

Burnsville Planning Board/Burnsville Land Use Plan Steering Committee
Agenda
Special Joint Meeting
Monday, January 25, 2021, 6:15pm

1. Adoption of Agenda
2. Approval of the Minutes
 - a. Burnsville Land Use Steering Committee Special meeting held on January 12, 2021.
 - b. Burnsville Planning Board Special meeting held on January 12, 2021.
3. Comprehensive Land Use Plan
 - a. Review of future land use map
 - b. Recommendation of Land Use Plan to Town Council
4. Discuss NCLM training modules
5. Set a special meeting of the Design Review Committee to review Farmers Market plans
6. Next Regular Planning Board Meeting April 13, 2021
7. Adjourn

**Burnsville Land Use Plan Steering Committee
Special Meeting - January 12, 2021
Burnsville Town Center**

The Burnsville Land Use Plan Steering Committee met on January 12, 2021 for a special meeting at the Burnsville Town Center. Kim Simpson presided, with members Greg Yuziuk and Jerri Storie present. Members Judy Buchanan, Paul Bradley, and Robert Byrd joined the meeting via remote simultaneous communication at 6pm and were counted present for purposes of quorum and voting. Also in attendance were Mayor Theresa Coletta, Heather Hockaday, Brian Buchanan, Chad Fox and Corey Osborne from the High Country Council of Government. Member Denise Collier was absent. Chair Kim Simpson called the meeting to order at 6pm.

The meeting was streamed live for the public on the Burnsville Town Center's YouTube Channel.

New member Robert Byrd was sworn in prior to the meeting. The oath was administered by Town Clerk Chad Fox. Mr. Byrd being the longest serving alternate assumed the vacancy left by Woody Ryan whose term expired in December of 2020.

Mr. Byrd was welcomed to the Planning Board and introduced by Chair Kim Simpson. Mr Byrd introduced himself as a contractor and Burnsville Firefighter, willing to help out in any way he could.

Meet as the Land Use Plan Steering Committee that was formed for the purpose of developing a Comprehensive Land Use Plan, to hear pertinent information from the High Country Council of Governments about the development of this plan, and take action as it deems appropriate; and

Approval of the Minutes

- a. Special meeting held on November 16, 2020 Jerri Storie moved to approve the minutes as read. Greg Yuziuk seconded the motion, which carried.

Submit a final draft of the Land Use Plan to the Planning Board for review - Corey Osborne of High Country Council of Governments and consultant to the Steering Committee was available to discuss the final draft of the Comprehensive Burnsville Land Use Plan. He first discussed updates that were made based on suggestions from the last Steering Committee meeting. The changes included:

- Updated language on recommendation number 3 to be more specific to "double wide mobile" homes rather than "all mobile homes." Language for them to meet certain standards was also added.
- Language on recommendation number 14 was altered from "conditional use" to "special use."
- Recommendation number 18 was added after Mr. Osborne confirmed that the Bicycle and Pedestrian Planning Grant would be available in 2022.
- Changes to the Future Land Use map were made to include suggestions from Town Administrator Heather Hockaday.

Mr. Osborne explained the steps moving forward, saying that the Steering Committee's work to help develop the plan has concluded. The Planning Board could then make a formal recommendation of the plan to the Town Council. If a recommendation is made, public input at a hearing will be had at the Town Council level and any changes would require the plan to go back to planning for consideration.

Paul Bradley asked about future land use map and how it differs from the current zoning map. Mr. Osborne mentioned that the future land use map does not change anything in the current zoning but guides future zoning requests while trying to anticipate changes that may happen in the coming years. Mr. Bradley expressed concern over potential complications if decisions contradict the suggestions on the future land use map. Mr. Bradley also suggested that the board review the 20 lots that are altered on the future land use map.

The meeting adjourned at 6:20pm.

Recorded by:

Chad Fox

Kim Simpson, Chair

**Burnsville Planning Board
Special Meeting - January 12, 2021
Burnsville Town Center**

The Burnsville Planning Board met on January 12, 2021 for a special meeting at the Burnsville Town Center. Kim Simpson presided, with members Greg Yuziuk and Jerri Storie present. Members Paul Bradley, and Robert Byrd joined the meeting via remote simultaneous communication at 6:15pm and were counted present for purposes of quorum and voting. Also in attendance were Mayor Theresa Coletta, Heather Hockaday, Brian Buchanan, Chad Fox, Corey Osborne from the High Country Council of Government, and Town Councilor Judy Buchanan via webex. Kim Simpson called the meeting to order at 6:20pm.

The meeting was streamed live for the public on the Burnsville Town Center's YouTube Channel.

Approval of the Minutes - Minutes from a special meeting held on November 16, 2020 were available. Jerri Storie made a motion to approve the minutes as read. Greg Yuziuk seconded the motion, which carried.

Discussion of future land use map - Corey Osborne of the High Country Council of Governments and consultant to the Land Use Plan Steering Committee gave background on the development of the future land use map and how he arrived at the designations. He said there was an emphasis on existing land use and for the most part, future recommended land use matches existing land use.

Member Paul Bradley expressed concerns about the future zoning designation of two properties on the future land use map. He felt that they could possibly conflict with the goals of the Planning Board and may not fit the zoning change criteria. Mr. Bradley, Kim Simpson and Jerri Storie agreed that more time should be spent reviewing the future land use map.

Chair Kim Simpson suggested that the Planning Board have a special meeting to give members time to review the future land use map. A special meeting was set for January 25th at 6:15pm in the Burnsville Town Center.

Adopt regular meeting schedule - Greg Yuziuk made a motion to continue on the same regular meeting schedule. Kim Simpson seconded the motion, which carried.

Discuss membership efforts - Mrs. Hockaday emphasized the new for new members and told the board that Town staff is happy to explore efforts to fill vacancies.

Rezoning request - An application, submitted by Ron and Minnie Powell, to rezone 407 E. Main Street from R-10 to C-3 was available for review. Robert Byrd explained a possible conflict of interest. Kim Simpson voted for Robert Byrd to recuse himself due to a conflict of interest. Jerri Storie seconded and the motion passed.

Mrs. Hockaday explained the laws governing how to consider zoning amendments, the board's role in making recommendations to the Town Council. She also spoke about the procedure of a public hearing and notice requirements involved after the matter is moved to the Town Council.

Zoning administrator Brian Buchanan gave background on the property, described neighboring properties, previous property use, and access from East Main Street.

Plan consistency statements were available for review. Mrs. Hockaday explained the need for a consistency statement from the Planning Board saying that the zoning map amendment is either consistent or not consistent with the planning goals of the Town.

A vote was called asking for who is in favor of rezoning 407 East Main Street from R-10 to C-3. The vote was as follows:

| | |
|--------------|--------------|
| <u>Yes</u> | <u>No</u> |
| Greg Yuziuk | Kim Simpson |
| Jerri Storie | Paul Bradley |

Robert Byrd was recused from voting. The recommendation to Council failed 2 to 2.

A vote was held asking who felt the zoning map amendment is NOT CONSISTENT with the planning goals of the Town. The vote was as follows:

| | |
|--------------|-----------|
| <u>Yes</u> | <u>No</u> |
| Kim Simpson | Gregg |
| Jerri Storie | |
| Paul Bradley | |

Robert Byrd was recused from voting. The recommendation to Council that the zoning map amendment is NOT CONSISTENT passed 3 to 1.

Review Procedural Rules for Town of Burnsville Planning Board - A discussion and overview of procedures to help guide efficient and effective meetings was had.

Discussion of Advisory Board Handbook - The handbook was available for review.

Discuss NCLM training modules - Training modules available from the North Carolina league of municipalities were presented.

The next meeting will be a joint special meeting of the Burnsville Planning Board and Burnsville Land Use Plan Steering Committee on February 25th at the Burnsville Town Center.

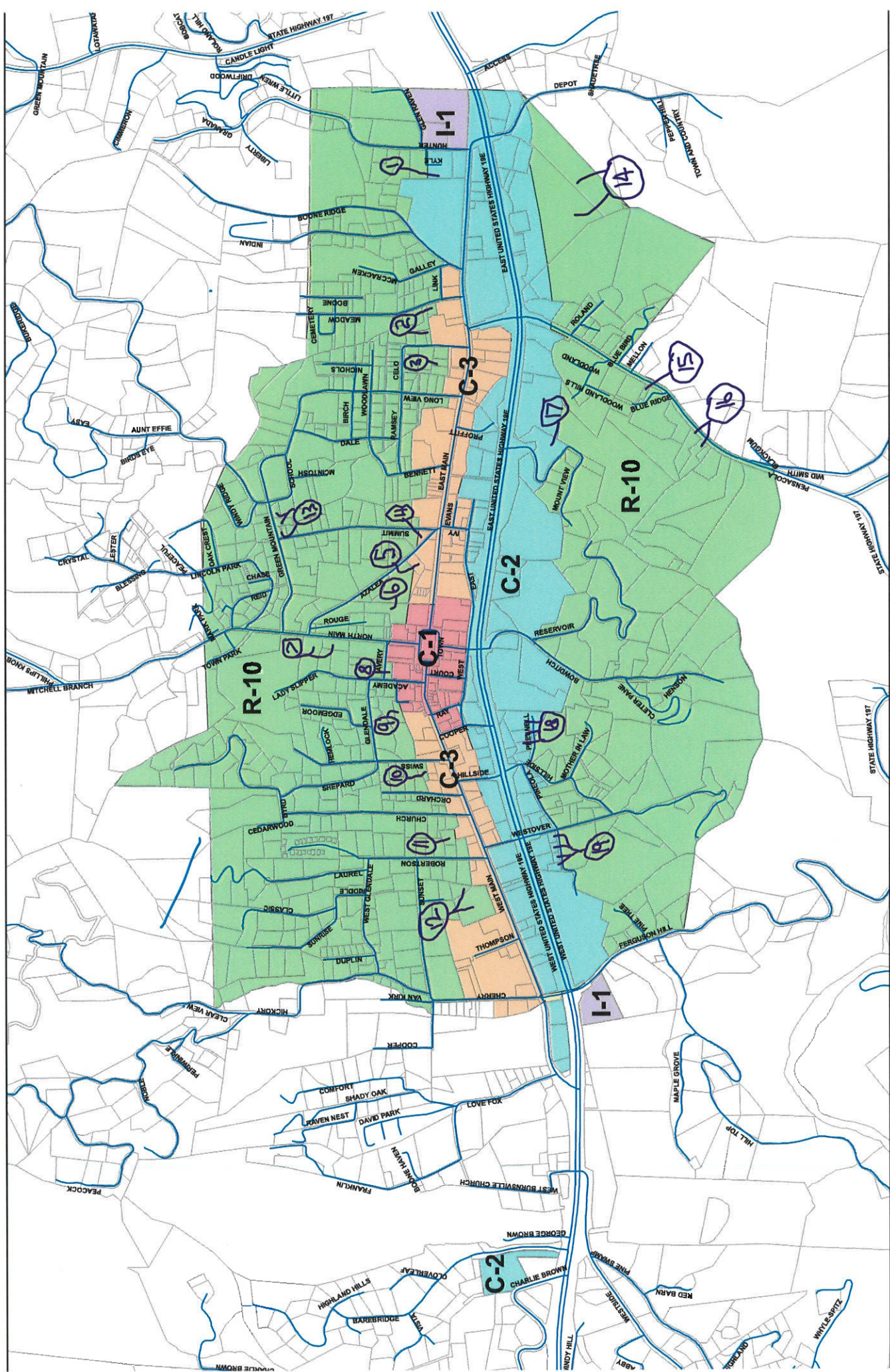
The next regular Planning Board Meeting is on April 13, 2021 at 6:15pm in the Burnsville Town Center.

There being no further business the meeting adjourned.

Recorded by:

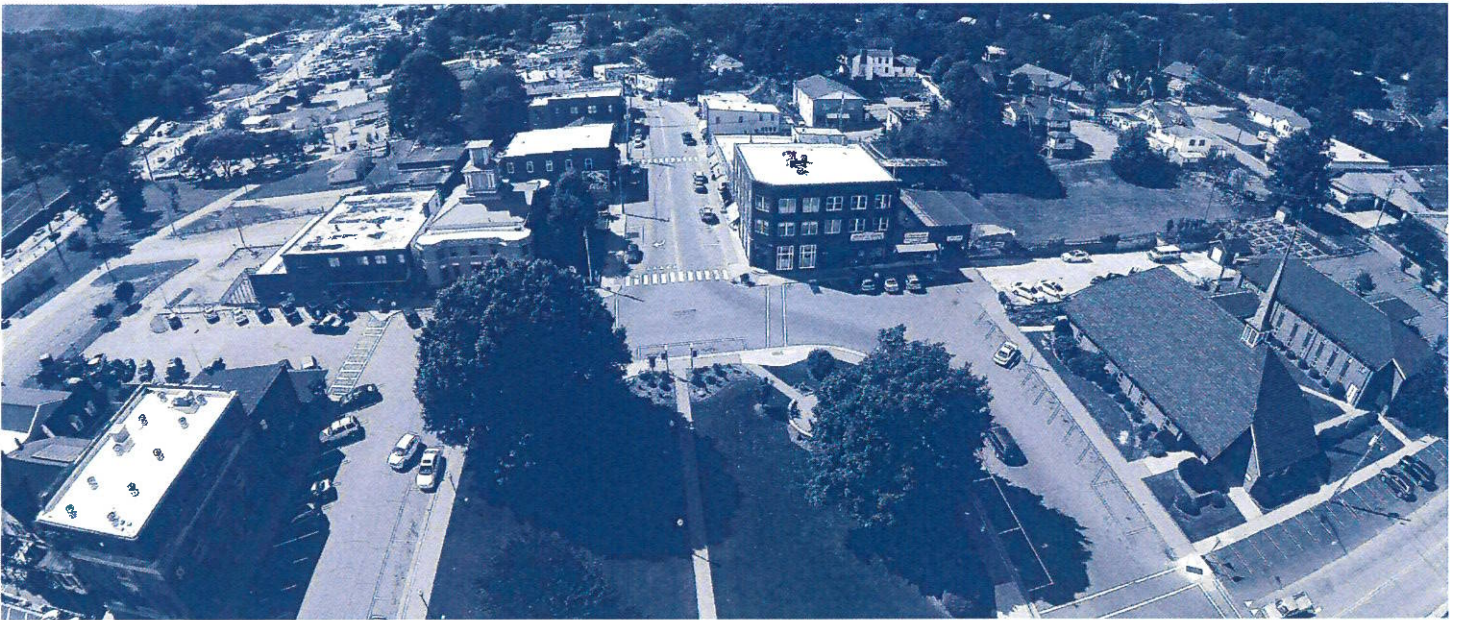
Chad Fox

Kim Simpson, Chair



Land Use to Future Use Index Key

| Index # | PIN | Expected Change from 2014 Zoning Map |
|---------|----------------|--------------------------------------|
| 1 | 82016840890000 | C2 to Residential (R10) |
| 2 | 82015642982000 | R10 to Commercial (C3) |
| 2 | 82015645879000 | R10 to Commercial (C3) |
| 3 | 82015549830000 | R10 to Commercial (C3) |
| 4 | 82010452017000 | C3 to Residential (R10) |
| 5 | 82010359035000 | C3 to Residential (R10) |
| 6 | 82010354220000 | R10 to Mixed Use (C1 or C3) |
| 7 | 82010360172000 | R10 to Mixed Use (C1 or C3) |
| 7 | 82010350897000 | R10 to Mixed Use (C1 or C3) |
| 8 | 82010258323000 | R10 to Mixed Use (C1 or C3) |
| 9 | 82009254210000 | R10 to Mixed Use (C1 or C3) |
| 10 | 82009157091000 | R10 to Mixed Use (C1 or C3) |
| 11 | 82013141624000 | R10 to Commercial (C3) |
| 12 | 82013044400000 | R10 to Commercial (C3) |
| 12 | 82013045632000 | R10 to Commercial (C3) |
| 13 | 82010464489000 | R10 to Commercial (C3) |
| 13 | 82010463462000 | R10 to Commercial (C3) |
| 13 | 82010463543000 | R10 to Commercial (C3) |
| 14 | 82016736676000 | R10 to Commercial (C2) |
| 14 | 82016831417000 | R10 to Commercial (C2) |
| 15 | 82015523847000 | R10 to Commercial (C2) |
| 16 | 82019521235000 | R10 to Commercial (C2) |
| 16 | 82019520168000 | R10 to Commercial (C2) |
| 17 | 82014439784000 | C2 to Residential (R10) |
| 18 | 82013233903000 | C2 to Residential (R10) |
| 18 | 82013231936000 | C2 to Residential (R10) |
| 18 | 82013230924000 | C2 to Residential (R10) |
| 19 | 82013037663000 | C2 to Residential (R10) |
| 19 | 82013038661000 | C2 to Residential (R10) |
| 19 | 82013039663000 | C2 to Residential (R10) |
| 19 | 82013130675000 | C2 to Residential (R10) |



Burnsville, NC Comprehensive Land Use Plan 2021



Acknowledgements

Burnsville Town Council

Theresa Coletta, Mayor
Judy Buchanan
Denise Collier
Russell Fox
Bunnie McIntosh

Burnsville Planning Board

Kim Simpson, Chair
Paul Bradley
Woody Ryan
Jerri Storie
Greg Yuziuk

Burnsville Town Staff

Heather Hockaday
Brian Buchanan
Leslie Crowder
Chad Fox
Dillon Lundy
Jeanne Martin

Plan Steering Committee

Kim Simpson, Chair
Paul Bradley
Brian Buchanan
Judy Buchanan
Denise Collier
Heather Hockaday
Jamie McMahan
Woody Ryan
Jerri Storie
Greg Yuziuk

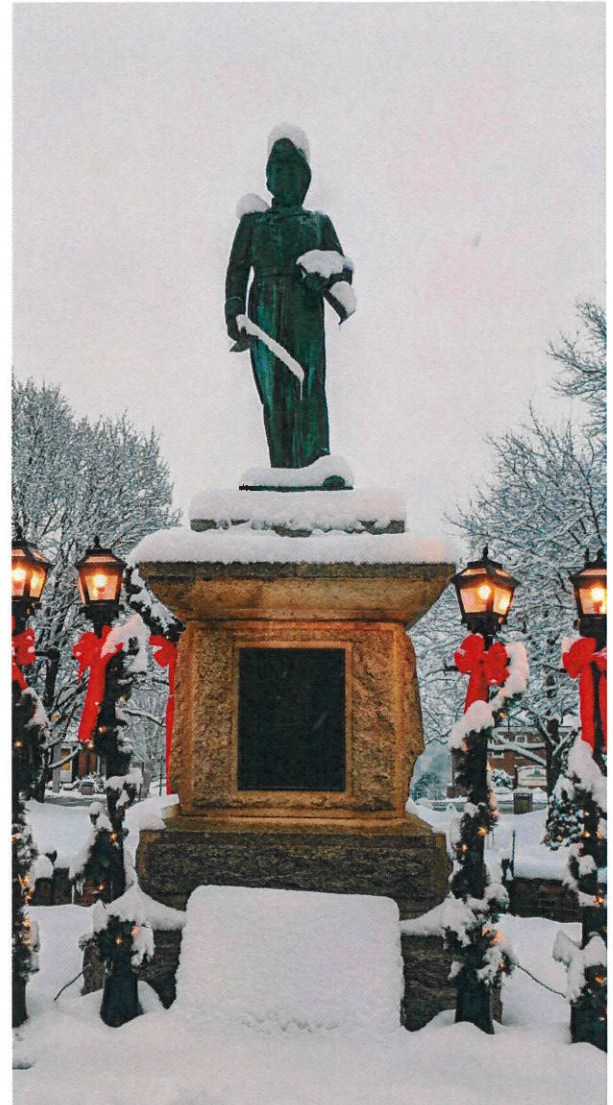
**The Burnsville Town Council
and Planning Board extend a
special acknowledgment to all
of the community members who
participated in the public input
process for this plan**

*Prepared by High Country
Council of Governments
January 2021*



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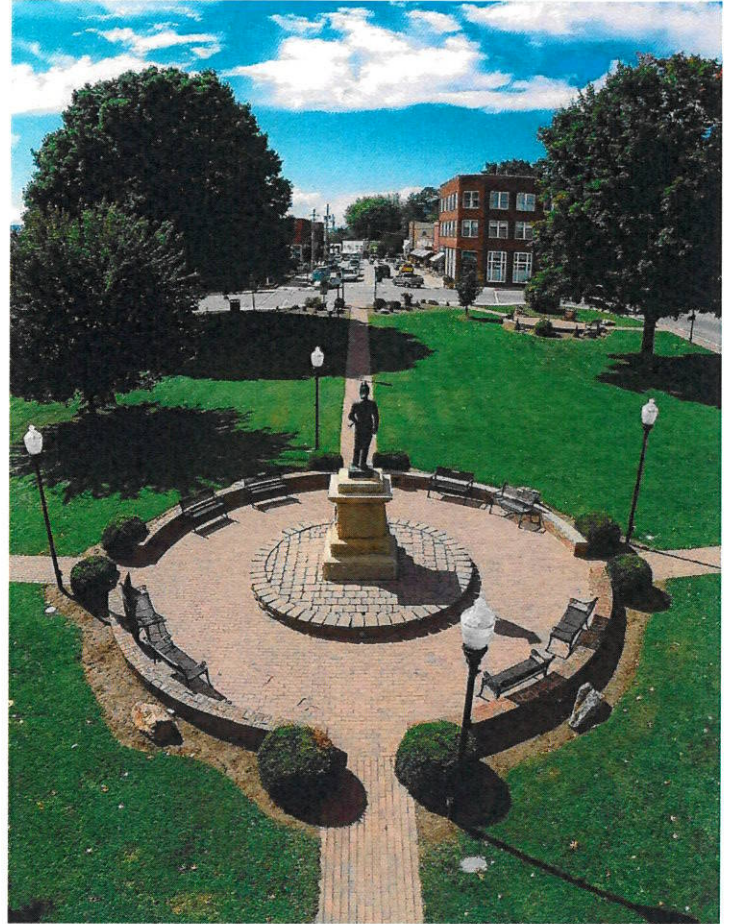


Introduction

This plan is designed to guide decisions related to land use over the next 10-15 years within the incorporated area of the Town of Burnsville. It serves to fulfill the requirement set by North Carolina General Statute Chapter 160D that local governments adopt a comprehensive plan as a prerequisite to exercising certain development regulations. To that end, the contents of this plan meet the standards for a comprehensive plan as set forth in N.C.G.S. 160D-5-1.

The bulk of the plan consists of background information related to land use issues in Burnsville. Beginning on pg. 2, the reader can find information related to population, income, employment, commuting, housing, environmental constraints, transportation, utilities, development regulations, land value, and parks. This section also contains the findings of a GIS analysis of Burnsville's impermeable surfaces, the results of a downtown parking study, a map displaying the location of land uses within Town, and a breakdown of building permit patterns over the past several years.

The plan's development process included public input in the form of an online survey that was open to the public from September through October of 2019. A total of 148 respondents completed the survey, which exceeded expectations. The plan's recommendations are informed by the results of the survey, the findings of the background information, as well as planning best practices. Those recommendations (25 in total), along with a future land use map, can be seen beginning on pg. 59.





Background Information



Population

Burnsville's total population count has remained flat over the past decade. The North Carolina State Demographer's Office estimated Burnsville had a population of 1,709 as of July 2018, up from 1,693 in 2010. This growth rate (0.9%) lags only slightly behind Yancey County as a whole over the same time period (3.6%). As shown in the chart below, Burnsville has the lowest growth rate of neighboring communities in North Carolina except for Spruce Pine, which lost population from 2010-2018.

Yancey County's growth is largely attributable to in-migration. Without new residents moving into Yancey County, the community would have steadily lost population over the past decade. The County has a negative natural increase rate, as shown in the chart below. Natural increase is a measure of growth derived by subtracting deaths from births in any given year.

Data indicates that Yancey County's population is trending older. Persons aged 60-69 were the fastest growing age bracket in the County from 2010-2018, at a rate of 42.1%. The share of the County's population aged 0-19 and

30-59 decreased during the last decade. The charts on the following page display growth rates for all age brackets in the County and State. The data suggests that a large share of in-migrants are retirement age and that younger residents may be moving out of the County at a higher rate than other age brackets.

A Note About Data Accuracy

Data on rural communities often relies on estimates with high margins of error. This is particularly true for data from the American Community Survey. While it is not 100% accurate, the data is the best available and is useful for identifying trends. County-level data is used instead of town-level data in some instances where margins of error were extremely high.

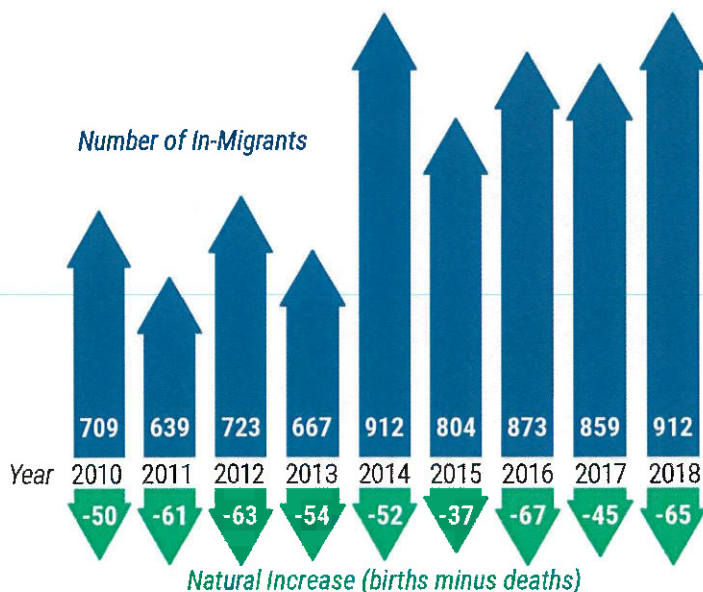
Population Change in Neighboring Communities, 2010-2018

Source: NC State Demographer's Office

| Community | Population Change |
|-------------------------|-------------------|
| Burnsville | +0.9% |
| Spruce Pine | -0.2% |
| Bakersville | +2.4% |
| Mars Hill | +12.1% |
| Marion | +7.6% |
| Black Mountain | +7.8% |
| Yancey County | +3.6% |
| State of North Carolina | +9% |

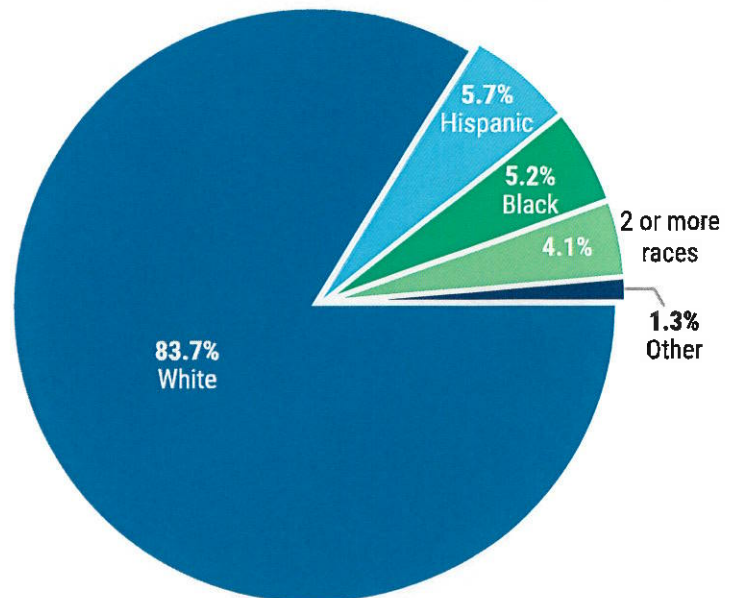
Yancey County Sources of Population Change, 2010-2018

Source: American Community Survey,
NC State Center for Health Statistics



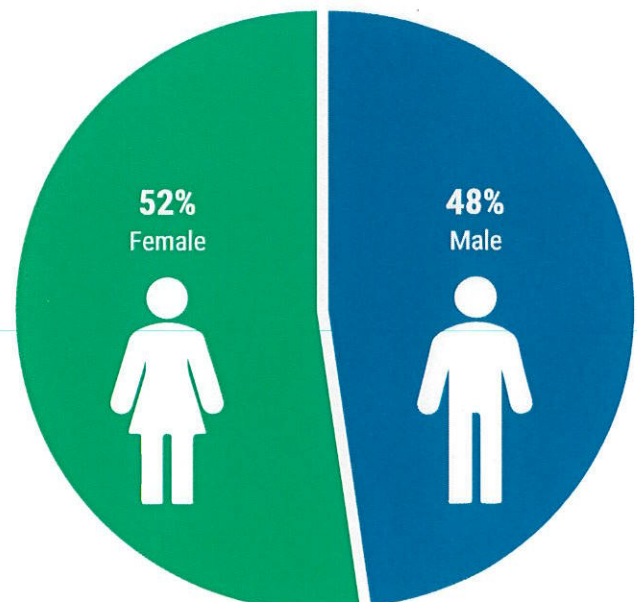
Burnsville Population by Race, 2018

Source: American Community Survey



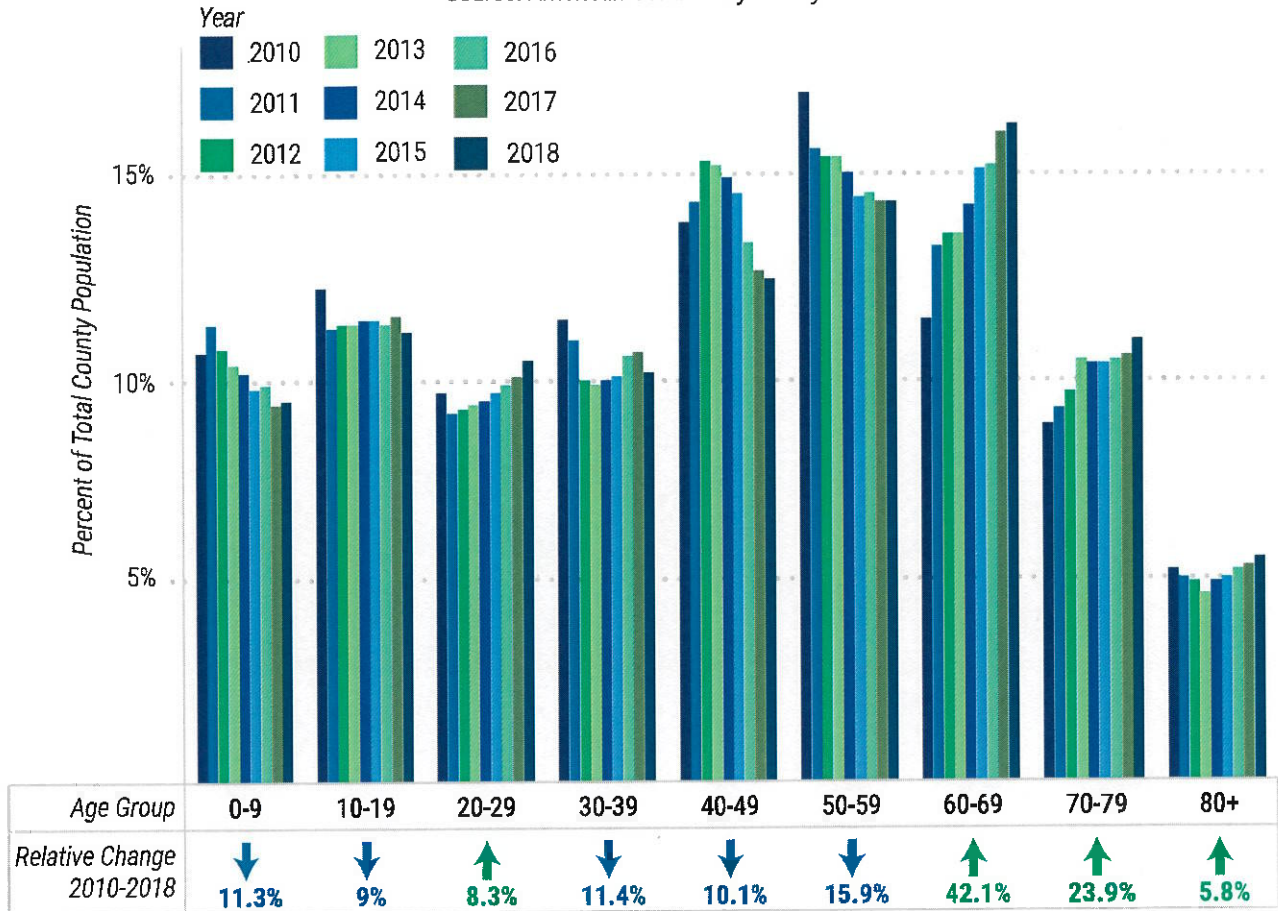
Burnsville Population by Sex, 2018

Source: American Community Survey



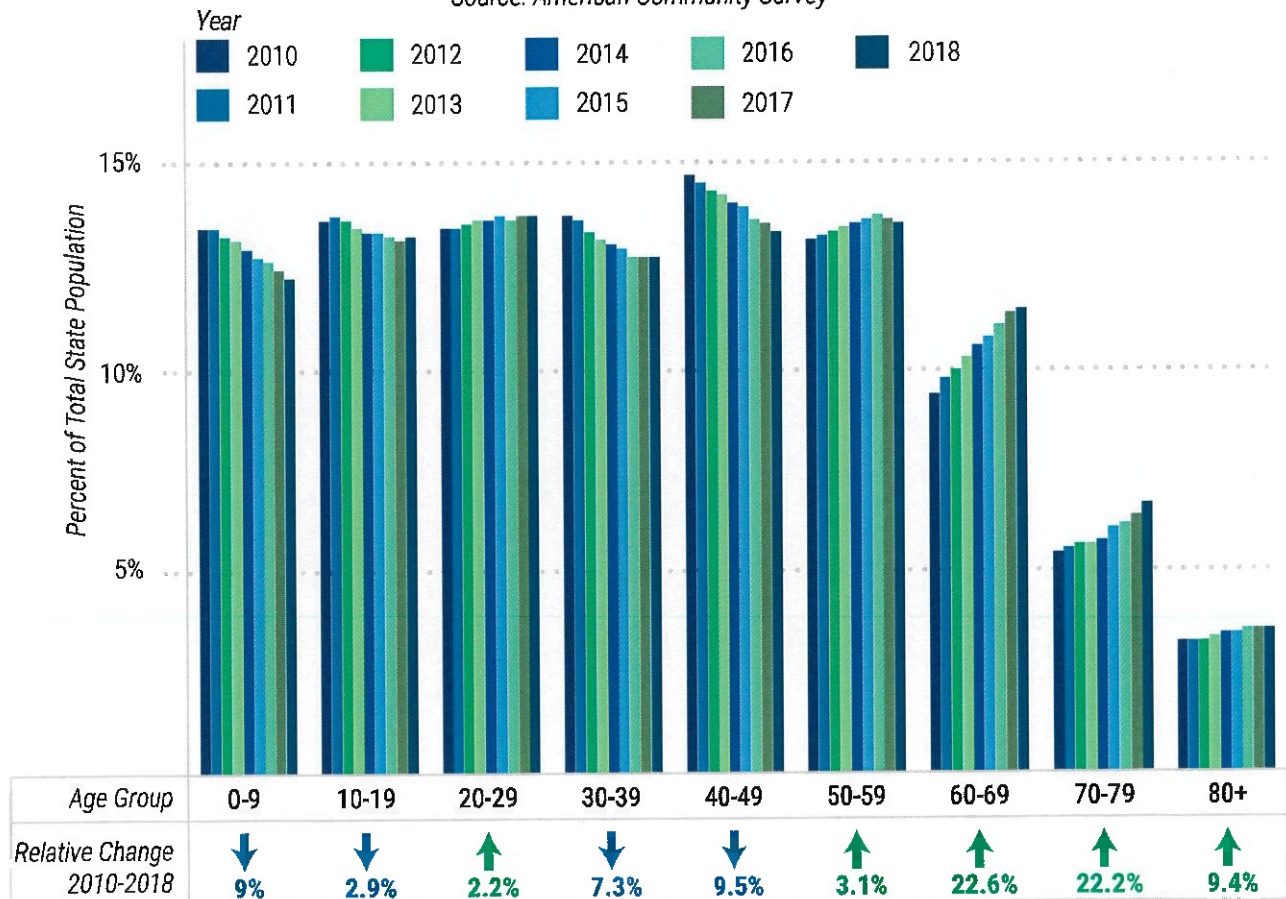
Yancey County Population by Age, 2010-2018

Source: American Community Survey



North Carolina Population by Age, 2010-2018

Source: American Community Survey



Income, Employment, & Commuting

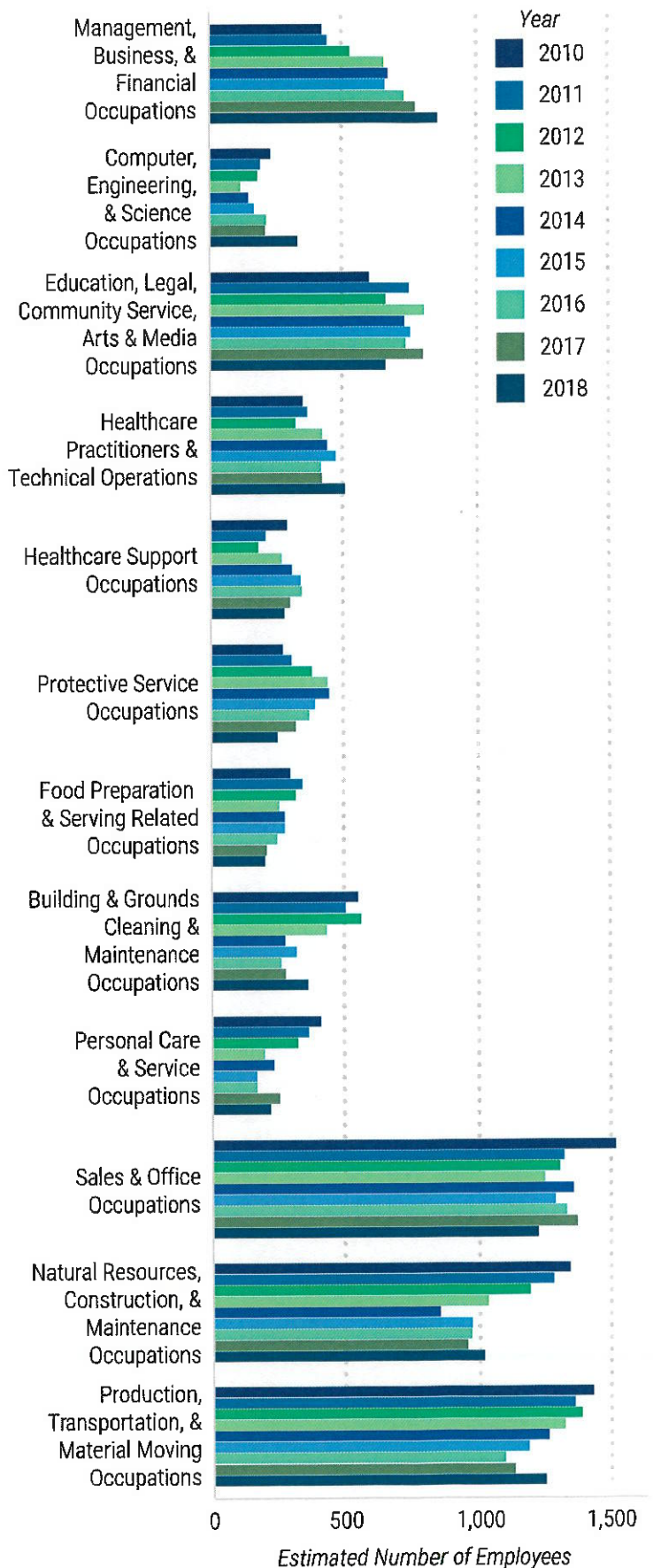
Burnsville's median household income (MHI) falls below that of Yancey County and the State, but has increased sharply in recent years. As of 2018, MHI in Burnsville was \$36,310, 9% lower than Yancey County as a whole and 30.7% lower than North Carolina. MHI in Burnsville increased by 27% from 2010 to 2018 - more than the MHI increases for Yancey and North Carolina combined.

Yancey County residents are employed in a wide range of industry categories. The chart to the right illustrates the sectors that employ the most and least within the County, and how employment within those sectors has grown or shrunk over the past decade. The fastest growing industry sector from 2010-2018 was management, business, and financial occupations, which doubled its employment numbers to become the 4th largest sector by 2018. Natural resources, construction, and maintenance occupations lost the most jobs of any sector over the same time period.

Half of Burnsville residents commute less than 15 minutes to work. Only 25% commute over 30 minutes to work. Of those who commute outside Yancey County for work, most travel to Buncombe, Mitchell, and McDowell counties. The overwhelming majority of workers in Burnsville over age 16 have access to at least 1 car (98.4%). While transit service is available within Burnsville, most workers commute alone to work via automobile. The charts and map on the following page illustrate commute times, vehicle availability, and commuter flow patterns for the County.

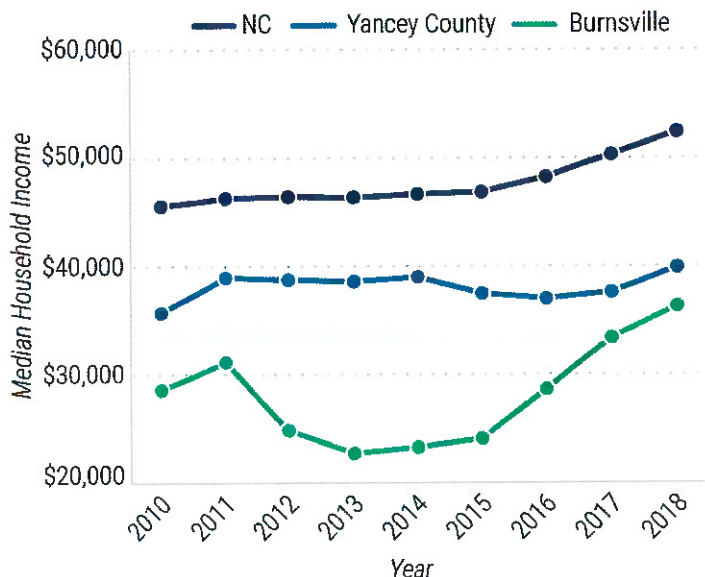
Yancey County Employment by Industry, 2010-2018

Source: American Community Survey

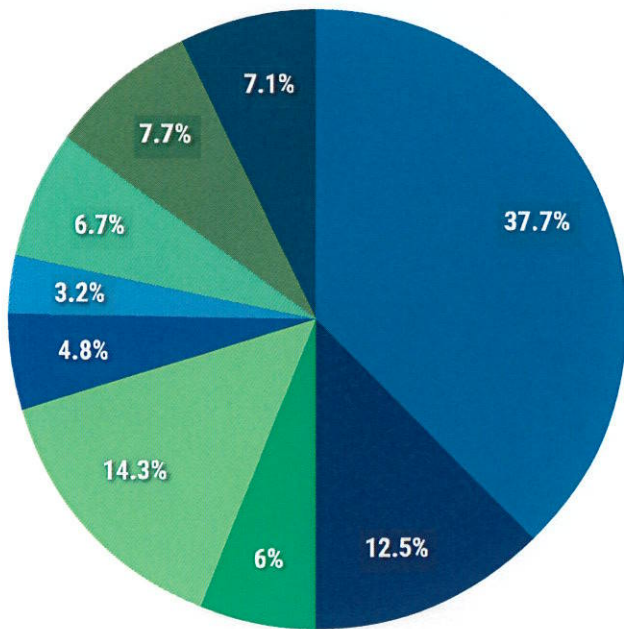


Median Household Income, 2010-2018

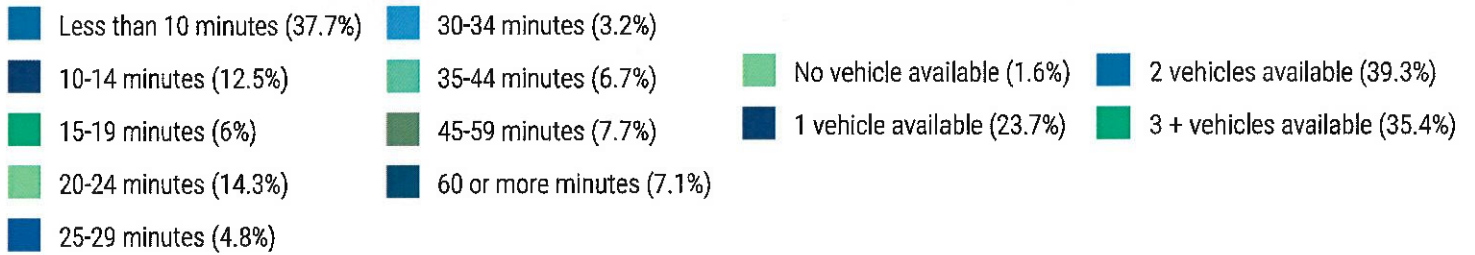
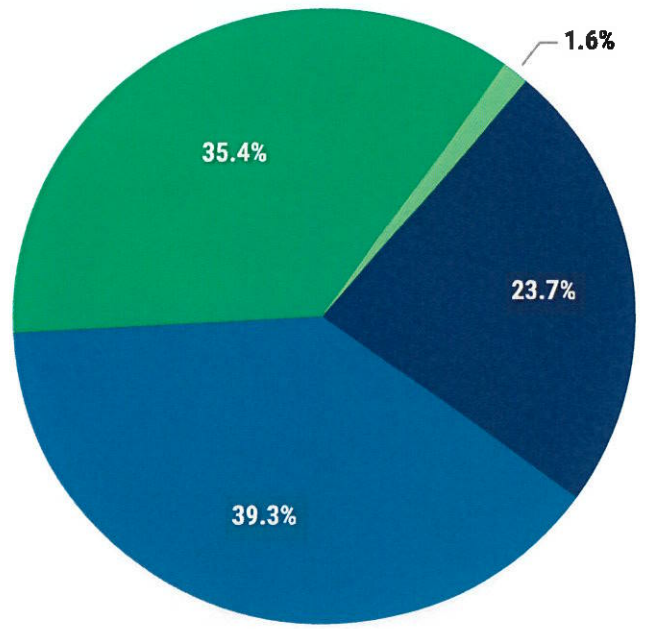
Source: American Community Survey



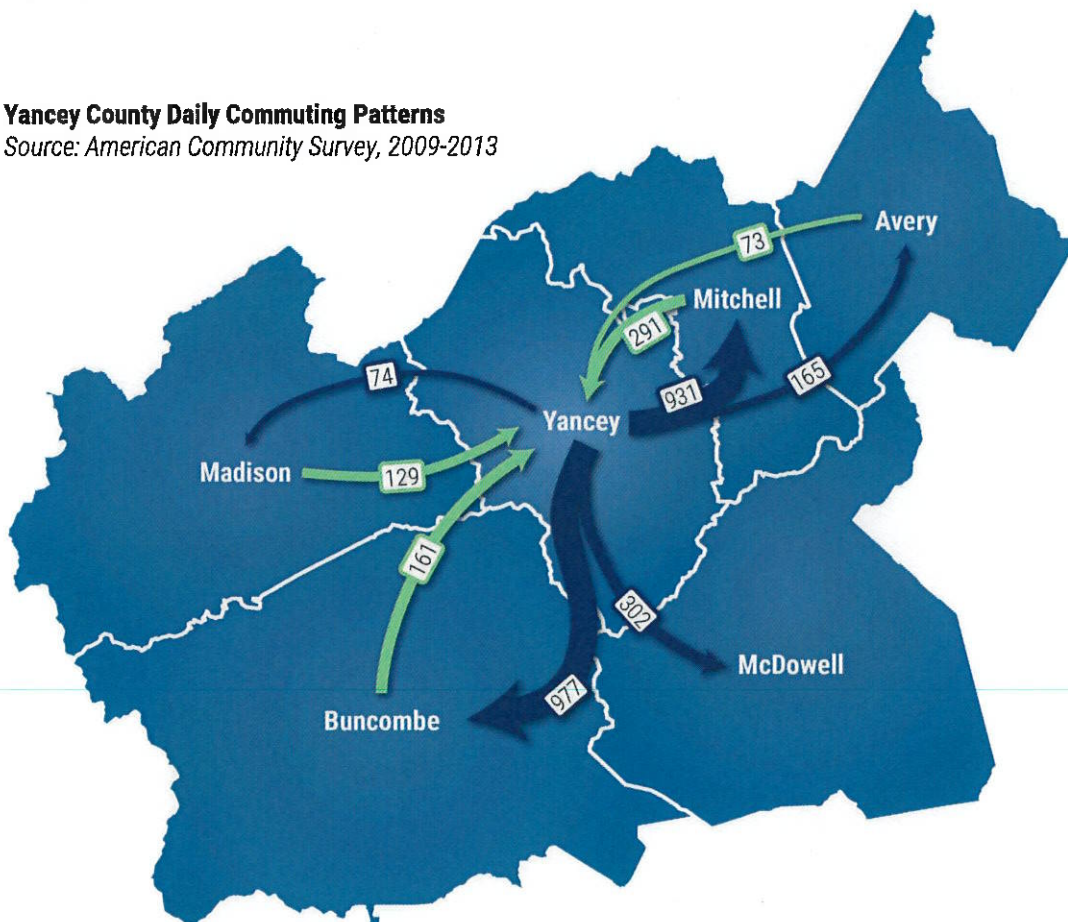
Burnsville Commute Time, 2018
Source: American Community Survey



Burnsville Vehicle Availability for Workers Age 16+, 2018
Source: American Community Survey



Yancey County Daily Commuting Patterns
Source: American Community Survey, 2009-2013



Housing

Single-family dwellings account for most of Burnsville and Yancey County's housing stock. However, unlike the County as a whole, the majority of Burnsville's housing is rented rather than owned. As of 2018, slightly over half of housing within the Town was renter-occupied. Conversely, just under 75% of the County's housing stock was owner-occupied.

This discrepancy is particularly important given the importance of housing affordability to a community's vitality. Without affordable housing, a community will struggle to retain and attract population, particularly those of workforce age. As shown in the charts on the following page, renters tend to be significantly more burdened by housing costs than homeowners. Median gross monthly rent in the County grew by 26.5% from 2010 to 2018. Median monthly homeowner costs for households with a mortgage grew by 3.8% over the same time period.

Most personal finance guidelines suggest that a household spending over 30% of its monthly income on rent or a mortgage is cost-burdened and lacking affordable housing. Given the rapid rise in rent as mentioned above, it comes as no surprise that the number of cost-burdened, renter-occupied households increased dramatically between 2010 and 2018. 52.9% of renter-occupied households in the County lacked affordable housing as of 2018, up from 36.3% in 2010. Only 18% of owner-occupied households in the County were cost-burdened as of 2018.

There is no single cause for the vast discrepancy in housing affordability between Yancey County's homeowners and renters. One possible factor is that rent tends to respond quicker than housing values to market factors such as declining unemployment and rising incomes. Another possible factor is that housing costs for homeowners with a mortgage decrease relative to income over time, meaning... (continued on pg. 7)

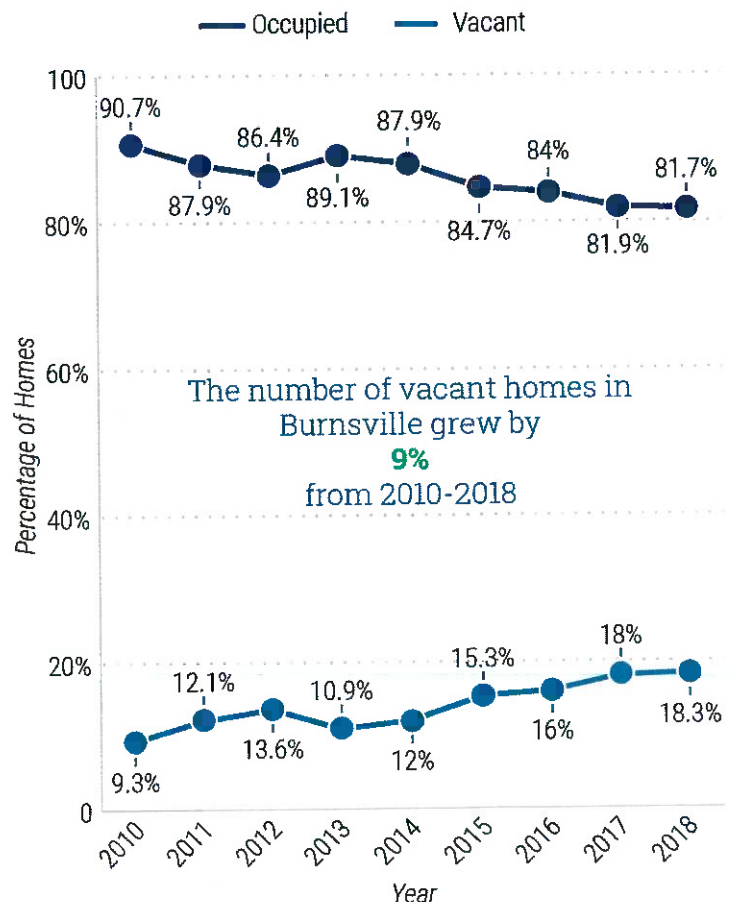


According to data from the American Community Survey, the average household size in Burnsville was 2.25 persons in 2018. This includes those living in single-family homes, multi-family homes, and other living arrangements.

The median tax assessed value for a single-family detached residential home in Burnsville was **\$122,870** as of January 2020.

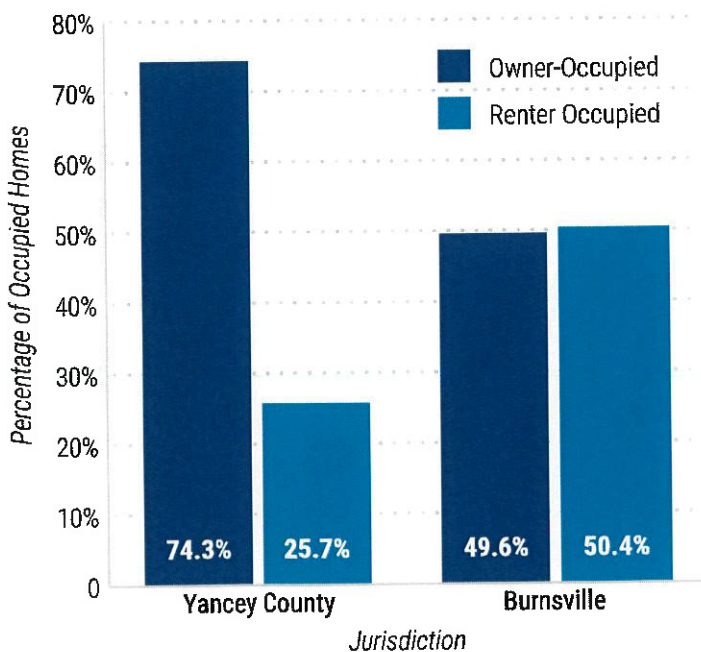
Burnsville Housing Occupancy, 2010-2018

Source: American Community Survey



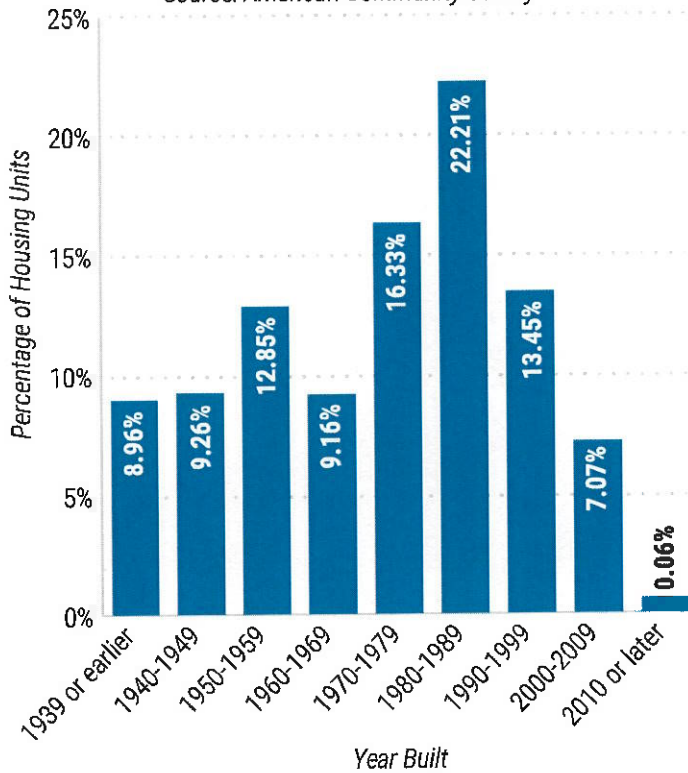
Owner vs. Renter-Occupied Housing, 2018

Source: American Community Survey



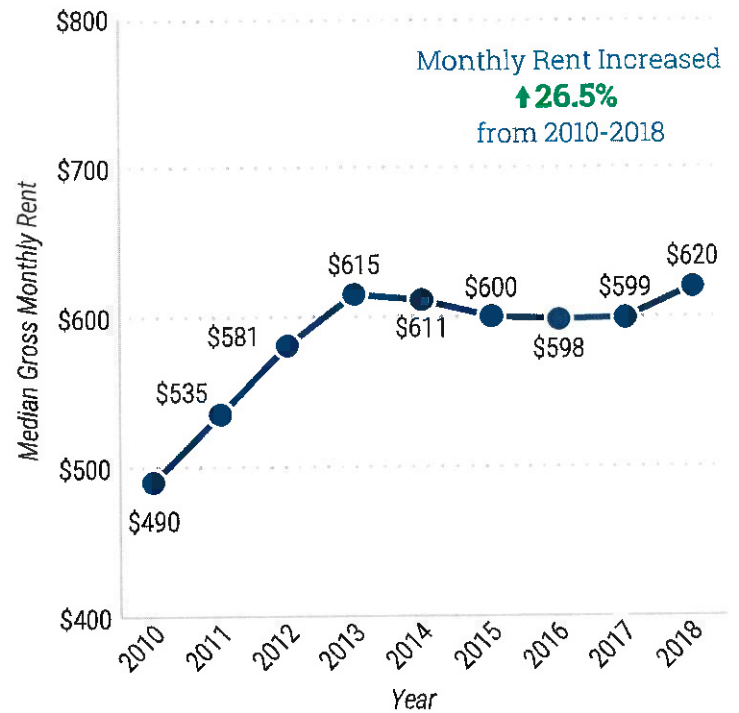
Age of Burnsville Housing Units, 2018

Source: American Community Survey



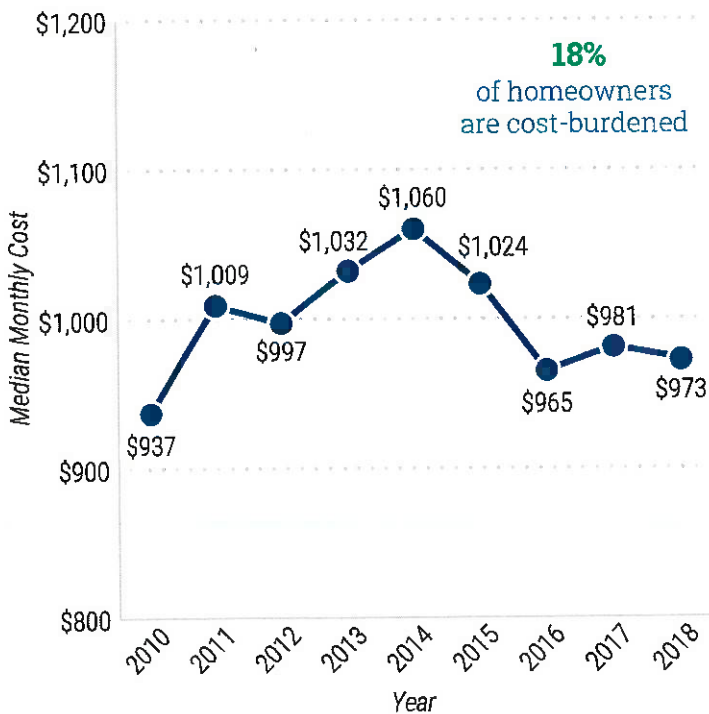
Yancey County Median Gross Monthly Rent, 2010-2018

Source: American Community Survey



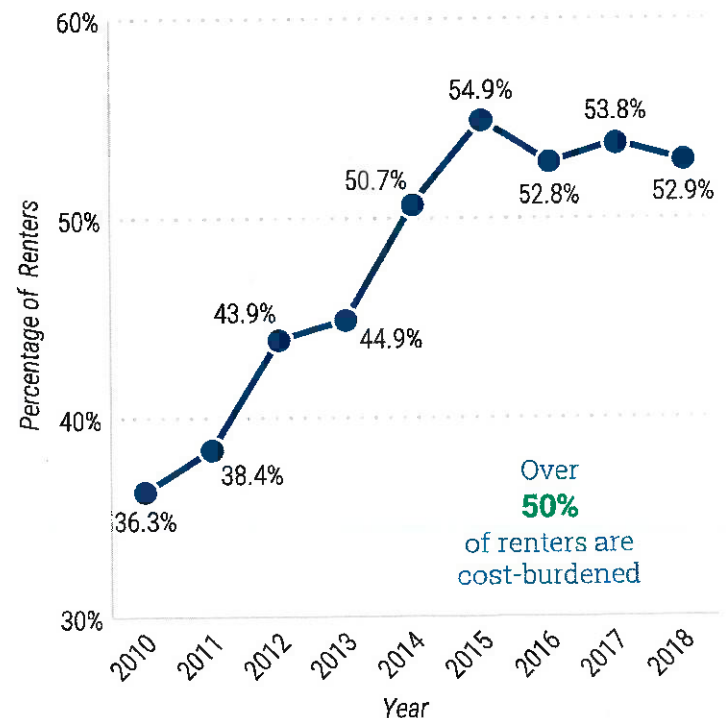
Yancey County Median Monthly Home Owner Costs for Households with a Mortgage, 2010-2018

Source: American Community Survey



Yancey County Renter-Occupied Households Paying 30% or More of Household Income on Gross Monthly Rent, 2010-2018

Source: American Community Survey



a lower percentage of total income is devoted to those costs as the mortgage matures and inflation rises. Lastly, renters tend to have lower incomes than homeowners, leaving them less room within their budget for housing.

It is important to note that housing affordability is not just a low-income problem. According to data from the North Carolina Housing Coalition, a household needed to earn an annual salary of at least \$28,640 to afford the median rent for a 2-bedroom apartment in Yancey County in 2019. This figure falls below the median household income for the community, but above the average annual salary for many common professions including food preparation & service, childcare, healthcare, and retail sales.

As shown on the map below, there are several public assistance housing options located in and around Burnsville. Collectively, they offer 140 dwelling units for those who qualify. Most are restricted to either elderly, disabled, or low-income tenants. While these options provide a valuable safety net, they fail to address the affordable housing problem in Burnsville, particularly among renters.

Compounding the problem is the aging and vacant housing stock in Burnsville. According to data from the American Community Survey, most housing units within Town are over 40 years old. 30% of units are over 60 years old. Less than 1% of total housing units have been built within the last 10 years. The number of vacant housing units has also increased dramatically, nearly doubling between 2010 and 2018. Together, this data suggests that a significant amount of Burnsville's housing stock is no longer suitable for habitation without further investment. Less housing stock (less supply) worsens housing affordability.

Housing Affordability in Yancey County

Source: North Carolina Housing Coalition

In 2019, the average rent for a 2-bedroom apartment was **\$716/month**

which meant that a household needed to earn **\$28,640/year** to afford rent

this amount exceeded the average annual salary for many professions in Yancey County, including:



Food Prep & Service
\$18,880



Childcare
\$23,110



Healthcare
\$25,670



Retail Sales
\$25,680

47 Families



in Yancey County
faced an eviction
filing in 2019



17 Households
in Yancey County
faced a foreclosure
in 2019

Burnsville Public Assistance Housing

Mountain Village Apartments

- 38 units
- for low-income elderly tenants

Indian Trail Apartments

- 32 units
- for low-income, elderly, and disabled tenants

Valley Place Apartments

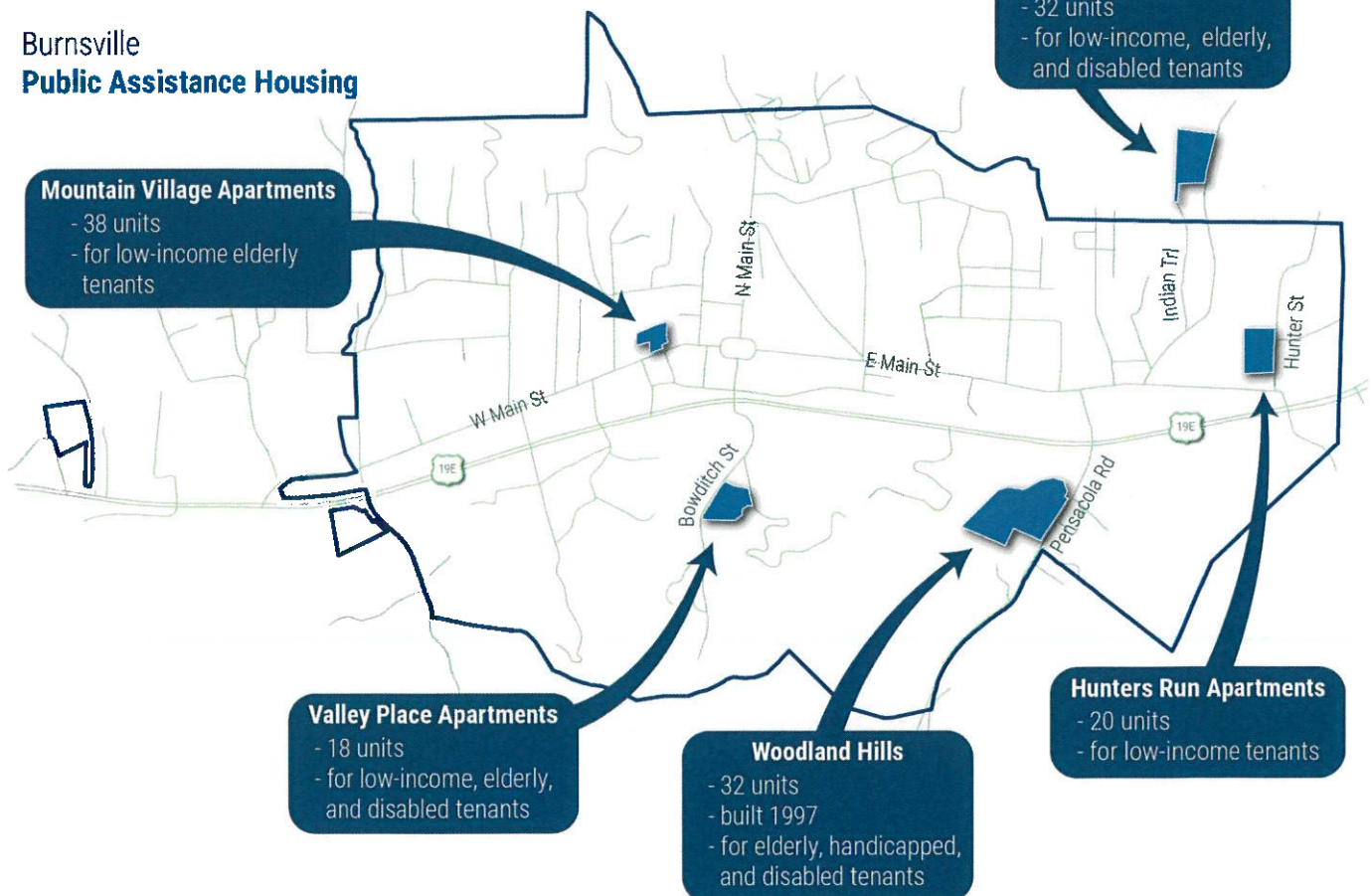
- 18 units
- for low-income, elderly, and disabled tenants

Woodland Hills

- 32 units
- built 1997
- for elderly, handicapped, and disabled tenants

Hunters Run Apartments

- 20 units
- for low-income tenants



Environmental Constraints

Environmental features such as slope, soil types, waterways, wetlands, and floodplains heavily impact development patterns. Steep slope and floodplains, whether by virtue of their natural characteristics or the regulations associated with them, prevent construction or make it impractical. Soil types can likewise hinder development due to instability or inability to accommodate functioning septic systems. Regulations surrounding waterways, wetlands, and water supply watersheds can dictate the extent and type of development within their vicinity.

Of these environmental constraints, Burnsville's land use is mostly affected by slope, waterways, and floodplains. There are no wetlands or water supply watersheds within Burnsville's corporate limits. The presence of a public sewer system within Town also limits the consideration given to soil type when developing a property. This section will focus on existing conditions and regulations surrounding steep slope, waterways and their classifications, floodplains, and floodways.

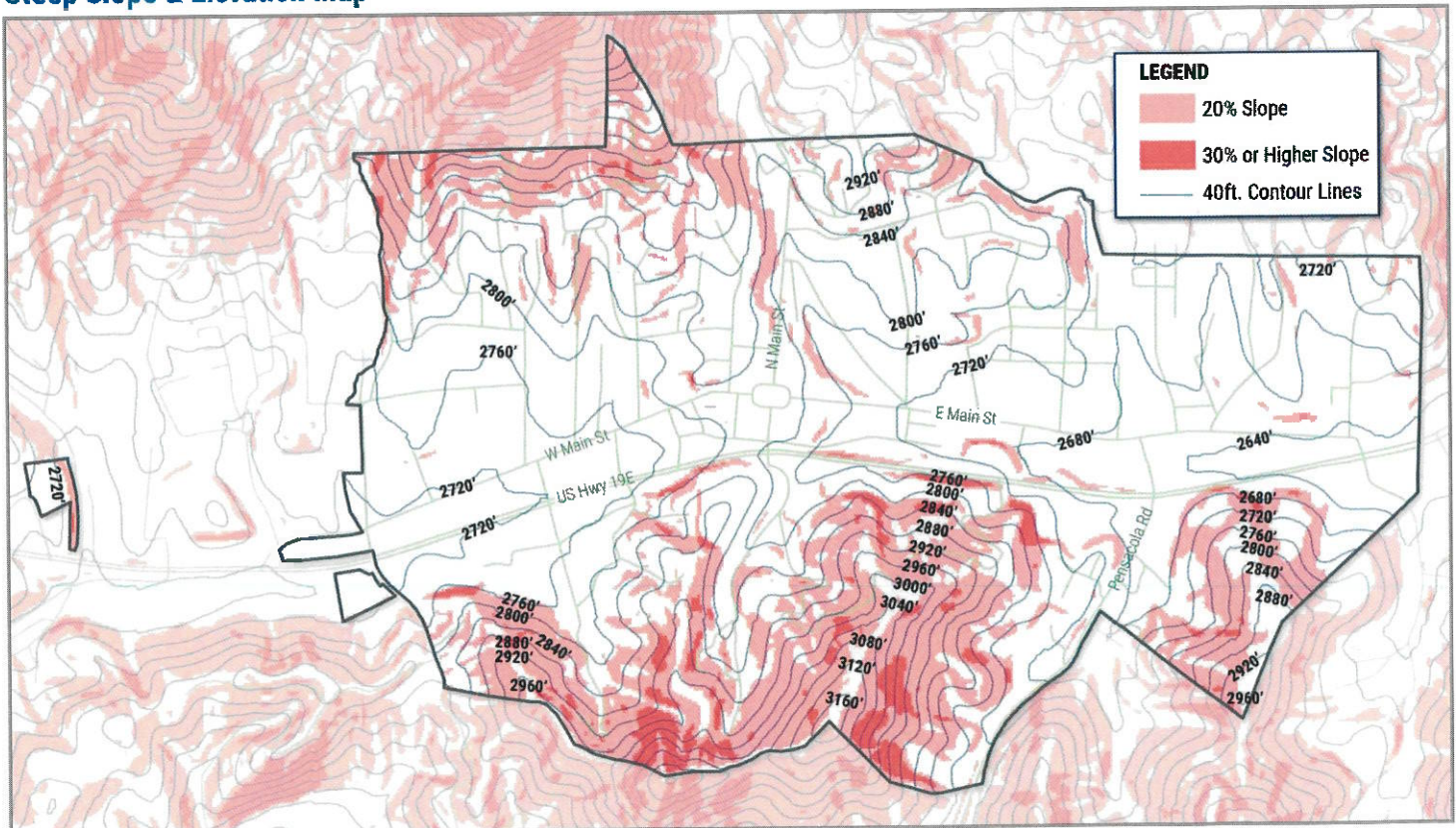
Slopes exceeding a 20% grade are generally considered "steep." Much of the land south of US Highway 19E in Burnsville falls within this classification, as shown on the map below. It is not a coincidence that this area is also the least developed portion of Town. The cost and engineering complications associated with building on a steep slope have the effect of discouraging development in these areas. Most of the Town's development is situated in the areas shown in white on the map.

Despite Burnsville's small land area of only 1,108 acres, the Town features significant elevation change within its corporate limits. The lowest lying areas sit at 2,640ft above sea level, located in the eastern portion of Town along US Highway 19E. Elevation increases gradually towards the center of Town, hitting 2,800ft near Town Square before declining to 2,720ft where the highway crosses Burnsville's western corporate limits. The highest elevations are seen in the southern portion of Town, where the highest peak reaches 3,160ft above sea level.

The major concerns with steep slope development stem from erosion, runoff, and viewshed protection. The Town's subdivision regulations contain standards for hillside development when lot lines are altered or roadways are added. The Town's zoning ordinance contains a general provision requiring all development, except single-family residential units, to meet basic sedimentation requirements. However, these regulations do not prohibit ridge-top development or protect property owners from runoff caused by construction of new single-family homes on existing lots.

Burnsville sits within the French Broad River Basin, which covers much of western North Carolina. No major streams flow through Town, but the Cane River runs not far from the southwestern corporate limits. Several creeks and unnamed tributaries flow through Burnsville, as illustrated by the map on the following page. The largest of these are Little Crabtree Creek, Pine Swamp Branch, Mitchell Branch, and McIntosh Branch.

Burnsville
Steep Slope & Elevation Map



The North Carolina Department of Environmental Quality (NCDEQ) classifies streams and sets restrictions on activities for waterways that fall within water supply watersheds or are deemed high quality waters. There are three classes of streams within Town. McIntosh Branch, Pine Swamp Branch, Little Crabtree Creek, and Mitchell Branch are all "Class C" streams, indicating that they fall outside of a water supply watershed. Pine Swamp, McIntosh, and Little Crabtree also carry a supplemental designation of "TR," which indicates they are trout waters. The unnamed tributaries within Burnsville are all unclassified. The table to the right contains basic restrictions associated with these classifications. NCDEQ also designates streams as "impaired" if they exhibit especially poor water quality. Fortunately, no streams within Burnsville are deemed impaired.

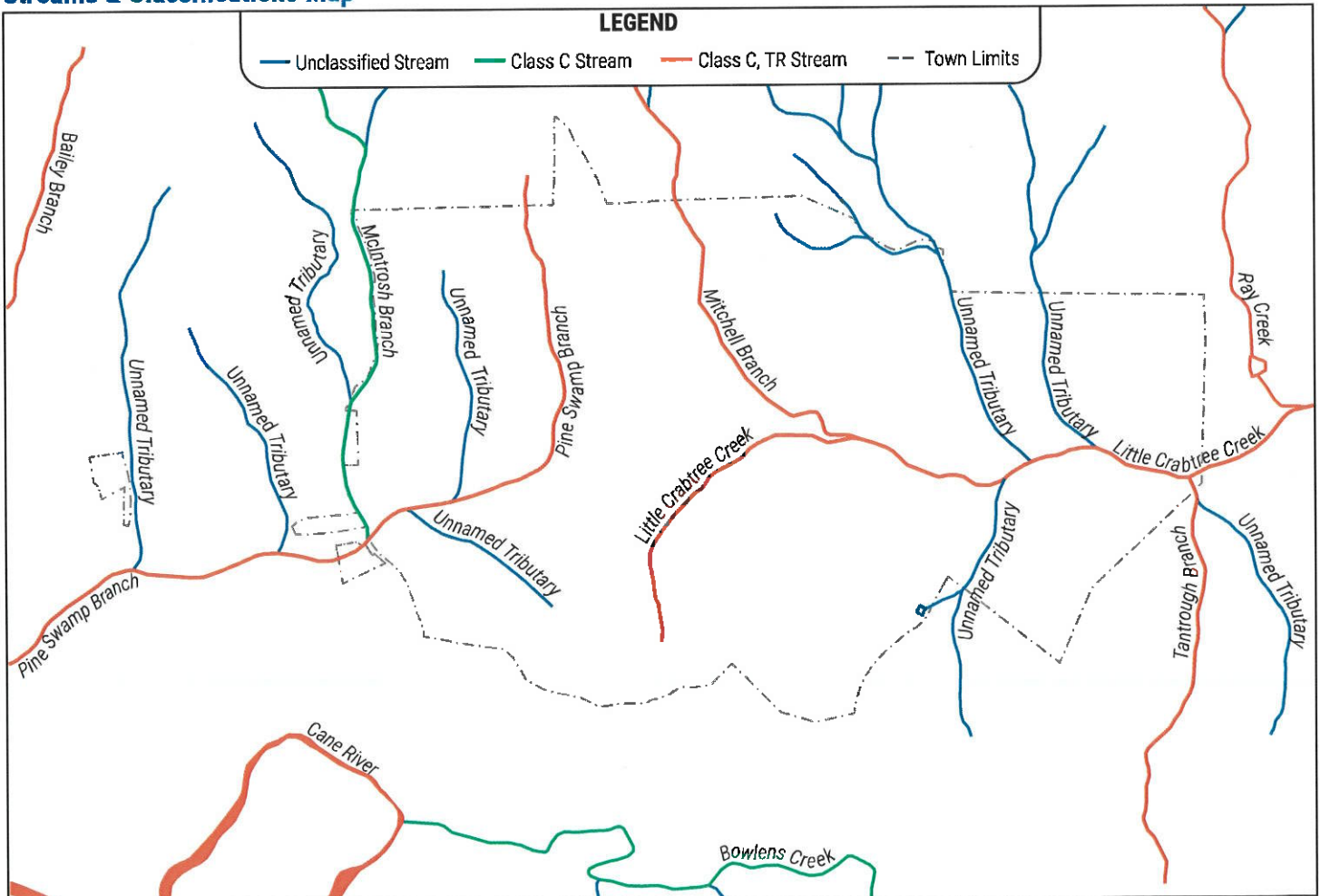
The Federal Emergency Management Agency (FEMA) designates Special Flood Hazard Areas throughout the United States. Commonly referred to as "floodplains," these areas consist of land adjacent to a creek, stream, or river which would be inundated by a flood event having a 1% chance of being equaled or exceeded in any given year. A flood event of this magnitude was often referred to as a "100-year flood" in previous terminology. Development within these areas is regulated by Burnsville's Flood Damage Prevention Ordinance.

NCDEQ Restrictions by Stream Classification

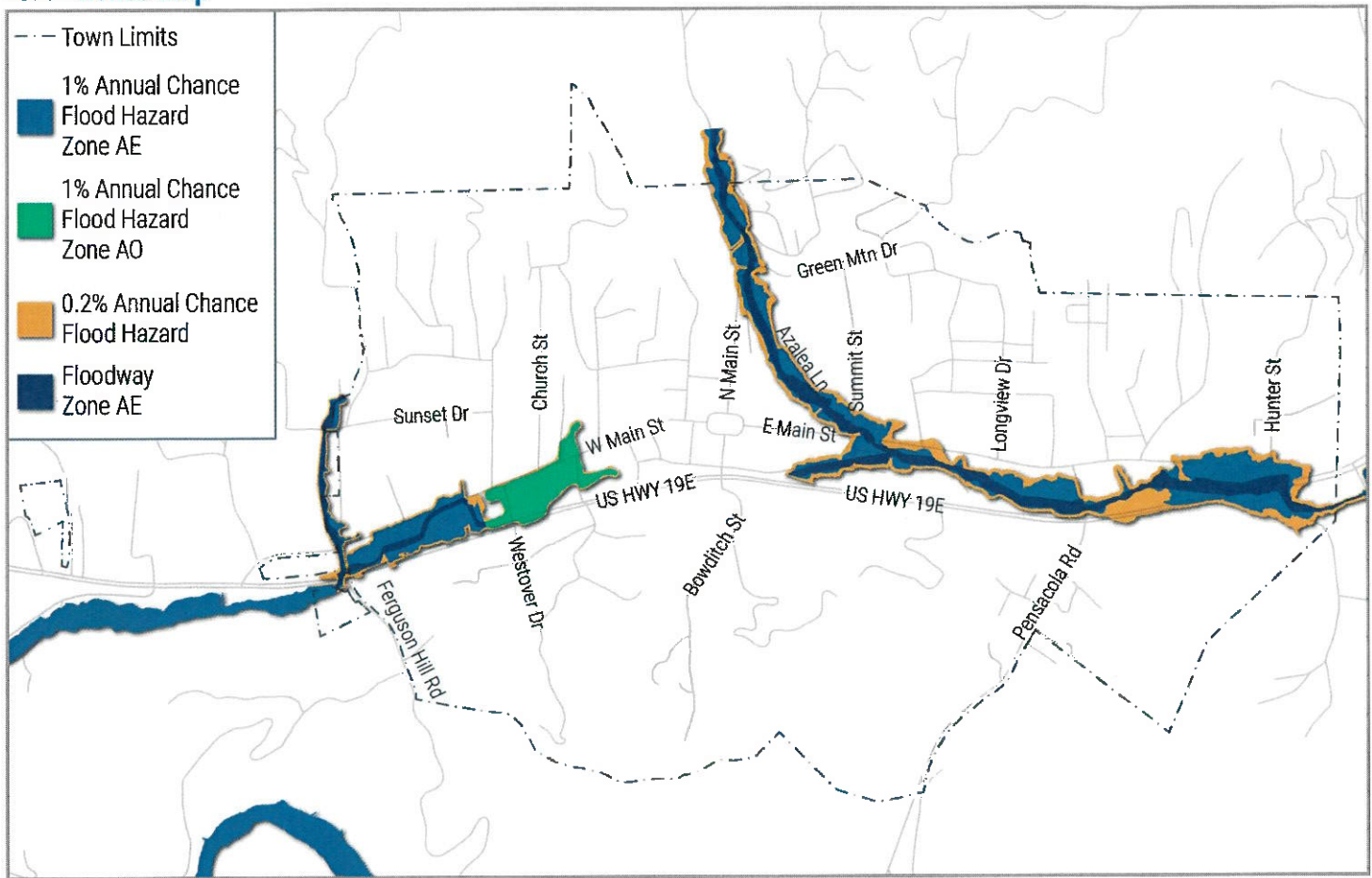
| | | C | TR |
|---|---------------------|----------------------------|---|
| Area Affected | | Receiving Stream | Receiving Stream & 25' Buffer Area |
| Wastewater Discharges Allowed | | Domestic & Industrial | Domestic & Industrial |
| Allowable Density | Low Density Option | No Restrictions | No Restrictions |
| | High Density Option | | |
| | Stream Buffer | None Required | 25' Buffer between Stream & Graded Area |
| Erosion & Sediment Controls | | Standard Rules | More Stringent Rules & Buffer |
| Agriculture Best Management Practices Mandated | | Yes | Yes |
| Forest Practices Guidelines Rule Standards Mandated | | Yes | Yes |
| Transportation Best Management Practices Mandated | | No Specific BMP's Required | Stricter Erosion Controls Apply |
| Landfills Allowed | | No Specific Restrictions | No Specific Restrictions |
| Dams/Water Resource Projects | | No Specific Restrictions | No Specific Restrictions |

Burnsville

Streams & Classifications Map



Burnsville Flood Zones Map



The Ordinance dictates allowable development within floodplains and contains building standards designed to minimize the potential for property damage and loss of life. It also names a floodplain manager responsible for reviewing all applications for development within a Special Flood Hazard Area to ensure compliance with regulations. FEMA requires municipalities and counties to adopt these ordinance before residents are eligible to purchase insurance through the National Flood Insurance Program (NFIP).

In addition to special flood hazard areas, FEMA also designates "floodways." Floodways are the channel of a stream and immediately adjacent land that must be reserved to discharge flood waters without increasing water surface elevation beyond a specified height. Burnsville's Flood Damage Prevention Ordinance severely restricts development within a floodway, nearly prohibiting it with a few exceptions. FEMA also identifies areas that would be inundated by a flood event having a 0.2% chance of being equaled or exceeded in any given year (formerly referred to as a "500-year flood"). These areas have far fewer development restrictions.

The map above illustrates the location of flood hazard areas and floodways within Burnsville. These areas are confined to the land adjacent to Mitchell Branch, McIntosh Branch, Pine Swamp Branch, and Little Crabtree Creek. Zone AE is a Special Flood Hazard Area that has a

calculated base flood elevation. The base flood elevation is used to determine technical specifications of development within the floodplain. Zone AO is a Special Flood Hazard Area where average depths are between one and three feet. Average flood depths derived from detailed hydraulic analyses are shown in the AO Zone. Each zone has its own requirements related to development, subdividing of land, and flood insurance.

Property owners have the right to request amendment to FEMA's flood map if they feel their land has been incorrectly designated as a Special Flood Hazard Area. The amendment process requires the owner to hire a licensed land surveyor or registered professional engineer to prepare documentation proving the property in question should not fall within the floodplain. The process is often costly, with little guarantee that the property will be removed from the Special Flood Hazard Area.

Impermeable Surfaces & Stormwater

Surfaces that repel rather than absorb rainwater are referred to as "impermeable." During storm events, these surfaces can contribute to flooding, erosion, pollution, and stream impairment. A well-planned community seeks to reduce the amount of impermeable surface area as much as possible while still allowing development that incorporates thoughtful consideration of stormwater management.

Stormwater runoff has numerous negative results. Rather than absorbing into the ground and slowly releasing into aquifers or streams, runoff from impermeable surfaces is usually directed directly into surface waters. This increases flow speeds, which contributes to erosion and water pollution. Sediment from erosion and runoff is detrimental to water quality and the health of aquatic species. Runoff also increases the temperature of surface waters, since rainwater is not allowed time to cool before entering streams. Increased water temperature negatively affects wildlife. Pollution and road salt carried by stormwater runoff also contribute to habitat destruction.

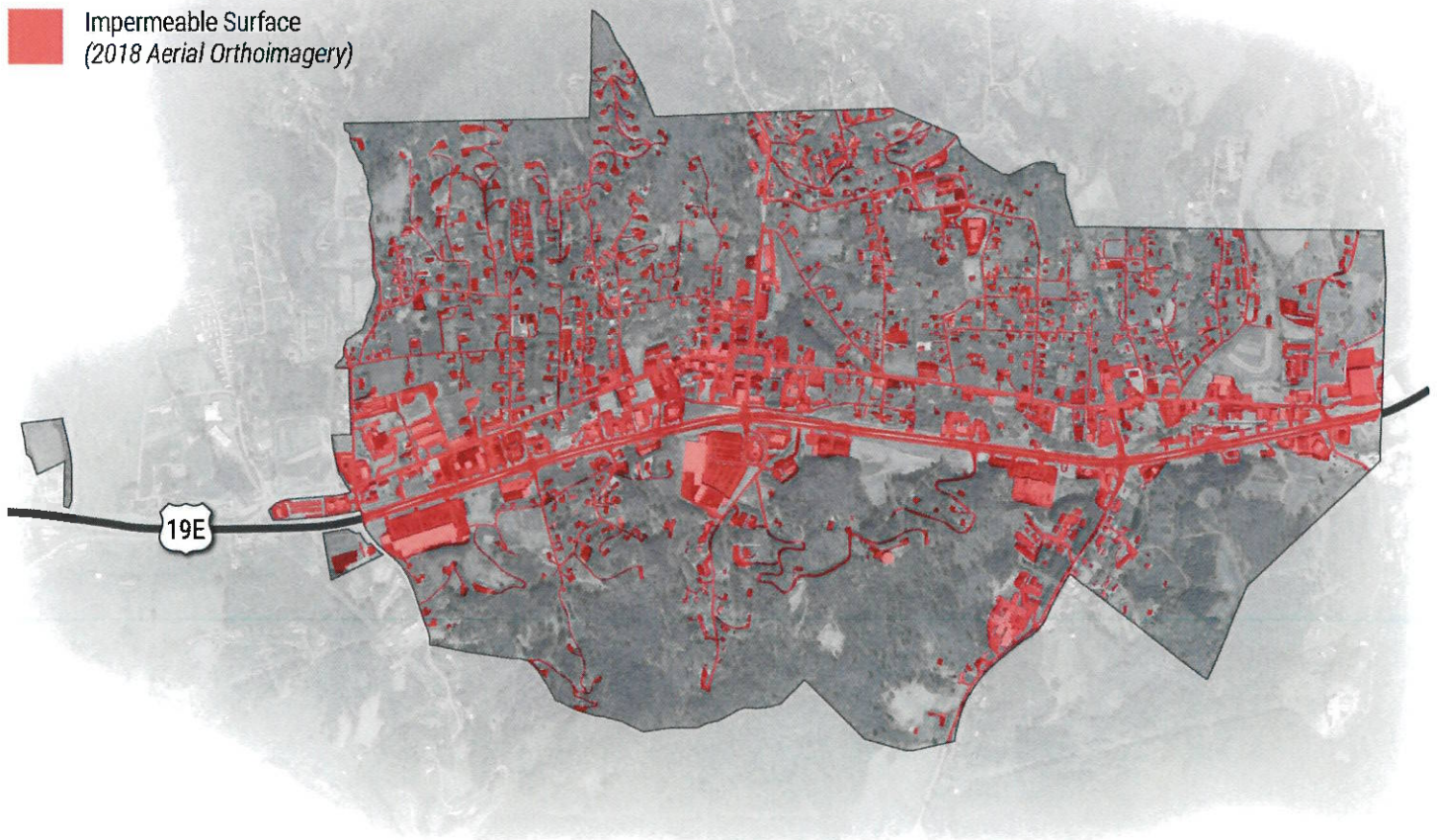
Concentrated areas of impermeable surfaces increase the frequency and severity of flooding both in their immediate area and further downstream. Flooding risk can be mitigated by incorporating stormwater retention facilities, well-designed and maintained stormwater

drainage systems, and interspersing permeable surfaces into developments. Maintenance of stormwater structures such as culverts, outfalls, catch basins, and drain lines is critical. Without regular maintenance, these facilities clog or deteriorate beyond functionality, which worsens flooding and transfers water onto neighboring properties.

As shown in the map below, impermeable surfaces cover a large portion of Burnsville. Approximately 242 acres, or 23.9% of the Town's incorporated area, is impermeable. Rooftops and pavement account for nearly all of these surfaces. The largest concentrations of impermeable surface area are clustered in the commercial areas of Town, which are characterized by large buildings, wide roads, and extensive parking lots. Burnsville does not have a current map or digital shapefile of the stormwater infrastructure within Town. Developing such a map would facilitate maintenance. The Burnsville Zoning Ordinance requires new development, except single-family homes, to submit a storm water drainage plan during the planning approval process. With so much of Burnsville's land area covered by impermeable surfaces, it is important that existing stormwater infrastructure be maintained and that future development focus on decreasing stormwater impacts.

Burnsville

Impermeable Surfaces Map



Transportation

Land use, development patterns, and transportation systems are interconnected. For example, communities with a high concentration of industrial uses often require multi-lane highways and access to rail. Communities with a compact or pre-WWII development pattern tend to feature a greater emphasis on multi-modal forms of travel such as walking or biking. Communities and neighborhoods with large lot sizes, suburban-style development patterns, and infrequent transit service force, by their design, residents to rely on access to an automobile to fulfill everyday needs.

Driving is the primary mode of transportation in Burnsville. The main artery for traffic is US Highway 19E, which runs through the center of Town as shown below. US-19E is a four-lane divided highway that connects to Spruce Pine to the east and Interstate 26 to the west. It carries anywhere from 14,500 to 18,500 vehicles daily according to latest available traffic counts from the North Carolina Department of Transportation (NCDOT). Traffic along 19E leading west out of Town increased significantly from 2008 to 2018. Meanwhile, traffic on 19E leading east out of Town decreased slightly over the same time period. These patterns verify what locals know anecdotally - that Burnsville is increasingly becoming linked to the greater Asheville area.

Aside from US-19E, the most heavily trafficked roadways in Town are East and West Main Streets. West Main accommodated between 5,100 and 6,800 vehicles per day according to the most recent available data. East Main had slightly less traffic, accommodating between 4,600 and 5,700 vehicles per day. The area surrounding East Main, West Main, and 19E is the commercial corridor of Burnsville, with Town Square at its heart. The areas north and south of

this corridor are served by less trafficked two-lane and one-lane streets that primarily connect residential uses.

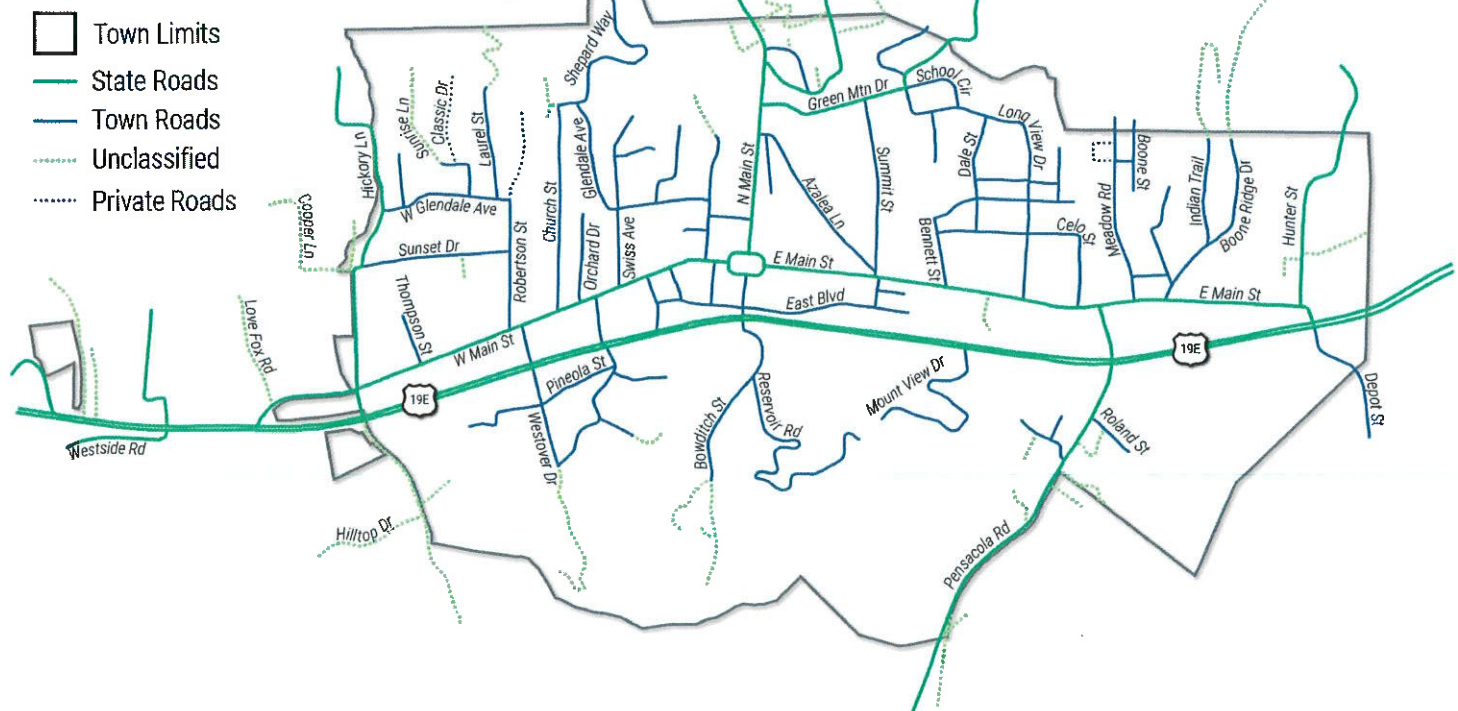
Maintenance of roadways within North Carolina is the responsibility of municipalities, NCDOT, and private property owners. Each year, towns and cities submit a map to the State delineating maintenance responsibility for the streets within their jurisdiction in order to secure Powell Bill funds. North Carolina distributes these funds, which are derived from fuel tax collections, to local governments based on the length of public roadways they maintain. The map below is color coded to illustrate roadway maintenance responsibility according to Burnsville's 2019 Powell Bill map.

The Town of Burnsville is responsible for maintaining approximately 11.3 miles of roadway, mostly consisting of minor residential streets. NCDOT maintains the major roads within Town, including 19E, East Main, West Main, North Main, Green Mountain Dr., and Pensacola Rd. 2.53 miles of roadway were left unclassified for maintenance responsibility in the latest Powell Bill map submitted to the State. Only three roads (Classic Dr., part of Robertson St., and the cemetery circle of Boone St.) were classified as private.

Cycling is another viable means of transportation in Burnsville. Separated bike lanes designate a portion of a roadway's pavement for bicycle travel only. They are considered safer than shared lanes, sharrows, or riding along the pavement shoulder. The presence of bike lanes generally encourages travelers to cycle more often, much as the presence of sidewalks encourages increased pedestrian trips. In Burnsville, US-19E is the only roadway with dedicated bike lanes. Cycling is legally allowed along

Burnsville

Roadways & Maintenance Responsibility



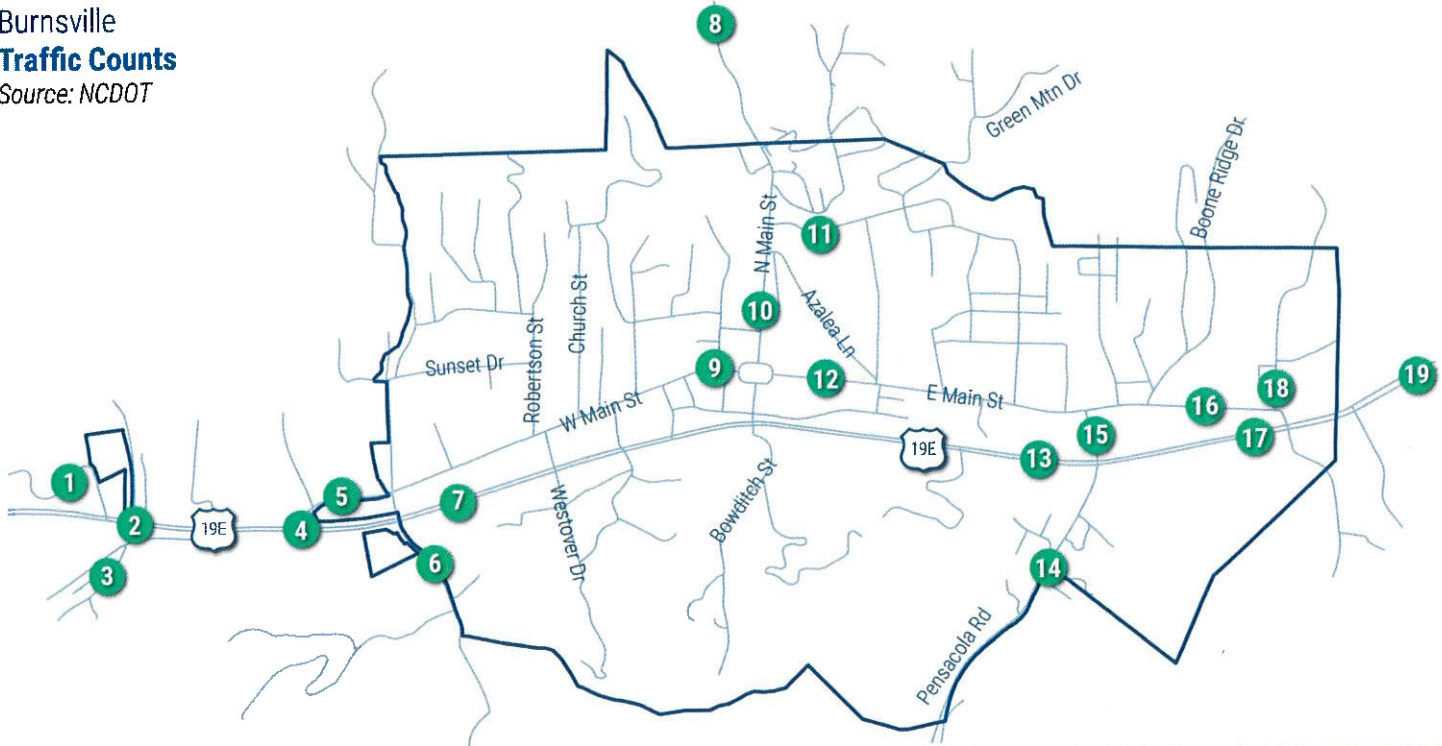
other roadways within Town, but cyclists must use the same travel lane as automobile traffic. Sharing a lane does not generally present a significant safety issue along roadways with low speed limits and in communities where drivers are accustomed to cycling traffic. However, residents may feel discouraged from cycling without dedicated pavement space or increased community awareness.

Sidewalks are only present in the commercial areas of Burnsville. The map on the following page illustrates their location within Town and the neighboring vicinity. Sidewalks run along either side of US-19E from Mountain Heritage High School to East Yancey Middle School. Within Town, sidewalks run along West Main and half of East Main. Town Square, South Main, North Main, and part of Green Mountain Drive also have sidewalks. In total, there are 10.9 miles of sidewalk in Burnsville and the surrounding vicinity. Of this, the Town is responsible for maintaining the 6.77 miles that fall within corporate limits, including the sidewalks that run along US-19E.



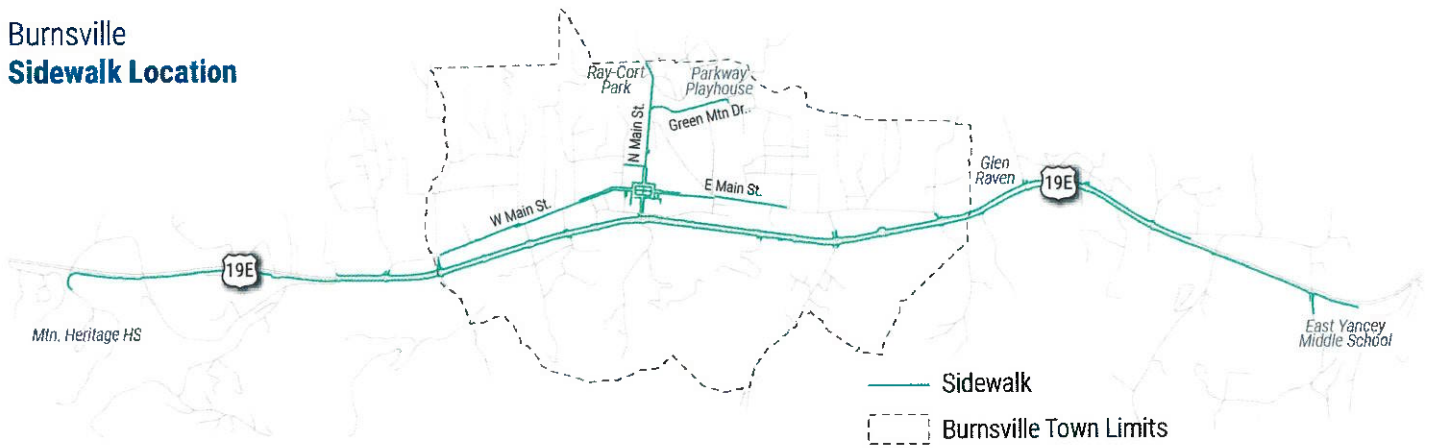
Bike lane along US-19E entering the eastern end of Burnsville

Burnsville
Traffic Counts
 Source: NCDOT



| Station # | Most Recent AADT | 10-Year Change (%) | Station # | Most Recent AADT | 10-Year Change (%) | Station # | Most Recent AADT | 10-Year Change (%) |
|-----------|------------------|--------------------|-----------|------------------|--------------------|-----------|------------------|--------------------|
| 1 | 820 (2016) | +10.8% | 8 | 200 (2015) | -4.8% | 15 | 3,100 (2015) | -11.4% |
| 2 | 18,500 (2018) | +15.6% | 9 | 6,800 (2015) | -21.8% | 16 | 4,600 (2016) | -8.0% |
| 3 | 520 (2016) | -10.3% | 10 | 1,800 (2016) | -14.3% | 17 | 15,500 (2018) | -3.1% |
| 4 | 14,500 (2018) | +11.5% | 11 | 840 (2015) | +18.3% | 18 | 450 (2015) | -15.1% |
| 5 | 5,100 (2016) | +4.1% | 12 | 5,700 (2016) | +3.6% | 19 | 18,500 (2018) | -2.6% |
| 6 | 940 (2015) | +3.3% | 13 | 16,000 (2018) | -5.9% | | | |
| 7 | 15,000 (2018) | +7.1% | 14 | 2,500 (2018) | -37.5% | | | |

Burnsville Sidewalk Location

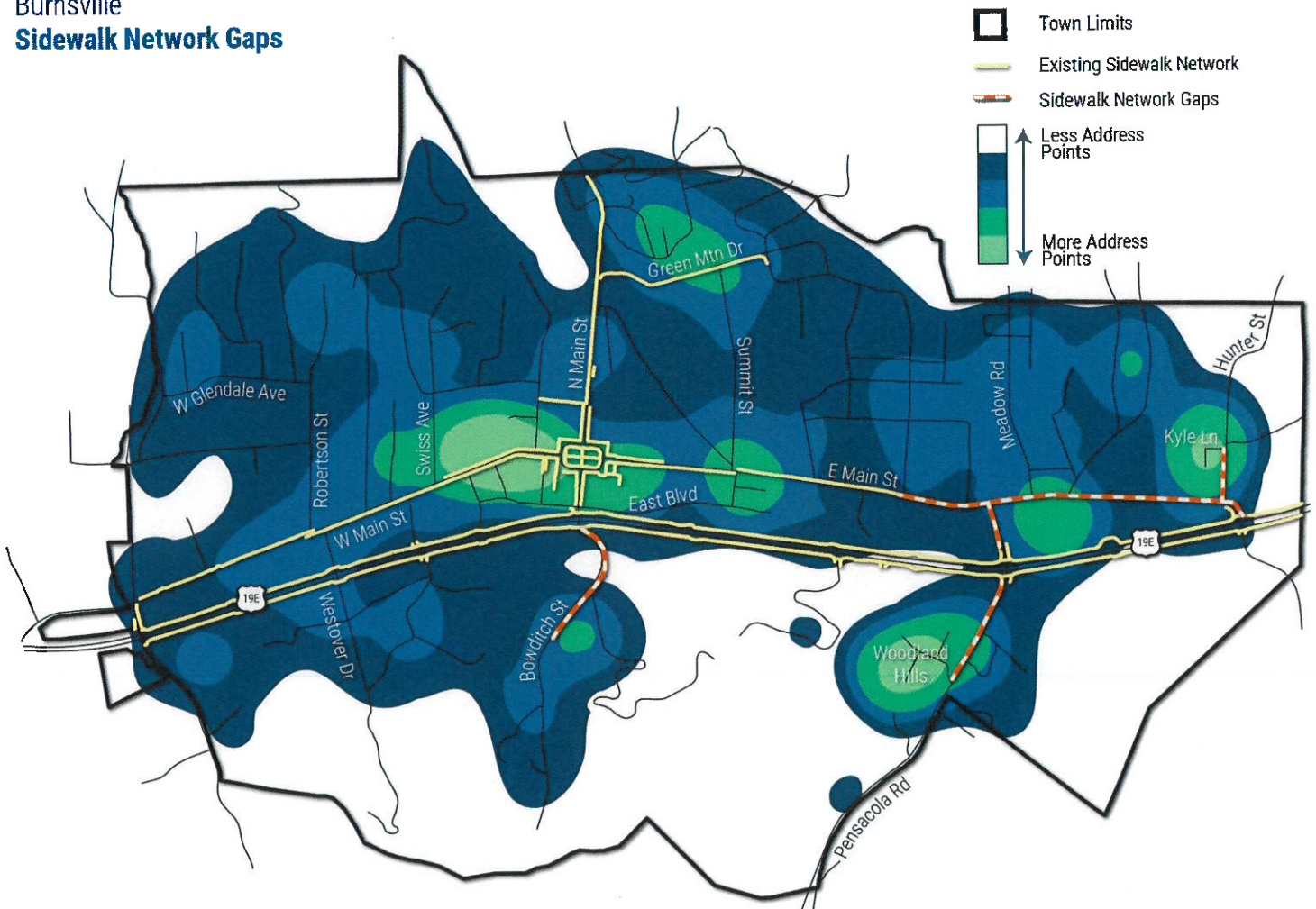


Sidewalk disrepair was frequently cited as a problem during the input process for the 2019 Yancey County Economic Development Plan. Portions of the Town's sidewalk network have deteriorated due to age. Other portions are narrow or have obstructions such as utility poles that limit their accessibility for disabled users. Routine maintenance and capital improvement to the Town's sidewalks would improve walkability and appearance.

While Burnsville's existing sidewalk network provides good connectivity for downtown and the commercial corridor, there are gaps where extending the network would improve pedestrian access. The map below displays concentrations of address points within Town,

which provide an approximate indicator of residential and commercial clusters. These clusters, along with locational context, were used to identify areas where sidewalks are most needed. Those areas are highlighted with orange and white lines on the map below. Extending sidewalk along the entire length of East Main Street should be the Town's priority. This would serve existing homes and businesses and promote growth along that section of the commercial corridor. Addressing the other identified network gaps below would improve interconnectedness and serve large low-income multi-family housing units (see pg. 7 for more details).

Burnsville Sidewalk Network Gaps



Transit service within Burnsville is provided by Yancey County Transportation Authority (YCTA). Headquartered near Town Square, YCTA provides daily route service to the entire County. They operate a demand-response service model with no fixed routes except on special occasions. Regular route service is provided Monday through Friday from 7:30am to 4:30pm. YCTA utilizes passenger vans, like the one pictured to the right, which can accommodate multiple passengers including those who require a wheelchair. Passengers must pay a fare to use the service, though some qualify to ride at reduced rates through government assistance.



Yancey County Transportation Authority Passenger Van

Parking

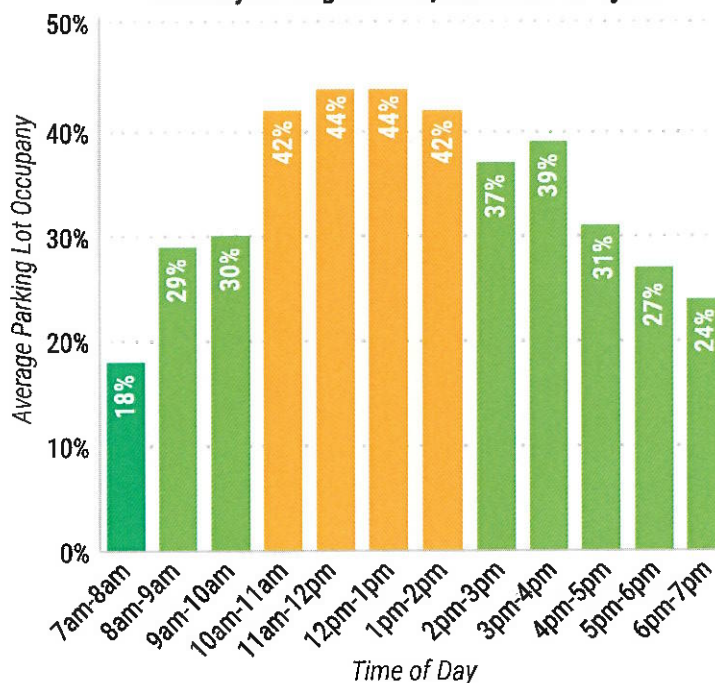
Burnsville serves as a regional tourist destination and the central business hub for Yancey County. With so many trips made into and within Burnsville via automobile it is important that the Town have adequate parking availability. To gauge the inventory, location, capacity, and availability of parking within Burnsville, High Country Council of Governments conducted a two-day parking study in July 2020.

The geographic extent of the study, shown in the map on the following page, was confined to the downtown area where parking is in highest demand. Staff inventoried the number of spaces in each lot or estimated capacity for non-striped lots. Two days were chosen - Wednesday, July 8th and Saturday, July 11th - to discern how parking usage differed from weekdays to weekends. The study ran each day from 7am to 7pm. Once per hour, staff would visually count how many spaces were being used in each lot. The number of spaces used in each lot was then divided by the lot's total number of spaces to arrive at the occupancy numbers shown in the tables and maps on pg. 16-21.

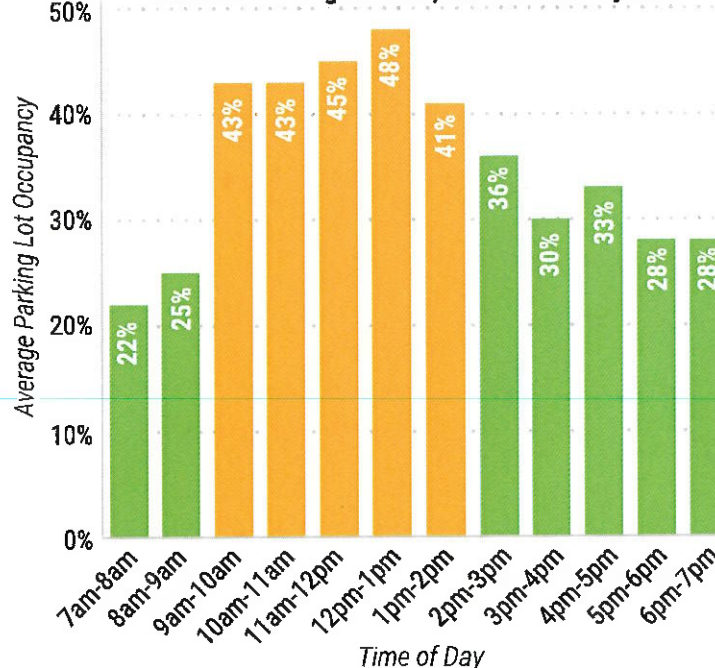
This study methodology has limitations worth noting. While it offers a general sense of parking demand and patterns, it is limited to a snapshot in time. It shows parking patterns across two days, and relies on counts taken once per hour. Extrapolating these results across each hour and across 52 weeks per year requires a level of assumption. July was chosen as it is typically the peak tourism season in western North Carolina and features the heaviest traffic and parking usage. The COVID-19 pandemic, which was underway during the study, may also have affected the data. Despite these limitations, the study offers insight into parking demand and availability in downtown Burnsville.

The study area features 39 lots, collectively containing 508 parking spaces. 27 of those lots are publicly owned, containing a total of 335 parking spaces (including 15 handicapped accessible spaces). The remaining 12 lots are privately owned and contain a total of 173 spaces (including 1 handicapped accessible space). The study revealed that demand for parking within downtown peaks between 10am and 2pm on weekdays. Overall demand is slightly higher on weekends and peaks between 9am and 2pm. Some lots and areas were in higher demand than others. The color-coded tables and maps on pg. 17-21 illustrate demand for each lot.

Weekday Parking Demand, Downtown Study Area



Weekend Parking Demand, Downtown Study Area



Parking Study Area



Top 5 Most Used Lots on Weekdays

| Rank | Lot ID # | Lot Location | Average Use | Peak Time |
|------|----------|--|-------------|-----------|
| 1 | 13 | Court St. on-street lot on west side of Town Hall | 67% | 8am-2pm |
| 2 | 9 | West Main St. on-street lot in front of YummiYarns | 58% | 2pm-7pm |
| 3 | 21 | Town Square on-street lot in front of The Colorful Gypsy | 57% | 11am-2pm |
| 4 | 7 | West Main St. off-street lot in front of Chamber of Commerce | 55% | 10am-6pm |
| 5 | 18 | Private lot (used publicly) southwest of Town Hall | 54% | 9am-5pm |

Top 5 Most Used Lots on Weekends

| Rank | Lot ID # | Lot Location | Average Use | Peak Time |
|------|----------|--|-------------|-----------|
| 1 | 33 | Town Square on-street lot in front of Nu Wray Inn | 77% | 2pm - 7pm |
| 2 | 26 | Town Square south on-street lot | 73% | 10am-2pm |
| 3 | 21 | Town Square on-street lot in front of The Colorful Gypsy | 67% | 10am-5pm |
| 4 | 13 | Court St. on-street lot on west side of Town Hall | 62% | 11am-6pm |
| 5 | 30 | Town Square on-street lot in front of Garden Deli | 58% | 12pm-2pm |

All public parking lots are free to use and, with a handful of exceptions, do not have time limits or restrictions. The study found that adequate parking exists within downtown. Even at peak times, and in popular areas, parking is still available within reasonable walking distance of any destination within downtown. Special events and infrequent occurrences, such as festivals or days when court is in session, may strain available parking. However, these instances are outliers.

In the event that parking demand increases substantially, the Town should explore imposing time limits on more lots and increasing signage to direct drivers to larger off-street lots, such as the one across from Mountain Village Apartments. Imposing time limits should be approached with caution, however, as they discourage exploring downtown and require consistent enforcement to be effective.

The Burnsville Zoning Ordinance requires new developments to provide minimum amounts of off-street parking unless they are within the C-1 Central Business District. The amount of parking required is based on land use, as shown in the tables on pg. 22-24. The tables also contain off-street parking requirements from neighboring municipalities for comparison. Towns across the nation have reduced or removed off-street parking over the past two decades. Parking requirements increase development costs and stormwater runoff, consume space and reduce tax value per acre. Burnsville should periodically review their parking requirements to ensure minimums are justified.

Weekday Parking Patterns

Percentage of Lot Occupied by Time of Day

| Lot # | Total Spaces | ADA Spaces | 7am - 8am | 8am - 9am | 9am - 10am | 10am - 11am | 11am - 12pm | 12pm - 1pm | 1pm - 2pm | 2pm - 3pm | 3pm - 4pm | 4pm - 5pm | 5pm - 6pm | 6pm - 7pm | Average Use | Peak Use |
|--------|--------------|------------|-----------|-----------|------------|-------------|-------------|------------|-----------|-----------|-----------|-----------|-----------|-----------|-------------|----------|
| 1 | 20 | 0 | 5% | 20% | 25% | 30% | 20% | 25% | 20% | 40% | 35% | 50% | 40% | 30% | 28% | 50% |
| 2 | 22 | 1 | 0% | 9% | 0% | 9% | 18% | 32% | 23% | 18% | 23% | 18% | 18% | 14% | 15% | 32% |
| 3 | 14 | 0 | 14% | 7% | 21% | 14% | 14% | 14% | 14% | 14% | 21% | 21% | 21% | 21% | 17% | 21% |
| 4 | 7 | 0 | 29% | 43% | 43% | 57% | 71% | 71% | 71% | 43% | 43% | 71% | 43% | 14% | 50% | 71% |
| 5 | 7 | 0 | 14% | 14% | 14% | 29% | 14% | 14% | 29% | 14% | 14% | 14% | 14% | 14% | 17% | 29% |
| 6 | 6 | 0 | 17% | 17% | 0% | 33% | 50% | 33% | 67% | 50% | 33% | 33% | 17% | 0% | 29% | 67% |
| 7 | 6 | 0 | 33% | 33% | 33% | 67% | 67% | 67% | 67% | 67% | 67% | 67% | 67% | 50% | 57% | 67% |
| 8 | 10 | 1 | 0% | 10% | 10% | 10% | 10% | 10% | 10% | 10% | 10% | 10% | 0% | 0% | 8% | 10% |
| 9 | 5 | 0 | 20% | 80% | 40% | 60% | 80% | 20% | 60% | 80% | 80% | 20% | 80% | 80% | 58% | 80% |
| 10 | 18 | 1 | 39% | 39% | 44% | 39% | 61% | 44% | 55% | 50% | 50% | 44% | 39% | 28% | 44% | 61% |
| 11 | 8 | 0 | 13% | 75% | 25% | 63% | 63% | 75% | 25% | 50% | 88% | 50% | 63% | 63% | 54% | 88% |
| 12 | 3 | 1 | 33% | 67% | 0% | 67% | 0% | 0% | 67% | 33% | 33% | 33% | 0% | 33% | 31% | 67% |
| 13 | 5 | 0 | 60% | 80% | 80% | 80% | 80% | 80% | 80% | 60% | 80% | 40% | 40% | 40% | 67% | 80% |
| 14 | 17 | 0 | 6% | 6% | 0% | 0% | 0% | 0% | 6% | 6% | 0% | 0% | 6% | 0% | 2% | 6% |
| 15 | 11 | 0 | 9% | 9% | 9% | 9% | 9% | 9% | 9% | 9% | 9% | 9% | 9% | 9% | 9% | 9% |
| 16 | 28 | 0 | 0% | 0% | 4% | 11% | 11% | 7% | 0% | 4% | 4% | 4% | 0% | 0% | 4% | 11% |
| 17 | 14 | 0 | 0% | 14% | 14% | 14% | 14% | 7% | 7% | 7% | 14% | 7% | 7% | 7% | 10% | 14% |
| 18 | 8 | 0 | 25% | 50% | 75% | 75% | 75% | 75% | 63% | 63% | 75% | 63% | 25% | 0% | 55% | 75% |
| 19 | 16 | 0 | 31% | 44% | 56% | 44% | 50% | 38% | 44% | 31% | 25% | 25% | 6% | 0% | 33% | 56% |
| 20 | 7 | 0 | 29% | 29% | 29% | 57% | 43% | 29% | 57% | 71% | 57% | 29% | 0% | 0% | 36% | 71% |
| 21 | 7 | 0 | 29% | 29% | 71% | 71% | 100% | 100% | 85% | 57% | 71% | 43% | 29% | 0% | 57% | 100% |
| 22 | 15 | 0 | 20% | 27% | 33% | 40% | 33% | 40% | 40% | 67% | 47% | 40% | 40% | 33% | 38% | 67% |
| 23 | 9 | 0 | 22% | 22% | 11% | 33% | 56% | 56% | 33% | 11% | 33% | 0% | 11% | 0% | 24% | 56% |
| 24 | 3 | 1 | 33% | 33% | 0% | 67% | 67% | 67% | 67% | 33% | 0% | 0% | 33% | 0% | 33% | 67% |
| 25 | 10 | 0 | 0% | 10% | 10% | 30% | 30% | 10% | 20% | 10% | 20% | 10% | 10% | 10% | 14% | 30% |
| 26 | 7 | 0 | 29% | 43% | 71% | 43% | 43% | 71% | 57% | 57% | 29% | 29% | 14% | 57% | 45% | 71% |
| 27 | 7 | 1 | 14% | 14% | 14% | 43% | 14% | 14% | 29% | 29% | 29% | 43% | 0% | 0% | 20% | 43% |
| 28 | 8 | 0 | 0% | 0% | 13% | 50% | 75% | 75% | 75% | 50% | 50% | 63% | 50% | 50% | 46% | 75% |
| 29 | 30 | 3 | 10% | 13% | 23% | 30% | 37% | 37% | 27% | 33% | 33% | 20% | 13% | 30% | 26% | 37% |
| 30 | 12 | 0 | 0% | 25% | 17% | 17% | 75% | 83% | 58% | 17% | 92% | 67% | 100% | 92% | 53% | 100% |
| 31 | 5 | 0 | 0% | 0% | 20% | 0% | 40% | 80% | 20% | 20% | 20% | 20% | 60% | 80% | 30% | 80% |
| 32 | 3 | 0 | 0% | 0% | 33% | 67% | 67% | 100% | 33% | 67% | 67% | 33% | 33% | 67% | 47% | 100% |
| 33 | 4 | 0 | 25% | 25% | 50% | 100% | 75% | 75% | 75% | 50% | 25% | 25% | 50% | 25% | 50% | 100% |
| 34 | 10 | 2 | 20% | 40% | 50% | 90% | 30% | 50% | 40% | 30% | 40% | 30% | 30% | 30% | 40% | 90% |
| 35 | 14 | 0 | 14% | 43% | 36% | 36% | 43% | 43% | 57% | 43% | 43% | 36% | 7% | 7% | 34% | 57% |
| 36 | 22 | 0 | 0% | 5% | 5% | 0% | 5% | 5% | 5% | 5% | 5% | 5% | 0% | 0% | 3% | 5% |
| 37 | 9 | 0 | 33% | 56% | 67% | 67% | 56% | 44% | 44% | 44% | 44% | 33% | 11% | 11% | 43% | 67% |
| 38 | 40 | 4 | 18% | 63% | 70% | 60% | 70% | 60% | 63% | 68% | 73% | 68% | 18% | 18% | 54% | 73% |
| 39 | 38 | 0 | 42% | 42% | 42% | 37% | 39% | 39% | 39% | 45% | 39% | 39% | 39% | 34% | 40% | 45% |
| Totals | | | 18% | 29% | 30% | 42% | 44% | 44% | 42% | 37% | 39% | 31% | 27% | 24% | | |

Average Total Parking Use Within the Entire Study Area by Time of Day

Weekend Parking Patterns

Percentage of Lot Occupied by Time of Day

| Lot # | Total Spaces | ADA Spaces | Average Total Parking Use Within the Entire Study Area by Time of Day | | | | | | | | | | | | Average Use | Peak Use | | |
|--------|--------------|------------|---|-----------|------------|-------------|-------------|------------|-----------|-----------|-----------|-----------|-----------|-----------|-------------|----------|------|--|
| | | | 7am - 8am | 8am - 9am | 9am - 10am | 10am - 11am | 11am - 12pm | 12pm - 1pm | 1pm - 2pm | 2pm - 3pm | 3pm - 4pm | 4pm - 5pm | 5pm - 6pm | 6pm - 7pm | | | | |
| 1 | 20 | 0 | 25% | 25% | 30% | 20% | 15% | 15% | 20% | 5% | 5% | 15% | 15% | 20% | 18% | 30% | | |
| 2 | 22 | 1 | 0% | 0% | 5% | 9% | 5% | 14% | 9% | 9% | 9% | 14% | 5% | 5% | 7% | 14% | | |
| 3 | 14 | 0 | 14% | 14% | 14% | 14% | 21% | 21% | 29% | 29% | 36% | 21% | 21% | 21% | 21% | 36% | | |
| 4 | 7 | 0 | 29% | 29% | 29% | 43% | 57% | 57% | 43% | 57% | 57% | 43% | 14% | 14% | 39% | 57% | | |
| 5 | 7 | 0 | 14% | 14% | 14% | 14% | 29% | 29% | 29% | 29% | 43% | 43% | 14% | 29% | 25% | 43% | | |
| 6 | 6 | 0 | 17% | 17% | 17% | 17% | 50% | 50% | 67% | 67% | 50% | 83% | 67% | 50% | 46% | 83% | | |
| 7 | 6 | 0 | 0% | 0% | 33% | 67% | 67% | 50% | 17% | 50% | 17% | 33% | 17% | 67% | 35% | 67% | | |
| 8 | 10 | 1 | 0% | 0% | 0% | 10% | 20% | 20% | 10% | 10% | 30% | 10% | 10% | 10% | 11% | 30% | | |
| 9 | 5 | 0 | 0% | 0% | 60% | 100% | 80% | 100% | 100% | 60% | 20% | 60% | 0% | 40% | 52% | 100% | | |
| 10 | 18 | 1 | 33% | 39% | 28% | 33% | 44% | 67% | 44% | 44% | 33% | 28% | 17% | 17% | 36% | 67% | | |
| 11 | 8 | 0 | 13% | 38% | 25% | 88% | 38% | 63% | 88% | 63% | 63% | 88% | 63% | 50% | 56% | 88% | | |
| 12 | 3 | 1 | 0% | 33% | 67% | 67% | 33% | 67% | 100% | 33% | 33% | 33% | 0% | 0% | 39% | 100% | | |
| 13 | 5 | 0 | 40% | 40% | 40% | 60% | 80% | 80% | 60% | 60% | 80% | 80% | 80% | 40% | 62% | 80% | | |
| 14 | 17 | 0 | 12% | 12% | 18% | 18% | 18% | 24% | 24% | 24% | 24% | 6% | 0% | 0% | 15% | 24% | | |
| 15 | 11 | 0 | 9% | 9% | 9% | 9% | 9% | 9% | 9% | 9% | 9% | 9% | 9% | 9% | 9% | 9% | | |
| 16 | 28 | 0 | 0% | 4% | 4% | 14% | 21% | 11% | 4% | 4% | 4% | 4% | 4% | 4% | 6% | 21% | | |
| 17 | 14 | 0 | 0% | 7% | 7% | 7% | 7% | 7% | 7% | 7% | 0% | 7% | 7% | 7% | 6% | 7% | | |
| 18 | 8 | 0 | Farmer's Market (100%) | | | | | | | 0% | 0% | 0% | 0% | 13% | 0% | 51% | 100% | |
| 19 | 16 | 0 | Farmer's Market (100%) | | | | | | | 6% | 6% | 0% | 13% | 6% | 0% | 53% | 100% | |
| 20 | 7 | 0 | 43% | 86% | 71% | 86% | 29% | 86% | 14% | 57% | 14% | 43% | 14% | 0% | 45% | 86% | | |
| 21 | 7 | 0 | 0% | 29% | 43% | 100% | 100% | 71% | 100% | 57% | 86% | 100% | 71% | 43% | 67% | 100% | | |
| 22 | 15 | 0 | 20% | 20% | 27% | 33% | 47% | 47% | 33% | 40% | 27% | 20% | 27% | 27% | 31% | 47% | | |
| 23 | 9 | 0 | 0% | 11% | 11% | 44% | 56% | 44% | 33% | 33% | 11% | 0% | 0% | 0% | 20% | 56% | | |
| 24 | 3 | 1 | 67% | 67% | 33% | 67% | 67% | 67% | 67% | 67% | 67% | 67% | 0% | 0% | 53% | 67% | | |
| 25 | 10 | 0 | 10% | 30% | 50% | 60% | 30% | 20% | 30% | 20% | 10% | 10% | 10% | 10% | 24% | 60% | | |
| 26 | 7 | 0 | 57% | 71% | 71% | 100% | 100% | 71% | 100% | 71% | 57% | 57% | 57% | 57% | 73% | 100% | | |
| 27 | 7 | 1 | 57% | 29% | 43% | 29% | 43% | 43% | 29% | 29% | 29% | 29% | 29% | 14% | 33% | 57% | | |
| 28 | 8 | 0 | 0% | 13% | 38% | 75% | 100% | 50% | 75% | 50% | 25% | 13% | 25% | 75% | 45% | 100% | | |
| 29 | 30 | 3 | 10% | 7% | 10% | 13% | 7% | 10% | 13% | 10% | 3% | 3% | 17% | 17% | 10% | 17% | | |
| 30 | 12 | 0 | 0% | 0% | 17% | 58% | 75% | 92% | 100% | 67% | 58% | 50% | 92% | 83% | 58% | 100% | | |
| 31 | 5 | 0 | 20% | 0% | 20% | 0% | 20% | 100% | 80% | 60% | 60% | 40% | 80% | 60% | 45% | 100% | | |
| 32 | 3 | 0 | 0% | 0% | 0% | 33% | 67% | 67% | 67% | 33% | 0% | 33% | 100% | 100% | 42% | 100% | | |
| 33 | 4 | 0 | 50% | 50% | 50% | 50% | 75% | 75% | 75% | 100% | 100% | 100% | 100% | 100% | 77% | 100% | | |
| 34 | 10 | 2 | 30% | 20% | 20% | 50% | 50% | 30% | 40% | 50% | 40% | 40% | 40% | 50% | 38% | 50% | | |
| 35 | 14 | 0 | 7% | 7% | 14% | 29% | 29% | 57% | 29% | 43% | 29% | 21% | 21% | 7% | 24% | 57% | | |
| 36 | 22 | 0 | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | |
| 37 | 9 | 0 | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | |
| 38 | 40 | 4 | 18% | 18% | 18% | 15% | 18% | 18% | 18% | 18% | 18% | 18% | 18% | 18% | 17% | 18% | | |
| 39 | 38 | 0 | 45% | 47% | 45% | 45% | 50% | 58% | 45% | 47% | 45% | 42% | 45% | 45% | 46% | 58% | | |
| | 508 | 16 | 22% | 25% | 43% | 43% | 45% | 48% | 41% | 36% | 30% | 33% | 28% | 28% | | | | |
| Totals | | | Average Total Parking Use Within the Entire Study Area by Time of Day | | | | | | | | | | | | | | | |

Average Weekday Parking Demand, 7am - 11am



Average Weekday Parking Demand, 11am - 3pm



Average Weekday Parking Demand, 3pm - 7pm



Average Weekend Parking Demand, 7am - 11am



This aerial map of downtown Westborough, MA, displays energy efficiency scores for various buildings. The scores are color-coded: green for 9% to 29%, orange for 14% to 85%, and red for 0% to 83%. The map includes street names: Avery St, N Main St, W Main St, Academy St, Court St, West Blvd, S Main St, E Main St, and East Blvd. The central area is labeled 'TOWN SQUARE'. A scale bar at the bottom indicates 0 to 100 feet.

Average Weekend Parking Demand, Open

Map showing average weekend parking demand percentages for various streets and lots in Towner, ND. The map includes labels for streets: Avery St, Academy St, W Main St, E Main St, West Blvd, East Blvd, and US HWY 19E. The central area is labeled 'TOWN SQUARE'.

Key data points (Percentage):

- 14% (Green lot, West of W Main St)
- 8% (Green lot, West of W Main St)
- 25% (Green lot, West of W Main St)
- 32% (Green lot, West of W Main St)
- 63% (Orange lot, West of W Main St)
- 33% (Green lot, West of W Main St)
- 30% (Green lot, West of W Main St)
- 24% (Green lot, West of W Main St)
- 70% (Orange lot, West of W Main St)
- 7% (Green lot, West of W Main St)
- 3% (Green lot, West of W Main St)
- 9% (Green lot, West of W Main St)
- 5% (Green lot, West of W Main St)
- 3% (Green lot, West of W Main St)
- 5% (Green lot, West of W Main St)
- 15% (Green lot, North of W Main St)
- 25% (Green lot, North of W Main St)
- 3% (Green lot, North of W Main St)
- 10% (Green lot, North of W Main St)
- 75% (Orange lot, North of W Main St)
- 66% (Orange lot, North of W Main St)
- 17% (Green lot, North of W Main St)
- 33% (Green lot, North of W Main St)
- 18% (Green lot, North of W Main St)
- 10% (Green lot, North of W Main St)
- 25% (Green lot, North of W Main St)
- 5% (Green lot, North of W Main St)
- 34% (Green lot, North of W Main St)
- 57% (Orange lot, North of W Main St)
- 43% (Orange lot, North of W Main St)
- 100% (Red lot, North of W Main St)
- 20% (Green lot, North of W Main St)
- 0% (Green lot, North of W Main St)
- 71% (Orange lot, North of W Main St)
- 60% (Orange lot, North of W Main St)
- 58% (Orange lot, North of W Main St)
- 0% (Green lot, North of W Main St)
- 44% (Orange lot, East of E Main St)
- 18% (Green lot, East of E Main St)
- 0% (Green lot, East of E Main St)

Off-Street Parking Minimum Requirements

| | | Zoning Requirements by Community | | | |
|------------------------------|---------------------------------------|--|---|--------------------------------|---|
| Residential & Accommodations | Use | Burnsville, NC | Spruce Pine, NC | Mars Hill, NC | Erwin, TN |
| | Single-Family Dwellings | 2 spaces per dwelling unit | 1 space per dwelling unit | 2 spaces per dwelling unit | 1 space per dwelling unit |
| | Multi-Family Dwellings | 1.5 spaces per dwelling unit | 1 space per dwelling unit | 2 spaces per dwelling unit | 1 space per dwelling unit |
| | Rooming Houses/Boarding Houses/Hotels | 1 space for each guest room + 1 space for each 2 employees | 1 space for each bedroom available to rent | 1 space for each guest room | 1 space for each 4 employees + 1 space for each 2 guest rooms |
| | Motels/Tourist Courts | 1 space for each guest room + 1 space for each 2 employees | 1 space for each accommodation or trailer space | N/A | 1 space for each 4 employees + 1 space for each 2 guest rooms |
| | Mobile Homes | 2 spaces for each mobile home | 1 space per dwelling unit | 2 spaces per dwelling unit | 1 space per dwelling unit |
| | Mobile Home Parks | 2 spaces for each mobile home space | 1 space per dwelling unit | 2 spaces per mobile home space | 1 space per mobile home + 1 space for each 4 mobile homes |
| | Customary Incidental Home Occupations | 1 space in addition to other applicable parking requirements | N/A | N/A | N/A |

| | | Zoning Requirements by Community | | | |
|--------------------------------------|---|--|---|---|---|
| Public Facilities & Gathering Places | Use | Burnsville, NC | Spruce Pine, NC | Mars Hill, NC | Erwin, TN |
| | Churches | 1 space per 2 seats | 1 space per 5 seats | 1 space per 3 seats | 1 space per 4 seats |
| | Community Centers | 1 space per 2 seats | 1 space per 4 seats | 1 space/100ft ² | 1 space per 4 seats |
| | Fraternal Organizations & Clubs | 1 space per 2 seats | 1 space per 4 seats | 1 space/4 seats + 1/100ft ² | 1 space/300ft ² over 1,000ft ² |
| | Public Associations | 1 space per 2 seats | 1 space per 4 seats | 1 space/4 seats + 1/100ft ² | 1 space per 4 seats |
| | Stadiums | 1 space per 2 seats | 1 space per 4 seats | 1 space/4 seats + 1/100ft ² | 1 space per 4 seats |
| | Assembly Halls | 1 space per 2 seats | 1 space per 4 seats | 1 space/4 seats + 1/100ft ² | 1 space per 4 seats |
| | Auditoriums | 1 space per 2 seats | 1 space per 4 seats | 1 space/4 seats + 1/100ft ² | 1 space per 4 seats |
| | Gymnasiums | 1 space per 2 seats | 1 space per 4 seats | 1 space/4 seats + 1/100ft ² | 1 space per 4 seats |
| | Indoor Theaters | 1 space per 2 seats | N/A | 1 space/4 seats + 1/100ft ² | 1 space per 4 seats |
| | Schools (except high schools & trade schools) | 1 space per classroom & administrative office | 1 space per classroom & administrative office | 1 space per employee + 1 space/400ft ² assembly area | 1 space for each faculty member |
| | High Schools | 1 space per 10 students + 1 space for each classroom & administrative office | 1 space per each 4 pupils | 2 spaces per classroom & administrative office + 1 space per employee | 1 space for each faculty member + 1 space for each 4 students |
| | Trade Schools | 1 space for each 3 students | N/A | N/A | N/A |
| | Tennis Courts | 2 spaces per court | N/A | 2 spaces per court | N/A |
| | Swimming Pools | 1 space/140ft ² of pool | N/A | N/A | N/A |
| | Shooting Ranges | 1 space per target area | N/A | N/A | N/A |
| | Physical Fitness Facilities | 1 space/50ft ² | 1 space/200ft ² | N/A | N/A |
| | Playgrounds | 10 spaces per field or playground | N/A | N/A | 1 space per each 5 customers of max capacity |
| | Golf Courses & Country Clubs | 2 spaces per tee | N/A | N/A | N/A |

| | | Zoning Requirements by Community | | | |
|---------------------------|----------------------------------|---|---|---|---|
| Commercial Establishments | Use | Burnsville, NC | Spruce Pine, NC | Mars Hill, NC | Erwin, TN |
| | Gas/Service Stations | 3 spaces per each grease rack + 2 spaces per gas pump | 5 spaces for each grease rack + 5 spaces for each wash rack | 2 spaces for each grease rack or wash rack + 1 space for each 2 gas pumps | 2 spaces for each bay + 1 space for each employee |
| | Skating Rinks & Bowling Alleys | 1 space/200ft ² | N/A | N/A | N/A |
| | Daycare Facilities | 1 space per staff member + 1 space for each 5 students | N/A | 1 space for each employee and each school vehicle + 1 space for every 5 children | N/A |
| | Banks | 1 space/150ft ² | 1 space/200ft ² + 1 space for each 2 employees | 1 space/200ft ² + 1 space for each 2 employees | N/A |
| | Museums & Art Galleries | 1 space/200ft ² | 1 space/200ft ² | | N/A |
| | Funeral Homes | 1 space per 4 seats in assembly room or chapel | 1 space for each 4 seats in the chapel or parlor | 1 space for each 2 seats in the assembly room or chapel | 1 space for each 4 seats in the chapel |
| | Offices: Business & Professional | 1 space/300ft ² | 1 space/300ft ² | 1 space/300ft ² + 1 space for each 2 employees | 1 space/400ft ² |
| | Restaurants: Indoor | 1 space for each 3 seats OR 1 space/100ft ² | 1 space for each 3 seating accommodations + 1 space for each 2 employees on shift of greatest employment | N/A | 1 space for each 4 employees + 1 space/100ft ² of floor space devoted to patron use |
| | Restaurants: Drive-in/Takeout | 1 space for each 2 seats OR 1 space/80ft ² | 1 space for each 3 seating accommodations + 1 space for each 2 employees on shift of greatest employment | N/A | 1 space for each 4 employees + 1 space/100ft ² of floor space devoted to patron use |
| | Animal Hospitals | 1 space/200ft ² | N/A | N/A | N/A |
| | Kennels | 1 space for each 4 pens | N/A | N/A | N/A |
| | Motor Vehicle Repair | 1 space for each 2 employees on the shift with the largest employment + 1 space/300ft ² of repair or maintenance space | N/A | 1 space/300ft ² + 1 space for each 2 employees | 1 space for each employee + 1 space/250ft ² of floor space used for repair work |
| | Outdoor Sales Establishments | 4 spaces for each salesperson + 1 space for each 2 employees | 4 spaces for each salesperson + 1 space for each 2 employees | N/A | N/A |
| | Car Washes | 1 space for each 2 employees on the shift with the largest employment. Reserve spaces equal to 5x the capacity of the facility at the location of both ingress and egress | N/A | N/A | N/A |
| | Retail | 1 space/333ft ² | 1 space/100ft ² | 1 space/200ft ² of sales area + 1 space/600ft ² of storage area + 1 space for each 2 employees | 1 space/200ft ² |
| | Manufacturing | 1 space for each 2 employees on the shift with the largest employment | 1 space for each 2 employees at maximum employment on a single shift + 1 space for each company vehicle operating from the premises | 1 space for each employee at maximum employment on a single shift + 1 space for each company vehicle operating from the premises + 1 space/200ft ² of sales and office area. | 1 space for each 3 employees, computed on the largest number of employees on duty at any period of time |
| | Shopping Centers | 3 parking spaces/1,000ft ² | 1 space/100ft ² | sum of individual uses within | N/A |
| | Veterinary Clinics | 1.5 spaces/1,000ft ² OR 1 space for every 4 employees | 1/300ft ² | 1 space/300ft ² + 1 space for each 2 employees | N/A |

| | | Zoning Requirements by Community | | | |
|--------------------|------------------------------------|---|--|---|--|
| Medical Facilities | Use | Burnsville, NC | Spruce Pine, NC | Mars Hill, NC | Erwin, TN |
| | Hospitals | 1 space per every 2 beds + 1 space for each staff or visiting doctor + 1 space for each 2 employees on shift of greatest employment | 1 space for each 2 beds + 1 space for each staff or visiting doctor + 1 space for each 2 employees | 1 space for each 4 beds + 1 space for each staff or visiting doctor + 1 space for each employee | 1 space for each 2 staff or visiting doctors + 1 space for each 2 employees on largest shift + 1 space for each 4 beds |
| | Nursing Homes & Convalescent Homes | 1 space per every 2 beds + 1 space for each staff or visiting doctor + 1 space for each 2 employees on shift of greatest employment | 1 space for each 2 beds + 1 space for each staff or visiting doctor + 1 space for each 2 employees | 1 space for each 4 beds + 1 space for each staff or visiting doctor + 1 space for each employee | 1 space for each 2 staff or visiting doctors + 1 space for each 2 employees on largest shift + 1 space for each 4 beds |
| | Group Care Facilities | 1 space per every 2 beds + 1 space for each staff or visiting doctor + 1 space for each 2 employees on shift of greatest employment | N/A | 1 space for each 4 beds + 1 space for each staff or visiting doctor + 1 space for each employee | N/A |
| | Medical & Dental Offices | 3.5 spaces/1,000ft ² | 5 spaces per doctor | 6 spaces per doctor + 1 per employee | 1 space/300ft ² |

Utilities

The availability and capacity of public utilities often dictates the location and intensity of development. This plan will focus on water and wastewater service, since both services are provided by the Town of Burnsville. However, it is also helpful to briefly summarize the availability of other major utilities - natural gas, electric, and internet.

Piedmont Natural Gas offers service within downtown, the immediate vicinity, and along US Hwy 19E. Burnsville is located at the end of Piedmont's distribution network, which makes extensions and connections for large users challenging. The company only installs new natural gas pipeline when they reasonably assess that demand within a neighborhood or new development is high enough to provide a return on their upfront investment.

French Broad Electric Membership Corporation provides electrical service to Burnsville and Yancey County. They operate a physical office and operations base on West Main Street. 3-phase electric, which many commercial and industrial users require, is available within Town. French Broad also partners with the United States Department of Agriculture to offer the Rural Economic Development Loan and Grant program, which provides funding to local non-profit organizations for projects that will create and retain employment in rural areas.

Burnsville is fortunate to have high-speed fiber internet service throughout Town. The provider, Country Cablevision, used a \$25,300,000 grant from USDA's Rural Utilities Service in 2010 to run over 909 miles of fiber optic cable in Yancey and Mitchell counties. The service provides internet speeds more than capable of handling modern bandwidth demands. Free Wi-Fi is available for visitors and shoppers to use in the downtown area.

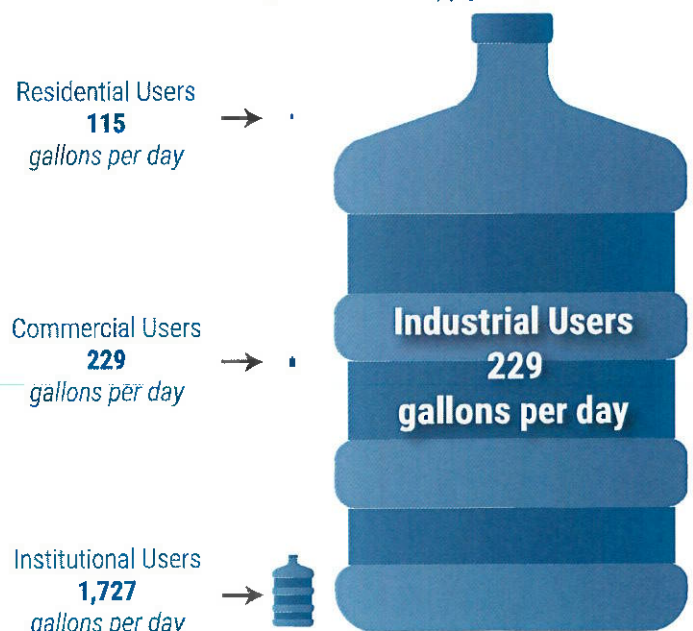
Burnsville is the only public water provider in Yancey County. Its system, which has operated for over 100 years, includes approximately 46 miles of water main (see next page for a service area map). As of 2019, Burnsville served just under 1,500 metered connections, representing

approximately 3,825 people. Given Burnsville's most recent population estimate of 1,709, one can calculate that about 55% of the water system's customers live outside Town limits. The total number of metered connections has decreased by 6% since 2010.

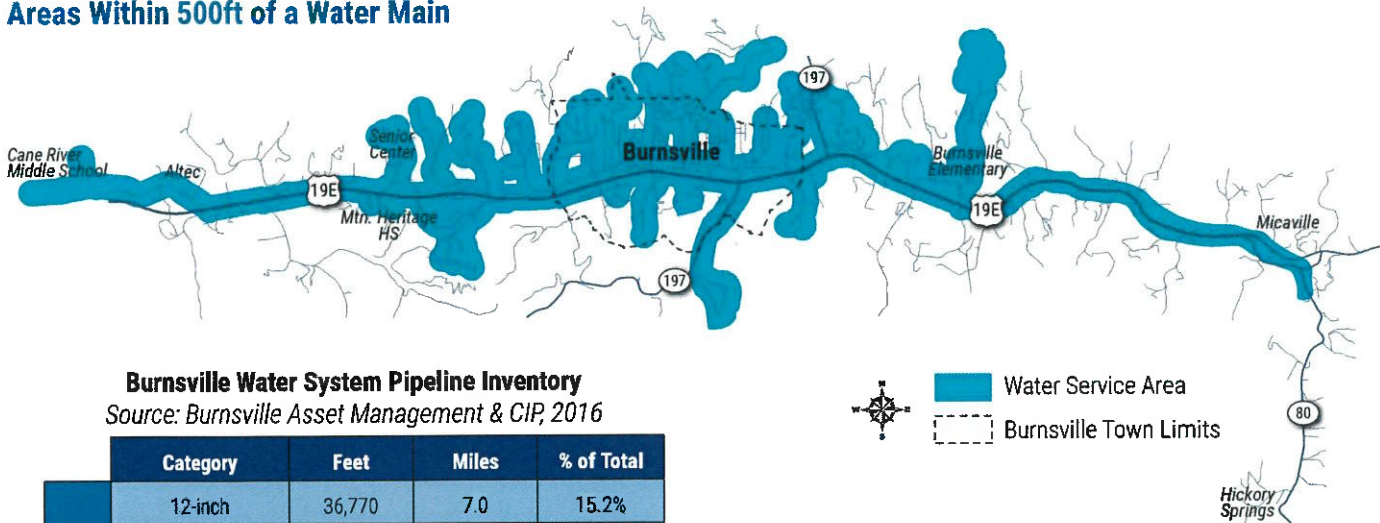
Residential users account for most of the system's connections (81.5%), but industrial, commercial, and institutional customers consume much more water per connection. As illustrated by the infographic below, on average commercial users consume nearly twice as much water per connection as residential users. Institutional users consume fifteen times more water per connection. Industrial users consume the most water per connection - an average of 14,750 gallons a day - the equivalent of 128 homes.

Burnsville Average Daily Individual Water Usage by User Type, 2019 (shown to scale)

Source: NCDEQ Local Water Supply Plan, 2019



Areas Within 500ft of a Water Main



Burnsville Water System Pipeline Inventory

Source: Burnsville Asset Management & CIP, 2016

| | Category | Feet | Miles | % of Total |
|-----------|---------------------|----------------|-------------|------------|
| Diameter | 12-inch | 36,770 | 7.0 | 15.2% |
| | 10-inch | 1,234 | 0.2 | 0.5% |
| | 8-inch | 34,394 | 6.5 | 14.3% |
| | 6-inch | 60,512 | 11.5 | 25.1% |
| | 4-inch | 14,678 | 2.8 | 6.1% |
| | 2-inch | 86,923 | 16.5 | 36.0% |
| | 1-inch | 3,489 | 0.7 | 1.4% |
| | 3/4-inch | 3,225 | 0.6 | 1.3% |
| Material | Asbestos Cement | 9,111 | 1.7 | 3.8% |
| | Cast Iron | 20,382 | 3.9 | 8.4% |
| | Copper | 454 | 0.1 | 0.2% |
| | Ductile Iron | 77,067 | 14.6 | 31.9% |
| | Galvanized | 16,882 | 3.2 | 7.0% |
| | HDPE | 1,426 | 0.3 | 0.6% |
| | PVC | 115,903 | 22.0 | 48.0% |
| Condition | Good | 84,362 | 16.0 | 35.0% |
| | Fair | 105,800 | 20.0 | 43.9% |
| | Poor | 51,063 | 9.7 | 21.2% |
| Age | Over 50 years | 17,404 | 3.3 | 7.2% |
| | 40 - 49 years | 23,637 | 4.5 | 9.8% |
| | 30 - 39 years | 56,403 | 10.7 | 23.4% |
| | 20 - 29 years | 66,853 | 12.7 | 27.7% |
| | 10 - 19 years | 44,429 | 8.4 | 18.4% |
| | Less than 10 years | 32,499 | 6.2 | 13.5% |
| | System Total | 241,225 | 45.7 | |

Burnsville's 46 miles of water main consist of pipes of varying age and structure. The chart to the left provides a detailed breakdown. Burnsville has replaced 28,573 linear feet (5.4 miles) of water distribution lines and added 23,029 linear feet (4.36 miles) of new distribution lines since 2010.

The system's primary water source is a raw water intake on the Cane River, which is located south of Burnsville. There are also two emergency raw water intakes on Bowlens Creek. Raw water is piped to the system's sole treatment plant, which pumps potable water to a 275,000 gallon clearwell, an adjacent 2,000,000 gallon primary storage tank, and a 300,000 gallon tank near Altec. The treatment plant was constructed in 1989.

Utilities within North Carolina are required to submit usage and system data to the State's Department of Environmental Quality (NCDEQ) each year. NCDEQ compiles this information into a report and uses it to track trends and anticipate long-term needs. Much of the information contained in this section is derived from those reports. NCDEQ's 2019 report found that Burnsville used 49% of its permitted raw water supply. That level of usage is consistent with recent years, as shown on the chart on the next page. NCDEQ projects that Burnsville's water system will use 78% of its capacity by 2040.

According to NCDEQ's Local Water Supply Plan for Burnsville, total water usage for the system rose steadily from 2010-2018, before declining in 2019. Decreases in commercial, industrial, and institutional consumption accounted for most of the loss. Those user types, though small in number, make up an out-sized portion of system-wide consumption. This is illustrated by the chart on the following page.

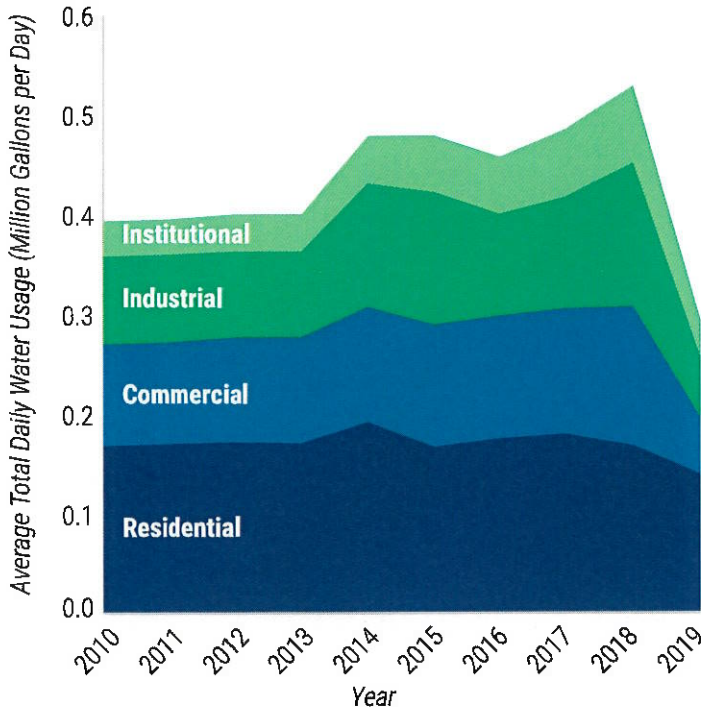
Burnsville Water System, Number of Meters by Use, 2010-2019

Source: NCDEQ Local Water Supply Plans, 2010-2019

| Type | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 |
|---------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Residential | 1,301 | 1,308 | 1,205 | 1,198 | 1,200 | 1,188 | 1,205 | 1,207 | 1,241 | 1,211 |
| Commercial | 258 | 258 | 242 | 243 | 242 | 250 | 251 | 247 | 260 | 249 |
| Industrial | 4 | 4 | 5 | 5 | 8 | 8 | 4 | 4 | 4 | 4 |
| Institutional | 17 | 17 | 19 | 19 | 20 | 20 | 19 | 19 | 25 | 22 |

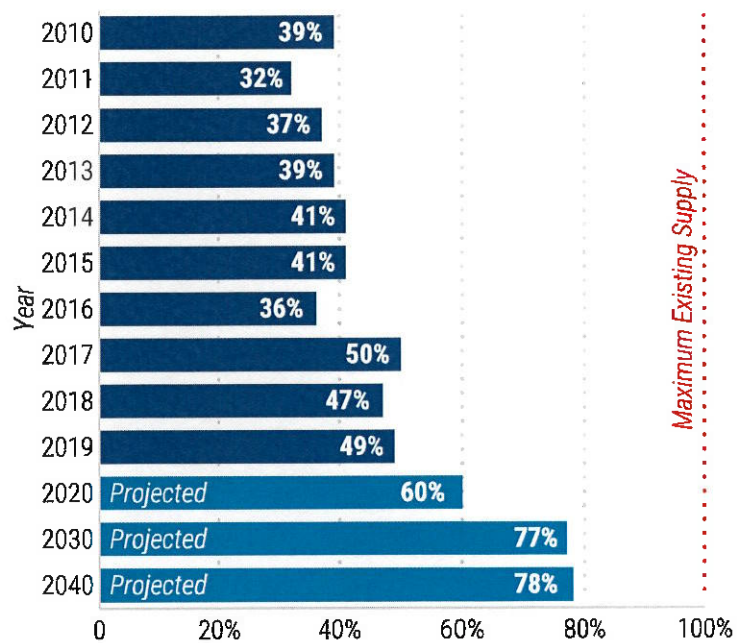
Burnsville Average Daily Total Water Usage by User Type, 2010-2019

Source: NCDEQ Local Water Supply Plans, 2010-2019



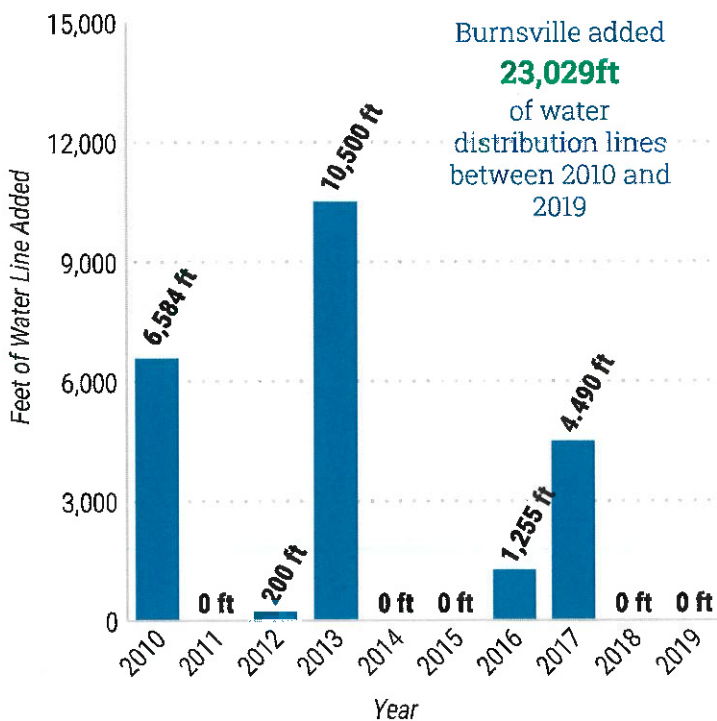
Burnsville Water Demand as a Percentage of Available Supply

Source: NCDEQ Local Water Supply Plans, 2010-2019



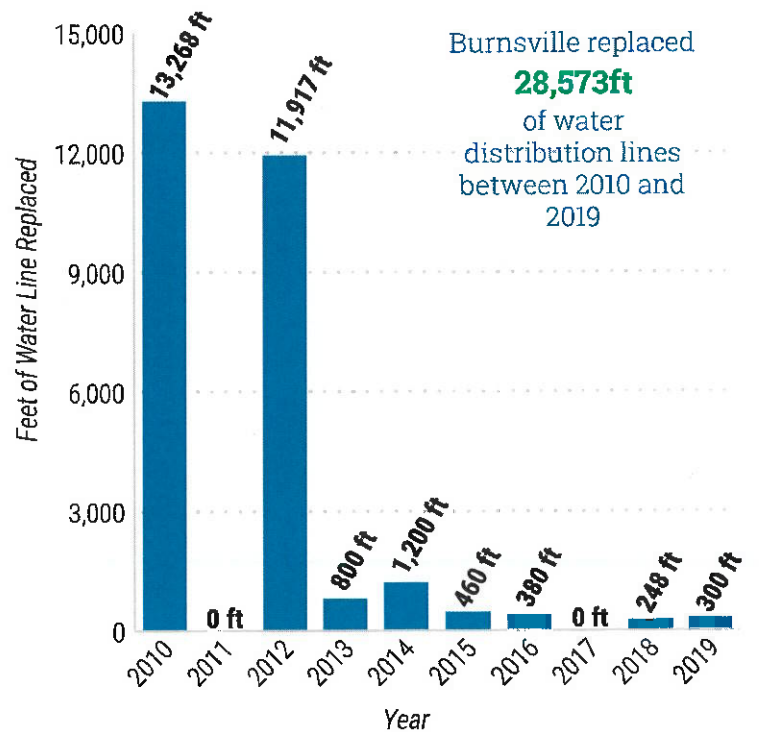
Burnsville Feet of Water Distribution Line Added, 2010-2019

Source: NCDEQ Local Water Supply Plans, 2010-2019

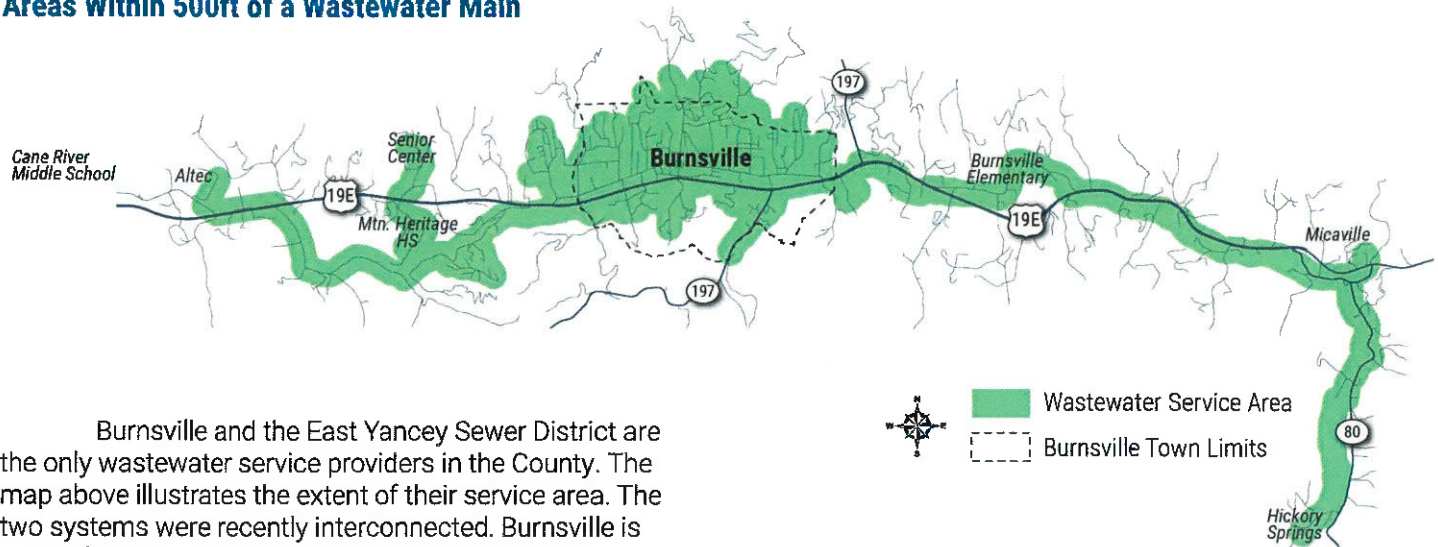


Burnsville Feet of Water Distribution Line Replaced, 2010-2019

Source: NCDEQ Local Water Supply Plans, 2010-2019



Areas Within 500ft of a Wastewater Main

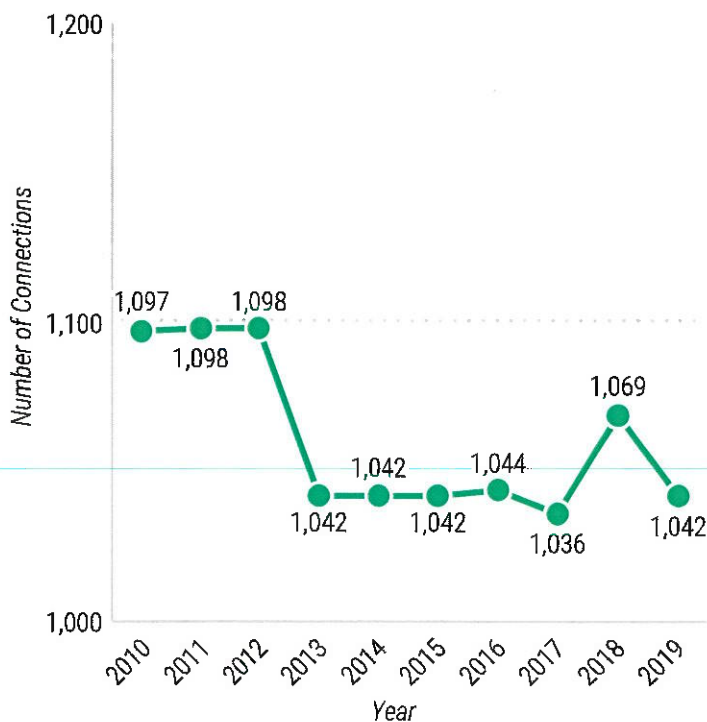


Burnsville and the East Yancey Sewer District are the only wastewater service providers in the County. The map above illustrates the extent of their service area. The two systems were recently interconnected. Burnsville is scheduled to take over ownership and operation of the East Yancey system soon. However, the data in this section, which is pulled from NCDEQ's Local Water Supply Plan for Burnsville, only focuses on the Town's existing system.

The Town's wastewater system had 1,042 connections as of 2019, a 5% decrease from 2010. Despite declining connections, average daily wastewater discharge rates at the Pine Swamp Wastewater Treatment Plant have increased. This increase is shown in the chart on the following page. Inflow and infiltration (I/I) of rainwater into the system's aging sewer mains is responsible for some of the elevated discharge levels. The scatter plot graph on the following page shows the relationship between total annual rainfall and total annual wastewater discharge. The correlation between the two figures is strong. Discharge levels increase with rainfall totals.

Burnsville Wastewater System Connections, 2010-2019

Source: NCDEQ Local Water Supply Plans, 2010-2019



Burnsville's I/I problem is attributable to the age and poor condition of the system's wastewater mains. As shown in the table below, 41% (10.8 miles) of the Town's mains are in poor condition. 31.2% (8.2 miles) are over 50 years old. Recent issues at the Pine Swamp Treatment Plant have highlighted the need to replace these aging pipes. Reducing I/I will reduce stress on the treatment plant, allowing time for long-term repairs and planning.

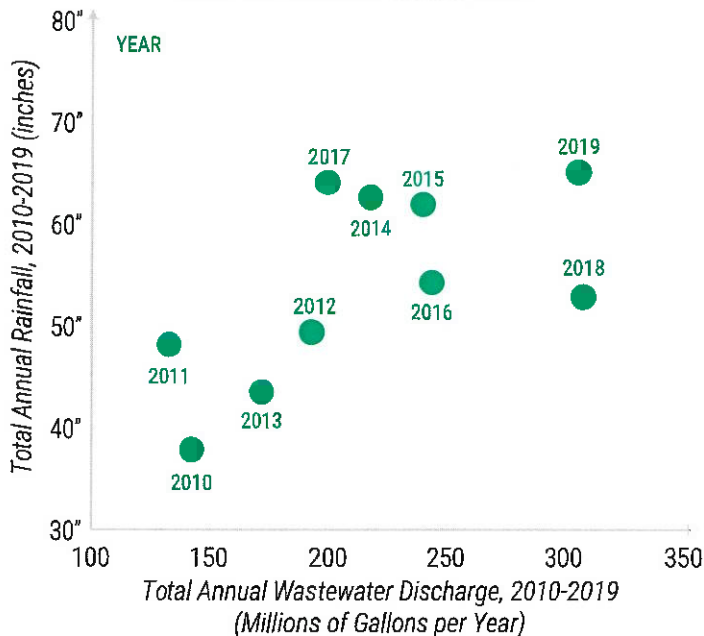
Burnsville Wastewater System Pipeline Inventory

Source: Burnsville Asset Management & CIP, 2016

| | Category | Feet | Miles | % of Total |
|-----------|---------------------|----------------|-------------|------------|
| Type | Force Main | 20,511 | 3.9 | 14.7% |
| | Gravity Sewer | 118,970 | 22.5 | 85.3% |
| Diameter | 4-inch | 17,653 | 3.3 | 12.7% |
| | 6-inch | 54,254 | 10.3 | 38.9% |
| | 8-inch | 54,301 | 10.3 | 38.9% |
| | 10-inch | 13,273 | 2.5 | 9.5% |
| Material | Ductile Iron | 28,099 | 5.3 | 20.1% |
| | HDPE | 892 | 0.2 | 0.6% |
| | Orangeburg | 1,103 | 0.2 | 0.8% |
| | PVC | 45,609 | 8.6 | 32.7% |
| | VCP | 63,778 | 12.1 | 45.7% |
| Condition | Good | 30,273 | 5.7 | 21.7% |
| | Fair | 51,956 | 9.8 | 37.2% |
| | Poor | 57,252 | 10.8 | 41.0% |
| Age | 50+ years | 43,511 | 8.2 | 31.2% |
| | 40 - 49 years | 19,290 | 3.7 | 13.8% |
| | 30 - 39 years | 43,823 | 8.3 | 31.4% |
| | 20 - 29 years | 3,529 | 0.7 | 2.5% |
| | 10 - 19 years | 14,648 | 2.8 | 10.5% |
| | Less than 10 years | 14,680 | 2.8 | 10.5% |
| | System Total | 139,481 | 26.4 | |

Relationship Between Rainfall & Wastewater Discharge in Burnsville

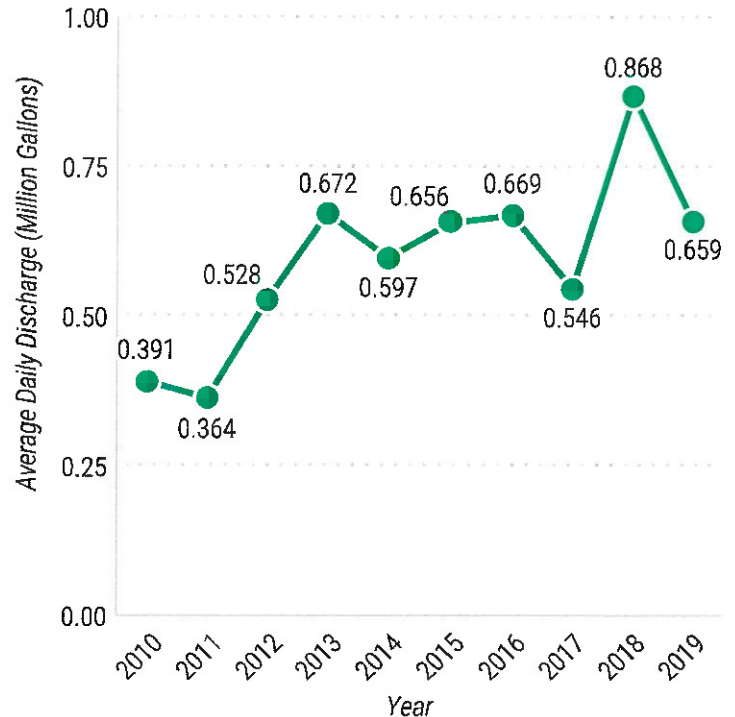
Source: NCDEQ Local Water Supply Plans, 2010-2019 & North Carolina State Climate Office



*Note - May, June, & July 2013 omitted due to faulty measurements

Burnsville Wastewater System Average Daily Discharge 2010-2019

Source: NCDEQ Local Water Supply Plans, 2010-2019



Burnsville Water and Wastewater System Metrics vs. Similar Size Systems in North Carolina

Source: UNC EFC Water and Wastewater Rates Dashboard, July 2020

Rate Increases

Burnsville has increased water and wastewater rates each of the past five fiscal years. The rate of increase per year is listed below.

FY 15/16 - 1%

FY 16/17 - 2%

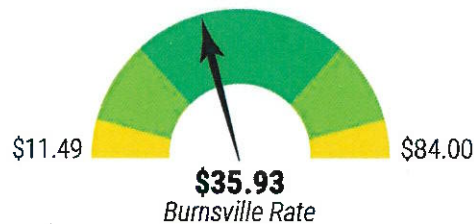
FY 17/18 - 3%

FY 18/19 - 3%

FY 19/20 - 2.4%

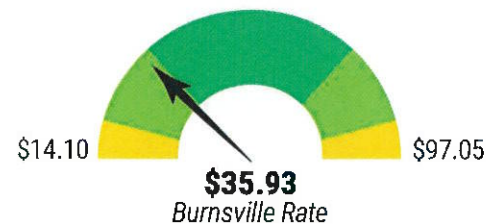
Water Bill at 5,000 gallons

Median: \$34.00

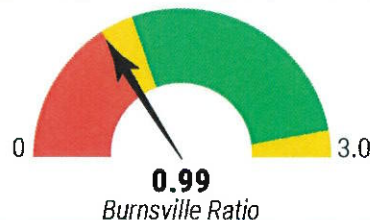


Sewer Bill at 5,000 gallons

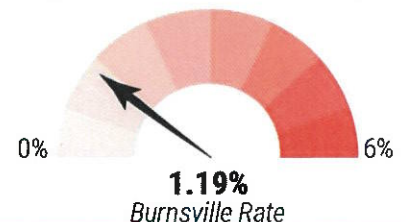
Median: \$44.66



Cost Recovery (operating ratio including depreciation)



Median Affordability (annual water bill as % of MHI)



Burnsville charges the same rate for water and sewer services - \$35.93 per 5,000 gallons. The top two dials in the chart above show how these rates compare to other utilities in North Carolina with 1,000 to 3,000 connections. The Town's water rate is near the median for similar-sized utilities, while the sewer rate is nearly 20% lower than the median. The Cost Recover dial shows the operating ratio for Burnsville's utility system on a scale developed by the UNC

Environmental Finance Center. The ratio divides a system's operating revenues by its expenses, including depreciation. Burnsville's ratio is 0.99, indicating that the system is breaking even. However, sustainable systems need a ratio much higher than 1.0 in order to cover the cost of long-term maintenance without subsidy from the local government's general fund. As shown on the Median Affordability dial, Burnsville's rates are affordable for most residents.

Development Regulations

Burnsville regulates development within its corporate limits through a collection of adopted policies and standards contained within the Town's subdivision regulations, zoning ordinance, flood damage prevention ordinance, sign ordinance, nuisance ordinance, and building code. Each document regulates different aspects of development. Subdivision regulations set forth standards for the division of land and improvements to be publicly dedicated such as new roadways. The zoning ordinance controls land use and design standards. The sign ordinance regulates the number, location, form, and size of signage with Town. The nuisance ordinance prevents severe lapses in property maintenance. Finally, the building code sets minimum construction and safety standards for new and existing structures.

As mentioned previously on pg. 9-10, Burnsville's Flood Damage Prevention Ordinance dictates allowable development within floodplains and contains building standards designed to minimize the potential for property damage and loss of life. It also names a floodplain manager responsible for reviewing all applications for development within a designated Special Flood Hazard Area. FEMA requires municipalities and counties to adopt these ordinance before residents are eligible to purchase insurance through the National Flood Insurance Program (NFIP).

Although building codes are a critical component of development regulation, municipalities have little input in their content beyond adopting international or state building codes, handling permitting, or coordinating with county-level staff for inspection and enforcement. The Town's nuisance ordinance, while important, is written to handle egregious property negligence. It is not written so as to require basic property standards in less severe situations. Many communities across North Carolina have adopted standalone ordinances focusing on basic property maintenance of non-residential structures. Such an ordinance would complement the work that Burnsville has already done to create an attractive community.

The Town's subdivision regulations, first adopted in 1969, set minimum standards for development of land. The language within the regulations indicates that they are effective within the corporate limits of Burnsville and the Town's extraterritorial jurisdiction (ETJ). However, Burnsville does not exercise an ETJ and does not enforce its subdivision regulations outside corporate limits. The regulations require property owners and developers wishing to alter lot lines to go through an approval process and meet minimum standards. The process and standards are in place to ensure safe and harmonious development.

The subdivision regulations also contain minimum standards for improvements that will be publicly dedicated, such as roadways and sidewalks. Burnsville's regulations contain four separate roadway classifications, detailed in the graphic to the right. A roadway's designation determines the technical construction and layout standards that developers must meet, as well as the amount of right-of-way they must dedicate.

Street Designations contained within Burnsville's Subdivision Regulations

Major Thoroughfares consist of Interstate, other freeway and expressway links, and major streets that provide for the expeditious movement of volumes of traffic within and through urban areas.

Minor Thoroughfares are important streets in the city system and perform the function of collecting traffic from local access streets and carrying it to the Major Thoroughfare system. Minor thoroughfares may be used to supplement the Major Thoroughfare system by facilitating a minor through-traffic movement and may also serve abutting property.

Local Streets consist of any link not belonging to a higher-order system. It serves primarily to provide direct access to abutting land and access to higher systems. It offers the lowest level of mobility and through traffic is usually deliberately discouraged.

Cul-De-Sacs are local streets with one end open for public vehicle access and the other end terminating in a vehicular turnaround. The length of a cul-de-sac street shall be measured along the center line from its intersection with the center line of the street from which it runs to the center of the cul-de-sac turnaround.

Burnsville's subdivision regulations contain technical requirements such as roadway grade, curve design, intersection design, pavement width, and pavement base. A breakdown of these specifications by roadway classification is shown on the chart on the following page. The regulations also stipulate that developers construct sidewalks at the Planning Board's discretion. Sidewalks must be built with at least 2,500psi concrete and be 4ft wide and 4-inches thick.

As noted earlier on pg. 8, much of Burnsville's land features steep slopes. To address this, the town included hillside development standards within their subdivision regulations. They provide tailored requirements for land having a 15% or greater slope. These regulations adjust right-of-way width, cul-de-sac width, grading, street grades, horizontal curves, street improvements, lot sizes, and setbacks.

The subdivision regulations stipulate that lots within Town be at least 10,000ft². However, they defer to Burnsville's zoning ordinance for higher minimums in certain use districts, which will be detailed on the following pages. The regulations also require lots to have a depth to width ratio not to exceed 2.5:1. New developments are also required to provide at least 1 tree per lot, spaced at intervals of not more than 50ft. Many of the Town's subdivision standards need to be updated. See the recommendations section for details.

Roadway Design Standards in the Burnsville Subdivision Regulations

| | Roadway Classification | | | |
|---|------------------------|--------------------|----------------|----------------|
| | Major Thoroughfare** | Minor Thoroughfare | Local Street | Cul-De-Sac |
| Minimum Right-of-Way Width | 90ft | 70ft | 60ft | 60ft |
| Maximum Grade | 6% | 8% | 15% | 15% |
| Minimum Grade | 0.5% | 0.5% | 0.5% | 0.5% |
| Minimum Radius of Curve | 1,000ft | 500ft | 200ft | 200ft |
| Minimum Tangent Length Between Reverse Curves | 200ft | 100ft | * | * |
| Maximum Grades within 100ft of Center Line Intersections | 5% | 5% | 5% | 5% |
| Minimum Distance Between Center Line Offsets at Street Jogs | * | 200ft | 200ft | 200ft |
| Angle at Intersections of Street Corner Lines | 90 degrees | 80-100 degrees | 80-100 degrees | 80-100 degrees |

* No standard or not applicable

**Major Thoroughfare other than a freeway

Burnsville Subdivision Regulations Pavement Specifications

| Roadway Classification | Thickness of Pavement Base (inches) | Minimum Pavement Width |
|------------------------|-------------------------------------|------------------------|
| Major Thoroughfare | 8-12 | As required by NCDOT |
| Minor Thoroughfare | 8 | 30ft |
| Local Street | 6 | 28ft |
| Cul-De-Sac | 6 | 28ft |

The Burnsville Zoning Ordinance controls land use and dictates development form within the corporate limits. Like the majority of zoning ordinances in North Carolina, it utilizes use districts, more commonly referred to as "zones." Each zone has its own set of permitted uses, lot size, yard, height, and design requirements. Burnsville has five zones: R-10 Residential (71% of land area), C-1 Central Business (2% of land area), C-2 General Business (19% of land area), C-3 East/West Main St Business (7% of land area), and I-1 Industrial (1% of land area). The map below shows the location of zoning districts. The following pages contain tables of permitted uses by zone as well lot size, yard, and height requirements.

Burnsville Zoning Map, July 2020

- R-10 Residential
- C-1 Central Business
- C-2 General Business
- C-3 East/West Main St Business
- I-1 Industrial

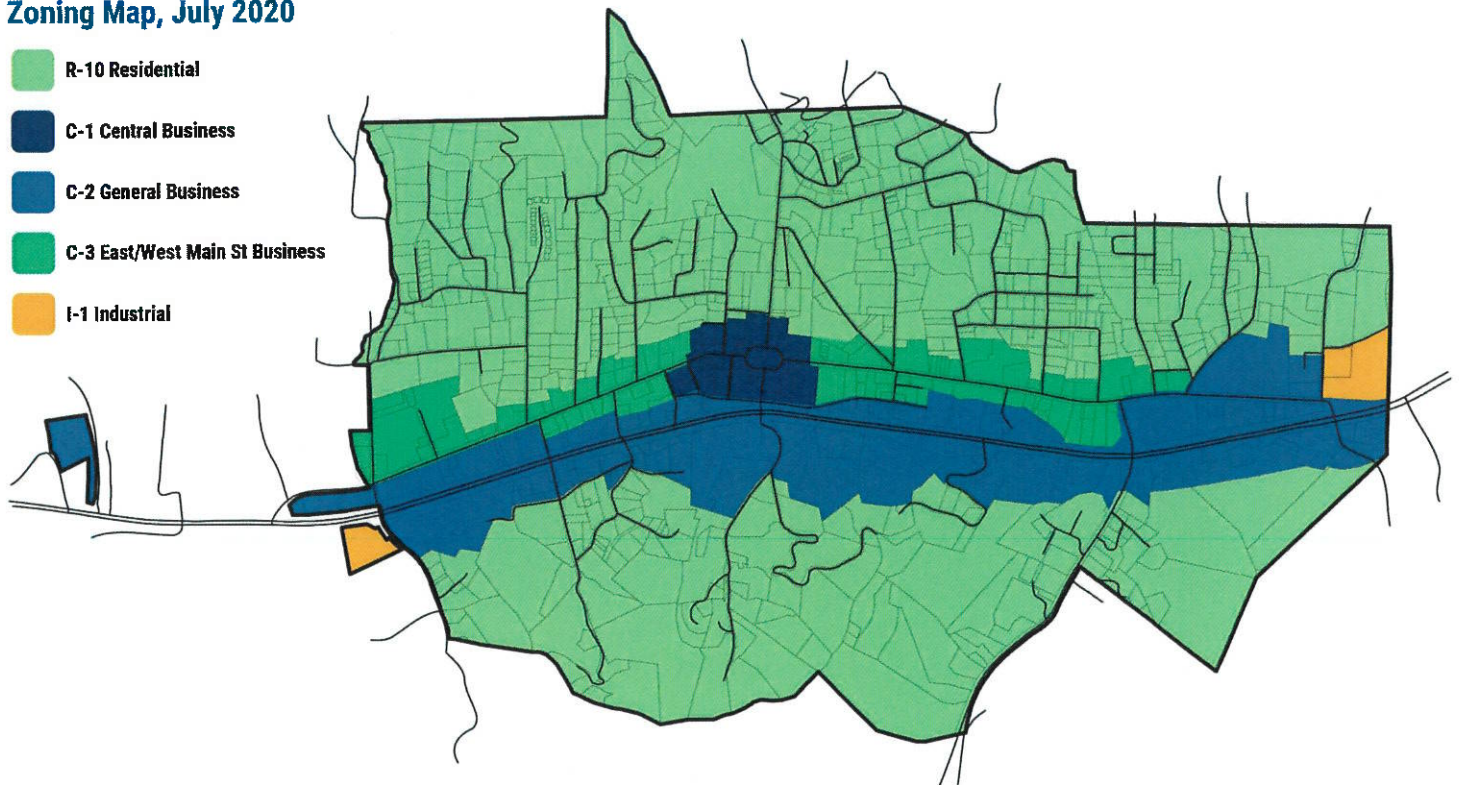


Table of Permitted Uses

| Use | Zoning District | | | | |
|--|------------------|----------------------|----------------------|------------------------------------|----------------|
| | R-10 Residential | C-1 Central Business | C-2 General Business | C-3 East/West Main Street Business | I-1 Industrial |
| Single-Family Dwellings | P | - | C | C | - |
| Two-Family Dwellings | P | - | C | C | - |
| Mobile Homes | - | - | - | - | - |
| Mobile Home Parks | C | - | C | C | - |
| Multi-Family Dwellings | C | - | C | C | - |
| Residential Units Above Retail Establishments | - | P | P | P | P |
| Customary Residential Accessory Uses, including Private Garages, Pools, and Non-Commercial Workshops and Greenhouses | P | - | C | C | - |
| Customary Incidental Home Occupations | P | - | C | C | - |
| Group or Cluster Housing Projects | C | - | C | C | - |
| Rooming & Boarding Houses | P | - | C | P | - |
| Tourist Homes | P | - | C | C | - |
| Churches and their Customary Related Uses | P | P | P | P | P |
| Public Libraries | P | - | C | C | - |
| Museums & Art Galleries | P | P | P | P | P |
| Fire Stations, Police Stations | P | - | C | C | - |
| Hospitals | P | - | C | C | - |
| Nursing Homes, Convalescent Homes, Group Care | - | - | P | C | P |
| Medical & Dental Clinics | - | - | C | P | - |
| Parks, Playgrounds, Community Centers | P | P | P | P | P |
| Swimming Pools | P | - | P | C | P |
| Golf Courses | P | - | P | C | P |
| Public Schools | P | - | C | C | - |
| Daycare Facilities | P | - | C | C | - |
| Public Works & Public Utility Facilities | C | - | C | P | - |
| Any Retail Business within an Enclosed Building | - | P | P | P | P |
| Banks & Other Financial Institutions | - | P | P | P | P |
| Hotels | - | P | P | P | P |
| Motels | - | - | C | P | - |
| Offices | - | P | P | P | P |
| Indoor Theaters | - | P | P | P | P |
| Restaurants, Coffee Shops, Delis (except drive-thru) | - | P | P | P | P |
| Drive-Thru Restaurants | - | - | P | C | P |
| Microbreweries & Distilleries | - | P | P | P | P |
| Personal Services (Barber & Beauty Shops) | - | P | P | P | P |
| Service Stations | - | - | C | C | - |
| Stand-Alone Parking Lots | - | - | C | C | - |
| Flea Markets | - | - | C | C | - |

Key: "P" = Permitted "C" = Conditionally Permitted "-" = Not Permitted

Table of Permitted Uses

| Use | Zoning District | | | | |
|--|------------------|----------------------|----------------------|------------------------------------|----------------|
| | R-10 Residential | C-1 Central Business | C-2 General Business | C-3 East/West Main Street Business | I-1 Industrial |
| Thrift Stores | - | - | C | C | - |
| Shopping Centers | - | - | P | C | P |
| Gambling Uses | - | - | C | C | - |
| Check Cashing & Payday Loan Businesses | - | - | C | C | - |
| Laundries & Laundromats | - | - | C | P | - |
| Dry Cleaners | - | - | C | P | - |
| Wholesaling & Warehouse Operations | - | - | P | C | P |
| Indoor Storage Companies | - | - | C | C | - |
| Trade Schools | - | - | C | P | - |
| Transportation Terminals | - | - | P | C | P |
| Mortuaries & Funeral Parlors | - | - | C | P | - |
| Private Clubs/Lodges | - | - | C | P | - |
| Animal Hospitals & Veterinary Clinics | - | - | P | P | P |
| Assembly Halls, Coliseums, Gymnasiums | - | - | P | C | P |
| Automotive Repair & Paint Shops | - | - | P | C | P |
| Automobile Sales & Service Establishments | - | - | P | C | P |
| Automobile Washing Establishments | - | - | P | C | P |
| Bakeries & Prepared Food Manufacturing | - | - | P | C | P |
| Bottling Plants | - | - | P | C | P |
| Bowling Alleys, Miniature Golf, Private Recreation | - | - | P | C | P |
| Building Supply & Equipment Sales | - | - | P | C | P |
| Cold Storage & Freezer Lockers | - | - | P | C | P |
| Dairy Bars & Ice Cream Manufacturers | - | - | P | C | P |
| Electrical Repair Shops | - | - | P | C | P |
| Enclosed Fabricating Shops (Woodworking, Cabinets, Upholstery) | - | - | P | C | P |
| Farm Equipment Assembly, Sales & Repairs | - | - | P | C | P |
| Feed & Seed Stores, Farm Supply Stores | - | - | P | C | P |
| Glass & Mirror, Blinds, Awning, Tile, & Similar Building Specialties Outlets | - | - | P | C | P |
| Greenhouses or Horticulture Nurseries | - | - | P | C | P |
| Adult Uses | - | - | C | C | - |
| Ice Pick-Up Stations | - | - | P | C | P |
| Miscellaneous Repair Services | - | - | P | C | P |
| Mobile Home Sales | - | - | P | C | P |
| Monument Sales | - | - | P | C | P |
| Physical Fitness Facilities | - | - | P | C | P |
| Smoke Shops | - | - | C | C | - |
| Sheet Metal, Roofing, Plumbing, Heating & Refrigeration Shops | - | - | P | C | P |

Key: "P" = Permitted "C" = Conditionally Permitted "-" = Not Permitted

Table of Permitted Uses

| Use | Zoning District | | | | |
|--|------------------|----------------------|----------------------|------------------------------------|----------------|
| | R-10 Residential | C-1 Central Business | C-2 General Business | C-3 East/West Main Street Business | I-1 Industrial |
| Sign Painting & Fabrication | - | - | P | C | P |
| Radio & TV Stations, Studios, & Offices | - | - | P | C | P |
| Tattoo Parlors | - | - | C | P | - |
| Industrial Supply Establishments | - | - | - | - | P |
| Commercial Parking Lots & Parking Garages | - | - | - | - | P |
| Welding & Machine Shops | - | - | - | - | P |
| Textile Industries | - | - | - | - | P |
| Furniture Industries | - | - | - | - | P |
| Electronics Industries | - | - | - | - | P |
| Electrical Appliance Manufacturing & Repair Shops | - | - | - | - | P |
| Food Processing Establishments | - | - | - | - | P |
| Wholesale Establishments Storing Oil, Fuel Oil, Kerosene, & Gasoline | - | - | - | - | P |
| Dairies | - | - | - | - | P |
| Contractor's Plants & Storage Yards | - | - | - | - | P |
| Machine Tool Manufacturing | - | - | - | - | P |
| Metal Fabrication Plants | - | - | - | - | P |
| Pharmaceutical Manufacturing | - | - | - | - | P |
| Industrial Equipment Sales & Repair | - | - | - | - | P |
| Storage Yards, Including for Building Materials | - | - | - | - | P |
| Bicycle Sales & Repair | - | - | C | P | - |

Key: "P" = Permitted "C" = Conditionally Permitted "-" = Not Permitted

Burnsville Lot Size, Yard, & Height Requirements by Zoning District

| Zoning District | Minimum Lot Area (ft²) | Lot Area Per Dwelling Unit (ft²) | Minimum Lot Width at Building Line (ft) | Minimum Yard Requirements (ft) | | | | Maximum Height (ft) | Minimum Height (ft) |
|-----------------|------------------------|---|---|--------------------------------|------|------|----------|---------------------|---------------------|
| | | | | Front | Side | Rear | Build-To | | |
| R-10 | 10,000 | 10,000 for 1st unit; 4,000 for each additional unit | 80 | 25 | 1 | 20 | N/A | 35 | N/A |
| C-1 | None | N/A | 20 | 0 | 0 | 0 | 10 | 50 | 24 (two stories) |
| C-2 | 10,000 | 10,000 for 1st unit; 4,000 for each additional unit | 80 | 20 | 10 | 10 | N/A | 50 | 12 |
| C-3 | 10,000 | 10,000 for 1st unit; 4,000 for each additional unit | 80 | 15 | 10 | 10 | 40 | 50 | 12 |
| I-1 | 40,000 | N/A | 100 | 30 | 15 | 20 | N/A | 50 | 12 |

* The minimum lot area for lots not served by either public water or sewer shall be subject to approval by the Yancey County Health Department.

* Side yard requirements for corner lots shall be increased to 20ft along the side street in the R-10 District

* Side yards are not required in the C-1 District. If such a yard is provided, it must be a minimum of 4ft to allow for cleaning and access. Common wall construction is permitted in the C-1 District. On all corner lots in this district, a 10ft setback from the side street line shall be required. Where a lot in the C-1 District abuts a lot zoned R-10, a side yard of at least 10ft shall be required.

* Rear yards are not required in the C-1 District except in those cases where the C-1 District abuts an established residential district. In such cases, the rear yard requirement shall be a minimum of 10ft.

Burnsville's zoning ordinance contains detailed design standards for multi-family, commercial, and business uses. They are intended to promote harmonious and aesthetically pleasing development within Town. Some of these standards are displayed in the tables to the right. Other architectural standards include building mass and height transitions, building articulation, building facades, materials, finishes, and colors. Design regulations also focus on landscaping standards, stormwater drainage, buffers, and pedestrian and bicycle amenities.

The Burnsville sign ordinance contains regulations limiting the size, location, and form of signage throughout Town. The ordinance categorizes signs and sets forth specific dimensional and placement regulations appropriate to their nature and the zoning classification of the land they will be placed on. Signs must be permitted prior to installation. The intent of the ordinance is to maintain a uniform appearance across the community, avoid nuisance arguments between neighboring property owners, and ensure safety.

In North Carolina, municipalities have the power to exercise subdivision and zoning authority outside of their corporate limits in a designated area called an extraterritorial jurisdiction (ETJ). ETJ's typically extend 1-3 miles outside of corporate limits. The intent of an ETJ is to promote similar development patterns outside of a municipality to ease growth through annexation. Burnsville has no designated ETJ and does not exercise any development regulations outside of corporate limits. This has not been an issue, as the Town rarely annexes property.

Existing Land Use

High Country Council of Governments conducted a windshield survey of existing land uses within the Town of Burnsville in May 2020. Staff observed and recorded land uses via visual inspection only and relied on structural design, signage, ownership records, and address clustering as identifying attributes. This method relies on assumption, but provides accurate results in most instances. Land was classified into 12 use categories, defined below. Each category is assigned an abbreviation for convenience purposes, which is enclosed in parentheses next to its title.

Single-Family Residential (SFR) - includes all single family homes that are built to North Carolina Building Code and are the primary use of the parcel upon which they rest. Included in this classification are properties with multiple single family homes that may or may not be occupied.

Duplex/Townhome (DU/TH) - includes single family homes that share one or more walls. Townhomes are included within this classification only if they are on separate tax parcels. All duplexes, regardless of shared or common ownership, are included within this classification.

Multi-family Residential (MFR) - includes any land use that is dedicated to housing multiple families within a larger building including apartment buildings, townhouses (not

Burnsville Building Frontage Requirements

| Zoning District | Building Frontage Required |
|-----------------|----------------------------|
| C-1 | 75% |
| C-2 | N/A |
| C-3 | N/A |

Building frontage is the percentage of a lot's street frontage that must be occupied by one or more principal buildings.

Burnsville Building Coverage Requirements

| Zoning District | Maximum Building Coverage |
|-----------------|---------------------------|
| C-1 | N/A |
| C-2 | 50% |
| C-3 | 75% |

Building coverage is the total ground area of a site occupied by a building or structure.

Burnsville Building Height Requirements

| Zoning District | Maximum Height | Minimum Height |
|-----------------|------------------|------------------|
| C-1 | 50ft (4 stories) | 24ft (2 stories) |
| C-2 | 50ft (4 stories) | 12ft (1 story) |
| C-3 | 50ft (4 stories) | 12ft (1 story) |

individually owned), condominiums, and houses that exhibit 3 or more separate entrances or addresses.

Mobile Home (MH) - includes parcels that contain single-wide or double-wide mobile homes. This includes lots with multiple mobile homes, but not mobile home parks. Parcels that contained both a single-family residential home and a mobile home were classified as SFR for their primary land use.

Mobile Home Park (MHP) - includes parcels that contain multiple single-wide or double-wide mobile homes where residents lease the land their home is situated upon rather than owning it.

Mixed Use (MX) - includes land where residential and commercial uses are located on a single parcel in a structure designed to accommodate both. A common example of mixed development is a structure that contains a storefront or office on the first floor with residential dwellings on upper floors.

Institutional (INST) - Includes all land uses that are deemed to be of public importance or cultural value. This includes churches, cemeteries, nursing centers, public health services, non-profits, and lodges.

Government (GOV) - Includes all government buildings, public parking lots, and public recreation areas.

Commercial (COM) - Includes land dedicated to the sale of both wholesale and retail goods and services. It also includes land dedicated to uses pertaining to the rendering of executive, professional, or "white-collar" services.

Industrial (IND) - Includes all land uses that pertain to the manufacturing, fabrication, mass storing, and/or distribution of goods.

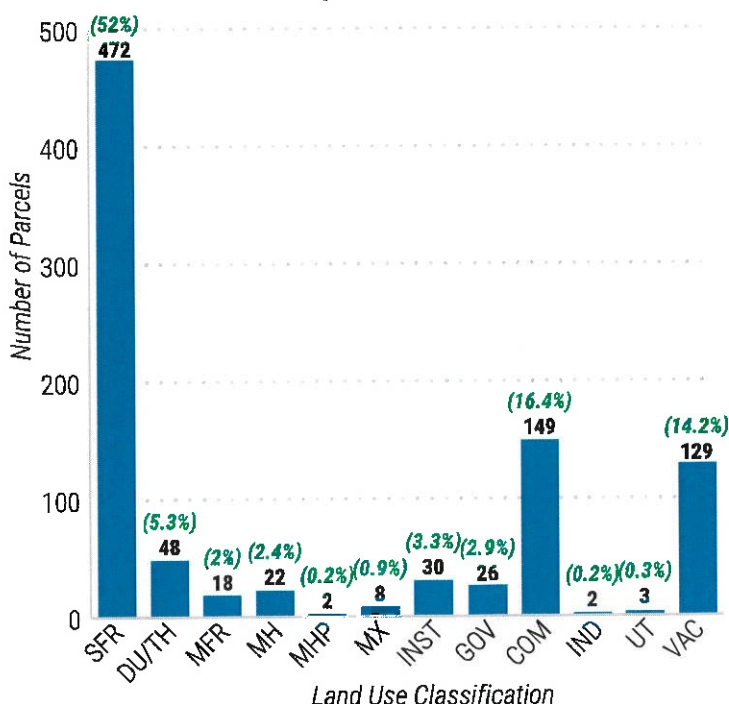
Utility (UT) - includes parcels that are dedicated to private and/or non-government public utility uses including telecommunications and electrical transmission. All buildings used by these utilities including office buildings, staging areas, an equipment storage are included in this classification.

Vacant (VAC) - includes parcels that have minimal indication of past or present development.

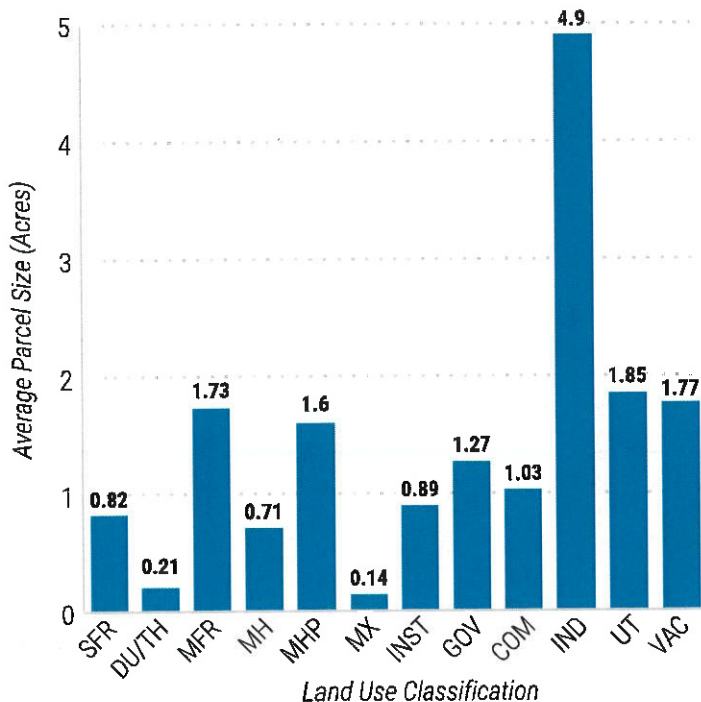
The charts and maps on this and following pages use a parcel's primary land use for calculation and display purposes. Parcels that straddled Burnsville's corporate limits were clipped using GIS software to avoid distorting land area calculations. 16 parcels totaling 32.2 acres had more than one land use, but did not fall under the "Mixed Use" classification. The majority of these were parcels that contained both SFR and MH/MHP uses. In instances where a parcel contained both a SFR and MH use, SFR was presumed to be the primary land use for classification purposes. In instances where a parcel contained both SFR and MHP uses, MHP was presumed to be the primary land use.

The most predominant land use within Burnsville is single-family residential, which accounts for 52% of the Town's parcels and 42.7% of its land area. Other predominant uses are commercial (16.4% of parcels/17% of land area) and vacant property (14.2% of parcels/25.2% of land area). The least predominant land uses within Town are mobile home parks (0.2% of parcels/0.4% of land area), industrial (0.2% of parcels/1.1% of land area), and utilities (0.3% of parcels/0.6% of land area). Industrial, utility, and vacant properties tended to have the largest parcel sizes. Mixed use, duplex, and townhome parcels tended to be smallest.

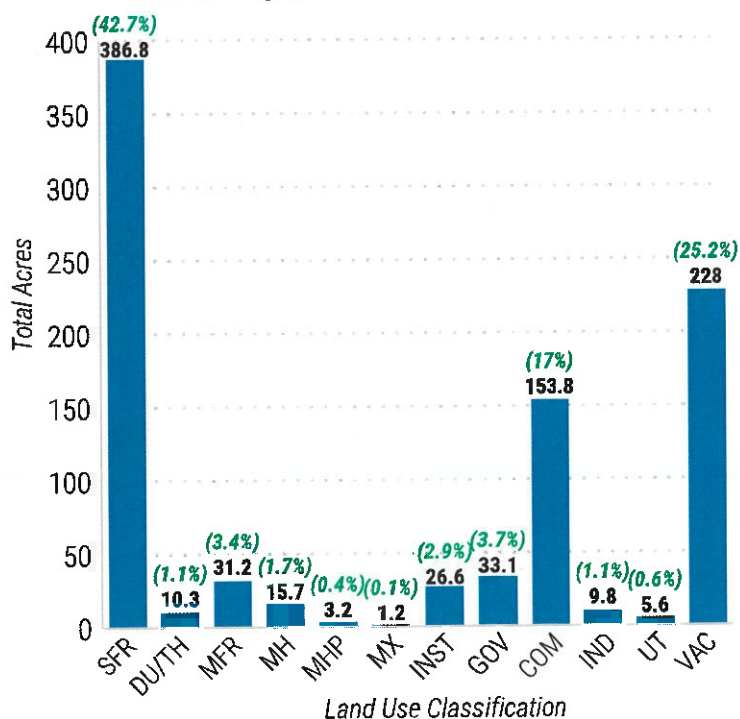
Number of Parcels per Land Use Classification



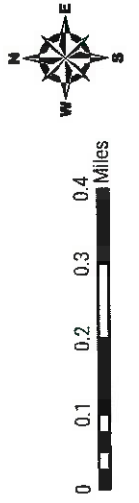
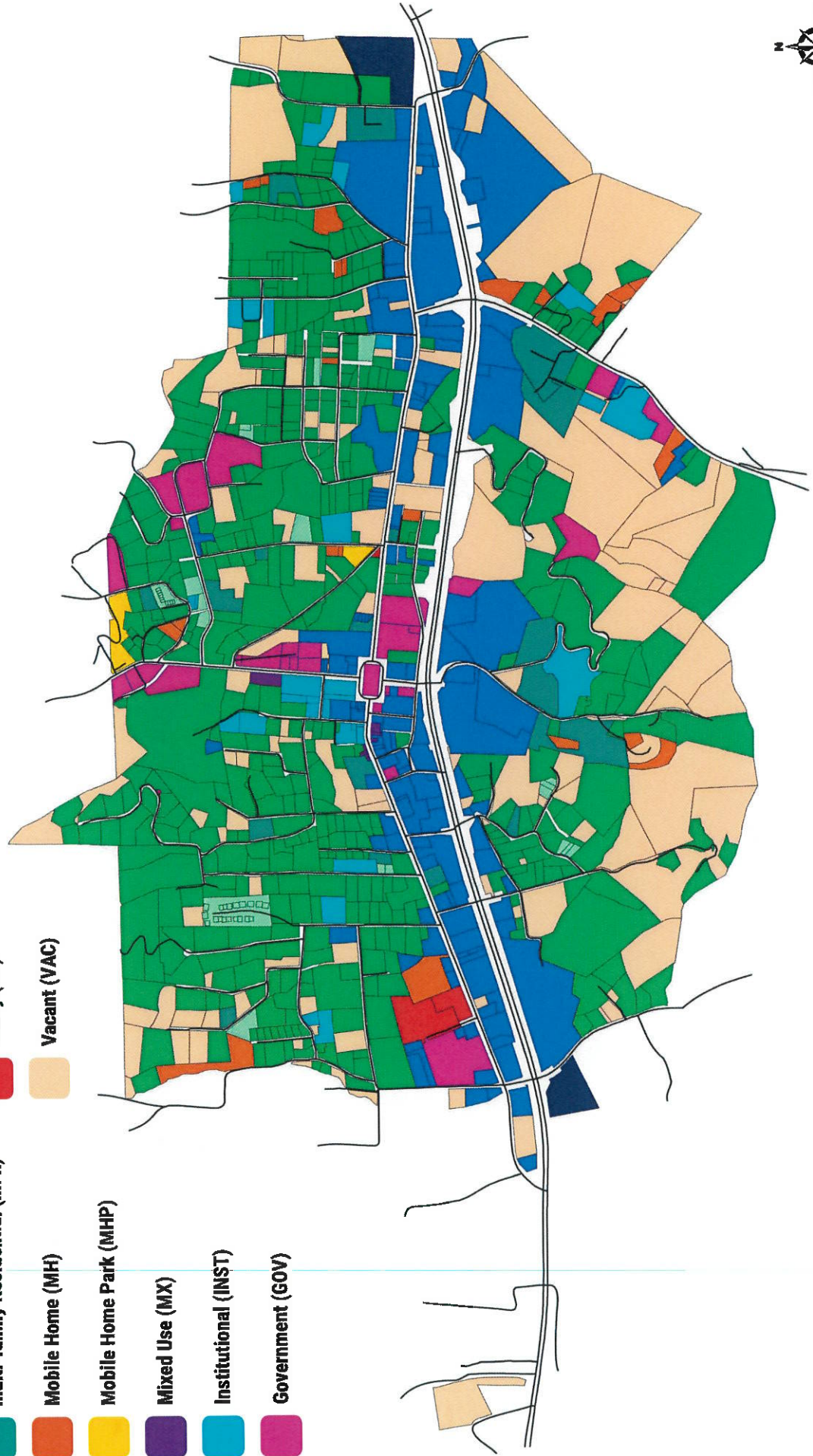
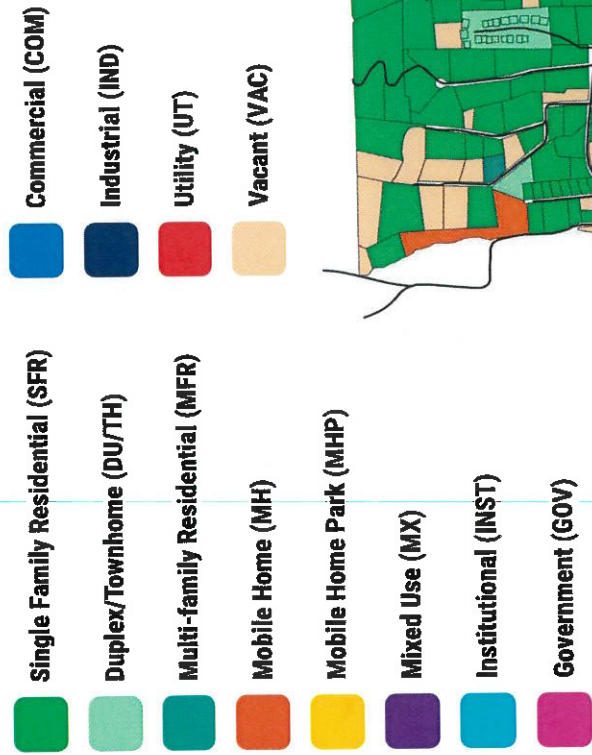
Average Parcel Size per Land Use Classification



Total Acreage per Land Use Classification



Burnsville Existing Land Use Map



Burnsville Existing Land Use Summary Table

| Land Use Classification | Total Number of Parcels | % of Total Parcels | Total Acreage | % of Total Acreage | Average Acreage |
|---------------------------|-------------------------|--------------------|---------------|--------------------|-----------------|
| Single-Family Residential | 472 | 52.0% | 386.8 | 42.7% | 0.82 |
| Duplex/Townhome | 48 | 5.3% | 10.3 | 1.1% | 0.21 |
| Multi-family Residential | 18 | 2.0% | 31.2 | 3.4% | 1.73 |
| Mobile Home | 22 | 2.4% | 15.7 | 1.7% | 0.71 |
| Mobile Home Park | 2 | 0.2% | 3.2 | 0.4% | 1.6 |
| Mixed Use | 8 | 0.9% | 1.2 | 0.1% | 0.14 |
| Institutional | 30 | 3.3% | 26.6 | 2.9% | 0.89 |
| Government | 26 | 2.9% | 33.1 | 3.7% | 1.27 |
| Commercial | 149 | 16.4% | 153.8 | 17.0% | 1.03 |
| Industrial | 2 | 0.2% | 9.8 | 1.1% | 4.9 |
| Utility | 3 | 0.3% | 5.6 | 0.6% | 1.85 |
| Vacant | 129 | 14.2% | 228.0 | 25.2% | 1.77 |

Parcels containing a land use that is not permitted within the zoning district it is located in are considered "non-conforming." The map below displays the location of these parcels within Burnsville. Non-conforming parcels were identified by cross-referencing the results of the windshield land use survey with the Town's zoning map and zoning ordinance.

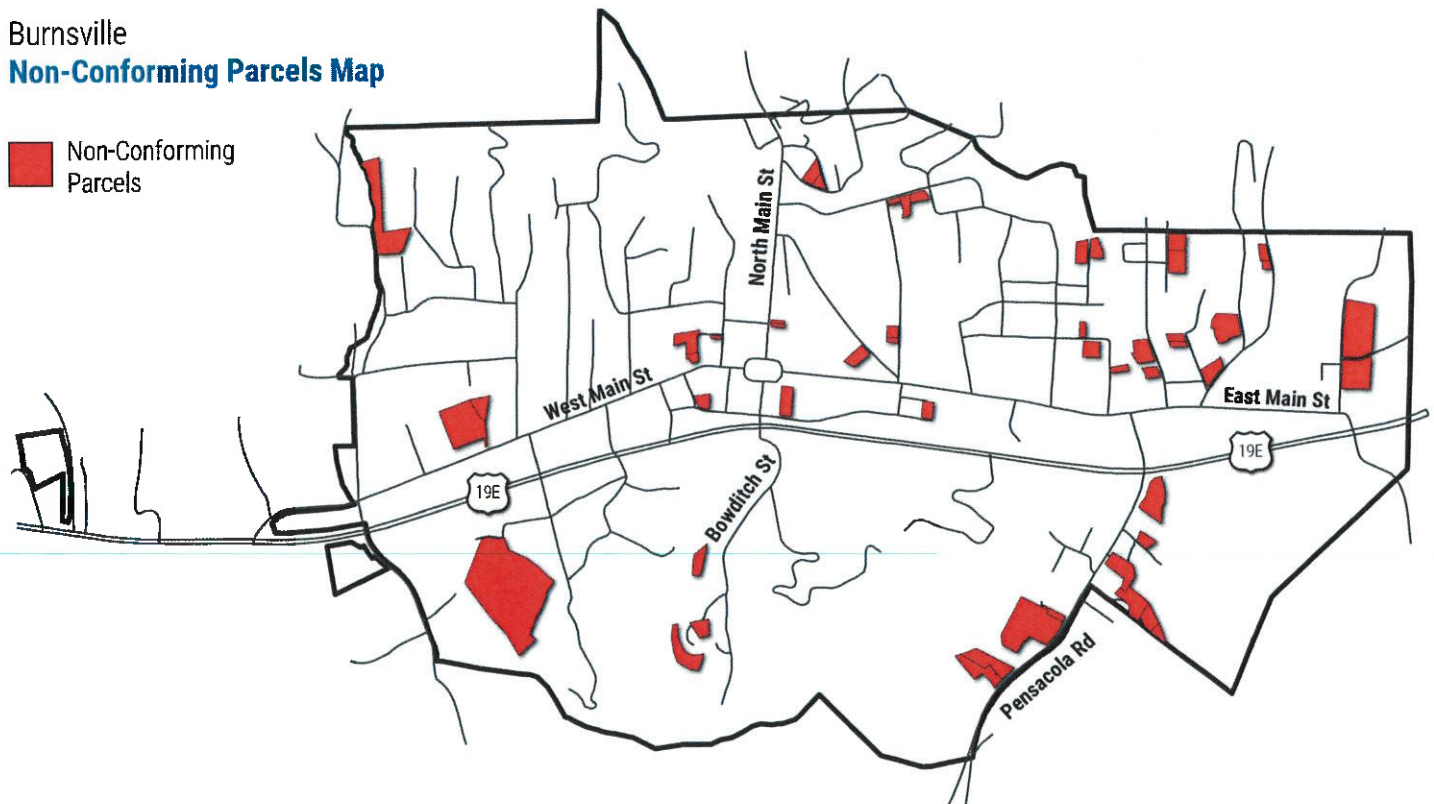
48 parcels totaling 45 acres were identified as non-conforming. They are geographically spread across Town. The majority of these parcels are non-conforming because they have mobile homes. Most of the other identified parcels are COM uses in the R-10 district or SFR uses in the C-1 zone. See the table to the right for a detailed breakdown.

Breakdown of Non-Conforming Parcels

| Description of Non-Conformity | Number of Parcels | Total Acreage |
|--|-------------------|---------------|
| Single-Wide or Double-Wide Mobile Home outside of a Mobile Home Park | 30 | 31.2 |
| Single-Family Residence in the C-1 Zone | 5 | 1.9 |
| Commercial Use in the R-10 Zone | 11 | 3.7 |
| Single Family Residence in the I-1 Zone | 1 | 4.6 |
| Nursing Home in the R-10 Zone | 1 | 3.6 |

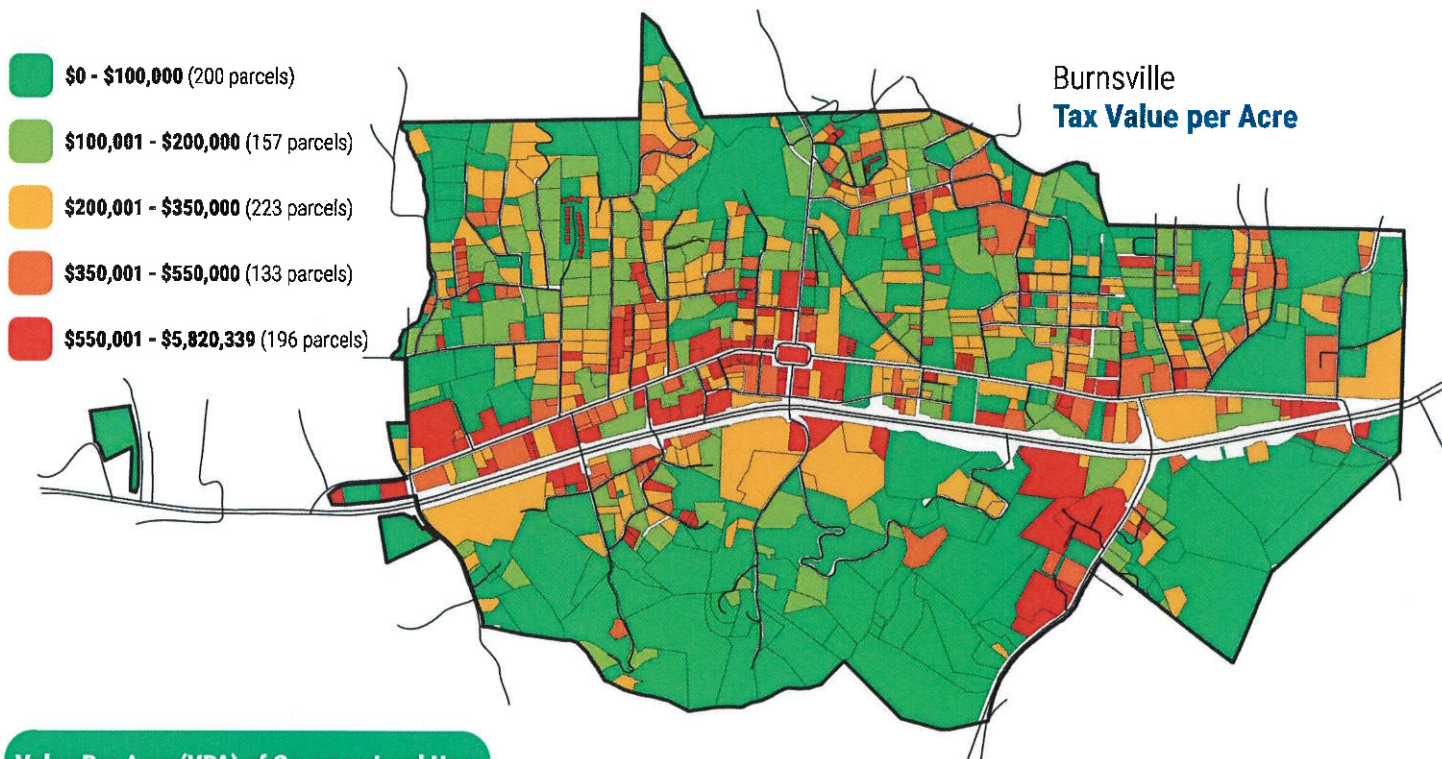
**Burnsville
Non-Conforming Parcels Map**

 Non-Conforming
Parcels

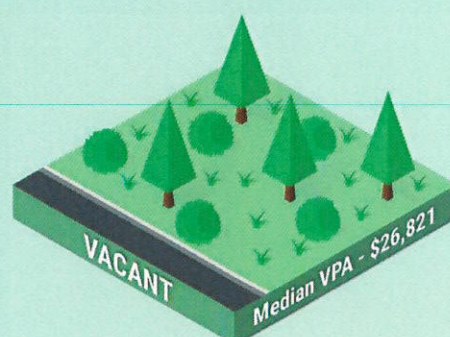
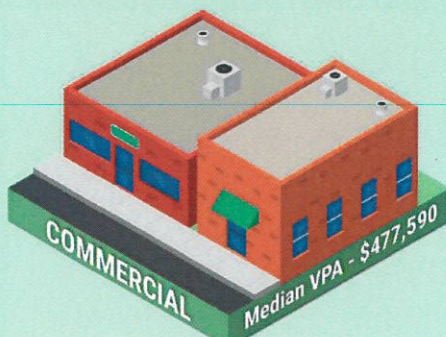
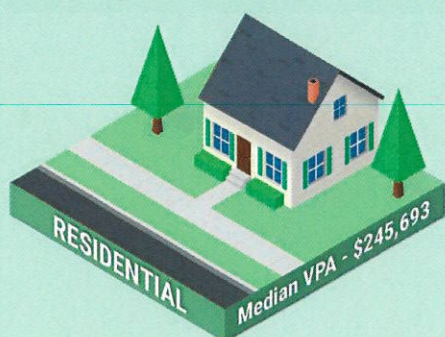


Land Value

| Land Use Classification | Total Number of Parcels | Total Acreage | Value per Acre (VPA) | | |
|---------------------------|-------------------------|---------------|----------------------|--------------------|------------------|
| | | | Minimum | Maximum | Median |
| Single-Family Residential | 472 | 386.8 | \$6,889 | \$3,165,708 | \$245,693 |
| Duplex/Townhome | 48 | 10.3 | \$22,959 | \$5,585,869 | \$2,874,751 |
| Multi-family Residential | 18 | 31.2 | \$87,314 | \$1,297,645 | \$450,524 |
| Mobile Home | 22 | 15.7 | \$37,567 | \$449,532 | \$147,431 |
| Mobile Home Park | 2 | 3.2 | \$20,574 | \$163,279 | \$91,926 |
| Mixed Use | 8 | 1.2 | \$193,127 | \$5,177,056 | \$2,722,236 |
| Institutional | 30 | 26.6 | \$5,984 | \$4,088,209 | \$333,596 |
| Government | 26 | 33.1 | \$38,753 | \$4,750,556 | \$495,934 |
| Commercial | 149 | 153.8 | \$6,747 | \$5,820,339 | \$477,590 |
| Industrial | 2 | 9.8 | \$99,810 | \$276,774 | \$188,292 |
| Utility | 3 | 5.6 | \$16,137 | \$724,962 | \$268,713 |
| Vacant | 129 | 228 | \$484 | \$1,419,553 | \$26,821 |
| TOTAL ALL USES | 909 | 905 | \$484 | \$5,820,339 | \$256,434 |



Value Per Acre (VPA) of Common Land Uses

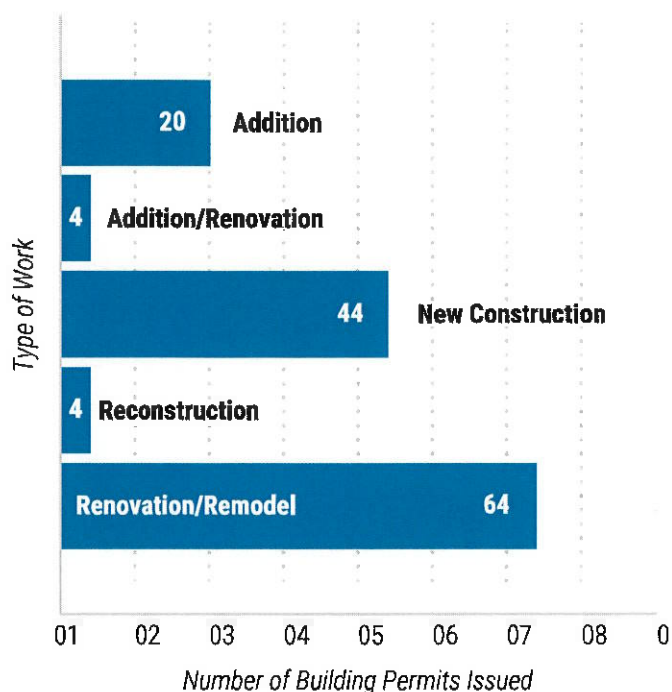


Building Permit Patterns

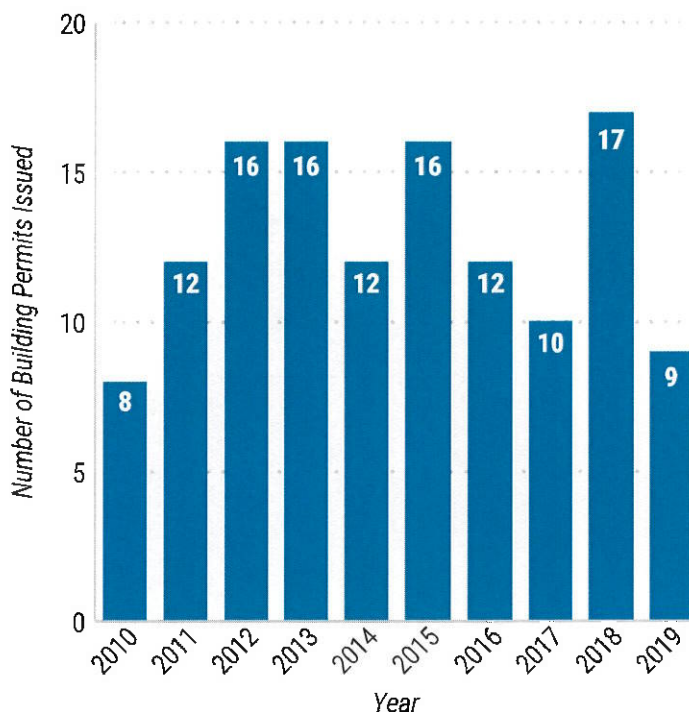
The Town of Burnsville requires building permits for construction projects occurring within corporate limits. In June 2020, staff from High Country Council of Governments cataloged building permits that had been approved by the Town over the course of the past decade. The results were used to compile the information contained in the charts and map on this page. This information allows Town leaders to analyze trends in the types, numbers, and location of construction projects.

Burnsville issued a total of 134 building permits between January 2010 and June 2020. 57 of these were issued for commercial projects, 75 for residential projects, and 2 for government projects. Eight of the permits issued for "new construction" were for new houses. The majority of permits were issued for projects in the vicinity of Town Square. Other pockets of high construction activity were located on West Main St., Sunrise Ln., Classic Dr., and the residential area north of East Main St.

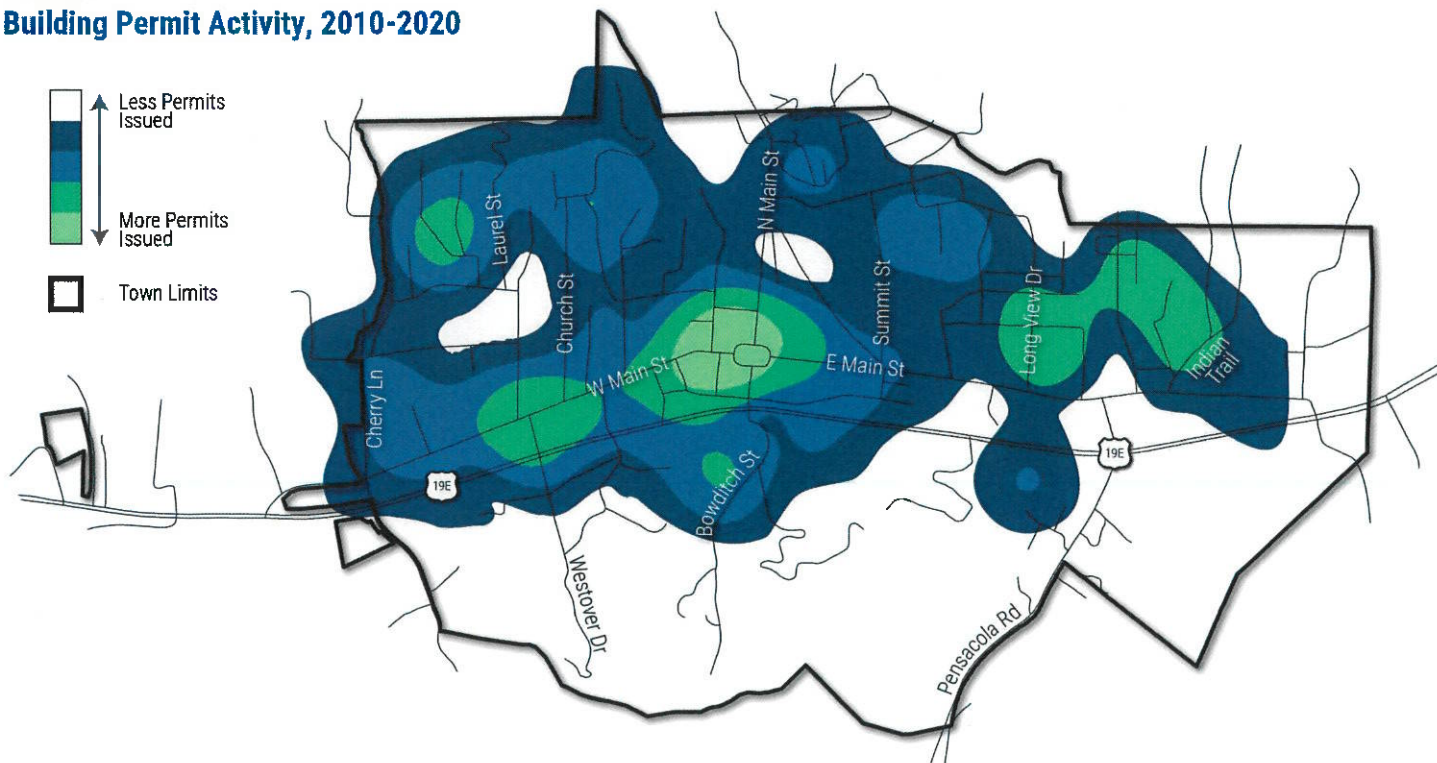
Burnsville Building Permits by Type of Work, 2010-2020



Number of Building Permits Issued by Burnsville, 2010-2019



Burnsville Building Permit Activity, 2010-2020



Building Permits Issued

| Date Issued | Permit Type | Type of Activity | Project Cost | Details |
|-------------|-------------|---------------------|--------------|--|
| 1/7/2010 | Residential | New Construction | Not listed | Construct storage building |
| 4/13/2010 | Residential | Renovation | Not listed | Renovate upstairs of commercial building for apartment |
| 6/30/2010 | Residential | New Construction | Not listed | Construct new wood frame residence |
| 8/3/2010 | Commercial | Renovation | Not listed | Grocery store remodel |
| 8/27/2010 | Commercial | Renovation | Not listed | Masonry & frame for A/C unit |
| 9/8/2010 | Commercial | Renovation | Not listed | Grocery store remodel |
| 10/27/2010 | Commercial | Addition | Not listed | ATM addition |
| 11/12/2010 | Commercial | Renovation | \$11,200 | |
| 1/4/2011 | Residential | Renovation | Not listed | |
| 2/7/2011 | Residential | Renovation | \$100,000 | |
| 2/17/2011 | Residential | New Construction | \$5,000 | Garage |
| 3/30/2011 | Commercial | Renovation | Not listed | Retail remodel |
| 4/4/2011 | Commercial | Renovation | \$5,300 | Retail remodel |
| 4/27/2011 | Commercial | Renovation | \$50,000 | |
| 6/1/2011 | Commercial | Renovation | \$6,000 | Restaurant renovation |
| 6/24/2011 | Commercial | Renovation | Not listed | |
| 8/16/2011 | Residential | New Construction | \$15,000 | New storage building |
| 9/23/2011 | Residential | Renovation | Not listed | |
| 10/19/2011 | Commercial | Renovation | Not listed | Financial services remodel |
| 12/15/2011 | Residential | Addition | Not listed | |
| 1/11/2012 | Commercial | Renovation | \$150,000 | Apartments |
| 2/12/2012 | Commercial | Renovation | Not listed | Restaurant renovation |
| 3/13/2012 | Residential | Addition | Not listed | New deck |
| 3/23/2012 | Residential | Renovation | Not listed | Conversion of garage into apartment |
| 4/2/2012 | Commercial | Addition/Renovation | \$150,000 | Church |
| 4/11/2012 | Residential | New Construction | Not listed | New handicap ramp and railings |
| 5/3/2012 | Residential | New Construction | \$25,000 | New swimming pool |
| 5/14/2012 | Commercial | Renovation | Not listed | Frame/firewall |
| 6/12/2012 | Commercial | New Construction | \$868,850 | New apartments |
| 6/12/2012 | Commercial | Renovation | \$44,000 | Grocery store remodel |
| 6/14/2012 | Commercial | Renovation | \$18,000 | Restaurant renovation |
| 6/14/2012 | Residential | New Construction | Not listed | New garage |
| 7/18/2012 | Residential | New Construction | Not listed | New deck |
| 8/6/2012 | Residential | New/Addition | Not listed | Storage building |
| 10/19/2012 | Commercial | Renovation | Not listed | Restaurant renovation |
| 11/14/2012 | Residential | New Construction | Not listed | New outbuilding |
| 1/8/2013 | Commercial | Renovation | Not listed | Restaurant renovation |
| 4/18/2013 | Commercial | Renovation | Not listed | Masonry work, plumbing, electrical |

Building Permits Issued

| Date Issued | Permit Type | Type of Activity | Project Cost | Details |
|-------------|-------------|---------------------|--------------|--|
| 4/30/2013 | Commercial | Renovation | \$29,000 | |
| 5/6/2013 | Residential | New Construction | Not listed | New 3BR/2BA home |
| 5/28/2013 | Residential | Addition | \$9,000 | New deck |
| 5/31/2013 | Residential | New Construction | Not listed | Detached outbuilding |
| 6/20/2013 | Commercial | Renovation | \$133,000 | |
| 6/24/2013 | Residential | New Construction | \$23,000 | Detached outbuilding |
| 7/4/2013 | Residential | Renovation | \$26,000 | |
| 8/8/2013 | Commercial | Renovation | \$36,875 | Restaurant renovation |
| 8/9/2013 | Residential | Reconstruction | Not listed | Deck |
| 9/3/2013 | Commercial | Renovation | \$10,348 | Re-roofing |
| 9/20/2013 | Commercial | New Construction | \$4,500 | Storage building |
| 9/25/2013 | Residential | Renovation | Not listed | |
| 10/7/2013 | Residential | New Construction | Not listed | New 2BR/2BA home |
| 11/19/2013 | Residential | Renovation | \$35,000 | |
| 1/30/2014 | Residential | Renovation | Not listed | |
| 2/17/2014 | Commercial | Addition | Not listed | |
| 3/18/2014 | Residential | Renovation | Not listed | |
| 4/4/2014 | Commercial | New Construction | \$992,810 | New convenience store |
| 4/21/2014 | Commercial | Renovation | \$49,250 | New business |
| 6/24/2014 | Residential | Renovation | \$14,000 | New deck |
| 7/24/2014 | Residential | Renovation | Not listed | |
| 9/8/2014 | Commercial | Renovation | Not listed | Re-roofing |
| 10/13/2014 | Commercial | New Construction | \$869,772 | New gas station |
| 10/23/2014 | Residential | Renovation | \$10,000 | |
| 10/28/2014 | Commercial | Renovation | \$7,500 | Re-roofing |
| 11/14/2014 | Residential | New Construction | \$125,000 | New house |
| 1/13/2015 | Residential | New Construction | \$80,000 | New detached garage and covered front porch |
| 3/4/2015 | Residential | Addition/Renovation | Not listed | |
| 3/13/2015 | Commercial | Addition | Not listed | New storage building attached to rear of existing building |
| 4/10/2015 | Residential | Addition/Renovation | \$52,500 | |
| 5/1/2015 | Residential | Addition | \$25,000 | |
| 5/4/2015 | Commercial | New Construction | Not listed | New front porch |
| 5/22/2015 | Commercial | New Construction | \$400,000 | New retail store |
| 6/24/2015 | Residential | Addition | \$33,800 | New garage |
| 7/20/2015 | Commercial | Renovation | Not listed | Mechanic's garage |
| 7/27/2015 | Government | Renovation | Not listed | Office interior remodel |
| 8/10/2015 | Residential | New Construction | Not listed | New deck |
| 9/22/2015 | Residential | New Construction | \$10,500 | New workshop |

Building Permits Issued

| Date Issued | Permit Type | Type of Activity | Project Cost | Details |
|-------------|-------------|---------------------|--------------|--|
| 10/13/2015 | Residential | New Construction | Not listed | Metal cover for camper |
| 10/29/2015 | Commercial | New Construction | Not listed | Cover over parking lot |
| 11/25/2015 | Residential | New Construction | Not listed | New garage |
| 12/14/2015 | Commercial | Renovation | \$35,500 | Remodeling financial services building |
| 2/11/2016 | Commercial | Renovation | Not listed | |
| 3/16/2016 | Residential | New Construction | Not listed | New detached garage |
| 3/18/2016 | Commercial | Renovation | \$50,000 | Interior remodel |
| 3/18/2016 | Residential | Addition | Not listed | Covered porch, bath addition |
| 7/21/2016 | Residential | Renovation | Not listed | Floor system stabilization |
| 7/28/2016 | Residential | Renovation | Not listed | |
| 9/7/2016 | Residential | Addition | \$28,000 | 700ft ² addition to existing building |
| 9/22/2016 | Commercial | Renovation | \$152,689 | Re-roofing |
| 9/22/2016 | Residential | New Construction | Not listed | New carport |
| 10/5/2016 | Residential | Addition | \$28,000 | New sun room |
| 10/11/2016 | Residential | New Construction | \$96,900 | New 4BR/3BA double-wide mobile home |
| 12/6/2016 | Residential | Renovation | Not listed | |
| 2/27/2017 | Residential | Renovation | Not listed | Remodel bath, kitchen, laundry |
| 3/23/2017 | Commercial | Renovation | \$188,000 | Up-fit warehouse into an office |
| 5/16/2017 | Commercial | New Construction | Not listed | New boiler room |
| 8/1/2017 | Residential | Addition | \$46,000 | |
| 8/14/2017 | Commercial | New Construction | Not listed | Prefab storage building for lawn care business |
| 8/28/2017 | Residential | Addition/Renovation | Not listed | |
| 9/5/2017 | Residential | Addition | \$3,000 | New garage |
| 10/9/2017 | Residential | New Construction | Not listed | New storage/guest quarters |
| 10/23/2017 | Residential | New Construction | Not listed | New detached garage |
| 12/29/2017 | Commercial | Renovation | \$7,500 | |
| 1/29/2018 | Residential | Renovation | \$29,000 | |
| 2/6/2018 | Residential | Addition | Not listed | |
| 2/16/2018 | Residential | New Construction | \$4,000 | Storage building |
| 3/19/2018 | Commercial | Renovation | \$23,000 | Repair existing wall |
| 6/8/2018 | Residential | Addition | Not listed | New deck |
| 6/18/2018 | Commercial | Renovation | Not listed | Stairwell addition |
| 6/20/2018 | Commercial | Renovation | \$415,000 | Interior remodel |
| 7/5/2018 | Residential | New Construction | Not listed | New outbuilding |
| 7/23/2018 | Residential | New Construction | Not listed | New workshop/outbuilding |
| 7/30/2018 | Commercial | Renovation | Not listed | Restaurant renovation |
| 8/30/2018 | Commercial | Addition | \$18,655 | ATM installation |
| 9/7/2018 | Residential | Renovation | Not listed | Converting carport into a bedroom |

Building Permits Issued

| Date Issued | Permit Type | Type of Activity | Project Cost | Details |
|-------------|-------------|------------------|--------------|---|
| 9/10/2018 | Residential | Reconstruction | Not listed | |
| 10/25/2018 | Commercial | Renovation | \$175,000 | Cosmetic remodel |
| 11/13/2018 | Residential | Renovation | \$85,758 | Remodel |
| 12/6/2018 | Commercial | Renovation | Not listed | Interior remodel |
| 12/18/2018 | Residential | New Construction | Not listed | New garage |
| 1/11/2019 | Commercial | Addition | \$28,000 | Dining room addition |
| 3/4/2019 | Commercial | Renovation | \$600,000 | Restaurant & brewery |
| 3/14/2019 | Residential | Addition | \$67,000 | |
| 4/16/2019 | Commercial | Renovation | \$98,842 | Roofing |
| 4/18/2019 | Commercial | Addition | \$320,000 | Food distribution ministry |
| 4/30/2019 | Residential | New Construction | \$150,000 | New 3BR/2BA home |
| 4/30/2019 | Residential | New Construction | \$150,000 | New 3BR/2BA home |
| 10/21/2019 | Residential | Renovation | Not listed | Interior remodel |
| 11/25/2019 | Commercial | Reconstruction | Not listed | |
| 1/17/2020 | Residential | New Construction | Not listed | 4BR/2BA home |
| 2/11/2020 | Residential | New Construction | \$207,000 | New 2-story garage/754ft² apartment |
| 2/21/2020 | Commercial | Renovation | \$100,000 | Renovate former retail building for offices |
| 4/6/2020 | Residential | New Construction | \$2,800 | Storage building |
| 4/21/2020 | Government | New Construction | Not listed | New fire department building |
| 5/20/2020 | Residential | Addition | \$46,800 | |

Land Supply for Infill Development

Infill development is the process of developing vacant or under-used parcels that already have access to public amenities such as streets and utilities. Infill development allows for population and tax base growth without annexation or costly expansion of public infrastructure. It is the most financially and environmentally sustainable form of growth, as it conserves land and increases local government revenues without adding to long-term maintenance responsibilities.

The map below displays parcels within Burnsville that are suitable for infill development. Each parcel shown meets all of the following criteria: within 100ft of water service, within 100ft of sewer service, majority of the parcel is outside of a FEMA designated flood hazard area, majority of the parcel is not covered in slopes exceeding a 20% grade, and the parcel is either entirely vacant or features enough vacant space to subdivide off at least a 20,000ft² lot. Staff used GIS software to evaluate Burnsville's parcels using these criteria. The process identified 86 parcels totaling 124.8 acres that are suitable for infill development.

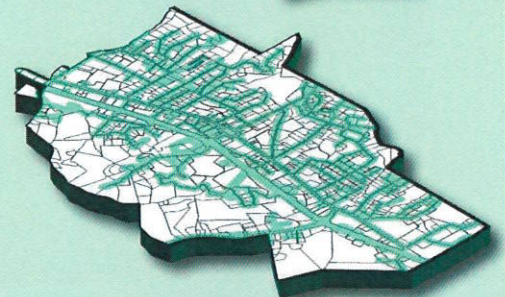
Staff also used information from the Yancey County Tax Assessor's Office to identify parcels that are prime candidates for reinvestment. These are parcels that meet all of the requirements listed above, except they are not vacant and do not have enough land area to subdivide into two parcels. Instead, they have buildings with a tax assessed value of less than \$50,000. Parcels meeting these criteria are candidates for reinvestment through building renovation, expansion, or replacement. 32 parcels totaling 34.6 acres were identified as reinvestment candidates. To protect property owner privacy, their location is not shown.

Selected Factors Affecting Suitability for Infill Development

Flood Zones



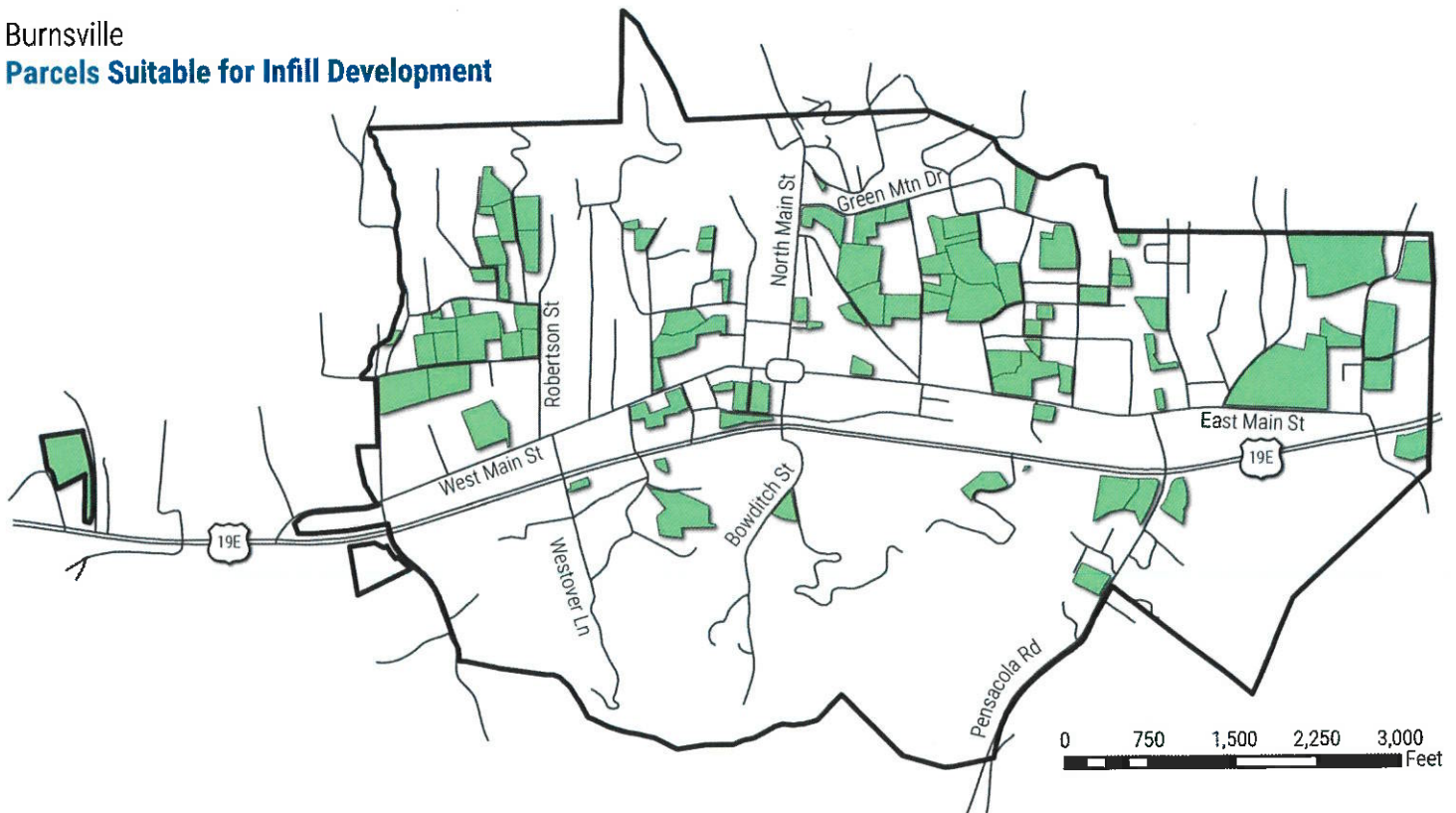
Water & Wastewater Availability



Presence of Steep Slope



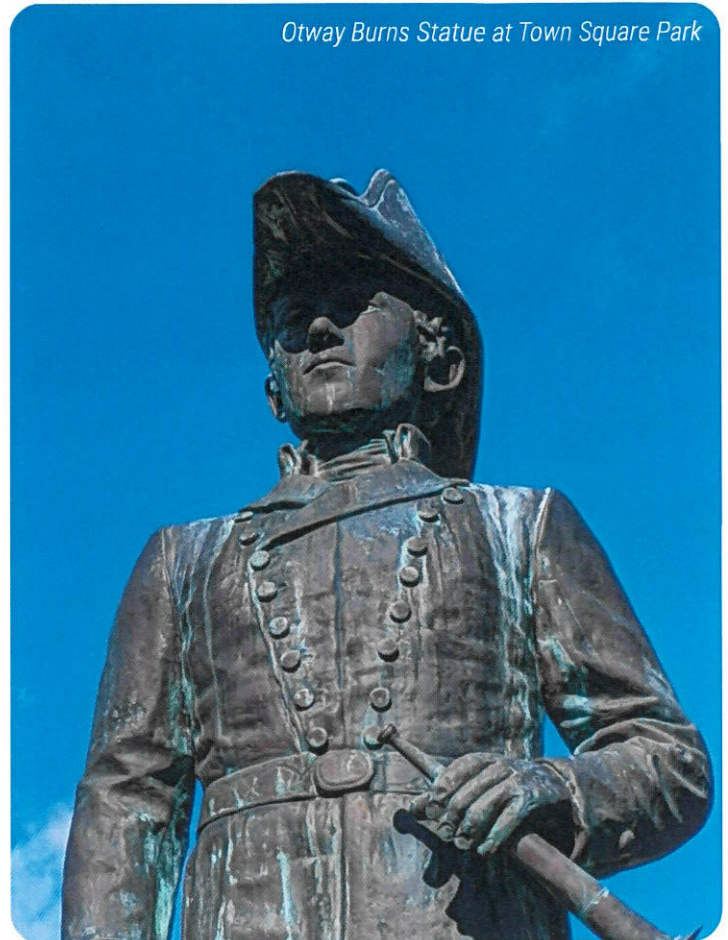
Burnsville Parcels Suitable for Infill Development



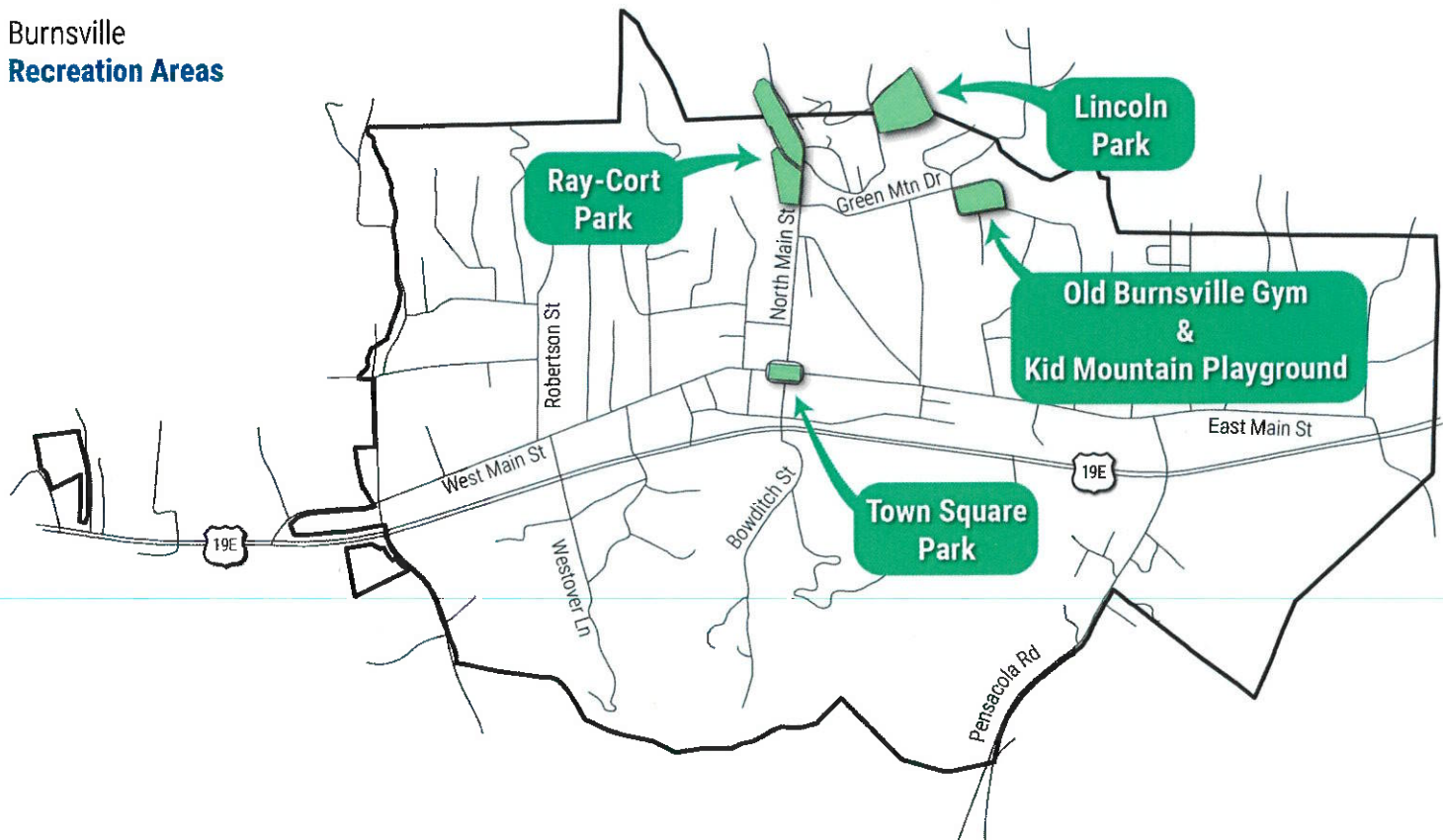
Parks & Green Space

There are four parks/recreation areas within Burnsville and the immediate vicinity. Combined, they contain just under 19 acres of land. Town Square Park, located in the heart of downtown, features an open grassy area with shade trees, benches, and the iconic statue of Otway Burns. Ray-Cort Park, located on North Main St., features a swimming pool, changing room, skate park, basketball court, playground, and picnic shelters. Yancey County recently received a \$500,000 grant from the North Carolina Parks and Recreation Trust Fund to enhance offerings at Ray-Cort.

The Old Burnsville Gym, located near Yancey County Library, is an indoor athletic facility that hosts organized recreation activities such as basketball and volleyball. Kid Mountain Playground, located near the Gym, features multiple slides, bridges, and climbing apparatuses for children. It also contains a separate area designated for children under 5. Lincoln Park, located on the northern edge of Town, contains the only County-owned baseball/softball facility. The park also contains a batting cage and T-ball field.



Burnsville Recreation Areas





Public Input



Public Input Survey

The Land Use Plan Steering Committee developed an online survey to gauge public sentiment surrounding the issues tackled by this plan. The survey contained 28 questions and was open from 9/17/20 to 10/23/20. 148 respondents took the survey, which was well above expected participation. The survey consisted of the following questions:

Demographic Questions

- 1) What age group do you fall into?
- 2) Do you live within the Town of Burnsville?
- 3) How long have you lived within the Town of Burnsville?
- 4) Are you a seasonal or full-time resident of the Town of Burnsville?
- 5) Do you rent or own your home?
- 6) Where do you work? (geographic location)
- 7) Do you own or operate a business that has a physical location within the Town of Burnsville?
- 8) In which type of housing do you currently live?
- 9) How many people currently live in your household?

Land Use Questions

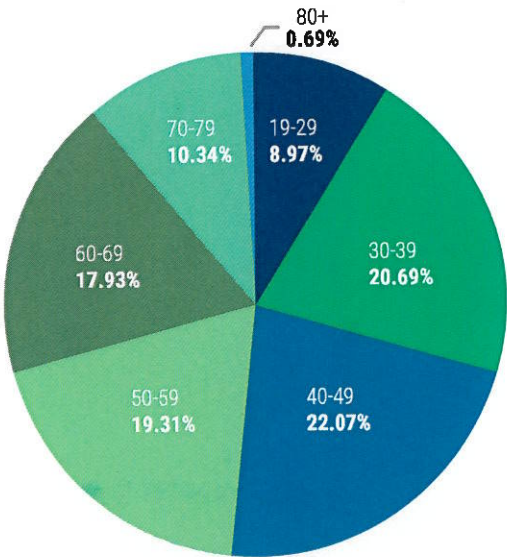
- 10) Why do you choose to live in Burnsville or the surrounding area?
- 11) In general, how would you rate the exterior appearance of residential homes in the Town of Burnsville?
- 12) In general, how would you rate the exterior appearance of commercial buildings in the Town of Burnsville?
- 13) Would you support stricter property maintenance standards for residential homes in the Town of Burnsville?
- 14) Would you support stricter property maintenance standards for commercial buildings in the Town of Burnsville?
- 15) Have you ever experienced any of the following challenges when searching for housing in Burnsville? (check all that apply)
- 16) Allowing greater density encourages development of vacant and underutilized lots, which grows the community's tax base and reduces the need for tax rate increases. However, it comes with the trade-off of less space between structures. Would you support policies such as smaller lot sizes and reduced building setbacks that are designed to increase density within the Town of Burnsville? (Minimum lot sizes dictate how small of a lot a person can build on. Building setbacks dictate how close you can construct a building to the property boundary.)
- 17) Please choose whether you would like the Town of Burnsville to craft its development regulations to encourage or discourage the following types of residential uses within corporate limits (survey participants were given the option to view a map showing the location of existing land uses within Town).
- 18) Please indicate the extent to which you feel the Town of Burnsville should impose design standards on commercial development. Design standards dictate the architectural, landscaping, and parking characteristics of commercial buildings.
- 19) Have you noticed significant land use or development changes (either residential, commercial, government, or industrial) that have had a positive or negative impact in Burnsville? If yes, please describe the changes that you have noticed.
- 20) Are there enough recreational opportunities in Burnsville?
- 21) Have you ever interacted with Burnsville Town Hall to obtain a building permit, zoning permit, rezoning, site plan approval, or subdivision approval? If so, how could we have improved your experience?
- 22) Please rank the concerns listed below in order of priority for the Town of Burnsville. (Respondents ranked from the following: Traffic Congestion & Parking Availability; Stormwater and Flooding; Pedestrian and Bicycle Accessibility; Architectural Design of New Buildings; Housing Affordability; Building/Property Upkeep; Keeping Commercial and Residential Uses Separate; Encouraging Development in order to Grow the Tax Base)
- 23) How would you prefer to find out about public hearings, rezonings, variance requests, proposed developments, or changes to the Town of Burnsville's land use regulations?
- 24) How do you regularly get around Burnsville?
- 25) Please describe any areas within the Town of Burnsville where it is difficult to walk safely. Be as specific as possible in identifying the area and nature of the problem.
- 26) Please describe any areas within the Town of Burnsville where it is difficult to bike safely. Be as specific as possible in identifying the area and nature of the problem.
- 27) Please describe any roadways, intersections, or blind spots in the Town of Burnsville that pose a safety concern. Be as specific as possible in identifying the area and nature of the problem.
- 28) Please tell us about any sections of sidewalk, street, or other public infrastructure in the Town of Burnsville that need to be maintained better. Be as specific as possible in identifying the area and nature of the problem.

Demographics of Survey Respondents

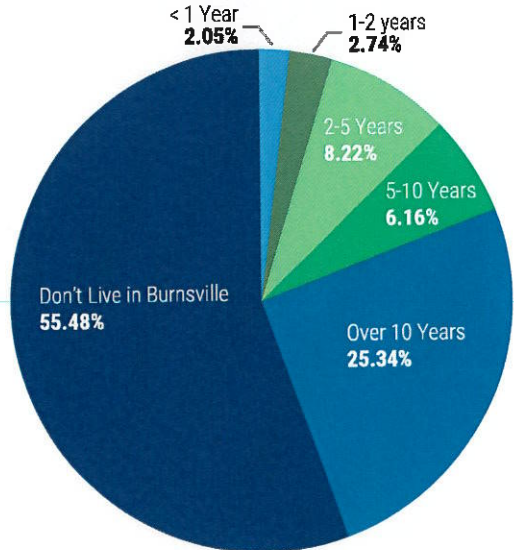
42% of the 148 survey respondents identified themselves as Town of Burnsville residents. Nearly all (91%) of the responding Burnsville residents lived in Town full-time as opposed to seasonally. 95% of all respondents indicated that they own their home as opposed to renting. As established in the background information section of this plan, an estimated 50.4% of Burnsville residents rent their home. Unfortunately, the discrepancy between this number and the number of renters who participated in the survey suggests that an important cross-section of the Town's population is not represented in the survey results.

16% of survey respondents indicated that they own or operate a business that has a physical location within Burnsville. The charts of this page illustrate the remaining demographic information about all survey respondents. The survey responses to land use questions can be seen on the following pages and, where appropriate, are separated between responses from all participants and responses from Town residents only.

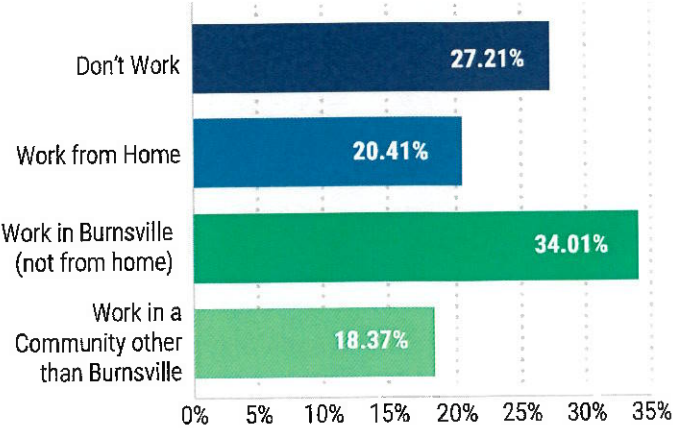
Age of Survey Respondents



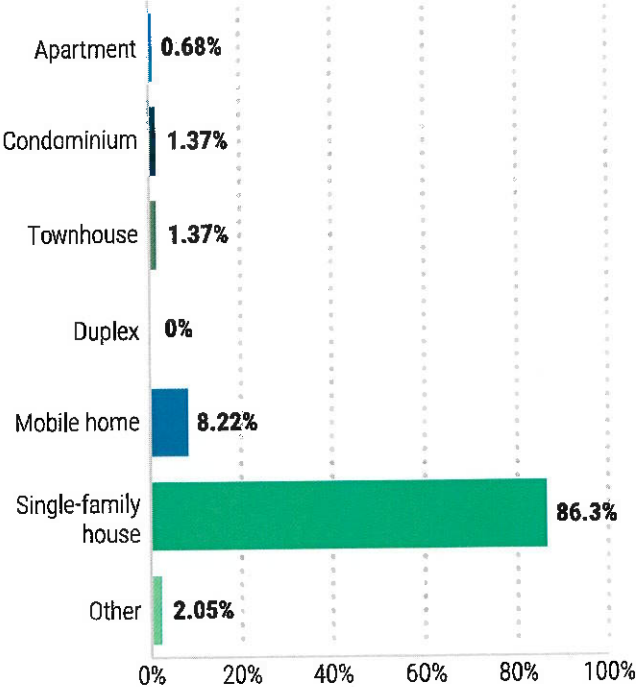
Length of Residency in Burnsville



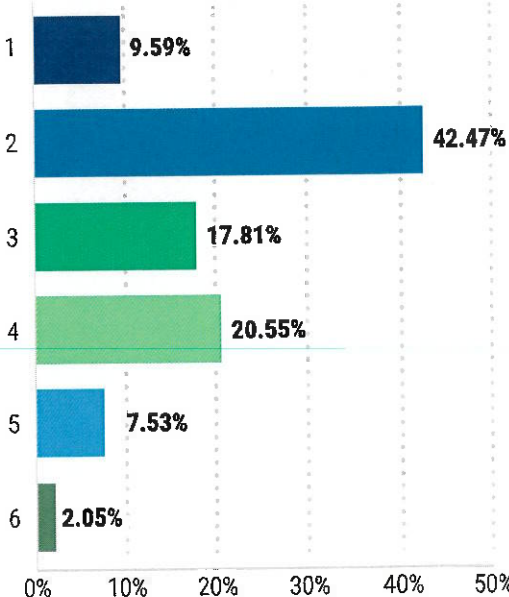
Working Situation of Survey Respondents



Type of Housing that Survey Respondents Live in

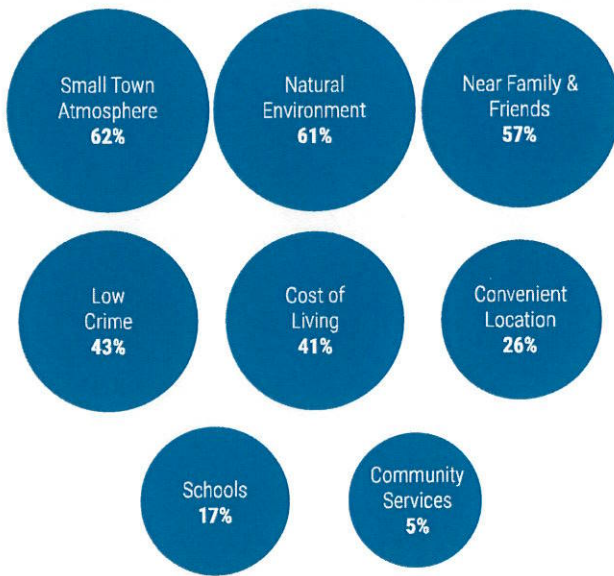


Number of People in Household



Responses to Land Use Questions

10) Why do you choose to live in Burnsville or the surrounding area? Check all that apply (138 responses)



11) In general, how would you rate the exterior appearance of residential homes in the Town of Burnsville? (106 responses)

| Response | All Survey Takers | Burnsville Residents |
|--|-------------------|----------------------|
| The majority of homes are in poor condition due to age or lack of upkeep | 4.72% | 4.76% |
| Many homes are in poor condition throughout Burnsville | 19.81% | 23.81% |
| Some homes are in poor condition, but examples are isolated | 42.45% | 38.10% |
| Most homes are well-maintained | 27.36% | 28.57% |
| Nearly all homes within Burnsville are well-maintained | 5.66% | 4.76% |

12) In general, how would you rate the exterior appearance of commercial buildings in the Town of Burnsville? (107 responses)

| Response | All Survey Takers | Burnsville Residents |
|---|-------------------|----------------------|
| The majority of commercial buildings are in poor condition due to age or lack of upkeep | 12.15% | 13.64% |
| Many commercial buildings are in poor condition throughout Burnsville | 31.78% | 34.09% |
| Some commercial buildings are in poor condition, but examples are isolated | 30.84% | 29.55% |
| Most commercial buildings are well-maintained | 20.56% | 20.45% |
| Nearly all commercial buildings within Burnsville are well-maintained | 4.67% | 2.27% |

13) Would you support stricter property maintenance standards for residential homes in the Town of Burnsville? (108 responses)

| | | |
|----------------------|-----------|----------|
| All Survey Takers | Yes 45.4% | No 54.6% |
| Burnsville Residents | Yes 52.3% | No 47.7% |

14) Would you support stricter property maintenance standards for commercial buildings in the Town of Burnsville? (108 responses)

| | | |
|----------------------|-----------|----------|
| All Survey Takers | Yes 76.9% | No 23.1% |
| Burnsville Residents | Yes 86% | No 14% |

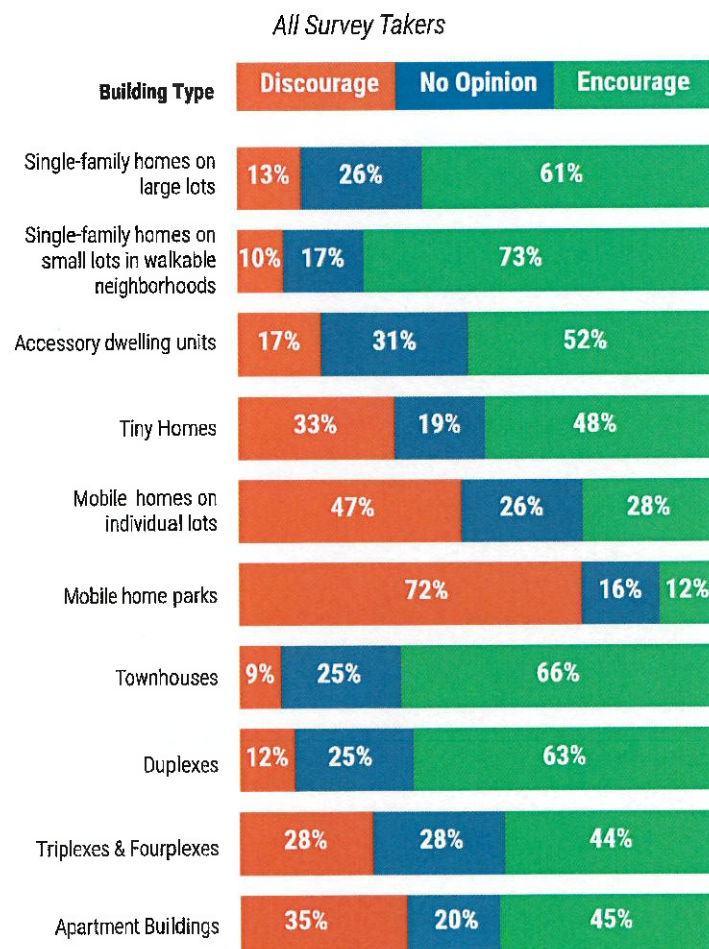
15) Have you ever experienced any of the following challenges when searching for housing in Burnsville? Check all that apply (98 responses)

| Response | All Survey Takers | Burnsville Residents |
|--|-------------------|----------------------|
| Home prices were too high | 39.8% | 42.5% |
| Most homes were too outdated or would require significant remodeling | 35.7% | 32.5% |
| I've never had a problem finding adequate housing | 29.6% | 32.5% |
| Rent was too high | 28.6% | 37.5% |
| Many homes did not have a yard or the yard was too small | 13.3% | 12.5% |
| Many homes were not livable due to structural or safety issues | 12.2% | 15% |
| Many homes did not have enough off-street parking | 10.2% | 12.5% |
| Didn't like the neighborhood | 10.2% | 10% |
| Most homes on the market were too small (not enough space/bedrooms) | 9.2% | 10% |
| Most homes on the market were too large (too much space/bedrooms) | 2% | 5% |

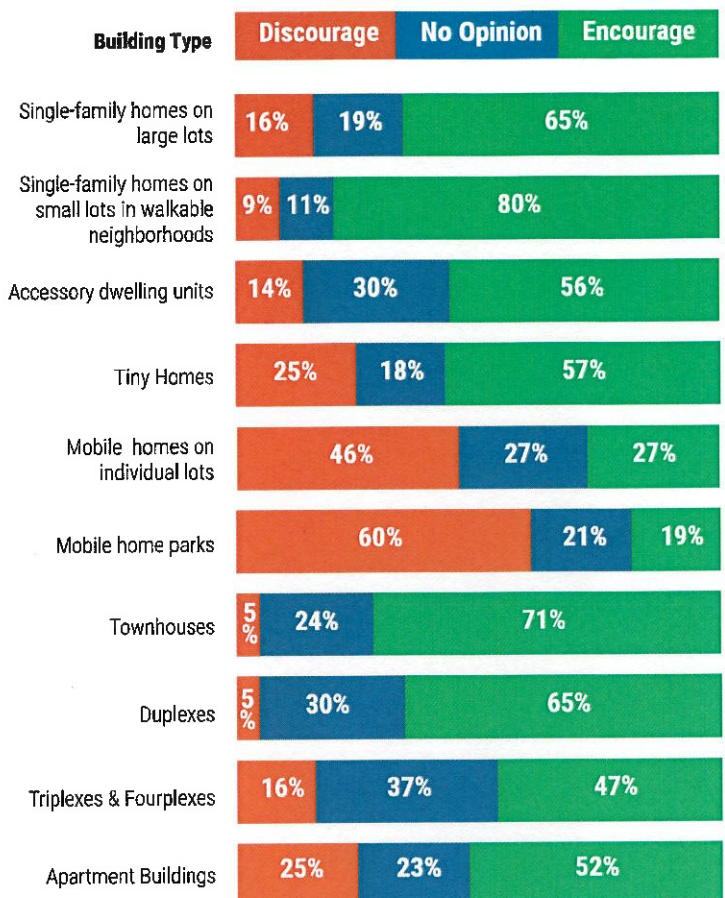
16) Allowing greater density encourages development of vacant and underutilized lots, which grows the community's tax base and reduces the need for tax rate increases. However, it comes with the trade-off of less space between structures. Would you support policies such as smaller lot sizes and reduced building setbacks that are designed to increase density within the Town of Burnsville? (107 responses)

| Response | All Survey Takers | Burnsville Residents |
|---|-------------------|----------------------|
| I strongly oppose reducing minimum lot sizes and building setback requirements | 29.91% | 27.91% |
| I somewhat oppose reducing minimum lot sizes and building setback requirements | 23.36% | 32.56% |
| I have no opinion | 23.36% | 13.95% |
| I somewhat support reducing minimum lot sizes and building setback requirements | 18.69% | 23.25% |
| I strongly support reducing minimum lot sizes and building setback requirements | 4.67% | 2.33% |

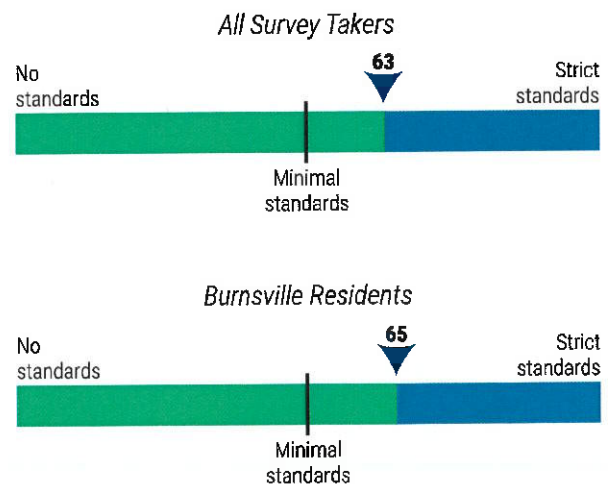
17) Please choose whether you would like the Town of Burnsville to craft its development regulations to encourage or discourage the following types of residential uses within corporate limits. (107 responses)



Burnsville Residents



18) Please use the slider to indicate the extent to which you feel the Town of Burnsville should impose design standards on commercial development. Design standards dictate the architectural, landscaping, and parking characteristics of commercial buildings. (106 responses)



19) Have you noticed significant land use or development changes (either residential, commercial, government, or industrial) that have had a positive or negative impact in Burnsville? (38 responses)

| Positive Changes | Negative Changes |
|---|---|
| <ul style="list-style-type: none"> • Homeplace Beer Company's building • Government buildings have been beautified • Removal of old hospital building • Design Guidelines • Upgrades to existing buildings • New development such as Dollar General, Homeplace Beer, and Mountain Energy have a consistent and appealing design | <ul style="list-style-type: none"> • Chain businesses dominate Main St. (Bojangles, Dollar General, Pizza Hut, Fast Stop) • Many commercial buildings have become vacant or remain vacant • Vacation rentals of single-family homes has left less rental housing • Bojangles placement on Main St. • Rundown buildings and junk vehicles • Large tracts are owned by a handful of folks, which stifles development • Not enough trees planted near businesses • Too much paving around businesses that are located next to residences • Older shopping centers are becoming dilapidated • Too much vacant property • Parks are in bad shape • Water and sewer lines are in bad shape • New fire building was inappropriately placed in a residential neighborhood • Traffic flow on 19-E is impeded by too many red lights • Vacant, dilapidated houses need to be torn down • Removal of old hospital building instead of renovating it for affordable housing |

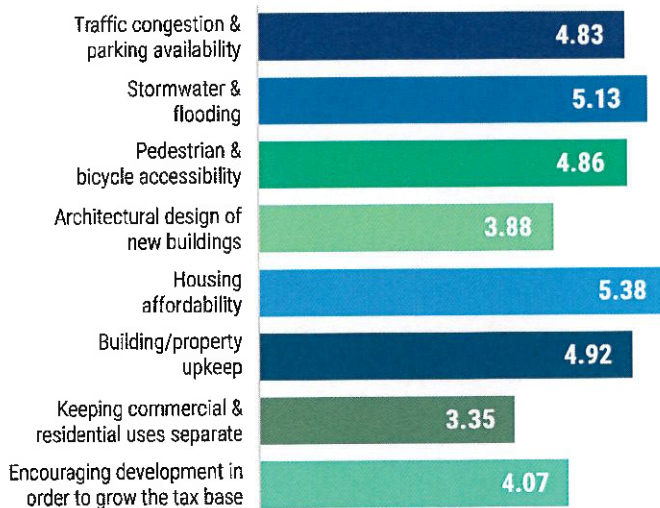
21) Have you ever interacted with Burnsville Town Hall to obtain a building permit, zoning permit, rezoning, site plan approval, or subdivision approval? If so, how could we have improved your experience? (30 responses)

| Responses |
|---|
| <ul style="list-style-type: none"> • Getting permits is difficult • Building permits need to be objectively inspected • Great experience in obtaining septic, building, inspections and CO • All good experiences at Town Hall • The ladies at the front are great to work with • Needs to be less restrictions • Experience was great • Experience was very helpful • Sometimes hard to work with • Everyone is amazing - no suggestions for improvement |

**the remaining responses were "yes," "no," or similar variants*

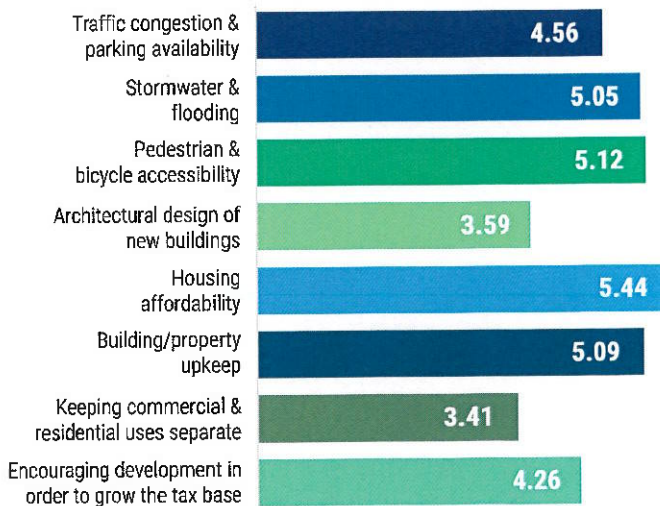
22) Please rank the concerns listed below in order of priority for the Town of Burnsville. (108 responses)

All Survey Takers



The numbers on the bars indicate how strongly each concern scored on a scale of 10. The higher the score, the higher the consensus ranking.

Burnsville Residents

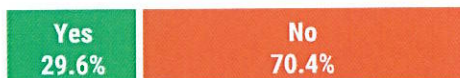


20) Are there enough recreational opportunities in Burnsville? Please list any additional types of offerings you would like to see. (106 responses)

All Survey Takers



Burnsville Residents



| Additional Types Mentioned by Respondents | |
|---|---|
| <ul style="list-style-type: none"> • adult/senior activities • walking trails • dog park • splash pad • better sidewalks • activities in Town Square • indoor activity space • indoor pool • tennis courts • biking trails • disc golf • pickle ball courts • parks along streams • fitness center • outdoor cooking (fire pits, grills) • greenway | <ul style="list-style-type: none"> • mountain biking • pond with walking track • adult recreation leagues • community yoga in Town Square • youth center • bowling alley • bike lanes • well-hit ball and soccer fields • handicap accessible playground |

23) How would you prefer to find out about public hearings, rezonings, variance requests, proposed developments, or changes to the Town of Burnsville's land use regulations? Check all that apply (105 responses)



Newspaper
63%



Town Website
58%



Facebook
48%



Email Alerts
44%



Signs Placed on the Property
38%



Radio
39%



Twitter
7%

24) How do you regularly get around Burnsville? Check all that apply (107 responses)

| Means of Transportation | All Survey Takers | Burnsville Residents |
|-----------------------------|-------------------|----------------------|
| Drive | 100% | 100% |
| Walk | 38.32% | 52.27% |
| Bike | 2.8% | 2.27% |
| Public Transportation | 0% | 0% |
| Wheelchair/Mobility Scooter | 0% | 0% |

25) Please describe any areas within the Town of Burnsville where it is difficult to walk safely. Be as specific as possible in identifying the area and nature of the problem. (46 responses)

| Responses |
|---|
| <ul style="list-style-type: none"> I don't feel safe walking anywhere except Town Square It is dangerous to cross W Main St. Sidewalk obstructions along W Main St. are unsafe Sidewalks are crumbling throughout Town Neighborhood streets are not well lit - making it unsafe to walk in low light East Main St (near Glen Raven) to Long View Rd. is unsafe to walk The sidewalk on W Main St. across from Homeplace abruptly ends Unsafe to cross 19-E from S Main St. to the Roses shopping center The walking space around the playground often has needles/syringes left on the ground East Main St. is difficult to walk safely |

Responses (continued)

- Azalea Ln. is difficult to walk
- Too much sidewalk space in front of Mountain Time and Mountain Chef is being used for business purposes, which makes it difficult to pass through
- Side streets in Town are difficult to walk
- Sidewalk along E Main St. and W Main St. is inconsistent
- Academy St. needs a sidewalk
- No sidewalks or red light at the beginning of W Main St.
- Crossing 19E near Sav-Mor
- No sidewalk after you cross 19E from South Main St.
- The sidewalks near Bojangles
- More crossings on 19E are needed
- Getting to 197 is dangerous
- Walking along W Main St. feels very close to traffic
- Crosswalks on Town Square
- Crossing the street to the Burnsville Post Office
- Around the Burnsville Library and Parkway Playhouse
- Green Mountain Dr.
- The sidewalks along N Main St. become submerged during rain
- Crossing 19E near Hughes Auto
- Across from and in front of the funeral home and Aldridge Eye
- East Main St. below Farm Bureau
- Many sidewalks are crumbling or have buckled
- The crosswalk at the top of W Main St. near Felicity's Closet is dangerous
- W Main St. west of Fastop
- Areas of sidewalk that have been tore up to fix water lines

*some of the above were mentioned multiple times, particularly E Main St., 19E, and W Main St.

26) Please describe any areas within the Town of Burnsville where it is difficult to bike safely. Be as specific as possible in identifying the area and nature of the problem. (28 responses)

| Responses |
|---|
| <ul style="list-style-type: none"> I don't think it's safe for bicycles to be on the road anywhere on Main St. or the bypass 19E Streets with water line repairs Everywhere Across from Homeplace where the sidewalk disappears for a block Almost no drivers share the road. There are no designated bike lanes and cars are not considerate of cyclists If abiding by Town regulations and not riding on the sidewalk, then the bypass is out of the question if riding with kids. Most sidewalks on Main St. are too rough to ride on. It is not safe to bike anywhere in Burnsville. Need more greenways and designated bike paths. Need bike lanes on E and W Main St. and Town Square. Anywhere is dangerous Intersection at west side of Burnsville, no red light or sidewalks Need a wider street section or shared lane markings on E and W Main St. outside of Town Square There isn't anywhere to bike unless you are casually peddling around Town, which has no bike lanes I don't bike, but would like to. Don't feel safe along 19E. On all of Burnsville's main and side streets there is no room for bikes and cars to pass Keep the bicycles to a minimum Bicycles are a nuisance and hazard There is nowhere to safely ride a bike in Burnsville without bike lanes Cyclists on curvy roads should be prohibited |

27) Please describe any roadways, intersections, or blind spots in the Town of Burnsville that pose a safety concern. Be as specific as possible in identifying the area and nature of the problem. (43 responses)

| Responses |
|---|
| <ul style="list-style-type: none"> The tag agency should not be located on Town Square. Cars backing out of parking spaces into traffic is not safe. People crouching down to change tags with moving traffic in near proximity is extremely dangerous. The entrance of Roland St. on 197 South is a blind spot. There is a Head Start on this street and cars pulling out often cannot see past parked vehicles on 197 to pull out safely. The street is also extremely narrow for the amount of traffic. Convenience Center on 197 has two curves with high speed traffic. Dangerous to pull out. Needs turning lanes and slower speed limits. Corner of Cooper and Main is too tight. Corner needs to be rounded off on gravel parking lot side. All of W Main St. is hazardous because the speed limit is never enforced. Turning left off 19E onto Arbuckle Rd. is a nightmare, especially at night The road that comes out near the CVS parking lot and the intersection leaving Town Square The roundabout at Town Square. Too much going on there, with parking on both sides, particularly at Garden Deli and across from Mountain Times. It's extremely difficult with the traffic and pedestrians to back up while leaving the parking lot next to public bathrooms. Gravel trucks on Ferguson Hill Rd. The 35mph sign on the short length of road between 19E and Main St. by the Fast Stop gas station makes no sense. Leaving the Town Square beside Town Hall, people coming from the back road behind McDonald's carelessly pull to the stop light without stopping The intersection with Cherry Ln. and 19E near FastStop Blind spot backing out of parking next to the municipal building and getting back into traffic in Town Square. The intersection coming from Roses parking lot, CVS parking lot, and beginning of Reservoir Rd. is hazardous and confusing Taking a left onto Main St. from Robertson St. At the bottom of Ferguson hill at the bypass. A traffic light is needed there. Sometimes it is hard to cross the intersection safely, especially when someone else is on the other side of the intersection. Turning onto Main St. from Hardee's The Intersection at west side of Burnsville has no red light or sidewalks There are several areas where private land owners have not maintained the landscaping at intersections and therefore it is difficult to see and poses a danger to motorists and pedestrians Crossing 19E at stop lights The intersection at Town Center/ CVS is a nightmare and dangerous to newcomers Entering W Main St. from Westover. The wine sign and railing creates a blind spot. Road where S Main St. goes into the bypass is congested The road leading to Main St. beside McDonald's is too narrow at the top if a car is turning off Main. Sight line is bad coming out on Main St. between TD Bank and Burnsville Wine Intersection of Academy St. and Avery St. where Academy St. becomes a one-way. Consistently have vehicles, including trucks and RVs, going the wrong way down. Intersection of roadways from Sav-Mor, CVS area onto 19E. Confusing circulation pattern. The intersection at CVS and 19E. The extra stop sign seems to be confusing for people or they just ignore it. Also, across the highway from it. Too much going on at one intersection. Drivers from Town Square coming out to the light, drivers turning off of 19E going three different directions, and drivers crossing over from the side roads to catch the light or go the square. There's a blind spot by the Quilt Shop when pulling out from the side street onto Main |

| Responses (continued) |
|--|
| <ul style="list-style-type: none"> There are many accidents at the intersection of W Main St. and 19E. A study should be done there. Tall, dense hedges around the dental office at the corner of W Main St. and Hillside Dr. obstruct the view of oncoming traffic East West Blvd. is a train wreck Trees block vision when driving out from Little Tokyo/Highway 55 parking area to the lane for the red light Blind spot pulling out of Celso St. onto E Main St. Long View Rd. at E Main St. Long View is too narrow for the amount of traffic it supports. The intersection of Academy St. and Glendale is basically blind. Between the steepness of the hill and the bushes there, cars often almost collide. The road from Ivy to the EOC is so bad that you could easily bust a tire Pulling out from Celso St. at Aldridge Eye is a blind spot The intersection at Hunter St., Glen Raven's warehouse, and E Main St. The intersection should revert back to the former traffic pattern. Town Center area 19E Aldridge Eye pull out Everywhere Areas where water leaks have been patched need to be repaved smoother |

28) Please tell us about any sections of sidewalk, street, or other public infrastructure in the Town of Burnsville that need to be maintained better. Be as specific as possible in identifying the area and nature of the problem. (41 responses)

| Responses |
|--|
| <ul style="list-style-type: none"> There is a ramp leading to the Town Hall at the Town Square entrance that is crumbling and hazardous to pedestrians The trees on Town Square are magnificent, but should be routinely maintained by a professional arborist A lot of Main St. is in horrible shape The gravel lot next to Homeplace/Cooper St. needs to be paved. Gravel gets on the sidewalk and makes it dangerous for the elderly, those in wheelchairs, and anyone pushing a stroller. Many back sidewalks are crumbling Concerned about water contamination issues (streams) caused by malfunction at the public waste water facility. It needs to be maintained better in order to prevent environmental contamination. E Main St. sidewalk from Town Square to Ivy St. There are also holes in the road all along Town Square. Constant water main and sewer leaks When holes are patched in the road they are done poorly Need better asphalt patches when infrastructure breaks happen. People understand the fixes need to happen, but are less forgiving to bad fixes of the road. Need to kill the weeds on streets, especially Main St. Need to plant and maintain the medians coming into Burnsville on 19E (east and west) All sidewalks need better maintenance. Trimming weeds, edging sidewalks, and removing trash. The water system needs a complete overhaul. Town maintenance is continually digging up newly paved streets and roads to deal with water issues. The problem needs to be addressed once and for all, even if it means a tax increase for town residents. Area between Hardee's and McDonald's Need a county-wide emergency management process in place for natural disasters like fires and floods. There should be evacuation routes and procedures and text/call alerts for all county residents informing residents of where the fire or flood is, what neighborhoods will be impacted, and when the problem is contained. |

Responses (continued)

- When the Town digs up a street and then replaces pavement, a ditch is essentially created. More attention needs to be paid to smoothing out pavement.
- The road around Town Square near N Main St. is terribly bumpy
- The sidewalk and curb areas on E and W Main St. as you go down the hill from the Town Square commercial area. A pedestrian oriented development pattern should extend into these areas. Setting up a strong pedestrian system would help.
- Provide ramp - sidewalk on Academy St. for elder and handicapped visitors so they can reach the History Museum more easily. The current access is very poor for pedestrians.
- A sidewalk needs to be lengthened from Glen Raven to the current sidewalk on the Main St. above Aldridge Eye
- The sidewalks at the Courthouse and Meadow Rd. are in terrible condition. Main water lines have been breaking for years, which means new pavement is dug up and destroyed only days after it is put down. Instead of repaving and digging it up over and over, would it not be cheaper in the long run to just replace all the aged lines and fix Main St. once and be done? Saving time and labor.
- E Main St.
- Roads need to be paved and fixed throughout
- Celo St., Longview, and most side streets
- The town square is pretty nice, but we need another outdoor public area
- All of them
- The sidewalks on Main St.
- Sidewalks along E and W Main St. Just about all the streets need to be repaved due to age, broken water lines, etc. Replace the street signs along the bypass.
- Sidewalks down E and W Main St.
- Homeplace traffic and parking
- Better repairs when you dig up roads
- 19E
- Everywhere. If a business is closed or no longer in a building their sign needs to be removed.
- The sidewalks outside the Sheriff's Office on E Main St.
- Sidewalk on the street to the old school, at intersection off N Main St. starting at that corner
- W Main St. at French Broad, W Main St. at Sue's Beauty Shop, E Main St. at Ice House, Meadow Rd.



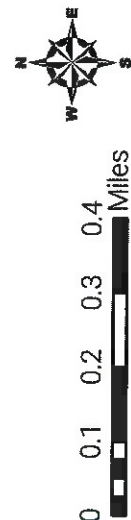
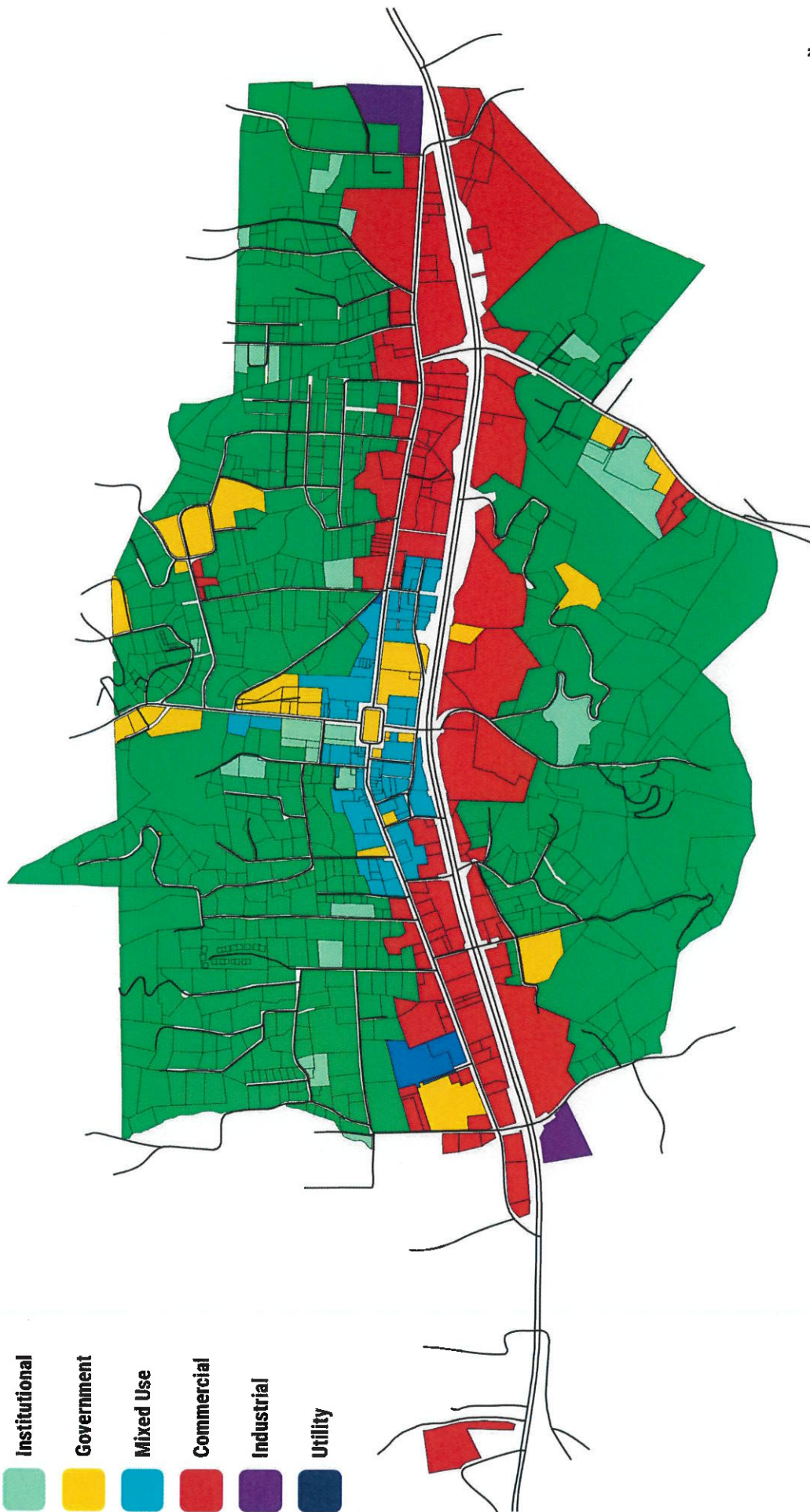
Future Land Use Map & Recommendations



Burnsville Future Land Use Map

Future Land Use
Designation

- Residential
- Institutional
- Government
- Mixed Use
- Commercial
- Industrial
- Utility



Recommendations

The following recommendations are based on the findings of the background information of this plan, the feedback gathered from the public survey, and interviews with local stakeholders (planning board members, Town staff, and other professionals). They address Burnsville's most pressing land use issues and are grouped into five areas of focus - affordable housing, infrastructure viability, facilitating commercial development, updating regulations, and building planning board capacity.

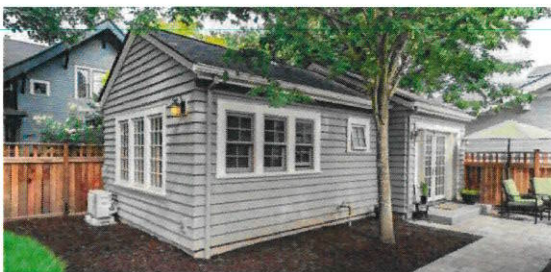
Affordable Housing

1. Reduce the minimum lot size in the R-10 and C-3 Zoning Districts.

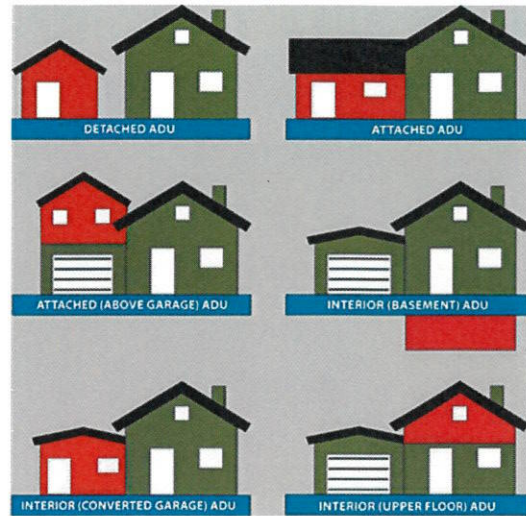
Smaller minimum lot sizes allow for increased infill development within corporate limits, which expands the tax base without adding significant new infrastructure costs. Expanding the tax base is the only alternative to significant property tax increases in the future given the rising costs of maintenance on the Town's infrastructure. Smaller lot sizes also increase housing affordability by lowering ownership costs. The C-2 zoning district was excluded from this recommendation due to its reliance on automobile traffic on busy streets. Increasing density in these areas may cause traffic issues due to additional driveway/access cuts.

2. Allow accessory dwelling units as a permitted use in the R-10, C-2, and C-3 Zoning Districts.

An accessory dwelling unit (ADU for short) is "a smaller, independent residential dwelling unit located on the same lot as a stand-alone (i.e., detached) single-family home." (American Planning Association). These units are an excellent method of increasing housing affordability in a community - both for the tenant and the owner. They are often small in size - averaging 500ft² - and can take several different forms, as shown in the illustration below. For homeowners, they represent an additional revenue stream (via rent) to help offset housing costs. They also are popular options for multi-generational families to allow the elderly to age in place or young adults to get a semi-independent start in life. For tenants, they represent an affordable housing option. Their size and subordinate status means they often cost significantly less to rent than a full-size home or apartment. Permitting accessory dwelling units in the above-listed zoning districts is an easy method for increasing the availability of workforce housing.



Example of an ADU (UNC School of Government)



ADU types (American Planning Association)

3. Permit double-wide mobile homes on individual lots in the R-10 Zoning District, provided they meet certain standards.

Mobile homes on individual lots are currently prohibited in all zoning districts in the Town of Burnsville, yet they offer the most affordable path to homeownership for many first-time buyers. If the goal of the Town is to increase infill development and the availability of workforce housing, permitting double-wide mobile homes is one possible solution. Unlike single-wide mobile homes, double-wide mobile homes are less likely to physically deteriorate or decrease neighboring property values. The Town should attach conditions or standards to new mobile homes and adopt jurisdiction-wide minimum housing standards (detailed in the next recommendation) to mitigate any potential issues and to address perceived concerns from the community. Suggested standards include roof pitch, removal of towing hitches, location on a permanent foundation, and underpinning requirements.

4. Adopt a minimum housing code.

Minimum housing codes, as their name suggests, set forth bare minimum standards that structures must meet for human habitation. Their purpose is two-fold: to protect the health and wellbeing of occupants, and to protect the health and community character of neighborhoods. They are intended to only address the most egregious examples of dilapidation, disrepair, sanitation, and infestation. They act as a final fail-safe and are not intended to address minor or merely cosmetic issues. Burnsville should adopt a complaint-driven, basic minimum housing code that requires minimal staff time for enforcement. An example minimum housing code from the nearby community of Wilkesboro, NC is attached in the Appendix for reference.

5. Partner with Yancey County to offer financial incentives for constructing new housing or significantly remodeling existing housing within the Town of Burnsville.

Housing suitability was highlighted as an issue in the results of the public input survey for this plan. Much of Burnsville's

existing housing stock is outdated or vacant. The Town should work with Yancey County to design and implement a financial incentive program for property owners to construct new stick-built housing or substantially remodel existing homes (a substantial remodel would be any improvement or addition that increases the assessed property value by more than 50%). The value of any incentive offered should be directly tied to the amount that the construction activity will increase property tax collections. Qualifying projects should be located within the vicinity of existing water service, sewer service, and public roads. The Town and County should set caps on the amount of any incentive to discourage abuse of the incentive program for high-end housing projects that will not address workforce housing needs. Separate programs should be available for multi-family housing and single-family housing.

6. Use density bonuses to incentivize the construction of affordable multi-family housing by private developers

The Burnsville Zoning Ordinance currently has a minimum lot size for all districts except C-1. The Ordinance also requires additional square footage for each additional dwelling on a lot (for duplex and multi-family projects). To increase project viability and attract workforce housing development, Burnsville should offer developers a reduction in these minimums if they commit to leasing or selling their units at a price that is affordable for the median household in Yancey County. Burnsville could offer this incentive town-wide or in targeted geographic areas as determined by the Planning Board and Town Council.

Infrastructure Viability

7. Proactively repair the Town's water and wastewater systems. Follow the recommendations of Burnsville's Asset Management Plan.

Recent events, coupled with the system information contained in the background information of this plan, indicate that Burnsville's water and wastewater system face numerous challenges related to deferred maintenance. Addressing these issues should be the Town's top priority for the next several years. Burnsville has taken several steps over the past year to identify and address system issues including smoke testing, preliminary engineering, and replacing aging lines. The Town should continue to regularly update its asset management plan, assess short-term versus long-term needs, and aggressively pursue grant funding to address concerns. Burnsville's primary focus is currently on wastewater issues, as warranted by recent events, but the Town should also be aware of pending maintenance needs for the water system to avoid future failures or unexpected costs.

8. Map the Town's water and wastewater system.

The existing map of Burnsville's water and wastewater system is outdated and inaccurate. The Town should apply for an Asset Inventory and Assessment grant from the North

Carolina Department of Environmental Quality to cover the cost of mapping the system. Having an accurate utility map will aid in short-term and long-term maintenance of both systems.

9. Adopt a standard annual increase of 3% for water and wastewater billing rates.

Water and wastewater utility rates do not currently generate enough revenue to cover the costs of operating and properly maintaining either system. Burnsville should consistently and incrementally raise rates for both services to ensure enough revenue to cover both operating and long-term maintenance costs. Incremental increases are a better practice than waiting until an emergency to drastically raise rates. Consistent, small increases allow residents and businesses to anticipate future expenses and minimize change in costs from one fiscal year to another. Consistent increases are also viewed favorably by NC DEQ when considering grant requests, since they factor in system viability when scoring projects.

10. Develop a roadway and sidewalk maintenance assessment and use the results to inform a pavement management strategy.

Use GIS and in-person inspections to identify the condition of Town-maintained roads and sidewalks. Assess top priorities based on existing condition and criticality (amount of use, abutting developments, etc.). Use GIS, in-person measurements, and construction estimates to calculate the approximate cost of each needed repair. Combine this information into a written plan that includes the priority order and estimated time frame that streets/sidewalks will be repaired.

11. Investigate and, where appropriate, address the roadway issues on Town-maintained streets identified in the public input survey.

12. Preserve the viability of Burnsville's infrastructure network by evaluating requests for annexations or dedication of new roadways through the lens of revenue versus long-term costs.

Extending the Town's infrastructure network (water, wastewater, roads, or sidewalks) also increases the amount of long-term maintenance costs that will eventually come due. Given Burnsville's already pressing infrastructure maintenance needs, this plan recommends that the Town carefully consider any future requests for annexation or street dedication through the lens of return on investment. For annexations, this means only accepting a request for annexation if the property is already served by existing infrastructure or if the additional property tax generated by the annexation is enough to cover the cost of any new infrastructure that is extended to the annexed property. For roadway dedication requests within the existing corporate limits, this means only accepting maintenance responsibility for a street if the developer can demonstrate

that improvements on the adjoining properties (by virtue of the new street access) will cover the cost of long-term maintenance of the street plus any other infrastructure extensions. Sticking to these policies and performing these calculations will prevent the Town from compromising its long-term financial health or the viability of its utility systems.

Facilitating Commercial Development

13. Work with Yancey County and the Yancey County Economic Development Commission to carry out the recommendations contained within the 2019 Yancey County Strategic Economic Development Plan.

Yancey County, the Town of Burnsville, and the Yancey County Economic Development Commission jointly adopted a strategic economic development plan at the beginning of 2020. The plan contained over 100 recommendations designed to spur economic growth in Burnsville and the surrounding area. Burnsville should continue to work with local leaders to complete the recommendations identified within that plan.

14. Reduce the amount of special use permits within the Town of Burnsville's Zoning Ordinance.

Burnsville's Zoning Ordinance relies heavily on special use permits. This is true across a variety of uses and zones. See the tables on pg. 31-33 for a list of permitted and conditionally permitted uses by zoning district. Special use permits are useful in ensuring that proposed developments meet certain standards. However, they can add confusion, inconsistency, and uncertainty to the development process. When too pervasive, special use permits have the effect of discouraging development that may otherwise occur. Developers invest significant funds into properties and seek to protect that investment by limiting uncertainty to the extent that they can. Burnsville's Planning Board and staff should revisit their list of special use permits to see which can be switched to permitted uses by right.

15. Reduce off-street parking minimum requirements.

Off-street parking minimum requirements dictate the least amount of parking that a new development or new use of an existing building can have. Their purpose is to ensure that new developments will not rely on neighboring parking lots or on-street parking to serve their customers. Every zoning district within the Town of Burnsville, with the exception of the downtown C-1 District, has off-street parking minimum requirements based on use. As shown in the tables on pg. 22-24, however, Burnsville's off-street minimum parking requirements often exceed those of similar neighboring communities. When off-street parking requirements are too high, they can discourage development by raising the cost of construction, limiting the percentage of a lot that can be used to generate revenue, or making certain lots unusable due to size. Burnsville should reduce their requirements to be in line with neighboring jurisdictions where appropriate.

16. Adopt commercial property maintenance standards.

The majority of respondents in the public input survey indicated that the exterior appearance of many commercial properties within Burnsville was poor. The majority also indicated that they would support adoption of commercial property maintenance standards to address this issue. Commercial property maintenance standards set forth minimum requirements for exterior upkeep of buildings. They do not dictate interior appearance. Burnsville should adopt a basic set of complaint-driven commercial property maintenance standards. An example from Warrenton, NC is included in the Appendix.

17. Expand the sidewalk network and fill in noticeable gaps within the existing network.

Extending and maintaining the sidewalk network was frequently cited within the responses to the public input survey and during stakeholder interviews. Burnsville should primarily focus on extending the sidewalk network to cover the entire length of E Main St. In addition to increasing mobility, public investments along this corridor could leverage private commercial investment similar to that seen on W Main St. A second priority for the Town should be addressing sidewalk inconsistencies along W Main St. and ensuring that existing sidewalks are in good condition. A map showing other sidewalk network gaps for long-term consideration is on pg. 14.

18. Apply for the NCDOT Bicycle & Pedestrian Planning Grant

The Bicycle and Pedestrian Planning Grant Initiative is a matching grant program offered by NCDOT that assists municipalities with developing comprehensive bicycle and pedestrian plans. The match requirement for Burnsville would be 10% (approximately \$2,500 - \$3,500) of the plan development cost. A NCDOT approved consultant would develop the plan. Applications are accepted once per year, typically in June. The planning process would help Burnsville identify priority projects and conceptualize targeted improvements to increase pedestrian and bicycle accessibility.

Updating Regulations & Planning Board Training

19. Expand the definitions contained within the Zoning Ordinance.

Definitions within a zoning ordinance provide clarity for Town staff, Planning Board members, and developers. Without them, there is room for interpretation, which can prove inconsistent and legally troublesome for Boards of Adjustment. Burnsville should review its Zoning Ordinance to identify any terms or uses that do not have an associated definition then add the missing definition to avoid trouble or confusion in the future.

20. Reorganize the Zoning Ordinance, add illustrations, and incorporate a permitted uses chart to increase accessibility.

The Burnsville Zoning Ordinance is currently constructed in an inaccessible format for residents unfamiliar with development or land use terms. The Town should reorganize the Ordinance and add illustrations and charts to help explain concepts such as building setbacks or minimum lot sizes, similar to those illustrations contained within the design standards section. Also, the Town should add a permitted use table similar to the ones contained on pg. 31-33. These allow developers, staff, and Board members to quickly ascertain in which districts certain uses are permitted.

21. Adopt basic stormwater regulations.

As detailed in the information and map on pg. 11, stormwater runoff is a major issue for the Town of Burnsville. However, the Town's Zoning Ordinance contains little regulation or direction concerning stormwater requirements. Burnsville should adopt a basic stormwater management ordinance to mitigate future issues as the Town continues to grow. An example developed by the High Country Council of Governments is included within the Appendix.

22. Add standards stipulating that all new street lighting meet requirements designed to limit light pollution.

Burnsville should adopt regulations within its Zoning Ordinance and Sign Ordinance that require public or commercial lighting to be directed downward in order to preserve the Town's status as a dark sky community.

23. Adopt steep slope regulations to protect neighboring property owners.

As shown on pg. 8, much of Burnsville's land area is covered by steep slopes. The Town's Subdivision Regulations contain provisions regarding hillside development, but these provide no protection against development on an existing lot. Burnsville should adopt steep slope provisions to protect neighboring property owners against development activities and practices that could cause mudslides, severe runoff, or well contamination.

24. Overhaul the Burnsville Subdivision Ordinance.

Burnsville's Subdivision Ordinance is seldom used, but should nevertheless be significantly revised. Many of the technical standards contained within it such as right-of-way width, pavement width, street classifications, lot areas, etc. are outdated. Many of the definitions, requirements, approval processes, and certifications need to be revisited as well. This plan recommends substantially overhauling the subdivision ordinance to distinguish between major and minor subdivisions, streamline the review process, clarify the bonding process, update technical standards, add definitions, and defer to the Zoning Ordinance when appropriate.

25. Provide training to Planning Board members.

Burnsville should provide orientation materials such as publications or online courses from the UNC School of Government to new Planning Board members. New members should also receive overviews of the Town's Subdivision Ordinance, Zoning Ordinance, any adopted plans or studies, and copies of Planning Board meeting minutes from the two years prior to their appointment. Planning publications and coursework should also be provided to existing members as continuing education. Additionally, Burnsville's Planning Board should hold an annual workshop where staff provides a summary of development patterns from the previous year, highlights recurring issues, speaks about potential projects, and summarizes any pertinent state legislation changes. The workshop would also give Board members a forum to discuss concerns or opportunities within the community.

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