies.
- Conduct further surveys of structures that contain architecture that is historically significant through the State Historic Preservation Office with attention to the Planning Area.

3.2: Agriculture (pg. 16)

Continue to promote and expand agricultural programs and practices.

- Make agriculture appealing to younger generations by creating incentives for these generations to keep farming.
- Determine the need for and possibly establish a location for a small farmers' market in the Planning Area.
- Continue and expand educational efforts for farmers and adjoining property owners in order to create awareness about the impacts of farming on adjoining properties.
- Encourage schools to buy and use local foods.

3.3: Housing (pp.18-19)

Address affordable housing in the Etowah and Horse Shoe Communities.

- Consider incorporating affordable housing into new major subdivisions of 100 or more dwelling units.
- Create partnerships between the Residents of the Communities and organizations like the Community Foundation.
- Consider establishing a funding stream for affordable housing projects by creating an affordable housing trust fund.
- Highlight and focus attention on examples of exemplary affordable housing projects.

3.4:Community Facilities and Services (pp.24-25)

Expand local County parks and greenways in the Etowah and Horse Shoe Communities.

- Consider adding corner and/or neighborhood parks at centrally located areas in the Planning Area.
- Consider the establishment of a multifunctional YMCA, governmental, or nonprofit full service recreation facility and community center in the Planning Area.
- Consider establishing a service district to create revenue to support recreation in the Planning Area.
- Consider establishing a greenway between Hendersonville and Brevard on the existing Norfolk- Southern railroad line.
- Incorporate pedestrian friendly measures in the core of the Communities.

Improve emergency services in the Etowah and Horse Shoe Communities.

- Increase law enforcement presence and patrol in the Planning Area.

3.5:Transportation (pp.31-32)

Study and implement needed improvements such as the addition of traffic signals or improvements in road geometry at specified intersections in the Planning Area.

- Ask NCDOT to consider reviewing the following intersections for reconfiguration and/or signalization:
 - Cummings Road and US Highway 64 West (Brevard Road)
 - Etowah Park Road and US Highway 64 West (Brevard Road)
 - Battle Creek Road and US Highway 64 West (Brevard Road)
 - Broyles Road and South Rugby Road

Improve the transportation network in the Etowah and Horse Shoe Communities.

- Consider improving safety and capacity within the Planning Area.
 - Consider widening the travel lanes and straightening Brickyard Road, from NC 280 to McKinney Road (Appendix 1, Map 8)
 - Consider lowering the speed limit along US Highway 64 West (Brevard Road) from 45 MPH to 35 MPH from Morgan Road at the fire station to the Etowah Valley Golf Course
- Consider the creation of a new connector road between Morgan Road and McKinney Road.
- Implement better access management standards at the following locations:
 - Along US Highway 64 West (Brevard Road)
 - Along Brickyard Road from US Highway 64 West (Brevard Road) to intersection with McKinney Road
- Avoid and correct situations where road names change multiple times. Specifically address the road name change at Holly Springs Road and Ray Hill.
- Consider incorporating pedestrian friendly measures in the core of the Etowah and Horse Shoe Communities.

3.6:Economic Development (pg. 35):

Address economic development in the Etowah and Horse Shoe Communities.

- Continue to support small local manufacturing operations by avoiding regulations that would inhibit these types of businesses.

3.7:Land Use and Development (pp. 40-41):

Residential Zoning District Map Amendments

- Maximum Residential Density: Consider eliminating the maximum densities allowed for multifamily development from all residential zoning districts in the Planning Area with the exception of the R1 Zoning District.
- Incorporate the following zoning map changes:
 - Replace R-40 in the southernmost portion of the Planning Area with R3.
 - Replace all R2R and remaining R-40 area with the R2 Zoning District.
 - Replace the R2R zoning that surrounds the north course of the Etowah Valley Country Club with R1 zoning. This includes land adjacent to the Etowah Valley Country Club and Turnpike Road and west of Holly Springs Road.

Commercial Nodes and Zoning District Map Amendments

- Local Commercial (LC) should be located in the following areas:
 - Between Old Highway 64, Sunset Hill Drive and Oakland Hill Drive.
 - Along both sides of Morgan Road between its intersections with US Highway 64 West.
 - Along the south side of US Highway 64 West (Brevard Road) from the Horse Shoe Gap Village Local Commercial Zoning District to the existing Community Commercial Zoning District in Horse Shoe.

- Along Brickyard Road from US Highway 64 West (Brevard Road) to its intersection with McKinney Road.
- Community Commercial (CC) should be located in the following areas:
 - Add a community commercial zoning district node to the south side of US Highway 64 West (Brevard Road) between the County border and Old US Highway 64
 - Expand areas around the existing Community Commercial Zoning District in Etowah to include additional commercial uses and property.

Provide Regulations that Protect Open Space and Rural Character

- Protect rural character through open space regulations in the Etowah and Horse Shoe Communities.

3.8:Community Character and Design (pp. 45-46)

Establish a Planning Area Overlay District.

- Prohibit unfinished steel or aluminum roofing on nonresidential uses in the overlay district. Aluminum siding material and vinyl siding is also prohibited. Design standards will require at least 30% masonry fronts which includes stone or brick. Alternatively, acceptable log or timber materials, consistent with the character of the Communities may be used in place of masonry material. Where buildings are visible from the side, appropriate evergreen plantings shall be used to obscure the view from adjoining streets.
- Require sidewalks for all new commercial businesses along Brickyard Road to McKinney Road and along any road frontage located in areas zoned commercial.
- Restrict sign height for commercially zoned areas to a maximum of eight (8) feet. Require adequate landscaping around signs to improve aesthetics of signage.
- Reduce front and side setbacks to zero (0) feet along Brickyard Road, from US Highway 64 West to McKinney Road (or other suitable roads). Place parking along the side and rear of new commercial buildings when feasible.
- Incorporate standards to limit light pollution.

TABLE OF CONTENTS

<i>Section 1: Introduction to the Etowah and Horse Shoe Communities Plan</i>		Page
Purpose	1	1
Process.....	1	1
Historical Overview	2	2
<i>Section 2: Communities Analysis</i>		
Etowah and Horse Shoe Communities Planning Area	3	3
Population and Household Size.....	3	3
Block Group Population	4	4
Racial Composition	5	5
Age Group	5	5
Migration	6	6
Income	6	6
Demographic Projections	8	8
<i>Section 3: Etowah and Horse Shoe Communities Plan</i>		
3.1. Natural and Cultural Resources	9	9
3.2. Agriculture.....	15	15
3.3. Housing.....	17	17
3.4. Community Facilities and Services	20	20
3.5. Transportation.....	26	26
3.6. Economic Development	33	33
3.7. Land Use and Development.....	36	36
3.8. Community Character and Design.....	43	43
<i>Section 4: Maps</i>		47
1. Communities Planning Area Boundary Map		
2. Census Block Group Map		
3. Current Zoning Map		
4. Natural Resources Map		
5. Cultural Resources Map		
6. Agricultural Map		
7. Community Facilities and Services Map		
8. Transportation Map		
9. Land Use Recommendations Maps		

SECTION 1: INTRODUCTION

Purpose

Community planning in Henderson County has traditionally begun as a “grassroots” effort in response to a specific need or problem. These efforts usually result in identifying areas of the County which may be in need of zoning changes. Zoning changes may occur after much time has been spent studying, compiling information about, and examining individual issues unique to an identified small area. The most recent study of an area resulting in a rezoning was the US Highway 25 North Area Zoning Study, a small area zoning study adopted by the Henderson County Board of Commissioners in June 2005.

Henderson County adopted the Henderson County 2020 Comprehensive Plan (CCP) on July 6, 2004 (as amended through April 7, 2008). The Comprehensive Plan is the result of efforts by the community, local organizations and County Officials. The Comprehensive Plan recommends the detailed study of small areas of the County to address a range of issues including, but not limited to, zoning. The Comprehensive Plan prioritized the community planning areas based on anticipated growth and each area’s relation to the growth management strategy. The Comprehensive Plan recommends the County undertake the Etowah and Horse Shoe Community Plan first due to the marked residential and nonresidential growth in the area.

The community plan will also help implement the recommendations of the Henderson County 2020 Comprehensive Plan. The plan will be a communities-specific comprehensive plan for the Etowah and Horse Shoe Communities that outlines the future goals related to Land Use and Development, Community Facilities and Public Services, Agriculture, Economic Development, Housing, Transportation, Community Character and Design, and Natural and Cultural Resources.

Process

The process for developing the Etowah and Horse Shoe Communities Plan began with the adoption of a Communities Plan Charter by the Board of Commissioners on August 14, 2007. On September 4, 2007 the Board of Commissioners appointed the Community Advisory Committee. The Committee consisted of nine (9) community residents four (4) from the Etowah Community and four (4) from the Horse Shoe Community and one (1) liaison from the Henderson County Planning Board. The purpose of the Committee was to serve as an advisory role to the Board of Commissioners whereby it recommends policies specific to the Planning Area.

The Committee met for the first time on October 16, 2007. On November 13, 2007, the first public input session was held at Etowah Elementary School (see Supplemental Materials). The Committee met regularly thereafter for a total of 16 meetings over a 14 month period. At each meeting the Committee reviewed different elements of the plan and made recommendations. Various guest speakers attended the Committee meetings to inform them on issues related to

topic of discussion. On December 2, 2008, a second public input session was held at Etowah Elementary School to allow residents to comment on the Draft Plan.

On February 19, 2009, the Henderson County Planning Board held a joint meeting with the Etowah and Horse Shoe Advisory Committee. The Planning Board voted unanimously to send forth a favorable recommendation on the Etowah and Horse Shoe Communities Plan.

On March, 26, 2009 the Etowah and Horse Shoe Communities Advisory Committee presented the Plan to the Board of Commissioners highlighting each section and recommendation. On May 7, 2009, the Board held a public hearing on the Etowah and Horse Shoe Communities Plan. On September 16, 2009, the Board of Commissioners voted to move forward with implementing the Etowah and Horse Shoe Communities Plan recommendations.

Historical Overview

Etowah possibly gained its name from the Cherokee word, “itawa”, meaning city and Horse Shoe was name for the bend in the French Broad River. The obvious influence of the French Broad River, as the name of Horse Shoe indicates, also is reflected in the agricultural lands historically found in the bottomlands along the edges of the river.

Such agricultural lands likely invited the first white settlers known to have inhabited this area shortly after the Revolutionary War. Two (2) of the earliest recorded settlers to this area are James Johnson, a revolutionary war soldier, and his wife, Ann, who secured a land grant in 1798. Both were buried in the 1850s in the Shaw Creek Methodist Campground Cemetery.

Bowman’s Bluff, now known as Big Willow, is another settlement influenced by the French Broad (See Appendix 1, Map 4). First purchased by Elijah Williamson, a former soldier in the Continental Army, this area near Big Willow and Little Willow Creek in the vicinity of French Willow Farms overlooks the river. In this area, a post office known as “Bowman’s Bluff, N.C.” operated until 1856. Beulah Cemetery marks the location of the former Gethsemane Church of England, which was dismantled in 1923 and moved to Upward Road, where it was renamed St. John Episcopal Church.

SECTION 2: COMMUNITIES ANALYSIS

Etowah and Horse Shoe Communities Planning Area

The Planning Area is located in the western portion of Henderson County. Approximately 18,200 acres of land comprise the Area, representing approximately 7.5% of the entire County. The Town of Mills River borders the entire Planning Area to the north. Directly to the east of the Planning Area is the City of Hendersonville and its Extra Territorial Jurisdiction (ETJ). Laurel Park and its ETJ also border the Planning Area to the southeast. Western boundaries of the Planning Area follow the Transylvania and Henderson County border.

The Planning Area is split by the French Broad River which meanders from the western boundary of the Etowah Community through the northern boundary of the Horse Shoe Community. Floodplain is a prominent feature throughout the Planning Area and is located mostly along the French Broad River (Map 1). The State-mandated watershed regulations apply to much of the Planning Area. About 9,424 acres (51.8%) of the Planning Area is located in the Water Supply Watershed IV District. Topography varies throughout the Planning Area from low lying bottom lands located around the French Broad River to steep mountain ridges (Jeter Mountain) located mostly to the south and southeast of the Planning Area. Most of the slopes over 60% are located along these ridges which extend out into the Planning Area from the south. Some important ecological wetlands are found in the Planning Area located mostly in the floodplain of the French Broad River. Protected Mountain Ridges run along the southern border of the Planning Area.

Population and Household Size

The Planning Area experienced moderate population growth from 1990 to 2000. The number of people living in the area grew by an estimated 9.8%. Extrapolations from 1990 and 2000 U.S. Census block group data indicate that the 1990 population was 7,209 persons while the 2000 population was 7,919 persons (Figure 2.1). The percent change for the entire County was 28.7%, more than the estimated percent change for the Planning Area. The Planning Area’s estimated net gain of 710 people represents 3.6% of the total population increase (19,888 persons) for the County.

Figure 2.1: Planning Area Population: 1990 to 2000

Year	1990	2000	Net Change	% Change
Persons	7,209	7,919	710	9.8%
Households	2,971	3,389	418	14.1%
Persons/Household	2.43	2.34	-0.09	-3.7%

Source: Based on U.S. Census 1990 and 2000 Block Group Data

Figure 2.2: Henderson County Population: 1990 to 2000

Year	1990	2000	Net Change	% Change
Persons	69,285	89,173	19,888	28.7%
Households	28,709	37,414	8,705	30.3%
Persons/Household	2.41	2.38	-0.03	-1.2%

Source: U.S. Census 1990 and 2000 Henderson County Data

Additionally, the data (Figure 2.1 and 2.2) indicates that the number of households grew more quickly in both the Planning Area and County from 1990 to 2000, reducing the average persons per household.

Figure 2.3: Planning Area Population: 2000 to 2006				
Year	2000	*2006	Net Change	% Change
Persons	7,919	10,396	2,477	31.3%
Households	3,389	4,662	1,273	37.6%
Persons/Household	2.34	2.23	-0.11	-4.6%
*Estimate based on American Communities Survey 2006, Henderson County				
Sources: U.S. Census 2000; American Communities Survey 2006, HC Data 2007				

Data extrapolated from the 2006 American Communities Survey indicate that the Planning Area’s population experienced a 31.3% change within a six (6) year period (Figure 2.3). The population changed more within the Planning Area than the County during this period, with the County experiencing a 12.3% change (Figure 2.4). The average persons per household in the County also decreased

Figure 2.4: Henderson County Population: 2000 to 2006				
Year	2000	2006	Net Change	% Change
Persons	89,173	100,107	10,934	12.3%
Households	37,414	43,907	6,493	17.4%
Persons/Household	2.38	2.28	-0.10	-4.3%
Sources: U.S. Census 2000; American Communities Survey 2006				

Block Group Population

The Etowah and Horse Shoe Communities Planning Area is comprised of several partial Census Block Groups: Block Groups 3, 4, 5 and 6 of Census Tract 99.07; Group 1 of Tract 99.17; Groups 2, 3, and 4 of Tract 99.18; and Group 1 and 2 of Tract 99.19 (Figure 2.5; Map 2). Demographic estimates are extrapolated from Henderson County residential structures located within the Planning Area as applied and compared to Census Block Group Data.

Figure 2.5: Etowah and Horse Shoe Planning Area Population, by Census Tract Block Group				
Place	1990		2000	
	Population	Percent of Population	Population	Percent of Population
Planning Area	7,209	100%	7,918	100%
Census Tract 99.07, Block Group 3	246	3.4%	455	5.8%
Census Tract 99.07, Block Group 4	430	6.0%	140	1.8%
Census Tract 99.07, Block Group 5	1,415	19.6%	621	7.8%
Census Tract 99.07, Block Group 6	1,080	15.0%	1,459	18.4%
Census Tract 99.17, Block Group 1	10	0.1%	23	0.3%
Census Tract 99.18, Block Group 2	1,367	19.0%	1,452	18.3%
Census Tract 99.18, Block Group 3	381	5.3%	446	5.6%
Census Tract 99.18, Block Group 4	947	13.1%	1,130	14.3%
Census Tract 99.19, Block Group 1	788	10.9%	1,322	16.7%
Census Tract 99.19, Block Group 2	545	7.6%	870	11.0%
Source: U.S. Census 2000, Henderson County Data 2000				

Racial Composition

As it is in each block group and the County, the population in the Planning Area is predominately white (Figure 2.6).

Figure 2.6: Race and Ethnicity, 2000				
Place	White (Non-Hispanic)	Black/ African-American (Non-Hispanic)	Other	Hispanic Only
Henderson County	89.8%	3.0%	1.7%	5.5%
Planning Area	95.9%	1.0%	1.2%	1.9%

Source: U.S. Census 2000 with extrapolations

Age Group

Residents aged 35 to 64 make up the largest portion of the population in the Planning Area and the County (Figure 2.7). The second largest population is the 70 and older age group in most places except Block Groups 3 and 4 of Tract 99.07; Block Group 2 of Tract 99.19; and the County. The second largest population is those aged 20 to 34 in Block Groups 3 and 4 of Tract 99.07; Block Group 2 of Tract 99.19, and the County. The first and second largest age groups are highlighted in red in Figure 2.7.

Figure 2.7: Age of Population, 2000							
Place	>5	5-14	15-19	20-34	35-64	65-69	70+
Henderson County	5,007 (5.6%)	10,499 (11.8%)	4,709 (5.3%)	14,667 (16.4%)	34,950 (39.2%)	4,929 (5.5%)	14,412 (16.2%)
Planning Area	368 (4.6%)	846 (10.7%)	387 (4.9%)	1,009 (12.7%)	3,218 (40.6%)	590 (7.5%)	1,501 (19.0%)
Census Tract 99.07, Block Group 3	157 (7.0%)	285 (12.8%)	117 (5.2%)	387 (17.3%)	970 (43.4%)	97 (4.3%)	223 (10.0%)
Census Tract 99.07, Block Group 4	149 (6.0%)	359 (14.5%)	135 (5.5%)	379 (15.3%)	1062 (42.9%)	107 (4.3%)	285 (11.5%)
Census Tract 99.07, Block Group 5	72 (3.8%)	188 (9.8%)	87 (4.6%)	223 (11.7%)	794 (41.5%)	145 (7.6%)	403 (21.0%)
Census Tract 99.07, Block Group 6	73 (5.0%)	159 (10.8%)	66 (4.5%)	227 (15.5%)	571 (38.9%)	110 (7.5%)	262 (17.8%)
Census Tract 99.17, Block Group 1	50 (3.5%)	115 (8.1%)	49 (3.5%)	86 (6.1%)	604 (42.5%)	138 (9.7%)	378 (26.6%)
Census Tract 99.18, Block Group 2	73 (3.4%)	187 (8.6%)	85 (3.9%)	190 (8.8%)	758 (35.0%)	207 (9.6%)	665 (30.7%)
Census Tract 99.18, Block Group 3	41 (4.7%)	96 (11.2%)	46 (5.3%)	86 (9.9%)	379 (43.8%)	55 (6.4%)	162 (18.7%)
Census Tract 99.18, Block Group 4	41 (3.5%)	113 (9.7%)	73 (6.4%)	122 (10.5%)	501 (43.2%)	75 (6.5%)	234 (20.2%)
Census Tract 99.19, Block Group 1	124 (5.0%)	239 (9.5%)	91 (3.6%)	290 (11.6%)	1,093 (43.6%)	243 (9.7%)	425 (17.0%)
Census Tract 99.19, Block Group 2	147 (6.3%)	364 (15.6%)	162 (7.0%)	444 (19.1%)	953 (40.9%)	99 (4.2%)	160 (6.9%)

Source: US Census Bureau 2000 Block Group Data

In the Planning Area, the group of 70 and older is seeing the largest percentage change at 44.9% from 1990 to 2000. While part of the change could be explained by those 60 years old in 1990

becoming part of the 70 plus age group in 2000, this would likely account for no more than half of the net change. This increase in the 70 plus age group may also explain the significant decrease in the 65 to 69 age group. Also notable, is the decrease in the 20 to 34 year old age group. While the ten (10) year Census periods could account for some of the gain in the 35 to 64 age group, it is likely out-migration from the Planning Area could more obviously explain the negative change as some of the 1990 members of the 5 to 14 and all of the 15 to 19 age group would move into the 20 to 34 year old age group.

Figure 2.8: Planning Area Age: 1990 to 2000

Age	1990	2000	Net Change	% Change
Under 5	357	368	11	3.1%
5-14	838	846	8	1.0%
15-19	378	387	9	2.4%
20-34	1,205	1,009	-196	-16.3%
35-64	2,696	3,218	522	19.4%
65-69	699	590	-109	-15.6%
70+	1,036	1,501	465	44.9%
Total	7,209	7,919	710	9.8%

Sources: Based on U.S. Census 1990 and 2000 Block Group Data

Migration

As compared to the County, more people remained in the same house within the Planning Area (Figure 2.9). There was a 3.6% increase between 1985 to 1990 and 1995 to 2000 of those living in the same house, while within the County there was a 2.4% decrease.

Figure 2.9: Migration as Percent of Total Population

Place	1985 to 1990			1995 to 2000		
	Living in Same House	Living in Different House in Same County	In-migration	Living in Same House	Living in Different House in Same County	In-migration
Henderson County	56.5%	19.9%	23.6%	54.1%	20.4%	25.5%
Planning Area	52.4%	18.9%	28.7%	56.0%	18.6%	25.4%

Source: U.S. Census 2000, 1990

Note: In-migration refers to those persons that moved into the listed place from another county, state, or country

Income

While it appears that the majority of households in the Planning Area make between \$10,000 to \$24,999, there is a higher percentage of households as compared to the County which have incomes of \$75,000 to \$99,999 and \$100,000 or greater. Of the block groups comprising the Planning Area, Census Tract 99.17, Block Group 1, which also makes up the smallest portion of the overall Planning Area, has the highest income. The lowest incomes are found in Census Tract 99.07, Block Group 6 with 26.8% of the population making \$10,000 to \$24, 999 and 21.3% making \$25,000 to \$34,999. The estimated median income for the County in 1999 was \$38,109 while the Planning Area’s median income was estimated to be \$42,713.

Figure 2.10: Household Income, 1999

Place	Less than \$10,000	\$10,000 to \$24,999	\$25,000 to \$34,999	\$35,000 to \$44,999	\$45,000 to \$59,999	\$60,000 to \$74,999	\$75,000 to \$99,999	\$100,000 +
Henderson County	8.4%	21.5%	15.6%	13.6%	14.8%	10.0%	8.5%	7.7%
Planning Area	6.0%	18.9%	16.3%	13.7%	16.5%	11.2%	9.0%	8.5%
Census Tract 99.07, Block Group 3	9.4%	9.8%	13.9%	14.2%	17.0%	14.3%	11.4%	10.1%
Census Tract 99.07, Block Group 4	4.9%	16.2%	16.0%	13.7%	16.0%	12.3%	15.2%	5.8%
Census Tract 99.07, Block Group 5	5.0%	14.6%	14.6%	10.1%	23.1%	11.8%	11.8%	9.0%
Census Tract 99.07, Block Group 6	10.8%	26.8%	21.3%	11.2%	11.8%	8.8%	5.5%	3.6%
Census Tract 99.17, Block Group 1	2.8%	9.6%	11.8%	11.8%	14.1%	15.5%	14.6%	19.8%
Census Tract 99.18, Block Group 2	5.0%	16.7%	13.6%	18.9%	13.8%	12.7%	10.6%	8.7%
Census Tract 99.18, Block Group 3	7.0%	22.3%	11.5%	14.2%	13.7%	12.6%	12.6%	6.2%
Census Tract 99.18, Block Group 4	1.4%	24.8%	7.7%	11.8%	16.5%	14.8%	10.2%	12.8%
Census Tract 99.19, Block Group 1	4.1%	9.3%	18.9%	14.4%	22.1%	8.8%	9.4%	13.0%
Census Tract 99.19, Block Group 2	6.5%	21.5%	24.0%	12.5%	11.1%	11.1%	7.5%	5.9%

Source: U.S. Census 2000

Within the Planning Area, a higher percentage of residents are at or above the poverty level as compared to the County. Census Tract 99.19, Block Group 2 has the highest percentage of residents who have incomes below poverty level. Census Tract 99.18, Block Group 4 appears to have the highest percentage of residents who have incomes at or above the poverty level. The U.S. Census Bureau defines poverty level based on income thresholds that vary by family size and composition. For example, a family household in 1999 composed of two (2) adults and two (2) children have a poverty threshold of \$16,895.

Figure 2.11: Percent Income Below Poverty Level, 1999

Place	Income Below Poverty Level	Income At or Above Poverty Level
Henderson County	9.7%	90.3%
Planning Area	6.1%	93.9%
Census Tract 99.07, Block Group 3	6.0%	94.0%
Census Tract 99.07, Block Group 4	6.3%	93.7%
Census Tract 99.07, Block Group 5	6.9%	93.1%
Census Tract 99.07, Block Group 6	9.2%	90.8%
Census Tract 99.17, Block Group 1	2.9%	97.1%
Census Tract 99.18, Block Group 2	4.8%	95.2%
Census Tract 99.18, Block Group 3	4.7%	95.3%
Census Tract 99.18, Block Group 4	1.7%	98.3%
Census Tract 99.19, Block Group 1	5.6%	94.4%
Census Tract 99.19, Block Group 2	9.5%	90.5%

Source: 2000 Census U.S. Census

Demographic Projections

Population projections, based on exponential growth, show that between 2000 and 2020 the population will grow by 8,803 persons, with the population more than doubling in size (Figure 2.12). The trend of fewer persons per household is expected to continue.

Future population growth within the Planning Area will be largely affected by the availability of public water and sewer and the Land Development Code's subdivision and zoning regulations. Additionally, development and thus population growth may be limited by existing subdivision of land. Economic changes, land values changes, or changes in County regulations could potentially influence the rate of growth for the Planning Area, which in turn would affect the current demographic projections.

Figure 2.12: Planning Area Population Growth: 2000 to 2020							
Year	2000	2006	2010	2015	2020	Growth 2000 to 2020	% Change
Persons	7,919	10,396	11,915	14,115	16,722	8,803	111.2%
Households	3,389	4,662	5,789	7,187	8,924	5,535	163.3%
Persons/ Household	2.34	2.23	2.06	1.96	1.87	-0.46	-19.8%
Source: 2010, 2015 and 2020 projections based on U.S. Census Data 1970 and 2006							

SECTION 3: ETOWAH AND HORSE SHOE COMMUNITIES PLAN

3.1: NATURAL AND CULTURAL RESOURCES

Water Resources

The French Broad River, crossing under US Highway 64 West (Brevard Road) and bisecting the Planning Area, creates one (1) of seventeen (17) river basins in North Carolina. A river basin is the land surface drained by streams and creeks flowing downhill into one another, forming a single large river. The Upper French Broad River Watershed (WS-IV) District, classified by the North Carolina Division of Water Quality, takes up a large portion of the Planning Area. The Water Supply Watershed Protection Program, enacted in 1989 by the State of North Carolina, requires all local governments with land use planning jurisdiction to administer a Water Supply Watershed Protection Ordinance to protect surface drinking water.



The Henderson County Land Development Code (LDC) WS-IV designation regulates single-family development so as not to exceed one (1) dwelling unit per 20,000 square feet of land with nonresidential/multifamily developments not to exceed 24% built-upon area. With a natural drainage and filtering system bonus, single-family developments can build up to three (3) dwellings per acre and all other residential and nonresidential development cannot exceed 36% built-upon area.

The Flood Damage Prevention section of the LDC identifies Special Flood Hazard Areas, which require evaluation by the County Floodplain Administrator. Within the Planning Area, along the French Broad River and its tributaries, there are approximately 1,532 acres in the floodway, 2,608 total acres in the 100-year floodplain (the floodway is a portion of the 100-year floodplain) and 157 acres in the 500-year floodplain. Specifically, a 100-year floodplain is defined as having a 1% chance of flooding in a given year while the 500-year floodplain is defined as having a 0.2% chance of flooding. While a review by the Floodplain Administrator may allow building in the 100-year and 500-year floodplain, construction or fill is not permitted in the floodway. The floodway includes the stream channel and the adjacent areas that carry the deepest and fastest floodwaters.

Located within the Planning Area are degraded waters which include two (2) tributaries of the French Broad River: Gash Creek and Mills Pond Creek (Map 4). Gash and Mills Pond Creeks were listed as impaired in the 2006 North Carolina 303(d) List prepared by the North Carolina Division of Water Quality (published on June 19, 2007). Section 303(d) of the Clean Water Act requires states to prepare lists indicating waters that do not meet water quality standards or which

have impaired uses. According to the NCDWQ report, the above listed streams were included due to impaired biological integrity.

Land Resources

In addition to sensitive waters, there are several notable sensitive land areas such as protected mountain ridges and wetlands. Protected mountain ridges are located in the eastern and southern portions of the Planning Area (Map 4). The Land Development Code Article VIII, Subpart D (Map 4) addresses protected mountain ridges and was authorized by the North Carolina General Assembly. In this section, all mountain ridges whose elevation is 500 or more feet above the elevation of an adjacent valley floor cannot have a structure with a vertical height of more than 40 feet measured from the top of the foundation. Additionally, the structure cannot protrude at its uppermost point above the crest of the ridge by more than 35 feet.

Conservation Easements

The Super Sod property, currently owned by Patten Seed Company, is protected by a conservation easement held by Carolina Mountain Land Conservancy. This property consists of approximately 343 acres used to farm sod. The property sits along the banks of the French Broad River in Horse Shoe. The Nature Conservancy also holds land in the Planning Area which helps to protect a rare unaltered Southern Appalachian Bog.

Wetlands

While the Planning Area contains several wetland sites (Map 4), only four (4) are designated as Significant Natural Heritage Areas by North Carolina Natural Heritage Program (NCNHP 1992; NCNHP Data 2007). These sites include:

Franklin Bog: A Southern Appalachian Bog home to the largest known population of a Federal and State Threatened animal species in North Carolina.

McClure's Bog: One of the few unaltered Southern Appalachian Bogs. In 1992, two (2) rare plant populations and one (1) population of an endangered amphibian occurred here. This site is owned by the Nature Conservancy, and a portion is also a Dedicated State Nature Preserve.

Etowah Swamp: A small but good quality Swamp Forest-Bog Complex. This site is privately owned.

Costa Swamp: A small privately owned Swamp Forest-Bog Complex. An endangered plant species and a significantly rare plant species have been found on this site.

Using the Natural Heritage Inventories occurrence data, several protected State and Federal plant and animal species have been noted, historically observed, or have habitat in or near the Planning Area. Figure 3.1.1 shows the State and Federal protected species in the Planning Area.

Figure 3.1.1: State and Federal Protected Species in Etowah and Horse Shoe Planning Area

Common Name	Scientific Name	Kingdom	State Protection Status	Federal Protection Status
Bog Jack-in-the pulpit	Arisaema triphyllum ssp. Stewardsonii	Plant	Significantly Rare	
Lobed Spleenwort	Asplenium pinnatifidum	Plant	Significantly Rare	
Marsh Bellflower	Campanula aparinoides	Plant	Significantly Rare	
Beaked Sedge	Carex utriculata	Plant	Significantly Rare	
Timber Rattlesnake	Crotalus horridus	Animal (reptile)	Special Concern	
Hellbender	Cryptobranchus alleganiensis	Animal (amphibian)	Special Concern	Species of Concern
Prickly Ground Pine	Dendrolycopodium dendroideum	Plant	Significantly Rare	
Purpleleaf Willowherb	Epilobium ciliatum	Plant	Significantly Rare	
Lax Mannagrass	Glyceria laxa	Plant	Significantly Rare	
Bog Turtle	Glyptemys muhlenburgii	Animal (reptile)	Threatened	Threatened
Swamp Pink	Helonias bullata	Plant	Threatened	Threatened
Four-toed Salamander	Hemidactylium scutatum	Animal (amphibian)	Special Concern	
French Broad Heartleaf	Hexastylis rhombiformis	Plant	Threatened	
Indian Plantain	Hasteola suaveolens	Plant	Significantly Rare	
Mooneye	Hiodon tergisus	Animal (fish)	Special Concern	
Loggerhead Shrike	Lanius ludovicianus	Animal (bird)	Special Concern	
Common Mudpuppy	Necturus maculosus	Animal (amphibian)	Special Concern	
Paddlefish	Polyodon spathula	Animal (fish)	Endangered	Species of Concern
Mountain Sweet Pitcher Plant	Sarracenia jonesii	Plant	Endangered	Endangered
Small-leaved Meadowrue	Thalictrum macrostylum	Plant	Significantly Rare	
Appalachian Bewick's Wren	Thryomanes bewickii altus	Animal (bird)	Endangered	Species of Concern

Source: North Carolina Natural Heritage Virtual Workroom 2007

Land and Water Resource Trends

Land and water quality could be negatively affected by new development without proper management. The increase in impervious surfaces and clear-cutting practices are known to increase the amount and speed of stormwater runoff. Not only can stormwater lead to increases in flooding, but it can also harm surface and groundwater, wetlands, and plant and animal species by introducing pollutants. Additionally, with increases in development, population, and drought conditions in the Planning Area, it becomes even more necessary to monitor the quality and quantity of water resources. Increased water demands could negatively impact water resources and may require increased water intakes should the Planning Area continue to grow.

Cultural and Historical Resources

As stated in the introduction, the first white settlers to the Etowah and Horse Shoe Communities arrived shortly after the Revolutionary War. Many of the founding families still make their home in this area. While it is difficult to assess the most important cultural and historical resources from over 200 years of history, this section and the related Cultural Resources Map (Map 4) attempt to identify churches, cemeteries, and structures over 100 years old. Some cultural and historical areas that are identified on the map are as follows:

Shaws Creek AME Zion Church: An historical African-American church established in 1865. Several former slaves are buried in the cemetery.

Holly Springs Union Chapel: The site of one of the last remaining one room school houses in the county.

Shaws Creek Methodist Campground Church and Cemetery: Cemetery has soldiers interred from every major war. The first traveling ministers visited the campground church site in the late 1700s.

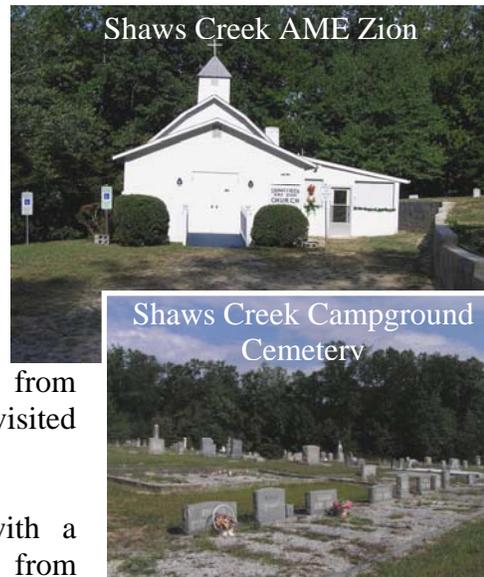
Mallet Cemetery: Private family cemetery with a chapel containing the original windows from Gethsemane, an English Church, operating from the late 1800s to 1923, once located on the site of Beulah Baptist Cemetery.

Bryn Avon: Added to the National Register of Historic places. A private Tudor revival building built in the early 1900s. It currently functions as a residence and farm.

Bowman's Bluff: Former early English settlement with an operating post office until 1856. This is also a site associated with local folklore and myth. French Willow Farms is located on this site along with other agricultural related operations.

Cultural and Historical Resources Trends

Many historical and cultural sites important to the Etowah and Horse Shoe Communities are being lost to decay, lack of knowledge of the site, and development. These sites are important to the history, culture, and identity of the Communities.



Natural and Cultural Resource Goals & Objectives**Goal N1: Protect Water Supply and Quality within the Etowah and Horse Shoe Communities.****N1.1. Develop and adopt an open space plan for the Etowah and Horse Shoe Communities in order to protect wetlands and flood areas, and to further regulate floodplain development.**

Henderson County's 2020 Comprehensive Plan (CCP) Future Land Use Map identified possible conservation areas that include sensitive natural areas. This map should be incorporated into any open space plan in the Planning Area and used as a basis for developing the plan.

N1.2. Prohibit public waterline extensions in the Planning Area in areas designated by the Henderson County 2020 Comprehensive Plan as Rural/Agricultural Areas.

The CCP's Growth Management Strategy established the County's growth and land use policies through 2020. This strategy is intended to direct growth to areas where essential services and infrastructure are present, and protect natural areas and key historic and cultural resources from extensive development. The areas designated as Urban Services Areas are where sewer and water infrastructure should be focused while Rural/Urban Transition Areas should be consistent with the Sewer and Water Master Plan as envisioned in the Sewer and Water Element of the CCP and should coincide with expansions of the Urban Services Areas. Sewer and water development is generally discouraged in the Rural/Agricultural Areas.

N1.3. Support water quality protection and restoration programs in Henderson County, which could include the addition of water quality monitoring stations throughout the Planning Area and the County.

The County should consider funding a new water quality monitoring site in the Planning Area on Little Willow Creek in the Seven Falls subdivision during the development construction with the cooperation of the Seven Falls subdivision, the County, and volunteer water quality groups such as the Volunteer Water Information Network (VWIN). The County should support the efforts of the Soil and Water Conservation District to obtain grant money for the development of a Watershed Restoration Plan and to work with local landowners for the purpose of protecting water quality in the Etowah and Horse Shoe communities.

N1.4. Adopt local storm water regulations.

Encourage the Board of Commissioners to adopt local stormwater regulations. These regulations should address non-point sources of pollution and stormwater runoff. Development incentives could be given to projects that incorporate low impact development into subdivision design.

N1.5. Conduct a feasibility study focused on consolidating the existing wastewater treatment plants.

Five (5) existing private wastewater treatment plants are located on the French Broad River in the Planning Area. Three (3) of the private wastewater treatment plants are in the Upper French Broad River Watershed (WSIV). Privately owned wastewater treatment plants are more likely to malfunction than publicly operated systems resulting in degraded water quality. A feasibility study should be conducted focused on consolidating the existing wastewater treatment plants into one publicly controlled and operated plant.

Goal N2: Protect Land Quality within the Etowah and Horse Shoe Communities.**N2.1. Consider incorporating environmental assessments for major subdivisions into the Natural Resources Section of the Land Development Code.**

These assessments should identify fragile and significant natural areas and state or federally protected animal and plant species. Developers should design subdivisions to avoid and protect significant natural areas and protected species.

N2.2. Consider incorporating stricter steep slope regulations in the Land Development Code for the Etowah and Horse Shoe Communities to limit development on steep slopes.

These regulations should be implemented to fulfill the recommendations of the “Mountain Ridge and Steep Slope Protection Initiative” released by the Mountain Ridge and Steep Slope Protection Advisory Committee of the Land of Sky Regional Council. This study encourages the cooperation of all counties in Western North Carolina to standardize its regulations concerning steep slope, ridgelines, and other environmental issues.

Goal N3: Protect the Planning Area’s historical and cultural resources.**N3.1. Continue to update and maintain a local inventory of historic sites available to all historic and cultural preservation agencies.**

Some of the Planning Area’s historical and cultural resources are identified on the Cultural Resources Map (Map 5). It is likely that more resources exist in the Planning Area. The maintenance of the inventory would be aided by public and private agencies such as the Historic Resources Commission, Cemetery Advisory Committee, the Henderson County Historical and Genealogical Society, and the North Carolina State Historic Preservation Office.

Note: Currently being addressed by the Historic Resource Commission.

N3.2. Conduct further surveys of structures that contain architecture that is historically significant through the State Historic Preservation Office with attention to the Planning Area.

Note: Currently being addressed by the Historic Resource Commission

3.2 AGRICULTURE

A wide variety of agriculture is found within the Planning Area. Recent trends have shown that agriculture is declining throughout the County and the Planning Area. Using the County's GIS farmland data, it is estimated that 7,200 acres of land either are or have been classified as agriculture, horticulture, forestland. Land use classifications, however, indicate that there is approximately 4,159 acres in present use value and 253 acres classified as agriculture-horticulture (see also Section 3.7). According to the local Farm Service Agency (FSA) office, it is estimated that from 2004 to 2007 there was a 25% decline in the total number of farms and a 13% decline in total farmland acres within the Planning Area.

The FSA division of the United States Department of Agriculture (USDA) is responsible for administering and managing farming programs such as conservation, loan, credit and disaster programs. It should be noted that the local FSA office only keeps tract of farmland that participates in USDA programs, so it is possible there are additional farmlands in the Planning Area not known by the Agency. The local FSA office estimates that a wide variety of farming and cultivation operations exists in the Planning Area such as grapes, corn, hay, livestock, nursery operations and bee cultivation.



Some of the largest farming operations in the Planning Area include Super Sod, Red Top Farm, Brannon Farms Inc. and Hillside Nursery. Super Sod, a division of Patten Seed Company, appears to be the largest farming operation in the Planning Area. The farm consists of approximately 343 acres dedicated to growing sod. The Super Sod property is also under a conservation easement held by Carolina Mountain Land Conservancy (see also Section 3.1). Conservation easements are one of the tools used to protect farmland from development and preserve it for future generations.



In 1991 Henderson County adopted the Volunteer Farmland Preservation Program Ordinance which serves as a tool to create awareness about local farms. The County adopted this Ordinance to protect farms from nonfarm development; however, the Ordinance does not regulate the development of farms. The County also uses a present use valuation taxation program which taxes qualified agriculture, horticulture and forestland at rates that reflect the use of the land and not the total assessed value.

Agricultural Goals & Objectives

Goal A1: Continue to promote and expand agricultural programs and practices.**A1.1. Make agriculture appealing to younger generations by creating incentives for these generations to keep farming.**

The local school board should be encouraged to finance horticulture curriculums at the middle and high school levels and give academic credit for participation in programs such as the 4H club or the Future Farmers of America's Career Development Events or Supervised Agricultural Experience Program. The local community colleges should continue programs and classes to assist farmers with business planning, tax and local law, and computer skills. A farmland protection fund could be established gathering contributions for use in conservation, public education, agriculture-related training and economic development activities.

A1.2. Determine the need for and possibly establish a location for a small farmers' market in the Planning Area.

A farmers' market within the Planning Area could serve the needs of local farmers who may not have the means to travel long distances to bring their crops to market and could be incorporated into an agritourism plan to encourage tourists and those within the area to buy local produce.

A1.3. Continue and expand educational efforts for farmers and adjoining property owners in order to create awareness about the impacts of farming on adjoining properties.

Local governmental agencies should partner with local environmental and conservation groups to expand and continue to educate farmers and property owners on sustainable and environmentally responsible farming techniques. Full disclosure of Farmland Preservation Districts should be provided to prospective buyers by real estate agents and attorneys.

A1.4. Encourage schools to buy and use local foods.

Programs such as the "Growing Minds" program created by the Appalachian Sustainable Agriculture Project (ASAP), which encourages local foods in the schools, should be promoted and implemented to incorporate local foods into the school lunch program.

3.3 HOUSING

Types of Housing

Over the past decade, the Planning Area has experienced a dramatic increase in new residential development. This development, mostly in the form of subdivisions, is a major contributor to the increase of housing units in the Planning Area. In 2007, a total of 1,690 lots were preliminarily approved by the County for development. It is anticipated that over the next several years these lots will be built with residential dwelling units, adding new housing to the area. Most of this housing will be in the form of single-family dwelling units, but other types of housing including condominiums, townhouses and multifamily units are becoming more popular.

The increase in the number of housing permits issued from 2004 to 2006 helps accommodate recent population growth for the Planning Area. According to housing permit data obtained from Henderson County Building Services, the number of building permits issued increased from 41 permits in 2004 to 163 permits in 2006, a 297% increase in residential building permits (Figure 3.3.1). It appears that the number of manufactured home permits issued fluctuated between 2004 and 2006. From 2004 to 2005, there was an increase in permits from 13 to 18 (a 38.5% increase). In 2006 only six (6) manufactured home permits were issued (a 53.8% decrease since 2004). The increase in total building permits and overall decrease in manufactured housing with very few alternatives to single-family homes may indicate a need for other types of housing.

Figure 3.3.1: Housing Permits 2004 to 2006 for the Etowah and Horse Shoe Planning Area

<i>Year</i>	<i>Manufactured Homes (Double and Singlewides)</i>	<i>Total Residential Building Permits</i>
2004	13	41
2005	18	142
2006	6	163

Source: Permit Center, 2007

Total residential structure data in the Planning Area indicates that 86% of all structures are single-family residences (modular and stick-built units) and 10% are manufactured homes. The remaining residential structures are composed of condominiums, apartments, townhomes, and duplexes (Figure 3.3.2).

Figure 3.3.2: Type of Residential Structures in the Etowah and Horse Shoe Planning Area

<i>Residence Type</i>	<i>Number of Structures</i>	<i>Percent of all Structures</i>
Single-Family	4,238	86
Manufactured Homes	485	10
Condominiums	143	3
Townhomes	62	1
Apartments	7	<1
Duplex	5	<1
Total	4,940	

Source: Tax Assessor Data, 2007

Housing Value

Affordable housing is housing which is affordable to households with an income of less than 80% of the estimated median household income. The Department of Housing and Urban Development (2005) divides affordable housing into three (3) categories: low (51 to 80%), very low (31 to 50%), and extremely low (less than 30%) income. According to extrapolations from 2006 US census data, the estimated median household income in the Planning Area is \$46,595, and the average assessed total property value in the Planning Area is \$219,081. In the Planning

Area, for those considered low income, an estimated housing price of \$94,229 to \$147,936 is considered affordable. For the County, with a median household income of \$41,573 and an average assessed total property value of \$257,171, housing for those with low income is affordable in the range of \$84,136 to \$131,904. The data suggests the Planning Area population has a higher income than the population of the County, but in both the Planning Area and the County, the average assessed total property value exceeds the range of affordability for low income households. This data may indicate need for more affordable housing, especially for those in the 20 to 34 year old age group (See Section 2, Figure 2.8), whose declining Planning Area population may be influenced by the lack of affordable housing combined with few employment opportunities for this group(See Section 3.6).

Housing Tenure

Housing tenure in the Planning Area (Figure 3.3.3) indicates that 87% of the population lives in owner occupied housing, 8% more than the County. The highest population of renter occupied housing is located in the southwestern portion of the Planning Area around the Pleasant Grove Road and Pleasant Grove Church Road area (Census Tract 99.19, Block Group 2.). This area matches the percentage of owner/renter occupied housing in the County.

Figure 3.3.3: 2000 Housing Tenure in Etowah and Horse Shoe			
Place	Total Population in Occupied Housing	Owner Occupied	Renter Occupied
Henderson County	89,173	79%	21%
Planning Area	7,791	87%	13%
Census Tract 99.07, Block Group 3	455	85%	15%
Census Tract 99.07, Block Group 4	140	89%	11%
Census Tract 99.07, Block Group 5	621	90%	10%
Census Tract 99.07, Block Group 6	1,459	87%	13%
Census Tract 99.17, Block Group 1	23	91%	9%
Census Tract 99.18, Block Group 2	1,330	86%	14%
Census Tract 99.18, Block Group 3	441	84%	16%
Census Tract 99.18, Block Group 4	1,130	92%	8%
Census Tract 99.19, Block Group 1	1,322	92%	8%
Census Tract 99.19, Block Group 2	870	79%	21%

Source: U.S. Census 2000

Housing Goals & Objectives

Goal H1: Address affordable housing in the Etowah and Horse Shoe Communities.

H1.1. Consider incorporating affordable housing into new major subdivisions of 100 or more dwelling units.

Affordable housing should make up 10% of housing in new major subdivisions within the Planning Area with 100 or more dwelling units. Alternative compliance can include a fee in lieu of affordable housing being incorporated into an affordable housing fund for the County.

Note: This is often called “inclusionary zoning.” The legality of such a local standard must be carefully reviewed to ensure legality under current state law.

H1.2. Create partnerships between the Residents of the Communities and organizations like the Community Foundation.

Different types of funding and support for affordable housing projects in the Planning Area could be identified in these partnerships.

H1.3. Consider the establishment of a funding stream for affordable housing projects by creating an affordable housing trust fund.

Fund this affordable housing trust fund through County budget appropriations, grants, etc.

H1.4. Highlight and focus attention on examples of exemplary affordable housing projects.

Successful affordable housing projects should demonstrate how one can improve the quality of life for many people (such as Meadow Woods off Brannon Road).

3.4: COMMUNITY FACILITIES AND SERVICES

Public Schools

The Planning Area is served by the Mills River and Etowah Elementary Schools, Rugby and Hendersonville Middle Schools, and West Henderson and Hendersonville High Schools. The capacities for the school districts serving the Planning Area are predicted not to exceed state capacities over the next five (5) years except for Rugby Middle and Mills River Elementary. Both schools are currently exceeding state capacity (per state standards), and Rugby Middle is predicted to continue to exceed capacity (Figure 3.4.1). Etowah Elementary, Mills River Elementary, and West Henderson High School have or are predicted to reach capacities with 48 or fewer students under state capacity.

Figure 3.4.1: Total Capacities and Percentage of State Capacities for School Districts Serving Etowah and Horse Shoe

Schools	State Capacity	Core Capacity	2007-08 20 day Membership	2008-09 20 day Membership	Predicted Growth				
					2009-10	2010-11	2011-12	2012-13	2013-14
ELEMENTARY SCHOOLS									
Etowah	564	578	552 (97.9%)	542 (96.1%)	528 (93.6%)	517 (91.7%)	514 (91.1%)	524 (92.9%)	516 (91.5%)
Mills River	429	649	480 (111.9%)	448 (104.4%)	427 (99.5%)	406 (94.6%)	387 (90.2%)	367 (85.5%)	339 (79.0%)
MIDDLE SCHOOLS									
Hendersonville	586	599	519 (88.6%)	483 (82.4%)	490 (83.6%)	501 (85.5%)	513 (87.5%)	508 (86.7%)	496 (84.6%)
Rugby***	810	554	792 (97.8%)	854 (105.4%)	878 (108.4%)	881 (108.8%)	882 (108.9%)	848 (104.7%)	829 (102.3%)
HIGH SCHOOLS									
Hendersonville	785	514	688 (87.6%)	675 (86.0%)	658 (83.8%)	682 (86.9%)	652 (83.0%)	639 (81.4%)	657 (83.7%)
West Henderson***	1120	544	1086 (97.0%)	1063 (94.9%)	1068 (95.4%)	1084 (96.8%)	1075 (96.0%)	1091 (97.4%)	1156 (103.2%)
Totals			4,117	4,065	4,049	4,071	4,023	3,977	3,993
			Green Safely within state capacity	Yellow 48 or fewer students under state capacity			Red Over state capacity		

Red numbers in core capacity indicates deficit in sq. footage in media center or cafeteria
 Projected growth is calculated by the kindergarten growth over the past 8 years
 *** Numbers reflect additional growth projected from the Riverstone Development (2008 - 2012)
 Source: Henderson County Public Schools, October 2008

The only school within the Planning Area is Etowah Elementary located off of Etowah School Road. The first school in Etowah was established in 1872 across from the Oak Forest Cemetery on School House Road. In 1910, a public school was built near the Methodist Church. Later, in 1928, Etowah School was established by merging Rhymer, Horse Shoe, Pleasant Grove, Big Willow, and Boyleston schools. Until 1960, the school served all grades (1st to 12th). Now Etowah Elementary consists of kindergarten to 5th grade. The main building and kindergarten wing for Etowah Elementary are a total of 79,619 square feet.



In 2008, Etowah Elementary school had 542 students and 28 classrooms, averaging 19.36 students per teacher. The state capacity for the school is 564 students while the core capacity, including the cafeteria and media center is 578. The racial composition of Etowah Elementary was 84% white, 0.5% African-American/black, 8.3% Hispanic, 1.3% Asian, 0.37% American Indian, and 5.4% multiracial. Of the total student population, 39% utilized free or reduced lunch. All students had access to the internet with 100% of the classrooms connected. There are approximately 3.96 students per computer.

Figure 3.4.2: 2008 Number of Students Per Grade at Etowah Elementary School

Grade	Number of Students
Kindergarten	98
First	77
Second	92
Third	96
Fourth	96
Fifth	78

Source: Etowah Elementary School, March 2008

In the 2006-2007 year, Etowah Elementary was recognized as a North Carolina School of Distinction by the State Board of Education due to high test scores, with 80 to 90% of the students performing at or above grade level, and an overall positive increase in student academic achievement. Of the available statistics for North Carolina ABC program end-of-grade tests, 86.2% of white students passed math and reading and 81.3% of Hispanic students passed. On average, students at Etowah Elementary faired better than the state and district. In comparison, at the state and district level, 75.9% and 81.3%, respectively, of white students passed math and reading while 52.5% and 62.6% of Hispanic students passed.

Parks

The County currently operates one park in the Planning Area. Etowah Lions Park is located on approximately 18 acres of land off of Etowah School Road in the Etowah Community.



According to the Henderson County Parks and Recreation Department, the land for the park was originally purchased by the Etowah Lions Club in 1994 with Etowah Lions Garbage Service proceeds. It was donated to the County in September 1995. The Etowah Lions Club continues to work with Henderson County to develop the park by subsidizing loans, attaining grants, and running the park’s concession stand (where 100% of the profits are reinvested into the park). Prominent features in the park are its

baseball fields where the County holds its youth softball program. The park also includes tennis courts, a basketball court, a shuffleboard court, picnic tables and shelter, a playground, a multi-use field and a half-mile walking trail.

Greenways

The County Comprehensive Plan identifies possible sites for greenways in the Planning Area. These sites were identified by the Apple Country Greenway Commission. The Commission was formed in 1999 and works to promote and facilitate the planning, development and maintenance

of greenways in Henderson County. It should be noted that at this time there are no built greenways in the Planning Area.

One important benefit of a greenway is to serve as an alternate link between communities, recreational areas, commercial centers and open space. The sites for the proposed greenways in the Comprehensive Plan are generally found along railroad lines and streams. For example, one proposed greenway in the Planning Area follows the French Broad River and its floodplain. Another greenway follows the Norfolk-Southern railroad line (not currently in use). This railroad line connects Hendersonville to Brevard and was used to serve the Ecusta paper mill plant in Brevard before it closed in 2002.

Libraries

The new Etowah Branch Library on Brickyard Road opened to the public on February 11, 2008. This replaced the former library also located on Brickyard Road. In 2007, the door count for the library was 60,613 people. Patrons of the library were residents of Etowah, Horse Shoe, Mills River, and Transylvania County.



New Etowah Branch Library, April 2008

The new library is 3,600 square feet larger than the old library at a total of 8,100 square feet. It consists of five (5) rooms and one (1) community room that can seat up to 60 people. It has three (3) book stack areas and one office. The County currently has two (2) staff members operating the library. Fifty-two percent (52%) of the new library’s 1.2 to 1.3 million dollar project cost was funded by the estates of Richard J. and Betty A. Scott.

Fire Protection

The Planning Area is predominately served by the Etowah-Horse Shoe Fire & Rescue Department with a small portion served by the Valley Hill Volunteer Fire and Rescue Department. There is currently no fire service tax district in the southwestern portion of the Planning Area. Local fire departments will respond to emergencies in this area.



The Etowah-Horse Shoe Volunteer Fire Department has two (2) locations within the Planning Area, a main station on US Highway 64 West and Morgan Road and a substation on the corner of Cummings Cove Road and Hebron Road. The main station is approximately 9,000 square feet and the substation is approximately 4,000 square feet in size. The fire department consists of four (4) paid personnel, 40 volunteers, and 13 fire trucks that serve an area of approximately 19.67 square miles.

Emergency Medical Services (EMS)

EMS Station #2, located on NC Highway 280 near its intersection with NC Highway 191, serves the Mills River, Fletcher, and Etowah-Horse Shoe Fire Districts. The EMS station is 2,400 square feet in size with approximately 1,200 square feet of living area and 1,200 square feet of bay area. The bay area is composed of a two (2) bay garage and storage area for equipment. There is one (1) ambulance at this location with two (2) personnel on call at all times.

***Sheriff's Department***

There is no satellite sheriff's office in the Planning Area; however, during a 12 hour shift there are two (2) patrolmen in the area. The 911 Emergency Center, servicing the entire County, has four (4) to five (5) people per 12 hour shift.

Public Water

The City of Hendersonville supplies public water to a portion of the Etowah and Horse Shoe Planning Area. The City's water lines mainly run along US Highway 64 West (Brevard Road) and portions of major roads and subdivisions in central areas of both Communities. There are other limited private water systems extending into the Planning Area that usually serve individual subdivisions. In these situations, the infrastructure is generally maintained by private companies and the water is either from community well systems or the City of Hendersonville.

Sewer Services

Public sewer is limited in the area. The Cane Creek Sewer District, operated by Henderson County, serves the northernmost portion of the Planning Area. The privately owned, Etowah Sewer Company, is confined to the areas surrounding Brickyard Road, Holly Springs Road, and Old Highway 64. Additionally, sewer lines are located in the more developed areas such as the commercial district along U.S. Highway 64 West (Brevard Road), the Etowah Golf Course, and subdivisions such as Golf Mountain Estates, Greenwood Forest, Etowah's Reach, Etowah Golf Villas, Moland Drive, The Meadows, Brandy Mills, Brooke Hills, Jonathan Creek, Sunset Ridge, Springfield, Meadow Creek, and North Course Village. Service is also available to the Etowah-Horse Shoe Volunteer Fire Departments and the Etowah Elementary School through private force mains. It is estimated that the Etowah Sewer Company services 327 residential units and 37 nonresidential establishments. Including the Etowah Sewer Company, there are currently five (5) permitted wastewater treatment plants in the Planning Area. These plants are permitted and annually inspected by the North Carolina Department of Environment and Natural Resources.

Solid Waste

There are approximately 30 private municipal solid waste haulers in Henderson County. The County contracts with Waste Management to transfer municipal solid waste and construction

waste from the Stoney Mountain Landfill, off Stoney Mountain Road, to a landfill in Palmetto, South Carolina.

Recycling

The County recently hired a Sustainability Coordinator who is responsible for looking at ways to improve and expand the existing recycling program. Residents in the Planning Area can drop off recyclables at the Stoney Mountain Landfill where the recycling is sent to private companies located in either Charlotte, North Carolina or Greenville, South Carolina. Residents may also pay a private waste collection company to transport certain recyclables to Asheville.

Community Facilities and Services Goals & Objectives

Goal CFS1: Expand local County parks and greenways in the Etowah and Horse Shoe Communities.

CFS1.1. Consider adding corner and/or neighborhood parks at centrally located areas in the Planning Area.

Small parks in the Planning Area can serve the recreation needs of the communities as well as enhance the aesthetic appeal of commercial areas. County owned land, commercial businesses fulfilling landscaping requirements, or subdivisions fulfilling open space requirements could aid in the establishment of parks.

CFS1.2. Consider the establishment of a multifunctional YMCA, governmental or nonprofit full service recreation facility and community center in the Planning Area.

Note: Establishment of a service district (CFS-1.3) is probably necessary to fulfill this recommendation.

CFS1.3. Consider establishing a service district to create revenue to support recreation in the Planning Area.

According to the Tax Assessor's Office a penny per \$100 of value (excluding personal property) applied to the tax rate will generate \$124,500 for the Planning Area. These tax monies should be used to match available grants for the construction of recreation facilities. The service district should not be established until local economic conditions improve and grant funding is available.

CFS1.4. Consider establishing a greenway between Hendersonville and Brevard on the existing Norfolk-Southern railroad line.

The County should consider supporting local government and agency efforts to make this a priority and come up with a strategy to achieve this goal.

Note: State grants and the Service District (CFS-1.3) could provide funding for construction.

CFS1.5. Incorporate pedestrian friendly measures in the core of the Communities.

These measures include sidewalks, trails, traffic calming measures and designated bike routes.

Note: This item is addressed in T-2.5.

Goal CFS2: Improve emergency services in the Etowah and Horse Shoe Communities.

CFS2.1. Increase law enforcement presence and patrol in the Planning Area.

Consider conducting studies to determine the need and possible addition of a satellite patrol office in the Planning Area.

3.5 TRANSPORTATION

Transportation Issues

The Planning Area is connected to Hendersonville and Brevard by US Highway 64 West (Brevard Road) which is a major east/west arterial that forms the central core of the area. Connections to Mills River and Asheville are through NC Highways 191 and 280. The regional transportation network is extremely rural, isolated from a major urban center, under development pressure, and has scarce financial resources. The limited amount of funding available is the most significant regional transportation issue, particularly funding to support roadway operations and maintenance, transit services, and safe bicycle and pedestrian travel access. The list below briefly summarizes major issues for the region:

- Shortfall in revenues to implement an adequate pavement rehabilitation program and to make needed improvements to local roads, State highways and regional bridges.
- Impact of substandard roads on State maintenance funds, when added to the maintained roadway inventory.
- Need for transportation services to ensure mobility and reasonable access for all age and income groups with limited funding sources, extensive travel distances and higher regional operating and fuel costs.
- Desire to improve local economic vitality, supporting livable communities and individual well-being.
- Need for bicycle and pedestrian facilities to provide safer environments and better connectivity for non-motorized travel.
- Need to preserve the rail bed for a trail system which will enhance the livability of the area.

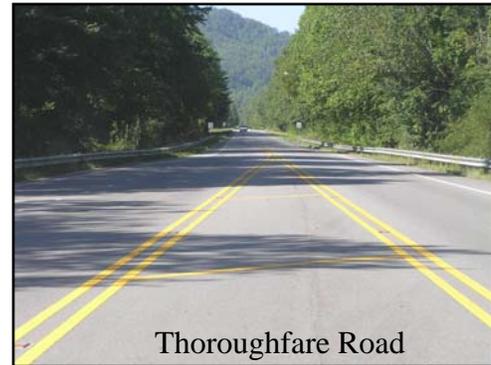
The Regional System and Planning Process

The North Carolina Department of Transportation (NCDOT) still maintains the majority of public roads unlike other Departments of Transportation in the United States. The state maintained road system in North Carolina includes over 79,000 miles of roadway which is 77% of the entire public roadway system. Henderson County is part of the French Broad Municipal Planning Organization (MPO) which is also comprised of Buncombe and Haywood Counties. Local governments within the area participate in preparing and prioritizing project listings for comprehensive, long range, and the transportation improvement program. Henderson County works directly with the district and local county NCDOT engineers to receive updates and provide feedback on necessary projects. Henderson County also has a Transportation Advisory Committee, comprised mostly of local government MPO representatives. These board members convene to discuss local transportation issues and to hear updates from the district engineer regarding progress on Transportation Improvements Projects (TIP) and Secondary Road projects. They also accept input from local citizens who want to voice concerns about transportation issues. Roadway facilities are generally classified in the following manner:

Freeways or Interstates Those roads that form the principal avenue for communication between major regions of a country, including direct connections between capital cities. They operate with restricted access.

Expressways Those roads, not classified as interstates, whose main function is to form the principal avenue of communication for regional movements between an urbanized area and adjoining communities. An expressway normally has restricted access.

Major Arterial or Boulevard Those roads whose main function is to form an avenue of communication for movements: between important centers and interstates or regional roads and/or key towns and commercial areas; between important centers; or of an arterial nature within a rural area.



Minor Arterial A safe all weather surface for moderate volumes of predominantly through traffic with a high seasonal heavy vehicle component. The main function of these roads is to provide access to abutting property. This is the minimum standard for tourist and high volume heavy vehicle developments.



Collector A safe all weather surface for moderate to low volume and high accessibility and serve as a link between through-roads and local roads.

Local Local roads are generally designed to provide final access to properties rather than through movements.

The important roads in the Planning Area are Major and Minor Arterials. Variations in traffic depend on time of year and local driving conditions. Traffic volumes are higher throughout Henderson County during summer months with added recreational and seasonal travelers. Over the last three (3) years, traffic volumes on major roads generally declined in the outlying portions of the County, and increased around the urban center. Because of its sparse population, the region is generally free of traffic congestion.

Potential Improvements

The recently completed NCDOT Comprehensive Transportation Plan for the French Broad River MPO and Rural Areas of Buncombe, Haywood, and Henderson Counties (NCDOT Comprehensive Plan) recommends potential improvements to regional and major roadway facilities which affect the Planning Area.

US Highway 64 West (Brevard Road)/South Rugby Road (SR 1312) to Banner Farm Road (SR 1314)

This segment of US Highway 64 West (Brevard Road) experiences heavy turn conflicts due to the confluence of a number of elements, including several intersecting roadways, two (2) significant curves, an at-grade railroad crossing, and roadside development with multiple driveways. The 2005 traffic estimate of 14,400 vehicles per day (vpd) already exceeded the desirable capacity of 11,400 to 13,900 vpd for this roadway, and as development and traffic volumes increase, so will delays and crashes. This segment of US Highway 64 West is targeted as the location for a commercial center in Henderson County long range plans. The recommendation is to widen the facility to four (4) or five (5) lanes with medians where feasible; maintaining access management; and upgrading intersections and traffic control as warranted, including at the railroad crossing.

US Highway 64 West (Brevard Road)/Buncombe Street to Brickyard Road (SR 1424)

Large portions of this two lane segment of US Highway 64 West (Brevard Road) (interrupted by the above referenced segment) already carry more traffic than their desirable capacity of 11,400 to 15,800 vpd, and these volumes are forecast to increase from 16,500 vpd in 2005 to 19,100 vpd by 2030. Henderson County plans identify commercial areas along this portion of US 64, near Etowah, Horseshoe and Laurel Park. Several intersections in the eastern portion of this project have been



averaging at least ten (10) crashes per year. Frequent driveways and speed limits that vary from 35 mph to 55 mph already contribute to both crashes and congestion. The ability of widening the cross-section within this corridor is severely constrained by existing development, a rail line, steep slopes, streams and cultural resources.

Given the standards of the corridor, the addition of a two-way left turn lane seems the most viable solution to existing and anticipated deficiencies. Current plans indicate that a multilane cross section for some or all of the project length may be desirable in many areas. Access management (especially driveway consolidation) and some geometric and intersection improvements are also desirable and feasible. This project has been identified in both the Comprehensive and Long Range Plan.

Cummings Road (SR 1171 – US Highway 64 West (Brevard Road) to Hebron Road)

This road serves a large area of low-density residential development. Although forecast volumes do not appear to exceed practical capacity of 8,000 vpd for a typical 2-lane rural/suburban road such as this, Cummings Road lacks the pavement/shoulder width and clear

sight distances necessary for a safe and efficient roadway. In addition, given the large and relatively undeveloped area served by this road and the roads feeding into it, a slight increase in anticipated residential growth could result in traffic that is

significantly higher than current forecasts. Long term recommendations for this road are to add turn lanes, widen shoulders and improve intersection geometrics and traffic control as appropriate. The project, under construction with an estimated completion date of July 15, 2010, currently appears in the NCDOT Long Range Transportation Plan for the MPO and the Transportation Improvement Program (TIP).



NC Highway 191/280 to Balfour Parkway

The NCDOT Comprehensive Plan recommends a two-lane radial facility serving the wedge of rapidly developing land north of Hendersonville and north of the Planning Area. The corridor will extend between US Highway 25 and US Highway 64 (Brevard Road) and will provide more of a direct connection between Mills River and Hendersonville. There are three (3) significant commercial areas along the corridor which would directly influence the Planning Area. Specifically these include a portion of NC Highway 191, at Mountain Road, Rugby Road and NC 280. Traffic volumes have been increasing steadily with 14,400 vpd in 2005. Desirable capacity in 2006 for this road was estimated at 15,200 to 15,900 vpd. Forecasts of 27,600 vpd by the year 2030 far exceed existing capacity. There are additional concerns regarding safety. The intersection of NC Highway 191 with NC Highway 280 is the fourth highest crash location in the County.

NCDOT has put forth a recommendation to widen NC Highway 191 and NC Highway 280 to the Balfour Parkway. The project would be comprised a four-lane roadway with a median. The project was previously identified in the NCDOT Long Range Transportation Plan and will be updated to include a recommendation for the project to move ahead. However, the timeline on such a project likely will have a 20-year horizon because of financial constraints.

Connection of McKinney-Morgan Streets (not currently included in any NCDOT plans) McKinney Road is a minor arterial which forms an east-west connection through the Etowah Community on the north side of US Highway 64 West (Brevard Road). A

crossing over the existing rail bed is recommended in order to reduce traffic on Brickyard Road and to provide an alternative outlet for trucks and heavy vehicles to Morgan Road. This would be supported by many members of the Community; however the local residents living in the vicinity of Cheerful Circle have voiced concern in the past to this alternative.

Public Transportation

Henderson County operates a three (3) vehicle fixed-route service between the hours of 6:30 am and 6:30 pm during weekdays between the municipalities of Fletcher and Hendersonville. No expansions of the system are planned at this time and when and if expansions are made, they are likely to be realized within Hendersonville before moving into other rural areas. The transit system is operated largely on federal and state grants, as well as by contributions from the municipalities and the County. Rural van service is available for seniors and disabled persons throughout all areas of Henderson County, operated by Apple County Transit. This service runs during the same hours as the fixed route and is available upon request to eligible citizens.

Bikeways

Etowah has a network of bikeways which include designations on US Highway 64 West (Brevard Road), Cummings Road and South Rugby Road. In many cases, most two-lane roads in the Planning Area are extremely rural in nature and where there is not a high volume of traffic, the roads lack adequate shoulders, have poor geometrics, and no dedicated bike facilities even though they may be called “bikeways”. The potential improvements should enable roadways to accommodate automobiles and cyclists, while providing a safer facility for the cyclist. Many communities often work toward improvements which include placement of painted bike lanes along road shoulders. Typically, this is accomplished when roadways are widened, the geometrics are improved, and resurfacing is scheduled. It is important for the community to outline which major or secondary roads need improvement and to emphasize the potential of the roadway as a bike facility. The designation as a bike facility should take place during the design phase when improvements are planned.



Funding Policies

Transportation plans typically focus on alternatives that vary by travel mode, such as highway versus transit improvements. Such comparison-by-modes approach is not relevant in the Etowah Area due to: (1) limited changes in population and travel demand, (2) density that would support transit and (3) funding shortfalls for maintenance of existing roadways. Instead of comparing alternatives according to travel modes, discussion on transportation policy and funding sources has focused on roadway maintenance versus roadway improvements because of the lack of control over major and minor arterials.

Spending on transportation projects in Western North Carolina is currently best described as a hybrid of limited capital improvement and maintenance of the status quo. Under this “make do” alternative, the State and regional entities continue to prioritize programs and to receive/use revenues consistent with past practices. STIP regional shares are used to the maximum extent possible for regional road rehabilitation projects, for State matching funds with federal programs and for interregional projects where justifiable. The State is exploring new ways to fund projects which may in the future involve turning some of the roadways over to the counties. Infrastructure will deteriorate unless additional funding sources are identified to support proper maintenance of the regional system. Currently, some state and local funding sources and programs may be available to fund transportation improvements in the French Broad MPO.

Transportation Goals & Objectives

Goal T1: Study and implement needed improvements such as the addition of traffic signals or improvements in road geometry at specified intersections in the Planning Area.

T1.1. Ask NCDOT to consider reviewing the following intersections for reconfiguration and/or signalization:

- Cummings Road and US Highway 64 West (Brevard Road)
- Etowah Park Road and US Highway 64 West (Brevard Road)
- Battle Creek Road and US Highway 64 West (Brevard Road)
- Broyles Road and South Rugby Road

Goal T2: Improve the transportation network in the Etowah and Horse Shoe Communities.

T2.1. Consider improving safety and capacity within the Planning Area.

- Consider widening the travel lanes and straightening Brickyard Road, from NC 280 to McKinney Road (Map 8)
- Consider lowering the speed limit along US Highway 64 West (Brevard Road) from 45 MPH to 35 MPH from Morgan Road at the fire station to the Etowah Valley Golf Course

T2.2. Consider the creation of a new connector road between Morgan Road and McKinney Road.

T-2.3. Implement better access management standards at the following locations:

- Along US Highway 64 West (Brevard Road)
- Along Brickyard Road from US Highway 64 West (Brevard Road) to intersection with McKinney Road

T2.4. Avoid and correct situations where road names change multiple times. Specifically address the road name change at Holly Springs Road and Ray Hill Road.

T2.5. Consider incorporating pedestrian friendly measures in the core of the Etowah and Horse Shoe Communities.

These measures include sidewalks, trails, traffic calming measures and designated bike lanes/routes.

Note: Encroachment agreement with NCDOT would be required. Sidewalk maintenance would be required by the County or business. Recreation service district may possibly be used to fund construction or maintenance of the sidewalks. The County should consider developing a plan to show the location of planned sidewalks for access to open space and recreational uses.

3.6 ECONOMIC DEVELOPMENT

Occupational Trends

Outside factors have a great influence over local market trends and industry change. These factors can play a large role in determining the economic direction of the County and the Planning Area.

As shown in the demographics portion of the Community Analysis Section, there has been a considerable decline in the population of younger working age residents in the Planning Area. This may be a result of low paying jobs, lack of jobs and/or high cost of living. Attracting new industry and higher paying jobs may be difficult for the Planning Area because of its proximity to major interstates and lack of adequate public utilities.

Although there is a disparity between income and cost of living in the County, overall it appears that most occupations and related wages have grown in the County. Figure 3.6.1 shows wages for major industries in the County. As shown in this Figure, the average employee wage is increasing but at varying rates.

Figure 3.6.2 breaks down major industries in Henderson County. This gives an overall perspective of occupational trends from 2000 to 2007. As shown, construction occupations have increased the most followed by education and health services. Manufacturing jobs had the largest decline.

Figure 3.6.1: Occupational Trends by Average Employee Wages for Henderson County

Major Industry Group	2000	2007	% Increase
Total Federal Government	32,084	47,736	49%
Total State Government	23,816	31,096	31%
Public Administration	28,298	36,712	30%
Professional and Business Services	22,494	28,072	25%
Information	30,248	37,562	24%
Natural Resources and Mining	18,473	22,802	23%
Total Local Government	29,224	36,088	23%
Education and Health Services	28,981	35,271	21%
Financial Activities	35,832	42,885	20%
Other Services	17,992	21,625	20%
Service-Providing Domain	25,035	29,928	20%
Construction	28,590	33,799	18%
Manufacturing	37,966	44,595	17%
Goods-Producing Domain	34,438	39,451	15%
Trade Transportation and Utilities	26,427	30,295	15%
Leisure and Hospitality	13,903	14,942	1%

Source: North Carolina Employment Securities Commission, 2008

Figure 3.6.2: Occupational Trends by Total Employment for Henderson County

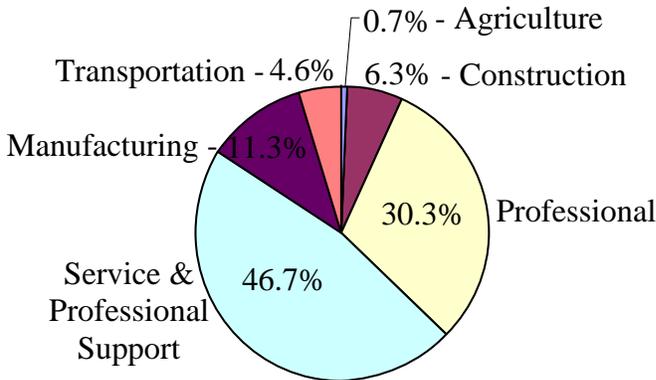
Major Industry Group	2000	2007	% Change
Construction	2,184	3,130	43%
Education and Health Services	6,819	8,455	24%
Financial Activities	981	1,135	16%
Leisure and Hospitality	3,492	4,060	16%
Public Administration	1,261	1,433	14%
Total Local Government	4,011	4,529	13%
Service-Providing Domain	23,857	26,695	12%
Other Services	978	1,063	9%
Total State Government	616	673	9%
Information	363	393	8%
Trade Transportation and Utilities	6,996	7,029	<1%
Professional and Business Services	2,969	2,957	>-1%
Goods-Producing Domain	11,137	10,000	-10%
Natural Resources and Mining	965	812	-16%
Total Federal Government	283	224	-21%
Manufacturing	7,988	6,059	-24%

Source: North Carolina Employment Securities Commission, 2008

Occupations in the Planning Area

Figure 3.6.3 indicates that the largest percentage of the Planning Area’s workforce (approximately 47%) is found within the service and professional support employment sector. Service and professional support includes health care support occupations, protective services such as law enforcement and fire fighters, food service, building and grounds maintenance, personal care, maintenance services, installation services, repair services and retail services. The second largest employment sector is titled professional. Some of the occupations in this category

Figure 3.6.3: Occupations in the Planning Area – Census, 2000



are business and financial operations, management, professional and related services such as engineering and surveying, health care practitioners, social services, entertainment, education, and computer occupations. Agriculture has the lowest occupation level with less than 1% of the total population of the Planning Area. Agriculture includes farming, fishing and forestry. Construction includes supervisors and workers. Production operations

make up the majority of manufacturing. Transportation consists of supervisors, transportation industry workers and material moving workers.

Projections

Projections from the Employment Security Commission of North Carolina indicate that professional and business services are expected to grow the most over the next ten (10) years. According to these projections, the manufacturing industry will continue to decline. In the last few years, manufacturing has become more sophisticated as new industries like renewable energies and advanced manufacturing practices have caused industries to require higher skilled laborers. A weakening U.S. dollar is also making it less profitable to locate overseas.

Figure 3.6.4: Projected Occupational Trends by Total Employment for Henderson, Buncombe, Madison and Transylvania Counties

Major Industry Group	2006	2016	% Change
Professional and Business Services	15,390	21,230	38%
Leisure and Hospitality	20,460	26,180	28%
Education and Health Services	38,910	48,950	26%
Construction	10,190	12,710	25%
Services-Providing	132,390	161,370	22%
Financial Activities	5,590	6,690	20%
Other Services (Except Government)	7,650	8,870	16%
Trade, Transportation, and Utilities	31,540	35,590	13%
Government	10,760	11,780	9%
Goods-Producing	31,570	32,490	3%
Information	2,090	2,080	-0.50%
Natural Resources and Mining	1,650	1,610	-2%
Manufacturing	19,730	18,170	-8%

Source: North Carolina Employment Securities Commission, 2008

These changes in manufacturing operations may cause industries to choose to relocate to this region. The County also benefits from local community colleges like Blue Ridge Community College, with campuses located in both Hendersonville and Brevard, which offer a wide range of education and training for professional advancement. This enables local residents to obtain higher skilled jobs and professional occupations.

New development in the Planning Area is expected to create new jobs and cause growth in commercial businesses in the Planning Area, along US Highway 64 West (Brevard Road) and surrounding area. These jobs, typically in the form of service industry jobs, usually have a lower pay than higher skilled jobs. However, competition from the increase in service industry jobs will hopefully result in higher wages for the Planning Area.

Economic Goals & Objectives

Goal E1: Address economic development in the Etowah and Horse Shoe Communities.

E1.1. Continue to support small local manufacturing operations by avoiding regulations that would inhibit these types of businesses.

3.7: LAND USE AND DEVELOPMENT

Existing Land Use and Development and Current Zoning

The Planning Area contains a variety of land uses as classified by the Henderson County Tax Assessors office (see Figures 3.7.1, 3.7.2, and 3.7.3). Classified lands include those located outside of the right-of-way and are on record with Henderson County. Figures 3.7.1 and 3.7.2 include information regarding those properties identified by the tax assessor as participating in the present use value program. This program allows lands to be taxes based on the value of the lands in its current use as agricultural land, horticultural land, or forestland instead of based on the market value of the land. While present use value and agricultural-horticultural land use take up 24% of the total land, the principal use of land in the Planning area is residential.

Residential Land Uses

Residential land consists of approximately 39% of the total land use within the Planning Area. Single-family dwelling units are the most prominent residential use with approximately 4,238 single-family dwelling units on approximately 7,537 acres of land. The average acreage of a residential parcel of land is 1.6 acres.

Manufactured housing is the second most common type of residential structure with approximately 485 units in the Planning Area. Manufactured housing is scattered throughout both Communities but is most common in the Residential Zoning District Two, Rural (R2R), and the Residential Zoning District One (R1).

In the Planning Area, most parcels are zoned for residential uses with the majority of the zoning currently R2R. Approximately 7,336 acres comprise the R2R Zoning District. The R2R district is intended to allow for low to medium density residential development. This district permits most residential uses including single-wide manufactured housing and manufactured home parks.

Figure 3.7.1 Acreage by Land Use		
General Land Use	Approximate Acres of Land	Percent of Total Acreage
Present Use Value (Agricultural-Horticulture)*	4,159	23
Residential	7,039	39
Vacant	4,689	26
Other**	1,338	7
Agriculture-Horticulture	253	1
Recreational (Includes Golf Courses)	362	2
Commercial	181	< 1
Government	76	< 1
Religious	53	< 1
Industrial	23	< 1
Conservation	15	< 1
Educational	12	< 1
Source: County Tax Assessor's Data, October 2007		
* Those lands which participate in the present-use value program are classified by the Henderson County Tax Assessor into the land use classification system (See Figure 3.7.2)		
** The Other category includes parcels where the land use has not been assigned, land within cemeteries, utility lots, cellular towers and land used for auxiliary structures.		

Figure 3.7.2 Present Use Value Acreage by Land Use		
General Land Use	Approximate Acres of Land	Percent of Total Acreage
Residential	1,377	33
Vacant	2,267	55
Other	171	4
Agriculture-Horticulture	344	8

Commercial Land Uses

Only 181 acres of land is currently designated as commercial and 23 acres of land as industrial. Commercial uses are mostly found along US Highway 64 West (Brevard Road) in the core of both the Etowah and Horse Shoe Communities. A small amount of existing commercial uses are also scattered throughout the Planning Area.

Figure 3.7.3 Existing Structures by Land Use		
General Land Use	Number of Structures	Percent of all Structures
Residential	4,940	97
Commercial	98	2
Industrial	8	<1
Community/Cultural	32	<1
Other*	21	<1
Source: County Tax Assessor's Data, October 2007		
* The Other category includes parcels with only garage, recreational or miscellaneous structures.		

In Etowah, the majority of existing commercial uses are located between the Etowah Valley Country Club (along US Highway 64 West (Brevard Road)) and Morgan Road. This area has been recently rezoned to the Community Commercial (CC) Zoning District with the adoption of the Land Development Code (LDC) on September 19, 2007. It is intended that the CC district will provide a variety of retail sales and services, public and private administration offices and other uses done primarily for sale or profit on the local and community commercial levels. Many existing commercial uses at the local and community scale are located in this area. These uses include retail stores, restaurants, the Etowah Valley Veterinary Hospital, various business and professional offices, Ingles Market, gas stations and conveniences stores and banks among others. The Etowah Shopping Center located off of US Highway 64 West (Brevard Road) consists of approximately 45,000 square feet of retail sales and service space. It currently contains nine (9) businesses.

A second CC district lies in the Horse Shoe Community between Banner Farm Road and Hunters Glen Lane and at the intersection of South Rugby Road and US Highway 64 West (Brevard Road). The Plaza of Horse Shoe is located here. The Plaza of Horse Shoe is the site of 14 various retail sales and service businesses. Also located in this commercial node is The Horse Shoe Crossing shopping center. Commercial uses extend along both sides of US Highway 64 West to Battle Creek Road and along the north side of US Highway 64 West (Brevard Road) to Banner Farm Road. Another CC District is found at the intersection of Windsor Drive and US Highway 64 West (Brevard Road). This is the site of the Laurel Park Animal Hospital.

Three (3) existing commercial areas within the Planning Area were rezoned to the Local Commercial (LC) Zoning District with the adoption of the LDC. Horse Shoe Gap Village located near the intersection of Allstar Lane and US Highway 64 West (Brevard Road) in Horse Shoe, is

one such area. Another is located between Horse Shoe Mountain Road and Heartstring Court. Commercial uses here include Budget Appliance, Appalachian Floor Covering, Brogden Drywall and McCraw's Inc. A martial arts studio is situated just to the west of these businesses, but is located in the R2R Zoning District. A final LC district is located to the west of Morgan Road and includes the commercial uses of Mountain HBOT, Blossman Propane Gas and Boondocks Manufacturing.

Industrial Land Uses

Industrial uses are found mostly in and around the Etowah Industrial Park located off Morgan Road. Industrial uses in this area include Advance Technical Welding, Inc., T & T Machine Shop, Inc., and Accu-Grind of NC. The Etowah Industrial Park along with surrounding parcels were rezoned as an Industrial (I) Zoning District with the adoption of the LDC. The purpose of the district is to allow for industrial and heavy commercial development that is compatible with adjacent development and the surrounding community. It is also intended that this area will minimize conflict between land uses and is sensitive to its impact on surrounding land uses and the environment (natural and man-made).

Vacant Land and Development

Undeveloped parcels of land are located throughout the Planning Area with some of the largest tracts of land remaining undeveloped. Some of these tracts, situated to the north and south of US Highway 64 West (Brevard Road), have recently been approved for development as part of subdivisions. In 2007 a total of 1,690 lots were preliminarily approved by the County for development within the Planning Area by the County. These subdivisions are found mainly in the Etowah Community. This trend reflects a dramatic increase in residential subdivision activity throughout Henderson County occurring from 2005 through 2007.

Vacant land comprises 38% of the total land within the Planning Area. Most of the vacant land in the Planning Area is in the Residential Zoning District Three (R3). Approximately 50% of the R3 Zoning District is classified as vacant land. The R2R Zoning District has the second most vacant land at 34 percent (see Figure 3.7.4).

Zoning District	Total Acreage Zoned	Total Acreage of Vacant Land in Zoning District	Percent Vacant Land
Residential District Three (R3)	3,008	1,508	50
Residential District Two Rural (R2R)	7,336	2,459	34
Industrial	80	23	29
Residential District Two (R2)	3,157	892	28
Estate Residential District (R-40)	2,016	332	16
Residential District One (R1)	2,269	247	11
Community Commercial	104	9	9
Local Commercial	7	0	N/A
Office-Institutional	7	0	N/A

Source: County Tax Assessor's Data, October 2007

Land Use Trends

Historically, much of the land in the Planning Area has been in large tracts used for rural or agricultural land uses. In recent years, land is being developed at a faster rate. This land is being converted from open space and agricultural land to predominantly residential land uses. As land continues to be developed for residential purposes, it is expected that commercial uses and other supporting infrastructure will follow to accommodate this residential growth.

The core of the Planning Area, including many areas along US Highway 64 West (Brevard Road), is served by public water provided by the City of Hendersonville. The Etowah Sewer Company, a private sewer service, serves a portion of the Etowah Community. These areas have the highest density residential development and the majority of the commercial development in the Planning Area. Most of the vacant land is found in the rural areas of the Planning Area where there is no water and sewer infrastructure.

According to the Growth Management Strategy of the Henderson County 2020 Comprehensive Plan, new development should be directed toward areas with essential services and infrastructure. This protects sensitive natural areas and agricultural lands from extensive development. It also allows for mixing of residential and commercial uses which may reduce dependency on automobile travel. The density and dimensional requirements of the current zoning districts match this recommendation.

Although water and sewer infrastructure is located in the Planning Area, development of new commercial, industrial and residential uses is limited by the availability of water and sewer services. As water and sewer services and capacities expand, so will the ability for these land uses to expand. Both communities have limited industrial development. Industrial land in the Planning Area is not only limited by infrastructure but also by zoning. The most intensive industrial uses are only allowed in the I district which consists of less than 1% of the zoned portion of Planning Area.

Build-Out Scenario

A build-out scenario was created using the maximum residential and standard densities allowed within the current zoning districts and 2006, 2000, and 1970 household and population data. According to this scenario, Figure 3.7.5 shows the maximum number of allowable residential units in each zoning district. Using recent growth rates, zoning district build-out using maximum densities allowable could be reached by the year 2067, at a population of approximately 82,234 people. Using standard build-out

Figure 3.7.5: Estimated Maximum Number of Units in the Etowah and Horse Shoe Planning Area		
Zoning	Maximum Units*	Standard Units**
R1	29,260	8,293
R2	8,424	3,435
R2R	16,541	8,457
R-40	4,386	2,193
R3	8,070	2,063
Local Commercial	46	23
Office-Institutional	110	91
Community Commercial***	1,050	
Total	67,887	24,555
*Includes multi-family, special use, special subdivisions, and accessory residential		
**Standard densities only		
***Residential by special use permit only		

densities, the maximum build-out would be reached by 2043 with a population of 36,451. This information suggests that the Planning Area may continue to grow faster than the County. However, this is a rough estimate for informational purposes only. This scenario will not accurately predict true population growth and build-out of the Planning Area. This information does not take into account current steep slope regulations and assumes that land use regulations and zoning district boundaries will not change. Transportation networks must also expand alongside population growth. Additionally, environmental, social and economic factors could drastically impact the development of the Planning Area.

Figure 3.7.6: Build-Out Scenario for Etowah and Horse Shoe

Place	2006	2043 (Standard)	2067 (Maximum)
Henderson County	100,107	100,107	367,629
Etowah and Horse Shoe PA	10,396	36,451	82,234

Land Use and Development Goals & Objectives

Goal LUD1: Residential Zoning District Map Amendments

LUD1.1. Maximum Residential Density: Consider eliminating the maximum densities allowed for multifamily development from all residential zoning districts in the Planning Area with the exception of the R1 Zoning District.

LUD1.2. Incorporate the following zoning map changes: (Refer to Maps: 9; 9a; 9b; 9c)

- Replace R-40 in the southernmost portion of the Planning Area with R3.
- Replace all R2R and remaining R-40 area with the R2 Zoning District.
- Replace the R2R zoning that surrounds the north course of the Etowah Valley Country Club with R1 zoning. This includes land adjacent to the Etowah Valley Country Club and Turnpike Road and west of Holly Springs Road.

Goal LUD2: Commercial Nodes and Zoning District Map Amendments (Appendix 1, Maps 9a-9c)

LUD2.1. Local Commercial (LC). LC zoning should be located in the following areas: (Refer to Maps: 9; 9a; 9b; 9c)

- Between Old Highway 64 (Brevard Road), Sunset Hill Drive and Oakland Hill Drive.
- Along both sides of Morgan Road between its intersections with US Highway 64 West (Brevard Road).
- Along the south side of US Highway 64 West (Brevard Road) from the Horse Shoe Gap Village Local Commercial District to the existing Community Commercial Zoning District in Horse Shoe.
- Along Brickyard Road from US Highway 64 West (Brevard Road) to its intersection with McKinney Road.

LUD2.2. Community Commercial (CC). CC zoning should be located in the following areas: (Refer to Maps: 9; 9a; 9b; 9c)

- Add a community commercial zoning district node to the south side to the south side of US Highway 64 West (Brevard Road) between the County border and Old US Highway 64.
- Expand areas around the existing Community Commercial Zoning District in Etowah to include additional commercial uses and property.

Goal LUD3: Provide Regulations that Protect Open Space and Rural Character**LUD3.1. Protect rural character through open space regulations in the Etowah and Horse Shoe Communities.**

Add open space requirements to the Subdivision Regulations in the Land Development Code for the Etowah and Horse Shoe Communities. All major subdivisions with 30 or more lots would be required to comply with the Conservation Subdivision regulations, requiring 25% of the total land, excluding land in floodplain, to be left as open space. Alternatively, a developer may be permitted to pay a fee in lieu of open space at fair market value to the County. This fee would be invested within a three mile radius towards parks, recreation, open space, or as conservation easements.

Note: This item mostly accomplished with recent Land Development Code amendments.

3.8: COMMUNITY CHARACTER AND DESIGN

Community Character

The Planning Area was historically dominated by agriculture and rural commercial businesses. In the past decade, the communities, however, have transitioned towards residential and commercial businesses dominated by restaurants, shops, and services. Commercial uses, located principally along US Highway 64 West (Brevard Road), are a mix of strip developments, rustic wood framed shops and restaurants, gas stations, converted residences, and warehouses. The signage for these commercial businesses varies from wood lettering to painted signs to prefabricated signs. There are also several billboards along US Highway 64 West (Brevard Road).



Horse Shoe Crossing, 2008

Sign Standards

Signs must comply with the requirements under Article VII (Sign Regulations) of the Land Development Code. The following signs are prohibited under the current regulations. Signs: (1) placed in the right-of-way (except as erected for governmental purposes); (2) resembling and/or obscuring traffic signals; (3) obstructing access to drives, doors, walks, windows, fire escapes or fire escape routes; (4) which are animated and/or flashing; (5) on the surface of lake/river water (except those navigation and warning signs); (6) on vehicles parked and located for the purposes of displaying such sign, where such vehicle is either a part of the sign or sign structure; and (7) billboards (an outdoor advertising sign 380 feet in area or greater).



US Highway 64 West, 2008

Signs which do not require sign permits provided they comply with applicable sign standards include: (1) agricultural produce signs; (2) commemorative signs; (3) construction signs; (4) directional signs; (5) flats/insignia; (6) governmental signs; (7) home occupation sign; (8) outdoor advertising signs; (9) political signs; (10) property identification signs; (11) real estate signs; (12) regulatory signs; (13) religious institution signs; (14) temporary event signs; (15) temporary signs; and (16) private vehicle sale signs. For signs requiring permits, area

determinations and height restrictions are based on the type of sign and its location in a zoning district.

Landscaping and Buffering

Under the Land Development Code, Article V (Landscape Design Standards), landscape buffers are required to separate industrial, commercial, and residential uses. Additionally, plant material must be placed for every five (5) spaces when a parking lot is made up of more than ten (10) spaces. When no buffer is required along the front, side, and rear property lines of a development and parking is proposed within 20 feet of the property line, a planting strip is required.

Furthermore, commercial businesses may be required to meet major subdivision standards such as the planting of street trees and, in some cases, vegetated screens. For commercial businesses with major subdivision requirements, tree credits may be used in lieu of street trees by preserving existing onsite trees.

While many existing business in the Planning Area were developed prior to the adoption of these regulations and do not conform to these requirements, any new or proposed business must comply with the requirements outlined in the Land Development Code.

Surrounding Communities

Municipal jurisdictions surrounding the Planning Area include Mills River, Hendersonville, and Brevard (located in Transylvania County). Hendersonville and Brevard are known tourist destinations, incorporating design elements into their downtowns such as flowers and trees, brick facades, limits on building heights, and maintenance of historic buildings. Mills River is a small town maintaining a rural landscape with large tracts of open space and agricultural areas.



Hendersonville, 2008

Community Character and Design Trends

Community character is being influenced by commercial businesses and large developments. It is important to incorporate design elements into future planning for the Planning Area. The public input session reflected a particular desire for the Communities to maintain their rural character, protect the value of the land, have appealing commercial businesses, prohibit billboards, have more parks and green spaces, and to have design standards specific to their communities' needs.

Community Character and Design Goals & Objectives

Goal CCD1: Establish a Planning Area Overlay District.

CCD1.1. Consider establishing design standards for nonresidential uses in the Planning Area Overlay District.

Design standards should prohibit unfinished steel or aluminum roofing and aluminum siding material and vinyl siding, and require at least 30% masonry fronts which includes stone or brick (log or timber materials may be acceptable). Where buildings are visible from the side, appropriate evergreen plantings shall be used to obscure the view from adjoining streets.



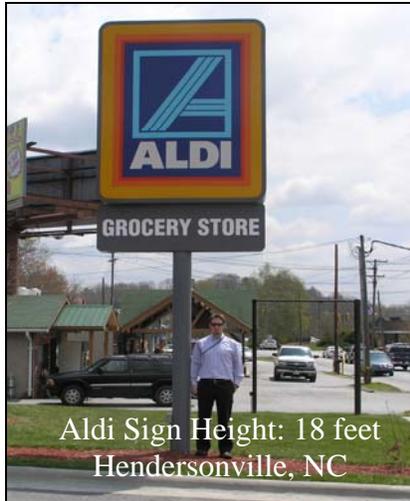
CCD1.2. Require sidewalks for all new commercial businesses along Brickyard Road to McKinney Road and along any new road frontage in areas zoned commercial.

Sidewalks and walkways should take advantage of, and give access to views, open space and environmental features of the area. Whenever possible, sidewalks should be incorporated into road work or expansion. Maintenance would be the responsibility of the property/business owner through an LDC amendment.

Note: Encroachment agreement with NCDOT would be required. Sidewalk maintenance would be required by the County or business. Recreation service district may possibly be used to fund construction or maintenance of the sidewalks.

CCD1.3. Create new sign requirements for the Planning Area.

Restrict sign height for commercially zoned areas to a maximum of eight (8) feet. Require adequate landscaping around signs to improve aesthetics of signage.



CCD1.4. Reduce front and side setbacks.

Reduce front and side setbacks to zero (0) feet along Brickyard Road, from US Highway 64 to McKinney Road (or other suitable roads). Place parking along the side and rear of new commercial buildings when feasible. Note that only the standard zoning district setbacks would be reduced. Buffers (such as stream buffers and setbacks for certain types of adjacent uses and zoning districts as specified in the Land Development Code) will still be required.

CCD1.5. Incorporate standards to limit light pollution.

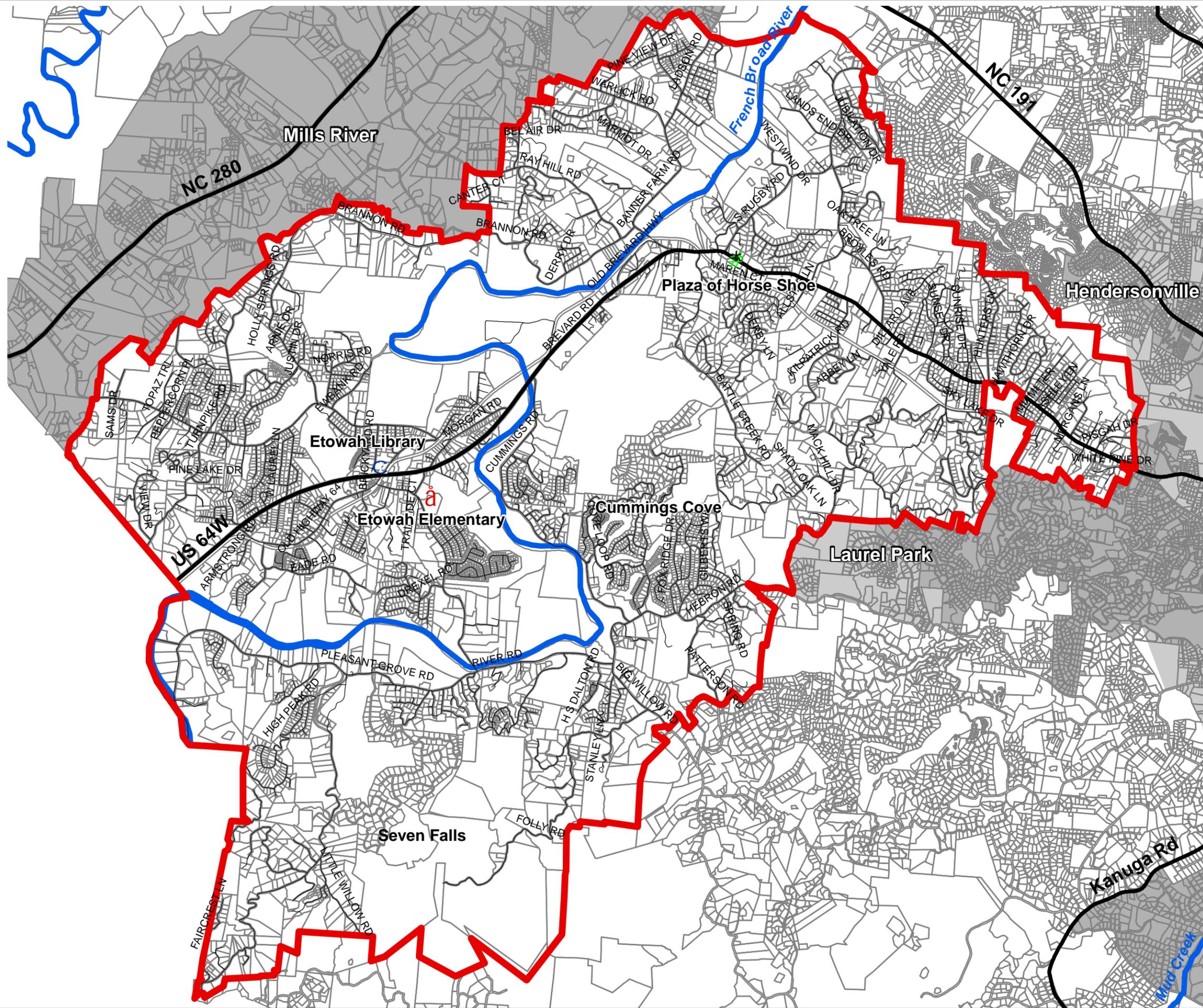
Incorporate standards that require semi-cutoff or full-cutoff lighting for major subdivisions and commercial developments within the Planning Area.

Section 4, Maps

Etowah and Horse Shoe Communities Planning Area

Boundary Map

-  Major Roads
-  Streets
-  Major Streams
-  Etowah and Horse Shoe Planning Area
-  Parcels
-  Municipal ETJ
-  Municipal Limits



1 inch = 0.72 miles
 0 0.35 0.7 Miles



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Etowah and Horse Shoe Communities Planning Area

Census Block Group Map

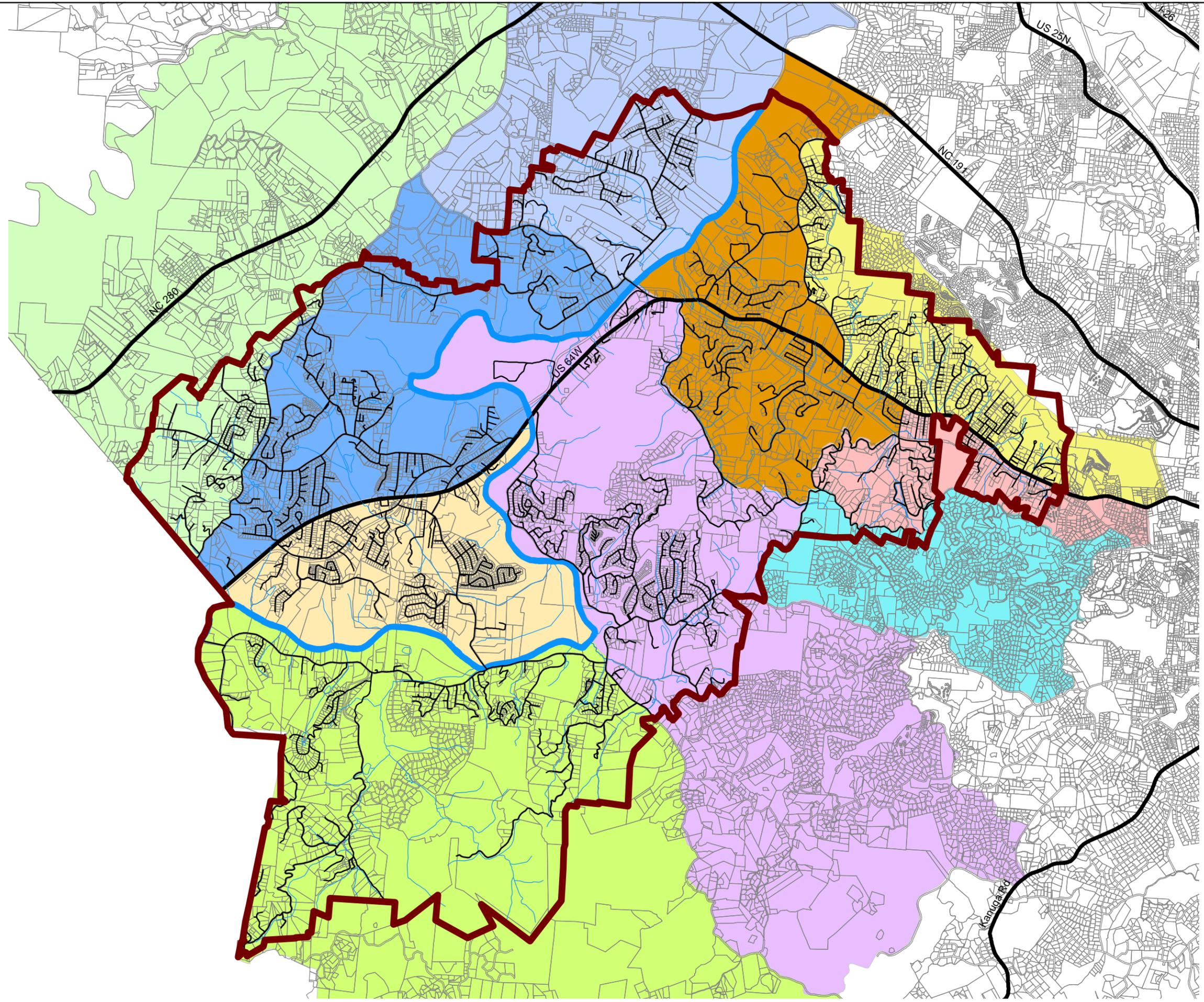
-  Major Roads
-  Streets
-  Streams
-  French Broad River
- 2000 Block Groups**
-  2000 99.07 3
-  2000 99.07 4
-  2000 99.07 5
-  2000 99.07 6
-  2000 99.17 1
-  2000 99.18 2
-  2000 99.18 3
-  2000 99.18 4
-  2000 99.19 1
-  2000 99.19 2
-  Parcels
-  Etowah and Horse Shoe Planning Area

1 inch = 0.81 miles

0 0.3 0.6 Miles

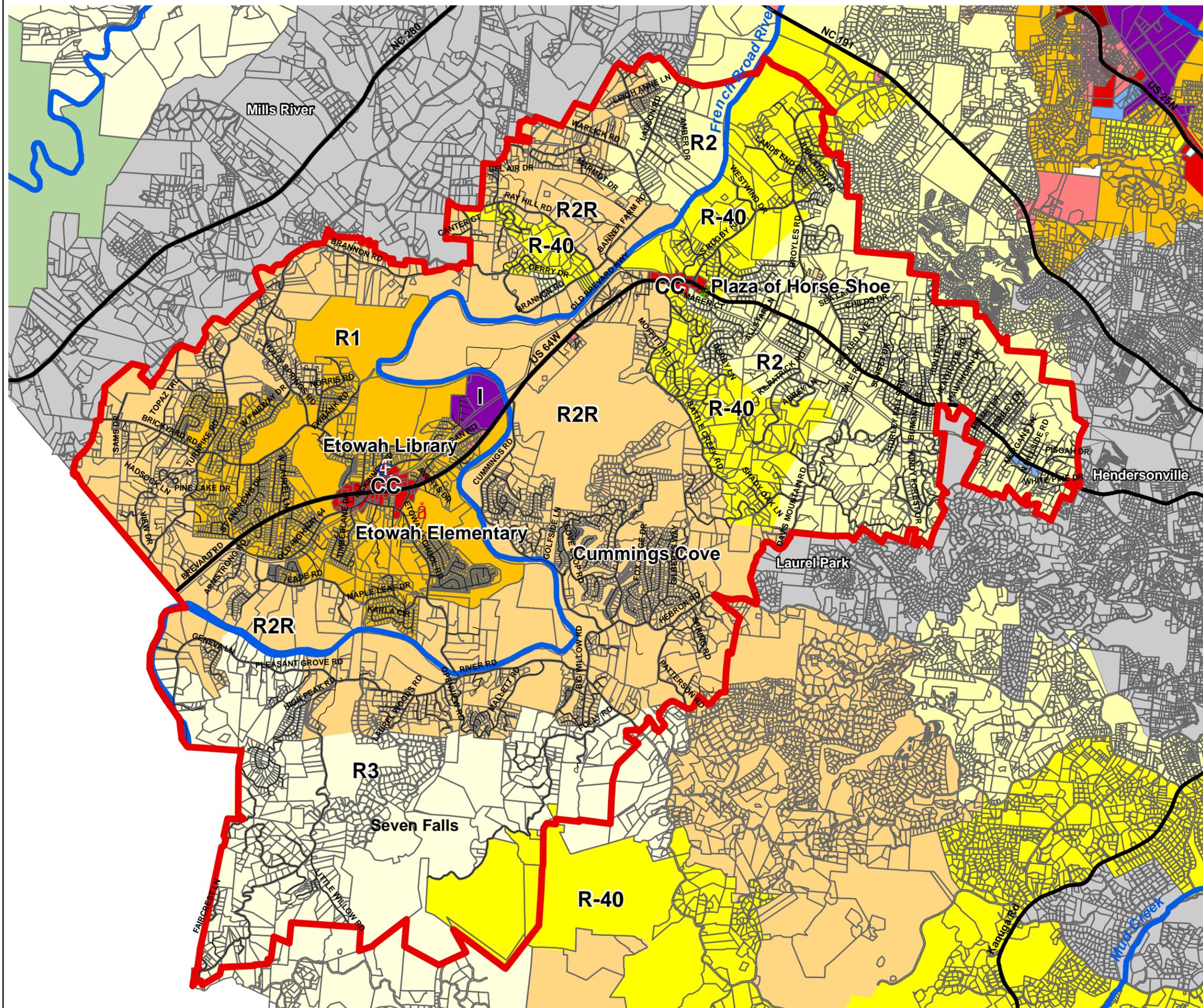


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Etowah and Horse Shoe Communities Planning Area

Current Zoning Map



- Etowah and Horse Shoe Planning Area
- Streets
- Major Roads
- Major Streams
- Parcels
- Residential 4
- Residential 3
- Residential 2 - Rural
- Residential 2
- Residential 1
- R-40
- WR
- SW
- O&I
- Local Commercial
- Community Commercial
- Regional Commercial
- Industrial
- Municipal Limits
- Municipal ETJ

1 inch = 0.76 miles
 0 0.35 0.7 Miles

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Etowah and Horse Shoe Communities Planning Area

Natural Resources Map

- Major Roads
 - Streets
 - Major Streams
 - Impaired Waters (303d)
 - Etowah and Horse Shoe Planning Area
 - Protected Ridges Buffer
 - CMLC Easements in Henderson County
 - Bog Systems
 - National Wetlands Inventory
 - Floodway
 - 100-Year Floodplain
 - 500-Year Floodplain
 - Water Supply Watershed (WSIV)
 - Municipalities
- *Natural Heritage Inventory Sites**
- National
 - State
 - Regional
 - Local

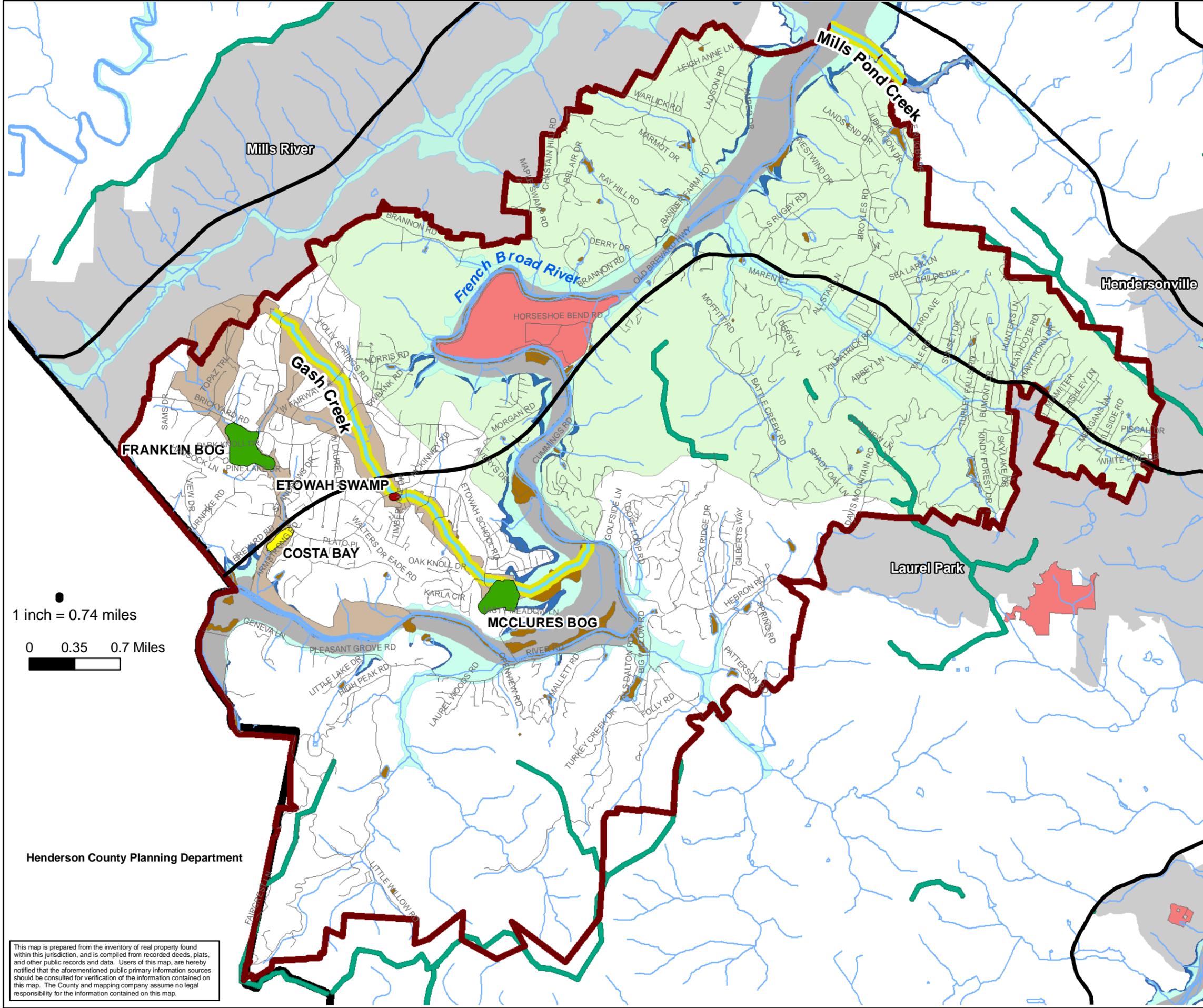
*NC Natural Heritage Inventory Significance of Site

National: The site contains the "best" occurrences of a particular Natural Heritage Program element (species or community) known to exist anywhere within its range; usually "best" is defined as the top five sites.

State: The site contains the "best" occurrences within the state that are not already considered of national significance; again, "best" is usually restricted to just the top five such examples.

Regional: The site contains the "best" occurrences within a given region that are not already considered of national or state significance. "Region" is usually defined as an area including the counties contiguous with the county of interest usually a four or five county area.

Local: The site is a biological resource within the county but not of regional significance. Note: not all locally-significant sites have been digitized, and data on these sites are often less extensive.



1 inch = 0.74 miles

0 0.35 0.7 Miles

Henderson County Planning Department

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Etowah and Horse Shoe Communities Planning Area

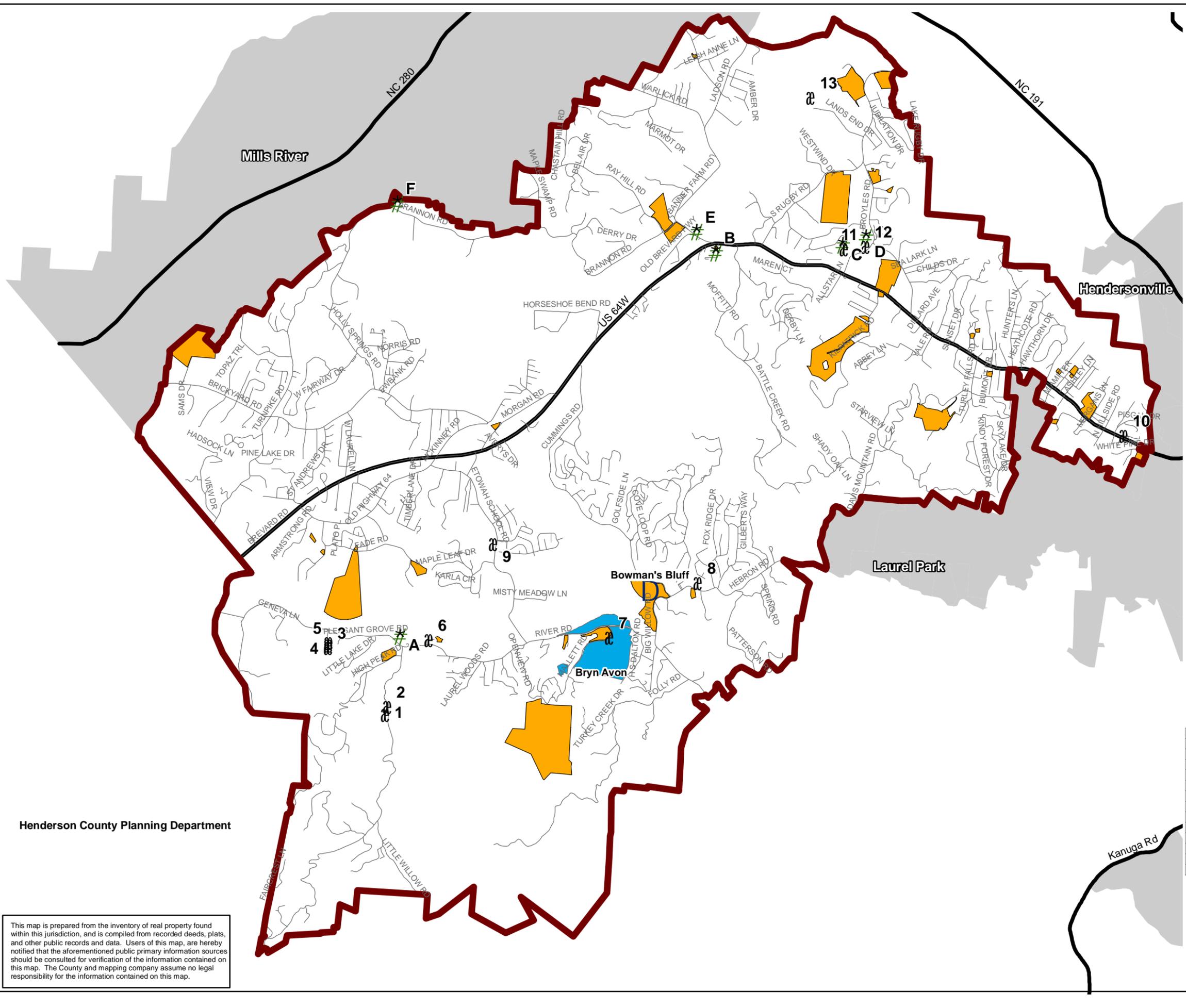
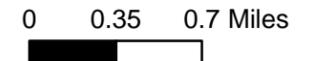
Cultural Resources Map

- Major Roads
- Streets
- Etowah and Horse Shoe Planning Area
- Historic Sites
- Cemetery
- Historic Church
- Parcels with Structures 100+ years
- National Historic Register
- Municipalities

LETTER	CHURCH NAME
A	PLEASANT GROVE BAPTIST CHURCH
B	HORSE SHOE BAPTIST CHURCH
C	SHAWS CREEK A M E ZION CHURCH
D	SHAWS CREEK CAMPGROUND CHURCH
E	CUMMINGS MEMORIAL UNITED METHODIST CHURCH
F	HOLLY SPRINGS UNION CHAPEL

NUMBER	CEMETERY NAME
1	PLEASANT GROVE BAPTIST CHURCH CEMETERY
2	JUSTUS FAMILY CEMETERY-PLEASANT GROVE BAPTIST CHURCH
3	AIKEN -OLD BEULAH BAPTIST
4	OLD BEULAH BAPTIST CHURCH CEMETERY
5	ORR -OLD BEULAH BAPTIST
6	FLETCHER-THOMAS CEMETERY
7	MALLET CEMETERY
8	BEULAH BAPTIST CHURCH CEMETERY
9	OAK FOREST CEMETERY
10	SHAWS CREEK BAPTIST CHURCH CEMETERY
11	SHAWS CREEK AME ZION CHURCH CEMETERY
12	SHAWS CREEK METHODIST CAMPGROUND CHURCH AND CEMETERY
13	OLD FRENCH BROAD BAPTIST CHURCH CEMETERY

1 inch = 0.74 miles



Henderson County Planning Department

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Etowah and Horse Shoe Communities Planning Area

Agricultural Map

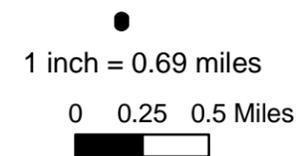
-  Streets
-  US Highway 64 West
-  French Broad River
-  Present Use Value
-  Etowah and Horse Shoe Planning Area
-  Voluntary Agricultural Districts
-  Parcels
-  Agriculture-Horticulture
-  * Farmland

* The property shown as farmland may have some type of agriculture, horticulture, forestry operations or other type of use. The farmland data is not current. This data shows property that either currently has or at one time had some type of farming operation.

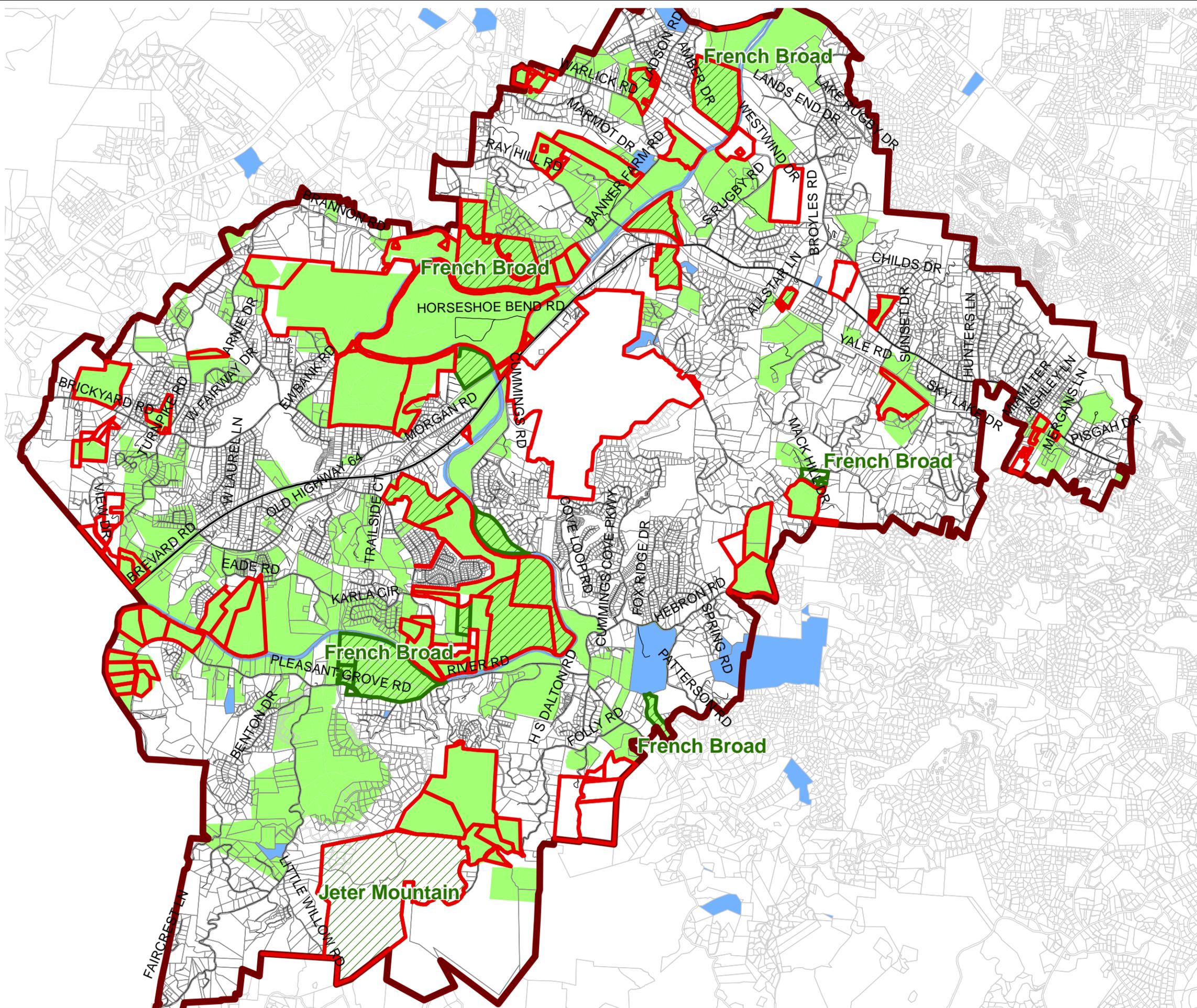
The farmland shown in blue is land that is currently classified by the County Tax Assessor's office as agriculture, horticulture or forestland.

There is most likely farmland in the Planning Area that is not known or shown on this map.

The dark green labels shown on this map corresponds with the voluntary agricultural district.



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Etowah and Horse Shoe Communities Planning Area

Community Facilities & Services Map

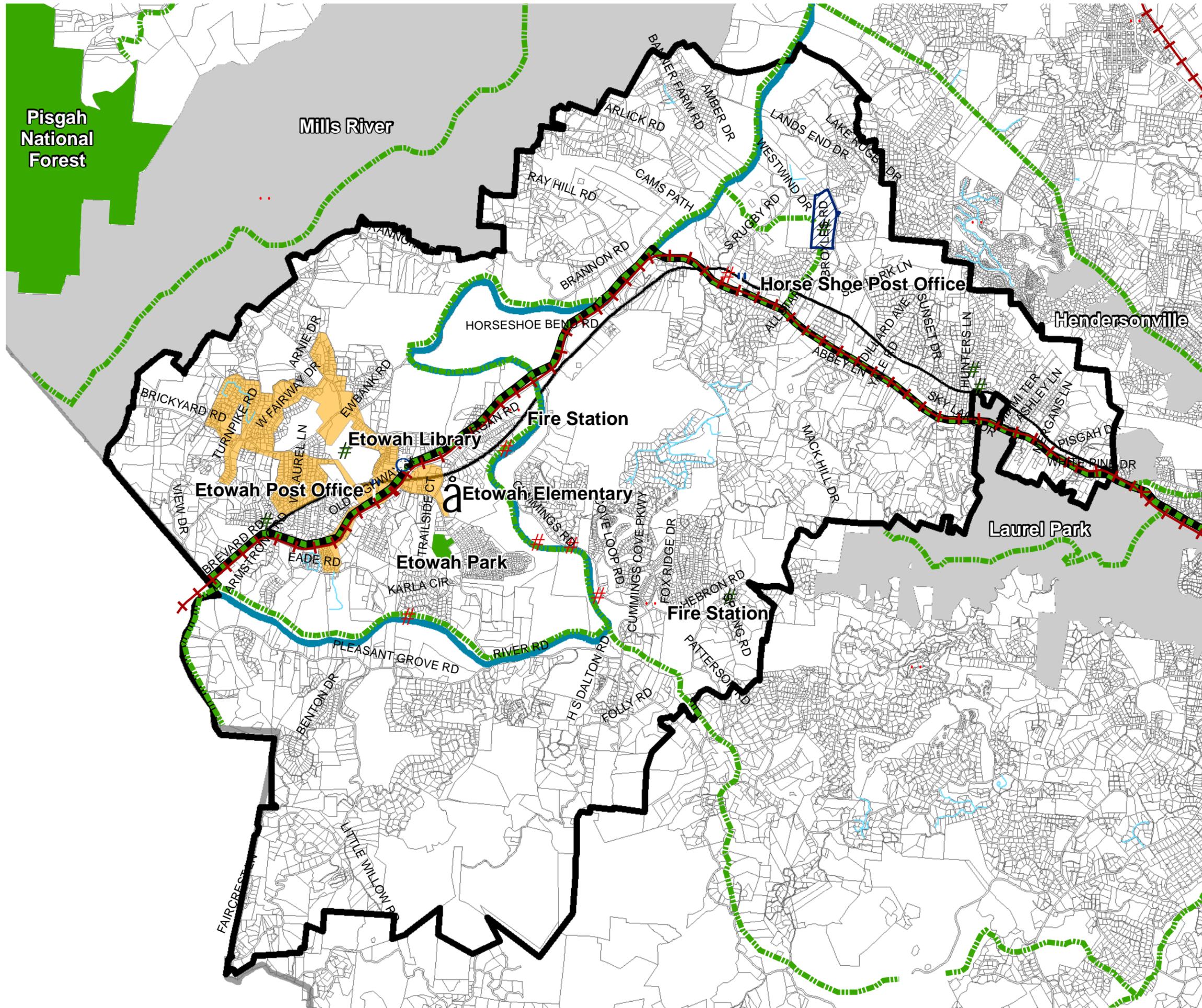
-  Streets
-  Railroad
-  Proposed Apple Country Greenways
-  Recommended Greenway
-  French Broad River
-  City of Hendersonville Water Lines
-  City of Hendersonville Sewer Lines
-  Individual Dischargers
-  WWTP
-  Etowah Sewer Company
-  Post Offices
-  Fire Stations
-  Kellogg Center
-  Etowah Park
-  Etowah and Horse Shoe Planning Area
-  Parcels

1 inch = 0.76 miles

0 0.35 0.7 Miles

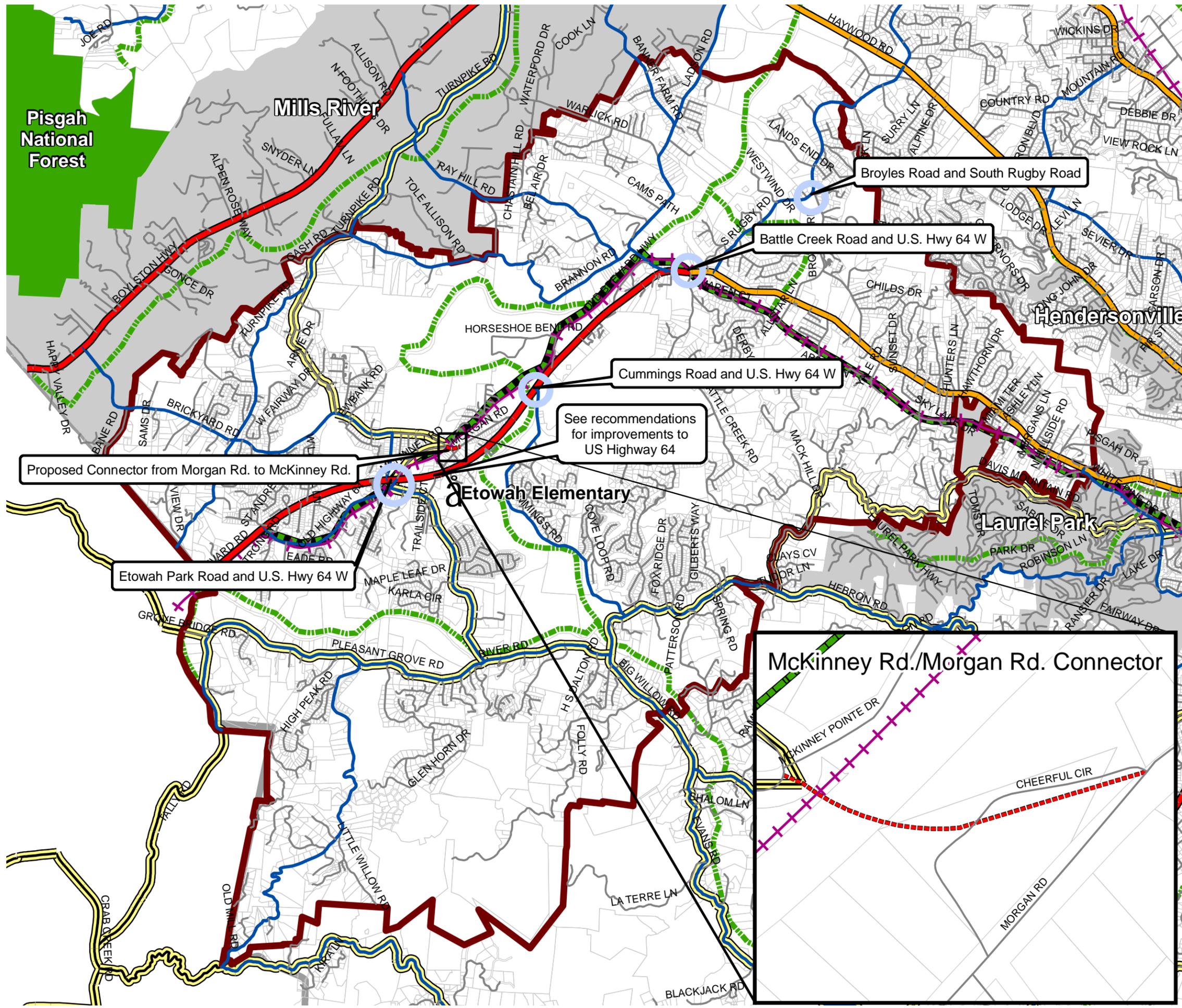


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Etowah and Horse Shoe Communities Planning Area

Transportation Map

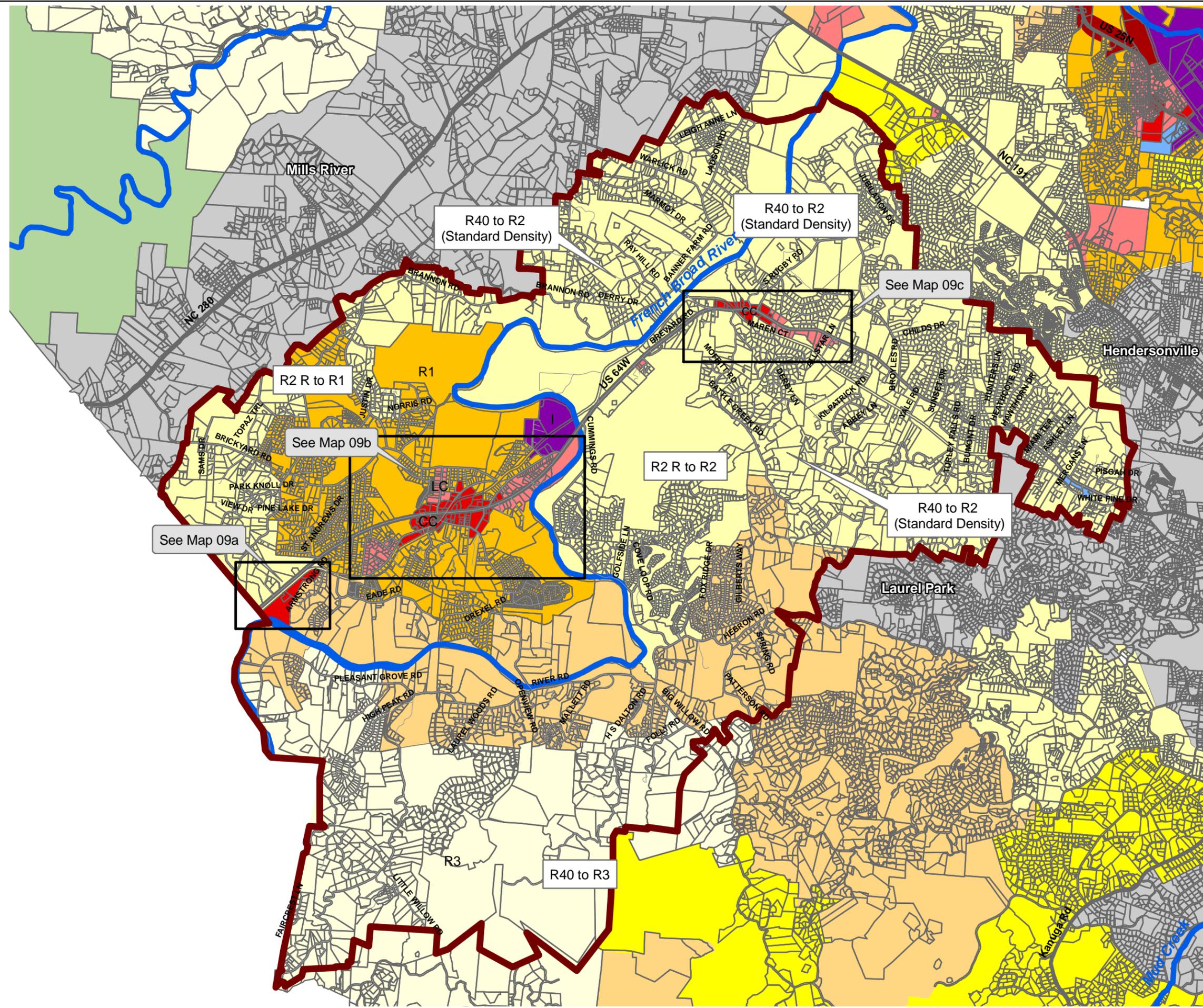


- Road Class**
- Thoroughfare
 - Boulevard
 - Collector
 - Local
 - + + Railroad
 - Proposed Connector for McKinney Rd./Morgan Rd.
 - Bike Routes
 - Recommended Greenway
 - Proposed Apple Country Greenways
 - Etowah and Horse Shoe Planning Area
 - Parcels
 - Intersections that Need Improvements

1 inch = 0.77 miles
 0 0.25 0.5 Miles

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Etowah and Horse Shoe Communities Planning Area Land Use Recommendations Map



- Etowah and Horse Shoe Planning Area
- Streets
- Major Roads
- Major Streams
- Parcels
- Proposed Zoning Changes**
- Residential 4
- Residential 3
- Residential 2 - R
- Residential 2
- Residential 1
- R-40
- WR
- SW
- O&I
- Local Commercial
- Community Commercial
- Regional Commercial
- Industrial
- Municipal Jurisdiction

1 inch = 0.79 miles

0 0.45 0.9 Miles

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Etowah and Horse Shoe Communities Planning Area

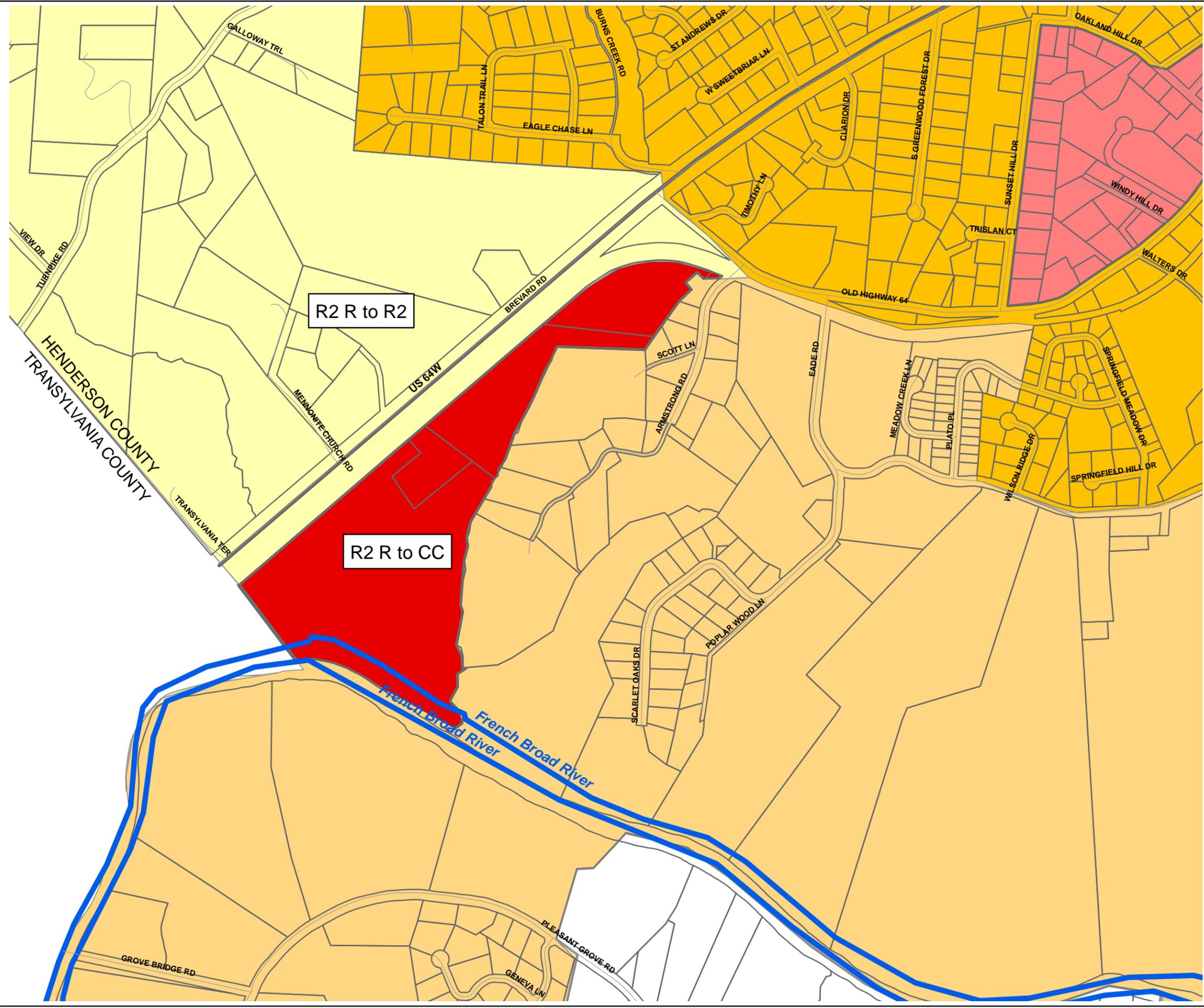
Land Use Recommendations Map

-  Streets
-  Major Roads
-  Major Streams
- Proposed Zoning Changes**
-  Residential 4
-  Residential 3
-  Residential 2 - R
-  Residential 2
-  Residential 1
-  R-40
-  WR
-  SW
-  O&I
-  Local Commercial
-  Community Commercial
-  Regional Commercial
-  Industrial
-  Municipal Jurisdiction
-  Parcels

1 inch = 0.1 miles
 0 0.05 0.1 Miles

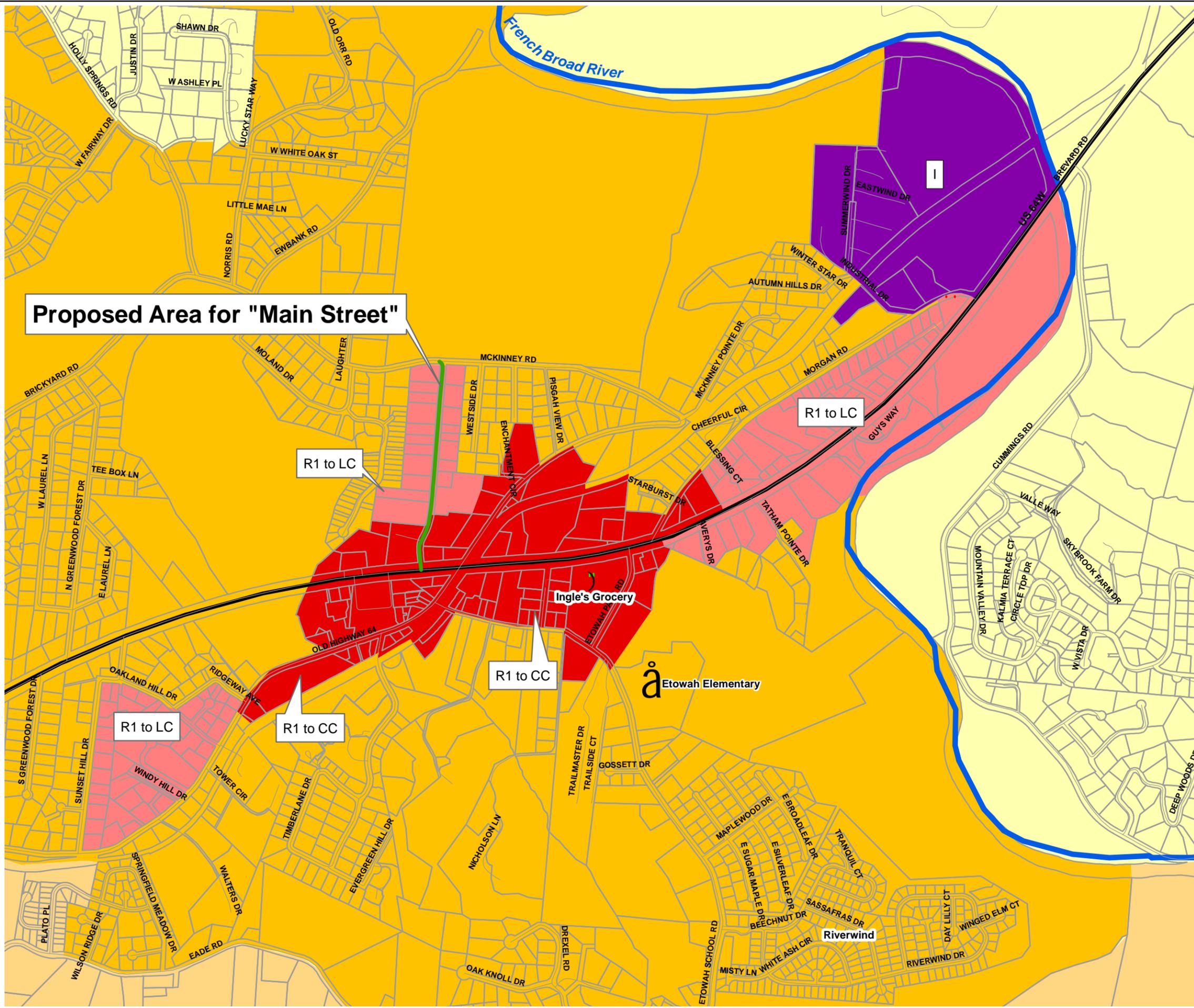


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Etowah and Horse Shoe Communities Planning Area

Land Use Recommendations Map



Proposed Area for "Main Street"

R1 to LC

R1 to LC

R1 to CC

R1 to CC

R1 to LC

Riverwind

- Major Roads
- Streets
- Main Street
- Major Streams
- Etowah and Horse Shoe Planning Area
- Fire Stations

Proposed Zoning Changes

- Residential 4
- Residential 3
- Residential 2 - R
- Residential 2
- Residential 1
- R-40
- WR
- SW
- O&I
- Local Commercial
- Community Commercial
- Regional Commercial
- Industrial
- Municipal Jurisdiction
- Parcels

1 inch = 0.18 miles

0 0.1 0.2 Miles

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Etowah and Horse Shoe Communities Planning Area

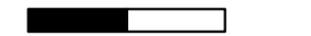
Land Use Recommendations Map

-  Major Roads
-  Streets
-  Major Streams

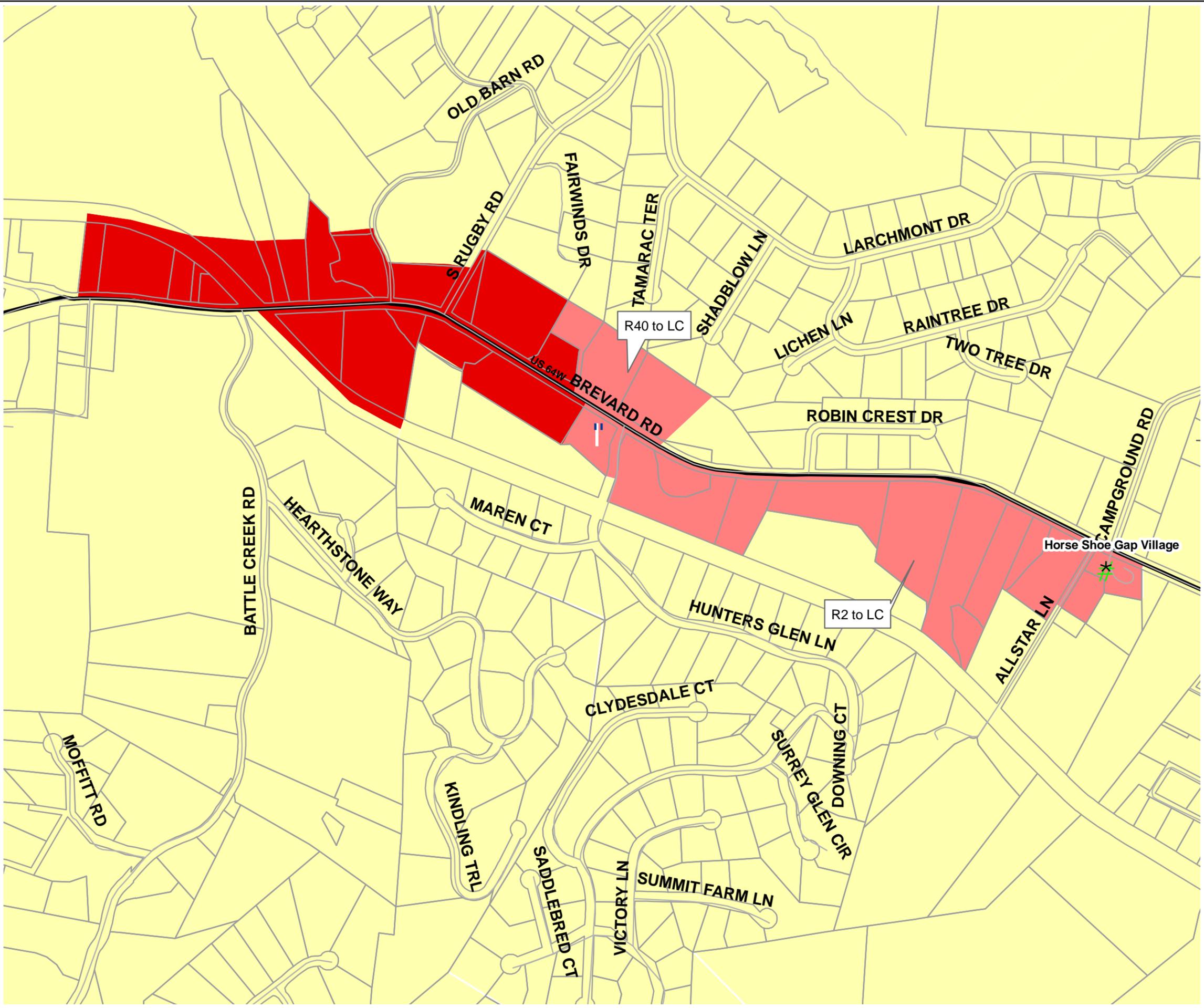
Proposed Zoning Changes

-  Residential 4
-  Residential 3
-  Residential 2 - R
-  Residential 2
-  Residential 1
-  R-40
-  WR
-  SW
-  O&I
-  Local Commercial
-  Community Commercial
-  Regional Commercial
-  Industrial
-  Municipal Jurisdiction
-  Post Offices
-  Parcels

1 inch = 0.09 miles
 0 0.05 0.1 Miles



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Etowah & Horse Shoe Communities Plan Supplemental Materials



September 16, 2009

TABLE OF CONTENTS

	Page
Public Input from the Communities	1
Commercial Use Inventory.....	25
References	31

PUBLIC INPUT FROM THE COMMUNITIES

Public Input Meeting 1

On November 13, 2007, the first public input session was held at Etowah Elementary School for the Etowah and Horse Shoe Communities Plan. Approximately 90 residents from the Communities came to the meeting. These residents were divided into groups and invited to participate in a discussion about the strengths, concerns, and 15-year vision of their Communities. The facilitators for each group asked and recorded responses to the following three (3) questions:

1. What are the strengths of the Etowah and Horse Shoe Communities?
2. What are your concerns for the Etowah and Horse Shoe Communities?
3. What do you hope to see/envision for the Etowah and Horse Shoe Communities in 15 years?

All answers to these three questions were posted on the walls at the end of the meeting and voted on by the residents. The results of the meeting showed that most participants voted for community character, individual freedom, and natural beauty as the strengths of their Communities. They were most concerned about high density development, steep slope development, effects of growth on infrastructure, environmental degradation, illegal immigration, traffic and taxes. Finally, in regards to the 15-year vision, most participants voted that they wanted to see no ridgeline development, the return of young adults to the area through more jobs and affordable housing, and using the Norfolk-Southern railroad as a roadway to Hendersonville.

Public Input Online Survey

Additionally, residents of Etowah and Horse Shoe were invited to comment online about strengths, concerns, and the 15-year vision for their communities. Most participating in the online discussion commented about the beauty, rural character, and small town atmosphere as strengths of their Communities. Concerns were most cited as overdevelopment, the lack of affordable housing, taxes, traffic, and development's impact on infrastructure. With regard to the 15 year vision for their Communities, comments were related to maintaining rural character, more commercial businesses, such as a grocery store and restaurants, walkable communities, more parks and preserved farmland. Others commenting on the 15-year vision feared an increase in traffic on US Highway 64 West, overdevelopment, noise, and the presence of big-box stores. Appendix 2 of this Plan shows the responses given by the residents during the meeting.

Public Input Meeting 2

A second public input session was held on December 2, 2008 at the Etowah Elementary School. A Draft Plan was made available to the public on November 11, 2008. Approximately 100 residents attended the input session. Committee Members and Staff were designated to five (5) stations: Natural and Cultural Resources; Agriculture and Housing; Community Facilities and Services, Community Character and Design, and Economic Development; Transportation; and

Land Use and Development. Public input was recorded by Staff and Committee Members and survey forms were made available with the following questions:

1. Do you live in the Etowah and Horse Shoe Planning Area?
2. If you answered no to #1, where do you live?
3. Please check which of the following apply to you.
 - I work in the Etowah and Horse Shoe Planning Area
 - I own property in the Etowah and Horse Shoe Planning Area
 - I own or operate a business in the Etowah and Horse Shoe Planning Area
 - None of the above
4. Which parts/sections of the Plan did you like?
5. Which parts/sections of the Plan did you dislike?
6. Is there a specific concern that the Plan did not address?
7. Do you have additional comments or questions?

Forty-three (43) surveys were collected. Survey responses and input recorded by Staff and Committee Members can be viewed in Appendix 2.

Public Input Meeting 1 Results

1. What are the strengths of your Community? (Comments as noted by facilitators--All answers)	Votes
Individual Freedom	5
Not overregulated yet	3
Affordable Housing	3
Natural Beauty	3
Rural Nature	2
Multiple types of landuse	2
Churches/ Religious	2
Dry County	1
Library	1
Churches	1
Quality of Life	1
Public Services	1
Agriculture (corn, dairy, sod)	1
Both Communities offer different lifestyle, character	1
Rural character (preserving)	1
Peaceful	0
Low Crime	0
Greenspace	0
Rural character	0
Low Commercial and industrial parks/development	0
good schools	0
French Broad River	0
Do not have ridge-top development	0
Look of the area	0
Non-commercial nature	0
Location to Hendersonville and Asheville	0
School quality	0
Neighborhood Business (3 shopping areas)	0
Closeknit community	0
residential/ farming	0
variety of outdoor activities	0
small development (3/4 to 1 acre)	0
Types of farms (vegetable and animal)	0
River	0
Churches	0
Schools	0
Park	0
Rural Area	0
Working Together	0
Strong civic organizations	0
community pride	0
central location	0
access to amenities	0
great view of mountains (Pisgah)	0
Access to national and state forest	0
Tourism	0
Access to airport	0

1. What are the strengths of your Community?	Votes
Can live country life	0
Slower paced lifestyles	0
Library	0
Small community Living	0
Less traffic	0
Climate	0
Natural Beauty	0
Greenspace	0
still have agriculture working land	0
Waterways	0
No fast food chains	0
Strong community	0
Friendly/ honest people	0
Golf courses	0
Great park	0
Good variety of businesses and golf course	0
Rural/ community environment	0
Presence of French Broad River	0
Farms	0
Good Schools	0
Choice of Churches	0
Strong fire district	0
Low Crime Rate	0
Good Produce Stand	0
Close to state parks	0
Close to airports	0
Rural/ natural environment	0
Etowah Park	0
Not pollution (lack of industry)	0
People and Community	0
Fire Department and EMS	0
Common Vision	0
Schools	0
Not a lot of traffic	0
Good Sewer system	0
Lack of People	0
Water System	0
Fire and EMS Protection	0
School System	0
Rural Nature	0
Small Business Character	0
Library	0
Community Identity	0
Church Community	0
Park System	0
French Broad River	0
Golf/ Recreation (Park)	0
Peaceful Quality	0
Low Crime	0

1. What are the strengths of your Community?	Votes
Accessibility to other Communities (Hendersonville and Asheville)	0
Proximity to national forest	0
Absence of polluting industries	0
Low Density (avg 1 acre or more per dwelling)	0
Family community	0
Farming community	0
Low density	0
Views	0
Independence	0
People and Community	0
Central location	0
Attraction of tourists	0
Community/ City Elements (Bank, Post Office, etc.)	0
Overall Quality of Life	0
Small Town Feel w/ City Elements	0
Diversity of Population by Age	0
Low Crime Rate	0
Grocery Store	0
Churches	0
good schools	0
Climate	0
Medical support	0
One tax to pay	0
Location close to Asheville, Brevard, and Public land	0
Good roads	0
Agriculture	0
Low Density of Horse Shoe	0
Sense of Community	0
Golf Course Community	0
Recreation for families	0
Community Services	0
Current Cost of Living	0
Lack of Utilities/ Bills	0
Existing City Utilities	0

2. What are your concerns for the Community? (Comments as noted by facilitators--All answers)	Votes
Stop developments smaller than 1.5 acres/house	24
Overdevelopment	14
High density development that's rapid and uncontrollable	11
Illegal Immigration	8
Traffic	8
Density of Development	6
Development on steep slope and mountain ridges	6
High Density Subdivisions	5
Highway 64	5
Water-drought and fresh water to support growth	5
US Highway 64	4
Roads and traffic (condition and inadequate ROW)	4
Erosion/ sedimentation/ floodplain/steep slope/ impervious surface problems	4
Loss of Rural Character	3
Affordable Housing (where lower income families can live)	3
Protect Value of Land	3
Slope development	3
Higher taxes	3
Planning for continuing care and retirement programs	2
Infrastructure with rapid growth (water, sewer, transportation)	2
Housing Density	2
Bikes off road	2
Water/ Sewer pressure on services	2
Would like more design standards	2
Density	2
Development in floodplain	2
Overdevelopment	2
Annexation by another community	2
Rapid Growth	1
Lack of slope regulations	1
US 64 Traffic and Noise	1
Traffic	1
Stronger Development Regulations	1
Lack of impact tax on developers	1
Bike plans and facilities	1
Floodplain density bonuses	1
Lack of enforceable building codes	1
Lack of parks	1
Overdevelopment	1
Density	1
Reduced farmland	1
Possible Annexation	1
Effect of development on private wells	1
Traffic calming measures (signals and protection of ROW for widening)	1
Zoning	1
Taxes	1
Traffic on roads	1
Commercial appearance (signs too high/large, lack of landscaping)	1

2. What are your concerns for the Community?	Votes
Billboards	1
Impact of development on French Broad River	1
Road capacity and conditions	1
Loss of rural character	1
Sewer	1
Loss of Agriculture	1
High Property Taxes	1
Inadequate infrastructure (Roads)	0
Water availability	0
Flooding of Cummings Rd.	0
Inadequate capacity of US 64	0
Strain to Fire Dept./ Police	0
Lack of YMCA Satellite	0
Outside Development	0
Lack of retaining lands for public parks	0
Traffic	0
Overtaxing schools	0
Slope/Ridge Top Development	0
Adequate Utilities	0
Flood Plain Development	0
Water	0
Recreation	0
Construction for US 64 should be done during non-peak hours	0
Clear cutting	0
Impact of immigration	0
Licensing of alcohol	0
Drug problem	0
Safety	0
No transportation alternatives (walking, biking, buses, etc.)	0
Reckless driving	0
Road maintenance improvements	0
Explosive-uncontrolled growth	0
Safety of elderly residents	0
Demand on water supply and sewer	0
Flooding	0
Employment opportunities	0
Future capacity of schools	0
Skew of population toward seniors	0
Schools-overcrowding	0
Concern about developers not working with the community	0
Want local control of regulation	0
Appropriate balance of regulations--not too weak or strong	0
Dilute/ weaken community	0
Gated community	0
overregulation	0
Growth of commercial development and chains	0
Loss of Natural Beauty	0
Increased Growth	0
Lose Country Lifestyle	0

2. What are your concerns for the Community?	Votes
Noise from Congestion/Traffic	0
Construction traffic	0
Affordable Housing	0
Need for retirement community development	0
Need wider roads	0
Lack of bike lanes	0
Need more school with more capacity	0
Speeders	0
Lack of zoning	0
Lack of control over developers	0
New developments	0
Narrow roads	0
Type of traffic on smaller roads	0
Improvements and cost for new infrastructure	0
Growth and the school system	0
Policing speed limits	0
Airport Flight Plan/ Noise	0
Preserving Culture	0
Housing for Everyone	0
Re-examine zoning	0
Growth without adequate facilities	0
Better Communication and respect between government and community	0
Affordable Housing	0
Developments keep character with rest of community	0
School capacity	0
Flexibility of ordinances results in incompatible zoning/ land uses/ density	0
Agricultural density bonuses	0
Conservation density bonuses	0
Lack of impact fees	0
Traffic	0
Traffic concerns (speed and volume)	0
Lack of employment	0
Megalopolis (uncontrolled commercial growth)	0
Light pollution	0
Annexed	0
Current Zoning Districts	0
Density Bonus in floodplain	0
Capacity of farmland-need incentives	0
Standards for development too low	0
Lack of affordable housing	0
Lack of Use of conservation easements	0
Need for jobs with industrial growth	0
Impact fees	0
Growth should be managed and defined	0
Need environmental regulations enforced	0

3. What do you envision for your community in 15 years (Comments as noted by facilitators--All answers)	Votes
Bring back young people with jobs and affordable housing	8
Railroad used as roadway to Hendersonville	6
Alcohol--stop being a dry county	4
More presence of law enforcement	4
Like to see no houses on ridgeline	4
Like to see retain rural character-low density	4
Bike trails needed	3
Want to keep rural Character	2
Attractive Retail	2
A new reservoir	2
No new taxes	2
Growth and infrastructure planned together	2
Old rail line converted to a bike trail from Brevard to Hendersonville	2
Balanced Community-driven growth	1
15 year moratorium on Building	1
Recreation aimed at young families	1
Alternative transportation (buses, bike trails...)	1
Enhancing existing commercial building	1
Stopping environmental degradation	1
Stop ridgetop construction (no bldg on top ridge)	1
No clear cutting (preserve trees)	1
Fear of overdevelopment ruining rural setting	1
Increased availability of affordable housing	1
Worried about Dense Housing	0
Want to control Enviro-Minimal Ecological (Better Environmental Controls???)	0
Schools that support Population	0
Enough Fresh Water	0
Profitable Farms Providing Local Food	0
No more clear cutting- Protect the mountains vs state road control	0
Don't want development to cut down trees, incentives to keep trees	0
Remain safe community	0
Double to growth	0
A new incorporated area	0
May remain unincorporated	0
More fire protection	0
More water and Sewer	0
Big change in community lifestyle	0
New schools more expensive	0
Maintaining or improving sense of community	0
Community specific events (festival/ other organized gatherings)	0
Growth will support itself	0
End of the dry county	0
Pay utility bills locally	0
Same lifestyle	0
Better water/sewer infrastructure	0
Open areas	0
Low density	0

3. What do you envision for your community in 15 years	Votes
Smooth traffic flow	0
Limited density- Less than projected growth in 2020 plan	0
Better road out of Etowah	0
Town of Horse Shoe and Etowah	0
Established commercial centers	0
Walkable development (commercial)	0
US 64 with 4 lanes	0
Better park and greenway	0
Railroad used as greenway path	0
Public transportation for area	0
Functioning as its own town	0
Control growth	0
No gridlock traffic	0
Don't want absence of farmland	0
Don't want 64W looking like Long shoals Rd.	0
No billboards	0
Flood plain agriculture only	0
Maintain area rural character	0
Better US64	0
Good off road walking and biking trails	0
Public transit	0
Better transportation planning	0
Rural character	0
Beautiful views of ridgeline	0
Adequate amount of affordable housing	0
Right development codes to implement vision	0
Centralized commercial/ amenities but not all over community	0
Train line (passenger) between Brevard and Hendersonville	0
Public Transportation Option	0
Stay exactly same--maintained	0
Grow with community	0
More emergency services--appropriate to size of community	0
No more gated communities	0
Keep crime down	0
Want Money to Clean up French Broad River	0
Keep taxes same--No higher taxes	0
Highway improvements	0
Low density	0
Impact fees	0
Diversity of rural area	0
Increased industrial base	0
Planning with aesthetics in mind	0
Rails to trails	0
Slopes are green and have trees	0
lower tax rate	0
county overestimate growth	0
Convert railroad to greenway	0
Keep the character	0
Stay family friendly	0

3. What do you envision for your community in 15 years	Votes
Both communities stay little villages	0
Maintain high school standards	0
Leave the trees on the hills (no clear cutting)	0
Farms	0
More small industry	0
More small shops	0
Support a good service industry	0
Everyone get along	0
Like to see a mix of age groups in population	0
Like to see more jobs	0
Like to see more regulation of high density development	0
Additional schools and maintain existing schools	0
Like to see landscaping to preserve character and views	0
Removal of billboards	0
Regulation to minimize signage and size	0
US 64 to 5 lanes	0
Aging/ older population and lack of younger population	0
County largely incorporated	0

Public Input Online Survey Results

	Comment Text	Response Date
1.	Increased traffic on Highway 64. Over-development with no provisions made for infrastructure. Increased taxes.	Wed, 1/2/08 10:18 AM
2.	growth and what owners that have owend land for all there life are being found not able to aford there homes and cannot use there land in a reasonable way	Wed, 1/2/08 9:30 AM
3.	over-development and the lack of concern for our wishes by the county commissioners and the planning staff.having commissioners who make the major descisions for our community and not even reside here!The county commissioners seem to have a hearing problem or just don't care as it has been expressed numerous times to them that we are dissatisfied with their record when it comes to Etowah.	Mon, 12/31/07 12:46 PM
4.	Pressure of residential and commerical growth. Lack of affordable housing. People from the area who make a moderate income can't afford to buy a house in the area.	Mon, 12/31/07 11:56 AM
5.	incorporation	Sun, 12/30/07 1:37 PM
6.	As an older person, I'm worried that I won't be able to afford the increase in taxes that a change from a rural community to an urban one will entail.	Sun, 12/30/07 12:34 AM
7.	over-development, need regulations, enforcement and accountability for developers (no more eye-sores like the development being built on 280 & Ray Hill with cheap looking homes and warehouse right on the road)	Sat, 12/15/07 1:08 PM
8.	Out of control growth is a concern but it is far too late to be addressing this issue with a "governing body." The damage has been done. I have lived in a zoned area for 3 decades but that has done nothing to preserve the residential zoning. We had a neighboring parcel of property zoned commercial - that will just continue to happen when people keep looking for a tax base.	Fri, 12/14/07 9:35 PM
9.	I moved here to not be in a city or township and hope the commissiioners will do anything they can to stop the Etowah township effort. I can't understand why anybody wants more government, more regulations, more bureaucracy and more taxes!!!	Wed, 12/12/07 8:55 PM
10.	Rapid growth Too amny people in charge. (too many chiefs and not enought indians, haha)	Wed, 12/12/07 8:14 PM
11.	too much housing growth, more cars on surrounding roads, loss of farm communities, increase in property values	Wed, 12/12/07 2:53 PM
12.	Part of maintaining the rural community character is retaining the ability to co-locate small businesses and residences. Zoning that separates the two as a general rule fuels the need to use cars overloading the road system and polluting the community.	Tue, 12/4/07 3:52 PM
13.	Community development: subdivisions and businesses that will bring more people and more traffic. I moved her because it is a small, quite town.	Sun, 12/2/07 2:24 PM
14.	Over development	Mon, 11/26/07 6:18 PM
15.	Incorporation. As stands now no advantage to incorporating over staying in county	Tue, 11/20/07 4:16 PM
16.	No sale of alcohol, more and more high-income neighborhoods being built	Sat, 11/17/07 7:32 PM
17.	Rampant Growth Minimal Voice in County Affairs Increase in Traffic Impact of growth on CONSERVATION -Trees,Water Highway Setbacks for Future Right-of-Way	Sat, 11/17/07 12:43 PM
18.	FARMERS SELL OUT, SMALL LOTS, HOUSING DENSITY, COMMERCIALISM	Wed, 11/14/07 6:13 PM
19.	Uncontrolled and unmanaged growth which will result in a loss of charm and sense of	Wed, 11/14/07 3:23 PM

	place as well as water and sewer concerns.	
20.	Development more dense than 1 home on 3/4 - 1 acre Lack of parks and access to the river Funding for schools Ridgetop development Unrestricted commercial development/sign codes	Tue, 11/13/07 9:12 PM
21.	One camp is perfectly happy to enrich/cater to the developers & realtors, while the rest are looking for power and or control in the process of selling off to developers. Either way, our communities are being treated as a byproduct or casualty of an unrelenting economic scramble. There are limits to growth, save for cancer cells which kill the host. The mindless assumption that unlimited growth and exponential resource consumption are 'normal' is breathtaking. There are physical limits to everything, and we are pushing those limits on many fronts. Discussing density?? So, we want to develop Etowah & Horseshoe until there's no land left, but the question now is 1.) do it all at once or 2.) stretch it out some. Some choices. The land transfer tax went down in flames. Too bad, now everyone will pay more in property taxes, but at least the developers and realtors won't have to pay their share, whew! Close call. We almost had people who were responsible pay for their actions. Development Moratorium. We are running out of water, and the discussion is about wells vs. city water?? Both are depleted, the answer is not more water at higher cost and lower quality, the answer is in NOT ADDING more usage. Development Moratorium.	Tue, 11/13/07 6:39 PM
22.	Rapid development	Tue, 11/13/07 4:00 PM
23.	The growth plan for the entire county is a bunch of hogwash and ill thought out by the Board of Supervisors. Where were their heads when they thought up this one? We're concerned about the lack of natural resources, most of all water, to support the ridiculous % of growth being projected, as well as the environmental impact and destruction of the natural resources already here (trees, wetlands, farmland etc.). And, where are they going to get the money to support all the improvements that will be needed to our infrastructure? Insofar as development, we're okay with the small, local builder buying a single lot and building a spec home or two here and there. They shouldn't be penalized for trying to make a living. However, it's another thing when these large developments proposed by out-of-state developers are continually AND indiscriminately approved by the Henderson Co Board of Supervisors. They need to have several, well publicized, public hearings on EVERY new subdivision being proposed prior to them giving them the go ahead. They need to STOP what they're doing and think about the long-term impact of their decisions on how the quality of life will suffer (and has already suffered) as a result of their lack of true vision for our community, much less the entire county. For people to think that the County, or their Homeowners Association for that matter, can't place restrictions on personal property is crazy. It's done all the time. The truth is that when you buy land, it's ALWAYS speculative. You usually buy it knowing that you may not be able to do what you want with it. If the buyer doesn't know it, they haven't done their homework. Also, the idea that impact fees are illegal in this State is absolutely ridiculous. There needs to be a lobby of our state legislature to revoke that stupid law. Otherwise, NC will continue to be ripe for the pickens by every speculator as a result. More specifically, our Board of Supervisors needs to get some very stringent guidelines and obstacles in place immediately to stop this explosion of growth their directly causing. They just need to put their creative thinking caps on and come up with some tangible ideas that can be put into place NOW. These developers are most often from out of state where it's much more difficult to get what they want when they want it, but they've sure got the Henderson County Board of Supervisors' number as a bunch of pushovers and good old boys to get anything they want. After all, the Board of Supervisors is there to please them, aren't they. Haven't they ever heard of saying NO?! Good grief. Never mind about the people who were born and raised here, and those who have lived here for a number of years, and were drawn here by its natural beauty. That too will be gone very soon if the Board has it their way. By the way, as they put tighter	Tue, 11/13/07 2:41 PM

	<p>constraints into place for new development, they do need to consider putting some "grandfather" clauses in place to protect those long-term and native residents now concerned about what's gonna happen to their land as they pass it on from generation to generation. We're also concerned about how the projected population growth will cause an increase in air traffic at Asheville Airport. Just remember, when the wind changes direction, those planes arrive and take off right over the Etowah-Horse Shoe communities. And you can be certain that Buncombe County won't care! We're also concerned about the environmental impact of additional traffic on Hwy 64. The noise is already bad enough. They will soon need to build a tunnel to suppress all the noise! Has anyone researched the statistics from NCDOT on the traffic flow on Hwy 64 in season and off season? Might be a good idea to throw that figure back at the Board! Need to make sure that any new businesses are needed, and can be supported, by the local communities and infrastructure BEFORE they're approved. If the Board is going to put any more property tax initiatives on the ballot, they need to also pass a law that only property owners can vote on it! After all, if someone doesn't own property themselves, they usually don't care which way they vote. Also, if a development is approved, and for some of these already approved (e.g., Seven Falls), the developer should have to pay the cost of purchasing a new fire engine, not just building a fire house! Otherwise, who's gonna pay for that? See also #4 below.</p>	
24.	Cars racing on broyles Rd. late at night. More single wides.	Tue, 11/13/07 2:20 PM
25.	traffic high density housing destruction of the enviroment both for the beauty of the land and the homes of the animals.	Tue, 11/13/07 8:52 AM
26.	With the two communities (Seven Falls and the Biltmore Farms projects) already planned for the Etowah area it will become overcrowded. Roads and infrastructure not adequate to support increase in demand.	Mon, 11/12/07 8:14 AM
27.	Deterioration of zoning and higher density and lack of interconnected subdivisions	Fri, 11/9/07 1:48 PM
28.	1)Lots of non-natives moving in 2)Being ignored by Henderson County (Chuck McGrady)until election time - HmMMM makes you wonder	Thu, 11/8/07 7:23 AM
29.	Maintain semi-rural living. Increasing traffic on US 64, lack of traffic turn lanes for existing developments.	Wed, 11/7/07 9:30 PM
30.	<p>1) Traffic congestion on US 64 and over development on its current borders. Don't want to see it widened as that would infringe on already existing subdivisions and increase noise pollution for current residents. Any changes to 64 would take away from the quaintness of Horse Shoe. Something has to be done about speeding, and banning engine breaking on big rigs as they enter and drive through our communities. Need lower speed limits in general, or at the very least, the current ones enforced. There are entirely too many auto accidents & deaths that result from speeding. Also, there's no enforcement of people running red lights. Just sit at the corner of So Rugby and Hwy 64 -- the money collected daily from violators could help to fund law enforcement. (By the way, this problem is rampant throughout Henderson County.) 2) Property currently being promoted for and/or in development for new subdivisions that will impact and increase traffic flow on, and access to, Hwy 64. 3) Don't want to see over-development of businesses that detract from the current "personality" of the area. 4) Loss of large horse, horticulturue and other farms to development. 5) Need a stable infrastructure in place to support current needs BEFORE further development takes place. 6) Would like to see business signage kept to a minimum height so as to not deface our community. Also need to ban billboards -- they're ugly! 7) Need to do something to provide incentives for cleaning up some of the current business properties -- some of them look downright junky/trashy. 8) Concerned about wildfires that could potentially be caused by open burning, and lack of enforcement. Need stiffer fines & penalties when burning takes place on "no burn" days. Would also like to see fireworks banned and more of a community effort made to have one fireworks</p>	Tue, 11/6/07 4:53 PM

	display on July 4. 9) Would like to see new residential building lots kept to a minimum of 1 acre or a reasonable percentage of acreage in proportion to the square foot size of home being built to avoid high density building. 10) No more large developments! 11) No more golf courses! 12) Would like to see a stronger noise ordinance law, and enforcement thereof, to address the problem of cars with boom boxes, noisy motorcycles, and barking dogs. Need a community leash law -- have too many dog packs that roam neighborhoods. 13) Should be some law (or better enforcement of current laws) for discharging firearms. We like the rural nature of our community -- but come on, we don't live in the wild, wild west! Just remember, those bullets shot in the air eventually land on something -- or, worse yet, someone!	
31.	Failing septic systems. Public Sewer service not available through the City of Hendersonville or the Etowah Sewer.	Tue, 11/6/07 2:52 PM
32.	Bureaucracy, more government	Mon, 11/5/07 6:34 PM
33.	Annexation by surrounding town	Mon, 11/5/07 1:00 PM
34.	No zoning Poor management of growth I don't want to see Hwy 64 be developed without long-term, visionary planning I am concerned about land usage -- I see erosion occurring now, noise issues due to disrespectful use of land	Sun, 11/4/07 3:39 PM
35.	Highway 64	Sun, 11/4/07 11:31 AM
36.	OVERDEVELOPMENT!	Fri, 11/2/07 7:39 AM
37.	I think that sidewalks would be a major improvement... you can't walk to anything, which is sad and certainly does nothing to promote general health, much less a sense of community.	Thu, 11/1/07 12:07 PM
38.	Uncontrolled development and its impact upon the Etowah-Horse Shoe infrastructure. Especially the traffic on rural roads, schools and the already fragile water supply. This Small Area Planning Committee was inappropriately manned via clandestine negotiations with the incorporation groups leaders and others resulting in a biased pro-business and pro-development committee that does not represent the ordinary citizens interests.	Tue, 10/30/07 1:57 PM

Public Input Meeting 2 Results

43 Questionnaires filled out: 42 Residents, 1 Non-resident

Which parts/sections of the Plan did you like?

- 1) Wastewater treatment; steep slope regs; open space; restriction on public waterlines
- 2) All of 3.8 and 3.1. Especially waterline extensions to rural/ag areas.
- 3) Keep it rural. Attractive buildings and landscaping
- 4) Nothing
- 5) No need to increase tax
- 6) Road improvement. Commercial Areas.
- 7) Incorporation of bike and pedestrian amenities, consolidation of sewer services
- 8) Structures over 100 years.
- 9) Most of issues dealing with transportation
- 10) 3.3 and 3.2
- 11) 3.2 and 3.3
- 12) A lot of work went into the plan.
- 13) Limiting commercial expansion in Horse Shoe. Add verbage to REQUIRE existing businesses to be aesthetically pleasing.
- 14) Too much control of private property.
- 15) Protect wetlands, flood areas, regulate floodplain development. Protect steep slopes and ridgelines
- 16) NONE—we like it the way it is.
- 17) Improve water and sewer. Support Rail from Brevard to Hendersonville. Establish a YMCA or similar Rec. facility. Establish main street. Farmer's market. Prohibition of unfinished steel and aluminum buildings.
- 18) Liked the agriculture plan 100%. Liked all of the plan for natural and cultural resources in general. Liked plans 3.1, 3.2, 3.3, 3.4 (except don't understand reasoning of increasing capacity in schools unless you don't think county should build more and cost more?) Under 3.4 (100% approval towards making a greenway on the rr line). Approve 3.5, Approve 3.6 (Especially limiting commercial expansion in Horse Shoe.). Approve 3.7 (Hope for the first sentence will take place!!).
- 19) Water quality
- 20) Protect Water Quality
- 21) Protecting Land. Expanding Parks and greenways.
- 22) None of them. Leave it alone. Why do you need to mess up a good community with all of your proposals?
- 23) Water quality protection. Water supply standards for major subdivisions. Great steep slope regulations into land development code. Improve/increase school capacity to accommodate new families moving into this area.
- 24) Prohibition of waterline extensions per comprehensive plan. Water quality protection. Wetland protection.
- 25) Water quality. Steep slope regulation—say no, no building on top of mountains. Promotion of agricultural programs. Increase school capacities—school board
- 26) has been poor restricting 600 students elementary—inefficient and costly. Brickyard Rd. improvement, presently too narrow for trucks using it. They run over the double yellow lines and push cars towards the ditches.
- 27) Central sewage/water treatment. Saving natural areas and cultural areas.
- 28) A-01-B Farmer's Market. Inclusion of affordable housing. Central sewerage/water treatment/ Recycling Center. Establishment of YMCA (or other compatible facility) and community center. Law enforcement satellite office. Economic development options.

- 29) None
- 30) Water Resources (esp. if ground water included). Zoning
- 31) 3.1 Water Quality; 3.4 Improve Schools; 3.5 Brickyard Rd. improve capacity make Etowah pedestrian and cycle friendly; 3.6 Encourage retail centers in Etowah
- 32) Section 3.1, 3.2, 3.6
- 33) Your diligence in trying to work a reasonable plan to accommodate Etowah's citizens—your display of all the facts are commendable.
- 34) 1. Consolidation of water and sewer hopefully with new treatment facility. 2. Road improvements with Brickyard. 3. Improvements to school facilities and parka and recreation and greenways.
- 35) The zoning and land use requirements.

Which parts/section of the Plan did you dislike?

- 1) N/A
- 2) 3.5—speed limits is currently correct. Road names make sense to those that are informed. Main street idea is ludicrous. As is reconnecting McKinney to Morgan Rd. As is railway/greenway
- 3) Allowing large housing development to continue being built
- 4) All of it.
- 5) That there is a proposed Apple Country greenway. I feel that the railways should stay intact. With no paving or gravel paths. It seems like all the R-40 is moving to a higher density zoning. I feel that the area should have some R-40 zoning. Do not agree with establishing a service district to create revenue to support recreation in the Planning Area.
- 6) Need demographic area to eliminate traffic bottle necks and to plan school construction. Need sewer treatment, a water supply.
- 7) ZONING!!!! I have a problem w/ the changing of zoning from MH-R2 (sp? R2-MH) to R-2 at the corner of Brannon & Ray Hill all the way through Ray Hill.
- 8) Affordable Housing. I do not believe the data presented supports the conclusions reached. A very flawed analysis in many ways.
- 9) 3.4 and 3.5
- 10) 3.4 and 3.5
- 11) water and sewer treatments
- 12) Creating a main street for Etowah is costly and unnecessary—no tax dollars should be commanded(?) for this. Plan does not address billboards and signage on Hwy 64—to maintain rural character this is very important. The use of N/S railway as a greenway—is costly and unnecessary. Also a big concern for property owners around the railway.
- 13) Deposit waste into Gash Creek old 64 west down to French Broad River.
- 14) Not enough emphasis on reducing the density as defined in the current Land Development Code. Too much focus on ways to spend taxpayers' money. NO need for changes on Brickyard Rd. to McKinney.
- 15) Tax District—what part of “NO” new taxes—do you not understand!! We have voted NO 3 times on any additional taxes!!!
- 16) Not sure. I don't believe in huge elementary schools. Rather see more small/schools. They are like churches. They don't need to be large churches. They don't need to be large like high schools. There is something intimated about small elementary schools. I know its coming, but it's a shame.
- 17) Main street Brickyard—DOT has already told Etowah at a Friends of Etowah Meeting there are no funds for Brickyard—Etowah—no funds for red light at any other intersections. We had 3 reps from DOT and spoke again in Oct.
- 18) Brickyard as “Main Street”. Widening Brickyard Road. Too many signals.
- 19) Transportation. Specifically widening and straightening Brickyard Road.
- 20) The McKinney Rd. and Morgan Rd. connector. I live on Morgan Rd. and I believe it will turn a lot of traffic on to Morgan especially when they build the Horse Shoe Bend Development.

- 21) All of them. Why does my taxes have to go for your so called improvement when it does not need improving.
- 22) Brickyard as “Main Street”. Greenway between Hendersonville and Brevard on existing Norfolk-Southern railroad line. Lowering speed limit on U.S. 64 West from Morgan Road at fire station to Etowah Valley Golf Course. Reduce front and side setbacks to zero feet on Brickyard from U.S. 64 West and McKinney Road.
- 23) Openspace should be 35% for subdivisions over 10 houses. Stormwater management, erosion control and tree protection ordinances need to be implemented and/or strengthened. Subdivisions should be required to install/sidewalks around and in the development so that the community can be walkable.
- 24) Water towers are a thing of the past. Consolidate sewer only if cost is reduced. Parks should be an idea in 10 to 20 years, not of present. Sidewalks should be established only on main shopping areas. Otherwise used in developments increases water runoff (not good). Keep retail in town, no on Old 64 and Oakland Hill.
- 25) Unsure of Brickyard Road as a “Main Street”
- 26) Zoning
- 27) I could tell from the colors what it(?) could be recommended for use—my land is farm land and I want to keep it that way.
- 28) Transportation incomplete
- 29) County wants to keep control and opposes incorporation by presenting a plan that provides everything that the incorporation plants to provide.
- 30) Sections 3.4, 3.5, 3.7, 3.8
- 31) The Morgan Road connector/bypass. The “main street”. I know you’re visualizing downtown Hendersonville and their main street; however, I do not think Etowah is a good comparable for downtown Hendersonville. Even Fletcher does not have a “main street”.

Is there a specific concern that the Plan does not address?

- 1) Yes—Wastewater treatment-given the serious concern of having a plethora of package plants planned a existing on the French Broad upstream of a planned water supply line it is imperative that a regional authority be created to consolidate wastewater treatment before it causes a serious public safety issue.
- 2) The impact on our streams by sewer and septic systems. Steep Slope Concerns. Stronger floodplain ordinances. Availability of affordable housing the need is greater than the proposal.
- 3) Population density, sewers, water supply
- 4) Funding
- 5) Water and sewer
- 6) Adding Etowah/Horse Shoe fire department substation in Horse Shoe
- 7) (Etowah Sewer)
- 8) Limiting the R1 density, or elimination R1
- 9) How to pay for it without new taxes.
- 10) Specific funding and costs for various programs.
- 11) How will money to do all these wonderful things get ear marked to get to Etowah. How will we know and how can we find out.
- 12) Increased school capacity to accommodate current planned growth already approved by Henderson County. How to fund this additional needed school capacity except through higher taxes. Recommend county seek approval for impact fees on all new developments.
- 13) Development should pay for itself with adequate public facilities ordinances. Developers should be required to provide money for school and parks and emergency services. Farmland protection should be addressed.
- 14) Water retention facilities, reservoirs.
- 15) a trash recycling plan (plastics/paper/etc.)

- 16) Leave river alone—stop development—leave mountain tops alone—because they will wash just like California.
- 17) More specific plans for shopping. Is there a definite plan to expand Ingles or bring an additional supermarket or Walmart to the area?
- 18) If Biltmore Farms becomes a reality—insufficient schools.
- 19) Steep slope construction standards. Ground water management

Do you have additional comments or questions?

- 1) **Open Space—The planning area has faced massive over-development and loss of open space. To remedy this, conservation subdivisions need to be by right, making cookie cutter development a special use. I would up open space requirements for development of 10+ parcels to a minimum of 35%. Steep Slopes—good recommendations. I would urge using Lake Lure and Jackson County as models---Feel free to call on me—692-0385 David Weintraub**
- 2) I like it the way it is. Stop trying to make it into a metropolitan area.
- 3) We need 64 widen they own land from Horse Shoe to Pisgah Forest why not a 4-lane highway.
- 4) We have everything we need in Etowah.
- 5) We do not need anything that we do not already have.
- 6) It seems like a lot of the National Wetland sites are also sites near heavy development. There should be protection in place for these areas.
- 7) Thanks for your efforts. Guy Hendley
- 8) We do not need to incorporate
- 9) I do not want Etowah to be incorporated. We have a good community with all the water, sewer, and police protection.
- 10) Greenway—who will maintain. Where is the money coming from?
- 11) As a long term resident of Horse Shoe, I am not interested in incorporation. The committee has done a good job in addressing the main issues developed a year ago—flood plain development control, ridge line development, density are the key issues—Hopefully the commissioners will listen and use this document to work with both communities.
- 12) Against providing land and money for affordable housing.
- 13) See attached documentation for specific comments.
- 14) I am against incorporation and the extra taxes that go along with that. I would expect our country commissioners to see that most people want to preserve the rural character and beauty of our area. I am especially interested in preserving wetlands, floodplain and ridgelines of our mountains. As a native of the area I truly don't care about things like "a main street in Etowah". Thanks for giving me an opportunity to express my opinion. Are the commissioners listening?
- 15) No new taxes.
- 16) No need to incorporate Etowah...County is doing a good job addressing the needs of Etowah and Horse Shoe.
- 17) Who will be buying all the land on Brickyard to make a main street. Are these folks ready to sell.
- 18) Want a "Main Street" for Etowah but not on Brickyard. Create recreation area indoors for youth.
- 19) I as a member of the Etowah Community and property owner will go to each resident and have them fight these recommendations you are trying to propose. Then when election time comes vote out all county commissioners and find someone that has the back bone to stand up for the owners of property in this already fine community.
- 20) Water resources to support additional growth. New and/or additional water treatment plants. If county commissioners will follow this plan it could work. However there history has shown that they do not follow their own plans.
- 21) We are not going to stop development—let's just make sure it's done right. WE need to be a lot stricter with developers—there's no reason we have to have ugly, cheesy development. And do we really need more golf courses in Henderson County, especially during a drought?

- 22) Don't understand front and side setbacks only Brickyard Rd. from U.S. Highway 64 to McKinney.
- 23) Concern over regulation for commercial signage.
- 24) I think we don't need to many(?) parties taking taxes.
- 25) Serious need to think about expansion.
- 26) If U.S. 64 Right of Way doesn't foresee eventual need to dualize the highway, then it will be very expensive to acquire right of way later. There needs to be set-backs to keep house from being built near the present right of way.
- 27) County plan is good and offers an alternative to incorporation. Question: There was no mention of control over the big developers. They continue to have a blank check to do what they want to do. They have already failed to build a fire house and to address water problems.
- 28) Area doesn't need main street or ymca type rec. center. No roads need to be widened. This would only encourage development. Consolidation sewer service would also encourage development.
- 29) I think the main street should be Hwy 64 as that is truly the main street. The Morgan road connector/bypass is over kill (big time). Etowah is not a metropolitan area that need one..we would be spending money for not reason. WE want to put a bypass/connector for Hwy 64 in Etowah? Think about it—we'll be the laughing stock of Henderson County. I think we should use more common sense and less grandiose ideas.

Public Input Meeting 2 Results Continued

Etowah and Horse Shoe Advisory Committee and Staff Collected Comments

Transportation

- Signage restriction needed. Off premises advertising prohibited
- Limit mobile signage
- Liked rails to trails
- Stop light at Cummings Rd and 64
- Reduce speed limit to 45 from Horse Shoe to Etowah
- Paved shoulder for bikes
- Review speed limit from Battle Creek to Morgan rd
- Brickyard Rd is residential and shouldn't be widened.
- Not excited about Morgan-McKinney connector (truck traffic and school buses)
- No stop light in front of Cummings Cove, it should be in front of the fire department
- Turnpike Rd too constrained and Brickyard & 64 around 280.
- No widening of Brickyard.

Natural and Cultural Resources

- All churches/ religious institutions on map as cultural
- Look at property parcel by parcel to determine where development should go rather than in floodplain, steep slopes, etc. Add more open space.
- Prevent stripping lots of trees
- Angry about Biltmore Farms and regulations near the CMLC easement
- Make water regulations tougher, including storm water and buffers
- Strong slope and ridgeline regulations, including no extending above ridgelines of 500 ft.
- Cut no more trees on lot than 40%
- Include lighting standards to address light pollution
- Better policing of current sign regulations
- More control of commercial buildings, including design, appearance to give "village or rural" feel, also including landscaping
- Limit access to roadways...no more "lights".

Land Use

- Wanted to keep R-40 because of low density
- Leave the corner of Ray hill rd and banner farm rd R2MH.
- Generally no problem with R-40 to R2 transition
- Wetland protections
- Limited package treatment plants.
- Complaints agriculture/ hog farms
- Etowah sewer company smells
- Present use value for flood plain

Agriculture and Housing

- Noticed that the agriculture map was "not up to date and inaccurate" and that we should acquire better data.

- After reading the housing section that included statistics on average housing costs and income as well as how that data compared to the rest of the county that conclusion and recommendations the housing section comes to is not supported by the facts given in the section. So as a consequence, the recommendation to require new major subdivisions of 100 or more and especially the alternative fee should not be required.
- Concern about Brickyard as a main street (2 comments).

Community Facilities and Services/Community Character and Design/Economic Development

- Concerned with the main street theme – who pays for this, why would we redirect traffic away from 64, and some felt that it was not needed while other liked the concept of shopping in one area and making Etowah a destination stop between Brevard and Hendersonville
- Taxes were a major concern as to how the recommendations would be implemented and when
- Concerns with strategies of protecting agriculture from development and still recommending for residential and commercial development
- Concerns with not utilizing the railroad for an industrial park development, or just allowing the property to revert back to the owners
- Some did not want the tax money to go towards recreation over new schools
- With the exception of one or two, everyone was against the incorporation efforts
- Many were surprised with the amount of WWTP and concerned with that
- Pleased that recommendations called for new commercial development to be encouraged in Etowah and not Horse Shoe
- Concerned with the large amount of truck traffic using Brickyard as a cut through instead of going 280 to 64

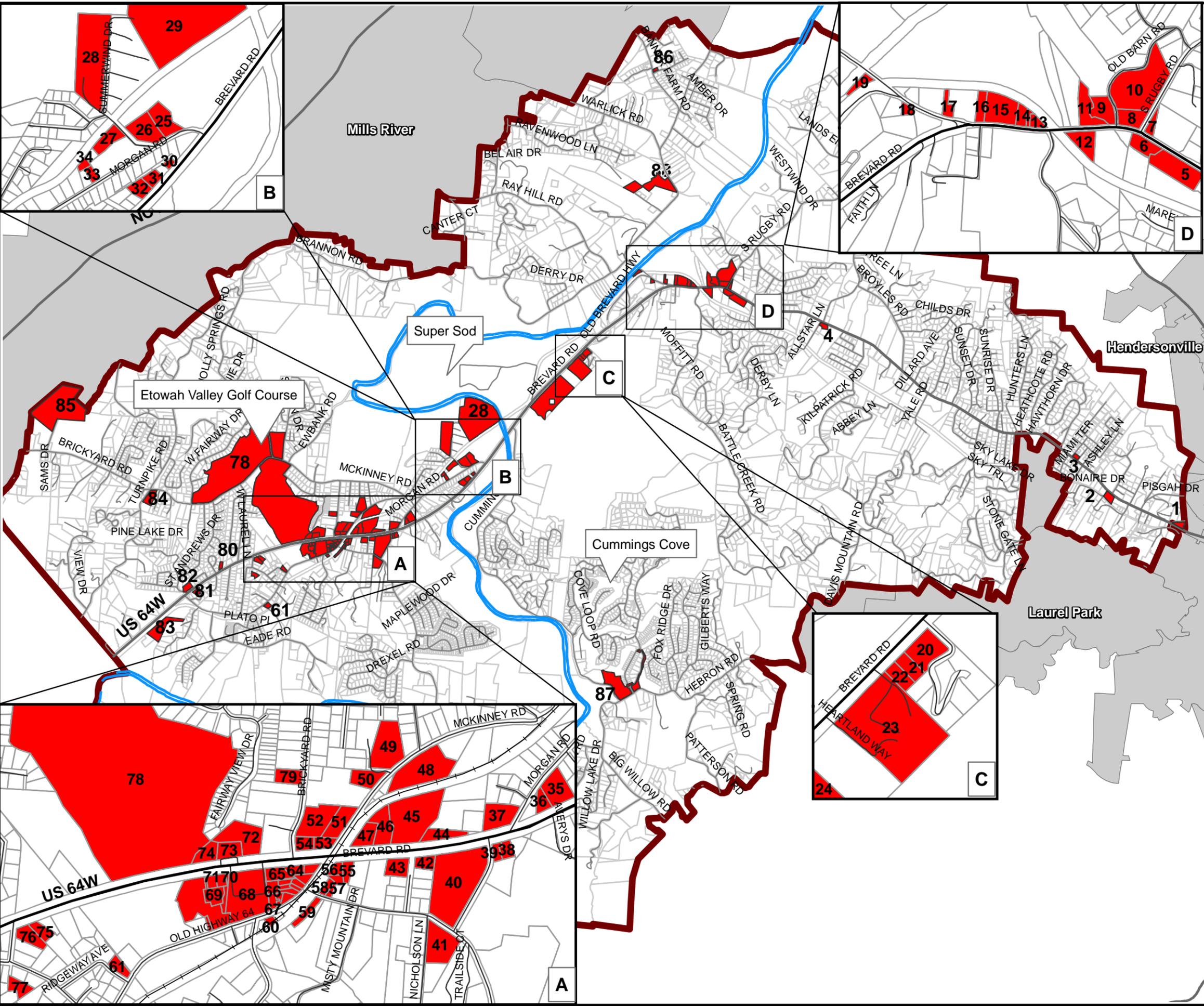
27	T&T Machine Shop	93 Industrial Dr
28	Kiln Drying Systems and Components, Inc.	234 Industrial Dr
29	Hillside Nursery	284 Summerwind Dr
30	Mountain HBOT/Asheville Integrated Medicine	6071 Brevard Rd
31	Blossman Propane Gas	6080 Brevard Rd
32	Boondocks Camper Mfg. Co. and Utility (Industrial)	6085 Brevard Rd
33	New Beginnings Hair Salon	182 Morgan Rd
34	Unnamed warehouse	188 Morgan Rd
35	Leaves Out	6285 Brevard Rd
36	Etowah Fireplace & Patio	6307 Brevard Rd
37	BP Gas Station/ Mr. Pete's Market	6335 Brevard Rd
38	Pisgah View Plaza: The Coffee Shoppe	6330 Brevard Rd
	Wards Movie Stop	6332 Brevard Rd
	Fox's Pizza Den	6336 Brevard Rd
39	Texaco Gas Station/Fast Way Food Store	6338 Brevard Rd
40	Ingle's Market	6478 Brevard Rd
41	Possum Trot Self Storage	189 Etowah School Rd
42	3D Kustom Cycles	6482 Brevard Rd
	Stoner's Kitchen	6486 Brevard Rd
	Julie's Subs and More	6488 Brevard Rd
	Etowah Valley Ins.	6490 Brevard Rd
43	Dutch Cupboard	6500 Brevard Rd
44	Construction Specialties and Design Builders	6475 Brevard Rd
45	Vacant	6499 Brevard Rd
46	Hendersonville Family Health Center Etowah Branch	6503 Brevard Rd
47	QP Gas Station/ Smoke Shop	6511 Brevard Rd
48	Johnson Building Supply	69 McKinney Rd
49	Medical Business Associates	48 McKinney Rd
50	Etowah Super Storage	36 McKinney Rd
51	William Newsom, DDS	24 McKinney Rd
	Loving Pets Grooming	12 McKinney Rd
52	Etowah Library	101 Brickyard Rd
53	Etowah Photo and Shipping	6531 Brevard Rd
	Etowah Pharmacy	6527 Brevard Rd
54	Corner Market	6539 Brevard Rd
	Miss B's Emporium	6537 Brevard Rd
	Vacant	6535 Brevard Rd
55	Etowah Chevron and Camping Center	6518 Brevard Rd
56	The Corral	6524 Brevard Rd
57	Etowah Valley Garage	28 Etowah School Rd
58	Country Clinic	2 Etowah School Rd
59	Chrisman's Garage	5 Etowah School Rd
60	Grinding Specialties (Industrial)	169 Old Highway 64
61	Etowah Lions Services, Inc.	35 Ridgeway Ave
62	Hawk Indoor-Air, Inc	741 Old Highway 64
63	Mountain 1st Bank and Trust	6534 Brevard Rd
64	Greer & Associates	6540 Brevard Rd
65	Etowah Exxon	6552 Brevard Rd
66	Etowah Mini Storage and Carwash	47 Etowah Center Dr
67	Etowah Valley Equipment	59 Etowah Center Dr
68	Etowah Shopping Center	
	United Community Bank	77 Etowah Center Dr
	Etowah Hair Center	83 Etowah Center Dr

	Carolina Cleaners	89 Etowah Center Dr
	Council on Aging Thrift Store/Meals on Wheels	97 Etowah Center Dr
	Dollar General	107 Etowah Center Dr
	Etowah Marketplace and Coffee Shop	115 Etowah Center Dr
	US Post Office Main Branch: Etowah	123 Etowah Center Dr
	Etowah Pawn Brokers	125 Etowah Center Dr
	Paque Rats Gift Shoppe	127 Etowah Center Dr
69	Etowah Orchids Greenhouse	135 Etowah Center Dr
70	Etowah Valley Veterinary Hospital	161 Etowah Center Dr
71	Vacant: (Formerly Carol Bosholm Internal Medicine)	167 Etowah Center Dr
72	Etowah Town Square Village: New Building	
	Etowah Town Square	
	Century 21	Etowah Town Sq Suite 30
73	Big O Signs	Etowah Town Sq Suite 10
	SonRise Fitness Center	20 Etowah Town Sq Suite 10
	Etowah's K-9 Connection Grooming Salon	20 Etowah Town Sq Suite 20
	Exotic Tans	20 Etowah Town Sq Suite 30
74	DJ's Roadhouse	6577 Brevard Rd
	Head 2 Toe Full Service Salon	6650 Brevard Rd
75	Fowler Excavating	6650 Brevard Rd
76	Sunset Salon of Etowah	101 Sunset Hill Dr
77	Frontier Self Storage	130 Oakland Hill
78	Etowah Valley Country Club	470 Brickyard Rd
79	Outback	142 Brickyard Rd
80	Foundation Specialties	6705 Brevard Rd
	Joshua Park	6930 Brevard Rd
	Total Health Clinic	Suite A
81	Appalachian Mortgage	Suite B
	Mt. Dan Art	Suite C
	M and P Power Equipment	Suite D
	Murdoch Golf Cart and Specialty Vehicles	Suite E
82	Our Family Crafts	6955 Brevard Rd
	John Kerr Grading	7900 Brevard Rd
83	Beckett Plumbing	7900 Brevard Rd
84	Etowah Contractors Warehouse	3873 Turnpike Rd
85	Zumco, Inc (Machine Shop)	199 Forest Knolls Place
86	Comax Industries Incorporated	163 Banner Farm Rd
87	Cummings Cove Sales and Information Center	19 Whistlewood Ln
88	Mountain Bean Growers	56 Banner Farm Rd

COMMERCIAL USE INVENTORY – DECEMBER 10, 2008

Commercial Use Inventory: Etowah/Horse Shoe (12-10-08)		
Map Number	Name	Physical Address
1	Laurel Park Animal Hospital	1824 Windsor Dr
2	"The Shop" Antiques/Elijah Mountain Gem Mine	2120 Brevard Rd
3	Mountain Man Produce and Gift Shop	2419 Brevard Rd
4	Horse Shoe Gap Village	3636 Brevard Rd
5	The Plaza at Horse Shoe:	3754 Brevard Rd
	Classic Touch Gifts/Suzanne's Tea Room	Suite 101
	Curves	Suite 102
	Keck Physical Therapy	Suite 103
	Wells Fargo Home Mortgage	Suite 104
	Kecks Young at Heart Wellness Therapy and Massage	Suite 105
	Apex Fitness	Suite 106
	China Dynasty	Suite 107
	Villa Roma Pizzeria and Restaurant	Suite 108
	64 West Hair Studio	Suite 109
	Matties VIP Grooming	Suite 110
	Perfectly Polished Nail Salon	Suite 111
	Castellucci Chiropractic	Suites 112, 114, 115
	Mason's Pack and Ship	Suite 116
Mojo's Coffee	Suite 117	
6	Citgo Quick Mart	3772 Brevard Rd
7	Edmunson Produce Farm Market	3771 Brevard Rd
8	Horse Shoe Crossing:	
	Vacant	271-C Old Barn Rd
	Etowah Florist	271-B Old Barn Rd
	Carolina Concrete Designs, Inc.	271-A Old Barn Rd
9	Horseshoe Kennel	270 Old Barn Rd
10	Vacant	253 Old Barn Rd
11	Angel Arms Thrift Shop	4031 Brevard Rd
	Dancing Water	4016 Brevard Rd
12	Hollaway Commercial Property: Produce Vendors	4046 Brevard Rd
13	Pisgah River Rustics	4165 Brevard Rd
14	Brigg's Garden Center	4189 Brevard Rd
15	Horseshoe Hardware	4225 Brevard Rd
16	Merry Forest Animal Hospital	4294 Brevard Rd
17	Cummings United Methodist Thrift Store	1 Banner Farm Rd
18	Horse Shoe Trading Company	1 Mossy Oak Lane
19	Premium Services Landscaping: Currently for sale	10 Banner Farm Rd
20	Appalachian Floor Covering	5214 Brevard Rd
	Alliance Kitchen and Bath	5216 Brevard Rd
	Mike's Discount HD TV Outlet	5218 Brevard Rd
21	Brogden Drywall	5220 Brevard Rd
	Auto Detailing Unlimited	5220 Brevard Rd
22	McCraw's Inc.	5222 Brevard Rd
23	Storage units	5224 Brevard Rd
	Ho Sin Sool Dojang Traditional Martial Arts Center	5228 Brevard Rd
	Tate's Grading	5230 Brevard Rd
24	Busy Bee Landscaping	5294 Brevard Rd
25	Private Photographer	20 Morgan Rd
	Etowah Industrial Park: (Industrial)	
26	Advanced Technical Welding, Inc.	28 Industrial Dr

Etowah and Horse Shoe Communities Planning Area Commercial Land Use Inventory



- US Highway 64 West
- Streets
- French Broad River
- Commercial Uses Updated on 10-30-08
- Parcels

*See attached table for information about each use shown on map.

This map is prepared from the inventory of real property found within this jurisdiction, and is compiled from recorded deeds, plats, and other public records and data. Users of this map, are hereby notified that the aforementioned public primary information sources should be consulted for verification of the information contained on this map. The County and mapping company assume no legal responsibility for the information contained on this map.

1 inch equals 0.64 miles
0 0.2 0.4 Miles

Henderson County Planning Department
Updated on March 31, 2008, June 2, 2008,
and October 30, 2008

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