

Burton Street Neighborhood Plan

September 2018

ACKNOWLEDGEMENTS

The Burton Street Neighborhood Plan was made possible through the joint efforts and involvement of the following individuals and organizations:

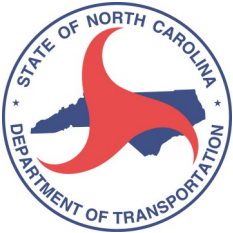
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City of Asheville



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INTRODUCTION

Neighborhood and Mitigation Strategies Project Background

The proposed State Transportation Improvement Project (STIP) I-2513 I-26 Connector project is a 7-mile interstate freeway that would connect I-26 in southwest Asheville to U.S. 19/23/70 in northwest Asheville. Once completed, the freeway would be a part of the I-26 interstate that extends from Charleston, SC to Kingsport, TN.

The Burton Street neighborhood is one of ten communities being impacted by the proposed I-26 improvements. The neighborhood was first impacted by interstate development in the 1960s when I-240 was built. The construction of I-240 displaced residents and took land from many areas in West Asheville, resulting in significant impacts to the Burton Street neighborhood. As a result of the proposed widening of I-26 in Segment A, additional right-of-way will be required in the Burton Street neighborhood. Due to the demographics of the community, the Burton Street neighborhood has been identified as an Environmental Justice population that has experienced recurring impacts. With an Environmental Justice designation, NCDOT can provide additional mitigation opportunities to lessen the burden of the project on the Burton Street neighborhood.

The Burton Street Community Association (BSCA) with the assistance of the Asheville Design Center developed the 2010 Burton Street Community Plan. The goal of the plan initially was to outline projects to mitigate the planned widening of I-26 along the eastern boundary of the neighborhood, but the scope of the plan expanded to include a variety of community goals. The Burton Street Community Plan was accepted, but not approved as an official city neighborhood plan by the Asheville City Council.

In 2016 the City of Asheville began updating its Comprehensive Plan. In an effort to ensure the inclusion of a Burton Street neighborhood plan in the comprehensive plan update, the City of Asheville Planning and Urban Design Department requested that a neighborhood planning component be added to NCDOT's mitigation planning process for the Burton Street neighborhood.

To address and remedy the anticipated impacts to the Burton Street Community as a result of the I-26 improvements, a community driven Neighborhood and Mitigation Strategies (NMS) Plan project was initiated by NCDOT. The goal of the NMS plan project was to develop a Burton Street Neighborhood plan that would be adopted by the City and that includes a list of mitigation strategies to be implemented by NCDOT.

INTRODUCTION

Burton Street Neighborhood Plan Purpose

The Burton Street Neighborhood Plan was developed by NCDOT, in partnership with the Burton Street Community Association, to address potential impacts resulting from the I-26 Connector project and current community concerns, enhance the quality of life of the Burton Street community and to preserve the strong sense of community among Burton Street residents.

INTRODUCTION

Plan Development Process

Community Open House #1

The two-session open house was held on Monday, January 15, 2018. Burton Street residents were introduced to the Neighborhood and Mitigation Strategies Plan (NMS) project and provided feedback on community priorities and concerns. A total of forty-one residents attended the two sessions. Thirty-one comments were received via mail, email, paper and online survey during the 30-day comment period.

Stakeholder Group Meeting

A small group meeting was held on Monday, January 15, 2018. Burton Street community businesses and organizations were introduced to the Neighborhood and Mitigation Strategies Plan (NMS) project and provided feedback on their specific concerns and issues surrounding the I-26 Connector project and the Burton Street community.

Community Open House #2

A community open house was held on Tuesday, March 20, 2018. Burton Street residents were provided an opportunity to review the results from the January 15th survey and provided feedback on the draft neighborhood vision, themes and community goals. Twenty-eight residents were in attendance. Three comments were received via mail, email, paper and online survey during the 25-day comment period.

Based on the community feedback provided during the Burton Street community open houses, stakeholder group meeting and online community survey, a neighborhood vision, as well as plan themes, community goals and strategies were developed. These components served as the framework for the draft Burton Street Neighborhood Plan.

Community Meeting #3

A community meeting was held on Monday, April 30, 2018 to present the Draft Burton Street Neighborhood Plan. Thirty four residents were in attendance. Burton Street residents were provided with a 21-day review and comment period following the meeting to provide feedback on the proposed plan draft. Sixteen comments were received via mail, email, paper and online survey during the review period. An additional 104 form letter comments were received outside of the official comment collection process. The priorities identified in these comments were consistent with those submitted during the official comment process.

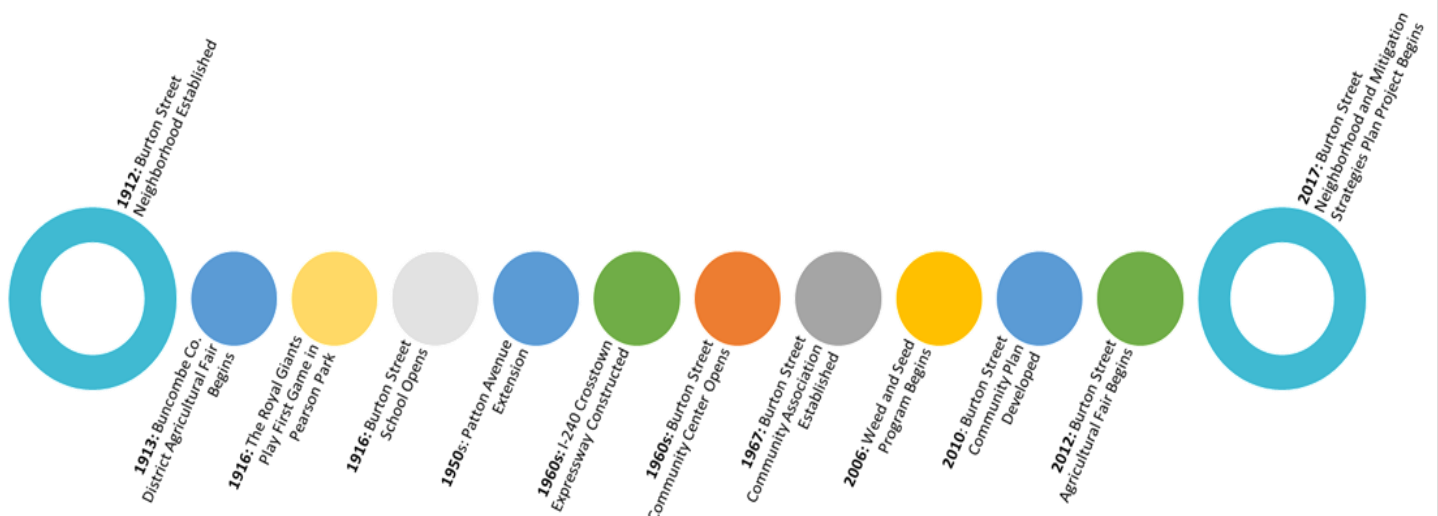


BURTON STREET HISTORY

Founded in 1912 by civic leader E.W. Pearson, the Burton Street neighborhood was established as an African-American neighborhood in one of the first parts of West Asheville to be subdivided. Burton Street was originally named Buffalo Street but was changed in the late 1920s to honor Asheville's founder John Burton. The original area, extending east to Argyle Lane and just north of Smith Mill Creek, was primarily wooded and comprised of small family farms where residents grazed livestock. The once considered rural area began to change rapidly as the population increased and community churches, stores, and a school were built.

The Burton Street neighborhood continued to grow and thrive until the 1950s when the first of many road improvement projects encroached upon the neighborhood, ultimately changing the character of the community. The extension of Patton Avenue into West Asheville in the early 1950s resulted in a loss of land in the Burton Street neighborhood's northern boundary, residential displacement, and the culverting of Smith Mill Creek. Construction of the I-240 Cross-town Expressway served as the second major encroachment into the neighborhood. Originally constructed in the 1960s, I-240 was the first major highway system to enter this residential region. Its creation displaced residents and bisected the Burton Street neighborhood, severing Wilmington Street which had connected the Burton Street and Westwood Place community. Post construction of I-240, the Burton Street's eastern boundary that originally extended to Argyle Lane was redefined as I-240.

During the 1970s and 1980s founding families of the neighborhood left the area or passed away, leaving homes to be abandoned, sold or rented to newcomers. With the turnover in residents came a decrease in community cohesion, and the vacant school, abandoned homes and uncared for rental property left a sense of emptiness within a once vibrant neighborhood. The absence of a tight community network contributed to the growing influx of drug use and drug dealing during the late 1980s into the 1990s. In the early 2000s drug activity and other crime persisted in and around the Burton Street community until neighborhood residents initiated efforts to take back their neighborhood through community activism. In 2006 the Burton Street community was the beneficiary of funding from the Weed and Seed program, a City of Asheville initiative awarded by the U.S. Department of Justice to eradicate crime and drug problems while bolstering positive community initiatives. The initiative provided funding for increased policing in the Burton Street neighborhood and improvements including community center renovations, small home repairs, community cleanups, the installation of speed bumps and stop signs, a neighborhood entrance sign, and programing including drug abuse treatment resources, mentoring, arts education, and afterschool programs.



BURTON STREET HISTORY



E.W. Pearson Sr.
Burton St. Community
Center Mural

E.W. Pearson Sr.

E. W. Pearson Sr. was born in 1872 in Glen Alpine, NC. After serving as a Buffalo Soldier in the U.S. Army, Pearson moved to Asheville in 1906 where he used his real estate training from his studies in Chicago to create subdivisions for African-Americans in West Asheville, including the Burton Street neighborhood. In addition to his numerous real estate developments, Pearson established many businesses, organizations and community resources in West Asheville including Pearson Real Estate, Mountain City Mutual Insurance Company, Grocery and Confectionary Company, and Pearson Park. E.W. Pearson made many other contributions to the city of Asheville, Buncombe County and beyond. He organized Asheville's first African American semi-pro baseball team, the Asheville Royal Giants (1916), which played at Pearson Park in West Asheville. Pearson founded the area's first regional Agricultural Fair (1913-1947), and organized North Carolina's first chapter of the NAACP (1933), as well as several fraternal and other civic groups. His tireless work to improve the quality of life for African Americans ultimately garnered him the title the "Black Mayor of West Asheville". Pearson died in 1946 in Asheville at the age of 74.



Burton Street School

Source: Heritage of Black
Highlanders Collection,
UNC Asheville Ramsey
Library

Burton Street School (1916-1965)

The Burton Street school (originally the Buffalo Street school) was established in 1916 as school for African-Americans in West Asheville. The original school was a two-room building that had two teachers and one principal and accommodated 120 students through grade six. A second building was erected in 1928 to accommodate additional students and consisted of four classrooms, an auditorium, a lunchroom, a library and a principal's office. Integration left the Burton Street school sitting vacant, so in the late 1960s, the site was turned into the Burton Street Community Center and park by the City of Asheville.



Buncombe County District Agricultural Fair
Source: North Carolina Humanities Council

Agricultural Fair

The Buncombe County District Agricultural Fair was established in 1913 by E.W. Pearson to celebrate the fall harvest. The first fair was held in Pearson Park in West Asheville. The Fair grew in size and numbers, drawing as many as 10,000 people of all races to become a regional event until its end in 1947. The Agricultural Fair was revived in 2012 by the Burton Street Community Association to celebrate the upstanding citizens of the past who maintained the vibrant spirit of the Burton Street neighborhood. The Burton Street Agricultural Fair is held annually at the Burton Street Community Center park.

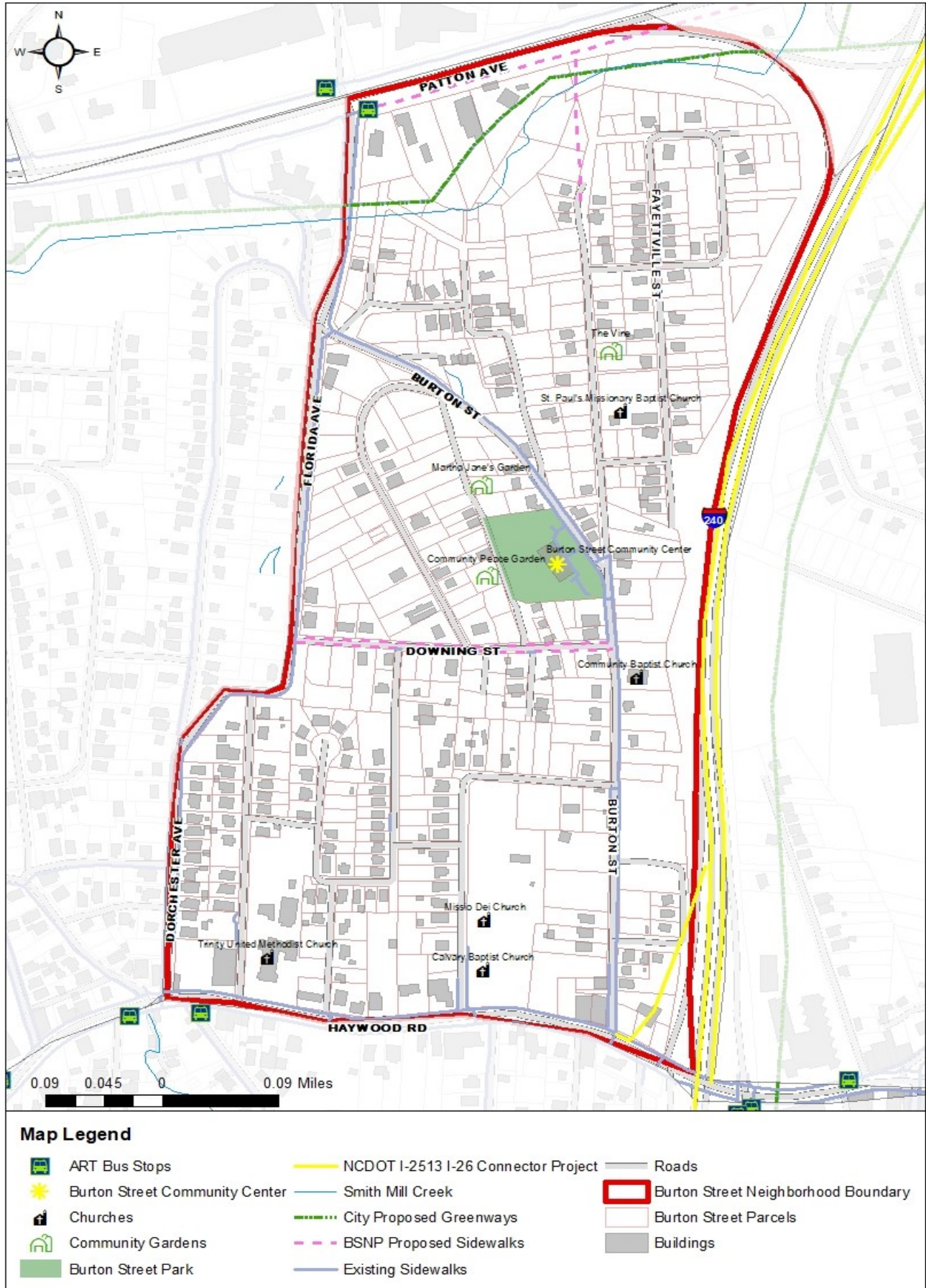
EXISTING CONDITIONS

Neighborhood Boundaries

The Burton Street neighborhood is located in west Asheville, in the southwest corner of the Patton Avenue interchange of I-240. It is generally defined by Patton Avenue to the north, I-240 to the east, Haywood Road to the south, and Florida Avenue/ Dorchester Avenue to the west. While Haywood Road is the physical southern boundary, churches and businesses along Haywood Road do not identify as being a part of the Burton Street neighborhood. (Figure 1: Neighborhood Map)

EXISTING CONDITIONS

Figure 1: Neighborhood Map



EXISTING CONDITIONS

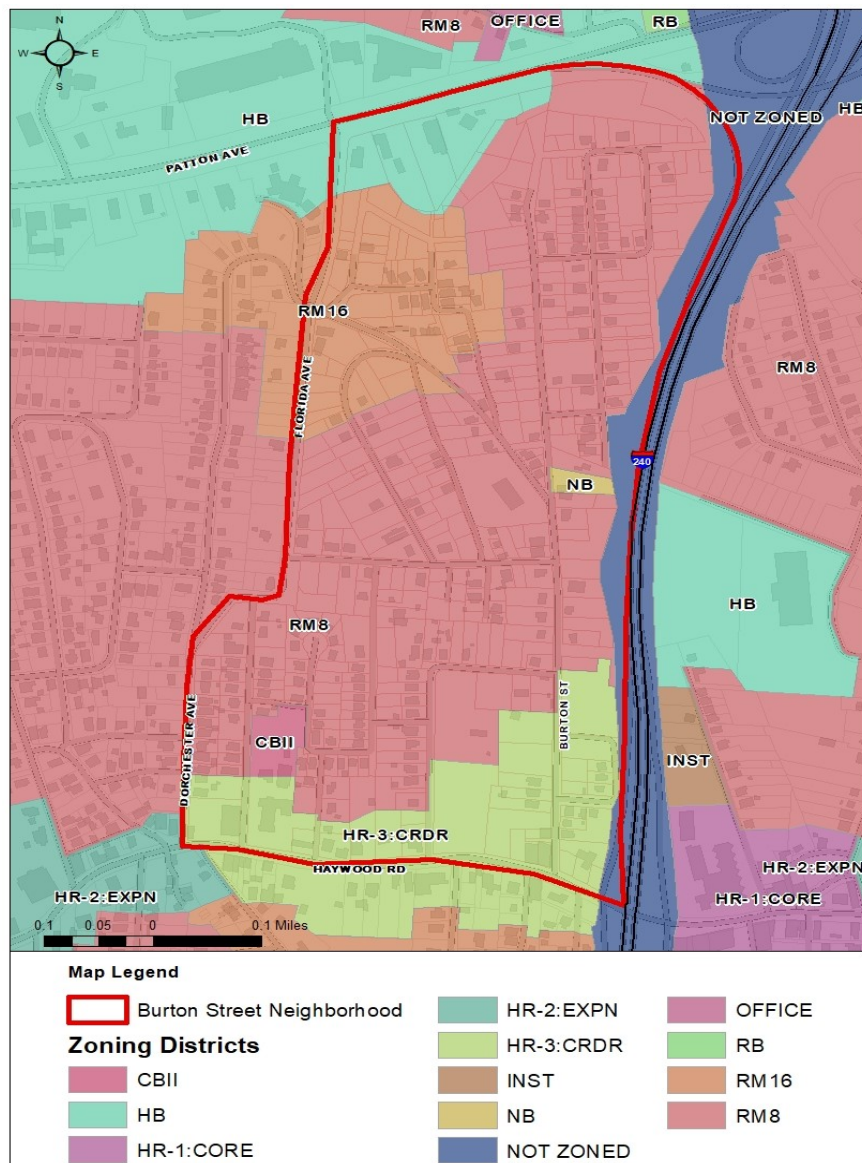
Land Use

The neighborhood contains a mix of older single and multifamily duplex housing with recently constructed infill single family housing, and mixed commercial along the northern and southern boundary.

Zoning

The Burton Street neighborhood is primarily zoned as medium density multi-family (RM8) which permits a full range of medium density multi-family housing types along with single-family detached and attached residences. High density multi-family (RM16) zoning which permits a full range of high density multi-family housing types along with limited institutional, public and commercial uses appropriate within high density residential areas is located within the northwest area of the neighborhood near the Florida Avenue and Burton Street intersection. The northern border with Patton Avenue is classified as highway business (HB), and the southern border along Haywood Road is classified as the HR-3 Corridor and is a part of the Haywood Road Form District, which focuses on residential and office uses and encourages pedestrian activity.

Figure 2: Burton Street Zoning Map



LOCAL AREA PLANS

Burton Street Community Plan, 2010

The Burton Street Community Plan was developed in 2010 by the Asheville Design Center and Western North Carolina Alliance in collaboration with the Burton Street Community Association. The goal of the plan initially was to outline projects to mitigate the planned widening of I-26 along the eastern boundary of the neighborhood, but the scope of the plan expanded to include a variety of community goals pertaining to improving community cohesion, neighborhood infrastructure, the creation of community spaces, and to guide residential and economic development. The Burton Street Community Plan was accepted, but not approved as an official city neighborhood plan by the Asheville City Council.

City of Asheville Greenway Master Plan Update, 2013

The City of Asheville *Parks, Recreation, Cultural Arts and Greenway Master Plan*, adopted in 2009, creates a vision and guideline for the development of parks, greenways, recreation and cultural arts services within the city over a 10 to 15 year period. In 2013 the City developed and adopted a Greenway Master Plan as an update to the 2009 plan to address the need for a comprehensive greenway development plan and potential I-26 Connector project impacts to the proposed greenway network. The Plan includes a list of adopted greenway corridors and proposed greenways requiring in depth studies to determine their exact alignment. Smith Mill Creek is listed as a proposed greenway beginning at Falconhurst Park and travels eastward along the creek through the Burton Street neighborhood to the French Broad River, approximately 1.75 miles, with a connection to the West Asheville Greenway.

City of Asheville Haywood Road Form-Based Code, 2017

The City of Asheville *Haywood Road Form-Based Code*, adopted in 2017, was developed to implement the former adopted Haywood Road Corridor Charette Report and Haywood Road Vision Plan. The Code's purpose is to guide growth and development, improve walkability, and enhance multimodal transportation options along the 2.5 mile stretch of Haywood Road from the French Broad River to Patton Avenue in West Asheville. The Code addresses historic preservation, economic development, and issues pertaining to transportation and streetscapes, zoning and land use, neighborhoods and safety. The HR-3 Corridor sub-district applies to all property located within the Haywood corridor from I-240 to Dorchester Avenue along the southern boundary of the Burton Street neighborhood. The HR-3 Corridor provides a green frontage along Haywood Road to provide relief from the urban areas of the Core and Expansion sub-districts, and allows for a variety of uses, with a focus on residential and office uses.

City of Asheville Living Asheville Comprehensive Plan, 2018

The City of Asheville *Living Asheville Comprehensive Plan* provides a framework to help guide the pattern of development, land use policies, development decisions and investments in public infrastructure throughout the city for the next 10 to 20 years. The Plan's goal is to "help guide decision-making with respect to the key ongoing challenges and opportunities of fostering a livable and affordable built environment, ensuring harmony with the natural environment, growing a resilient economy, promoting interwoven equity, ensuring a healthy community, and bolstering responsible thinking at the regional scale."

LOCAL AREA PLANS

City of Asheville Living Asheville Comprehensive Plan, 2018 continued...

The Plan categorizes the Burton Street neighborhood as Traditional Neighborhood on its Future Land Use map. Traditional neighborhood emphasizes a range of housing types including smaller scale multifamily residential 'missing middle' housing. This classification prioritizes infrastructure additions and completed facilities where they may be lacking, such as sidewalks that connect to parks, commercial centers and nearby transit stops, along with continued maintenance, in addition to street lighting, stormwater facilities, street trees and parks and greenways among other community infrastructure.

The portion of the Patton Avenue corridor bordering the Burton Street neighborhood is categorized as a transit-supportive Urban Corridor with an Urban Center located near the intersection of Patton Avenue and Florida Avenue. Urban Corridors encourage transit-supportive zoning and small area planning that includes strategies for enhancing the streetscapes for pedestrians, bicyclists and transit. Urban Centers encourage mixed-use development, higher density residential development, affordable housing, and street networks that emphasize placemaking features such as wider sidewalks, crosswalks, and building standards for new construction, that connect to and benefit the surrounding community. The portion of the Haywood Road corridor bordering the Burton Street neighborhood is categorized as a transit-supportive Traditional Corridor. Traditional Corridors encourages a main street pattern of development, transit-supportive zoning, and small area planning with a focus on improving streetscapes for pedestrians, bicyclists, and transit.

BURTON STREET NEIGHBORHOOD

Burton Street Community Overview

Today, the Burton Street neighborhood is a diverse community comprised of residents of all races and ages, founding families, and newcomers. Burton Street is a cohesive community with strong ties among residents and to its neighborhood institutions. These connections along with its dedicated, active community members have allowed Burton Street to overcome many challenges including crime and drug infestation, gentrification, lack of basic services, loss of land and natural resources and residential displacement to become a model of resiliency for other neighborhoods.

Burton Street Community Association

The Burton Street Community Association (BSCA), established in 1967 as the Burton Street Advisory Board, was formed for the purpose of promoting the educational, social, economic and cultural welfare of its members, improving the neighborhood through democratic citizen participation and involvement in activities which affect their everyday lives. Today, the BSCA is governed by a four-member board and comprised of Burton Street residents and serves as the advocates and voice of the Burton Street neighborhood.

BURTON STREET NEIGHBORHOOD

Community Resources

The Burton Street neighborhood has a number of community resources including three churches, a community center, two parks, a community garden, and a peace garden with art installations and history exhibits.



Community Baptist Church

Community Baptist Church

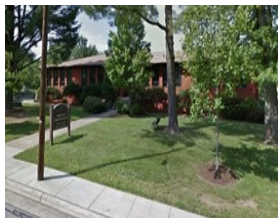
Community Baptist Church was built in 1925 on the site of the former Wilson AME church established in 1888.



St. Paul MB Church

St. Paul Missionary Baptist Church

St. Paul MBC was established in 1914 under the leadership of Mrs. Jennie McMickens as the first African-American Baptist church in West Asheville. Since its inception, St. Paul's has been a fixture of the Burton Street neighborhood and greater Asheville area. St. Paul's many community contributions include its support of Burton Street's preservation and revitalization efforts, community-wide Alcoholics Anonymous classes, after school programs, community garden, and community meeting space.



Burton Street Community Center

Burton Street Community Center

The City of Asheville Burton Street Community Center features an auditorium, game room, billiard room, weight room, a commercial kitchen, and provides programming for youth and seniors. The park surrounding the center features two basketball courts, a playground, and a play field used for community events.



Burton Street Community Peace Garden

Burton Street Community Peace Garden

Located on Bryant Street, the Burton Street Community Peace Garden was established in 2003 by community activist and organizer DeWayne Barton as a peaceful response to the war on drugs and the war in Iraq. The garden includes art installations, flower and produce gardens, a greenhouse, pavilion and outdoor classroom, stage, fire pit, and history exhibits. The garden serves as a community gathering space, provides training and educational opportunities for neighborhood youth, and produce delivery to neighborhood seniors. Since its inception, three additional produce garden sites have been developed within the neighborhood. Garden maintenance is provided by Mr. and Mrs. Barton, community youth, and other volunteers.

BURTON STREET NEIGHBORHOOD

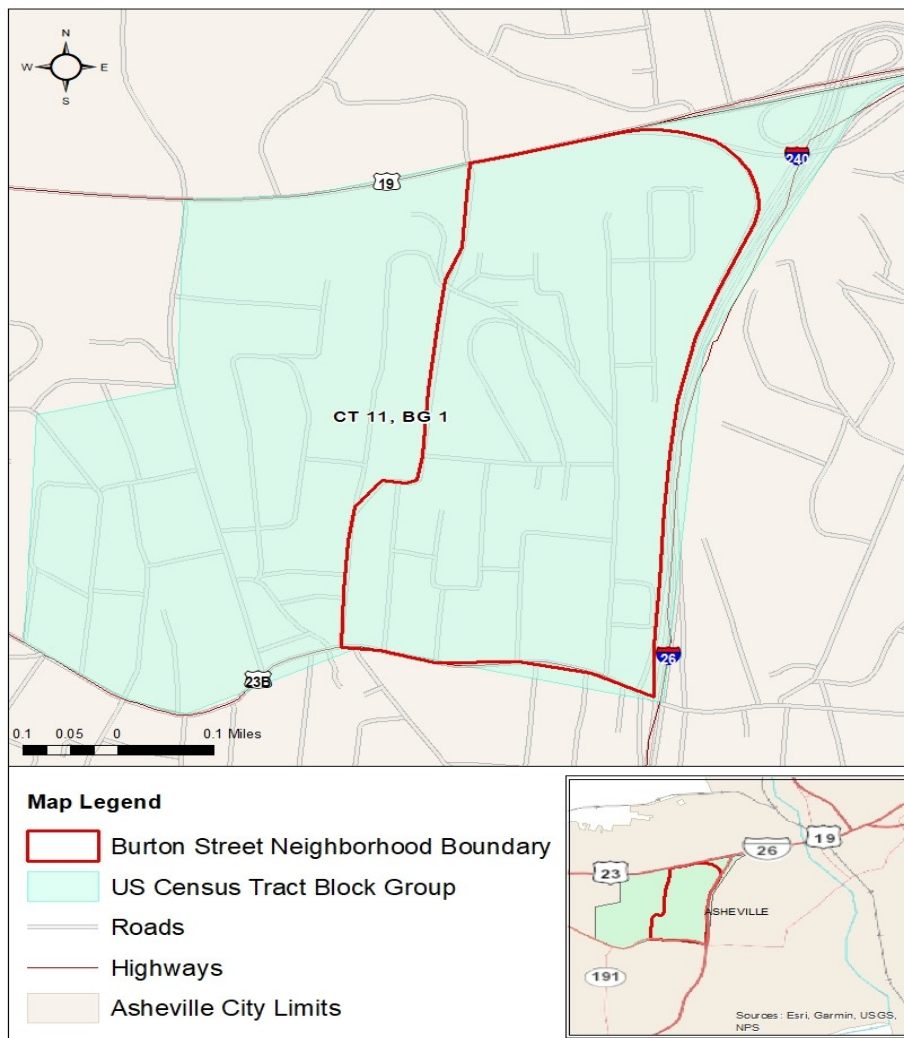
Demographic Data Trends

The Burton Street neighborhood comprises approximately one half of U.S. Census Bureau, Census Tract 11, Block Group 1. According to American Community Survey (ACS) 2016 (5-year estimates) data, 14.0 percent of residents in Census Tract 11, Block Group 1 are African-American and 11.9 are Hispanic, compared to 6.3 and 6.3 percent in Buncombe County. Poverty levels in this block group (15.0 percent) are higher than the County (9.1 percent), however, median household income is slightly higher (\$48,603) compared to the County (\$46,902).

According to 2010 Census data, in Census Tract 11, Block Group 1, 38.4 percent of residents were African-American (6.4 percent in Buncombe County), and 7.6 percent were Hispanic (6.0 percent in Buncombe County). Poverty levels in this block group (21.2 percent) were higher than in the County (15.6 percent), and the median income was lower at \$31,950 as compared to \$44,321 in the County. New home construction in the Burton Street neighborhood area has likely attributed to the shift in the demographic makeup of the area.

Since 2010 total housing units in the block group have slightly declined from 717 to 638 in 2016. Vacancy rates have also declined from 7.4 percent in 2010 to 5.5 percent in 2016. Owner occupancy rates have increased since 2010 from 53.6 percent to 72.3 percent in 2016.

Figure 3: Demographic Study Area Map



**THE BURTON STREET NEIGHBORHOOD PLAN
THEMES, GOALS AND STRATEGIES**

NEIGHBORHOOD PLAN

Burton Street Neighborhood Vision

The Burton Street Community is a diverse and welcoming neighborhood that celebrates and preserves its unique history and culture and is a model for sustainability through a strong community association; green, affordable development; local economic activity; and a safe, walkable network of streets, parks and productive gardens.

NEIGHBORHOOD PLAN

Theme 1: A Livable Built Environment

The Burton Street community strives to be a sustainable neighborhood with complete, sufficient and inclusive infrastructure, affordable housing, and walkable access to transit and neighborhood-oriented commercial development. Development that is context sensitive, environmentally friendly, that preserves existing neighborhood character and celebrates its cultural heritage and historic resources is essential to maintaining a strong sense of place. Future development must be determined in a predictable, equitable manner, and built on a foundation of community collaboration and engagement to ensure that it reflects the needs and aspirations of the Burton Street community.

NEIGHBORHOOD PLAN

Theme 1: A Livable Built Environment

Goal 1.1: Encourage Responsible Growth and Development

The Burton Street neighborhood has experienced a renewed interest due to its proximity to downtown Asheville, surrounding commercial corridors, and affordable housing. Gentrification is a prominent influence, and as outside investment increases affordability for existing residents diminishes. And increased demand for higher density development and recent infill is changing the physical character of the neighborhood. The following strategies are critical to preserving the character and affordability of the Burton Street neighborhood.

Strategy 1: Support design standards and policies that aim to preserve or enhance neighborhood character such as community design recommendations and/ or a Neighborhood Conservation Overlay District

Strategy 2: Engage residents and other community stakeholders in plans for new development, capital improvements, amenities and other neighborhood planning efforts

Compatibility with Living Asheville Comprehensive Plan

Goal 1: Encourage Responsible Growth

- Promote clear and effective communication between city residents at all stages of development to ensure development responds to the needs and goals of affected residents.
- Create a program to develop corridor and small area plans at the community level.

Goal 3: Promote Great Architecture and Urban Design to Enhance Placemaking

- Encourage public and neighborhood engagement when shaping design decisions for their neighborhoods.

Goal 7: Celebrate the Unique Identity of Neighborhoods Through Placemaking

- Develop a palette of design recommendations for neighborhoods that focus on major character defining elements and allow neighborhoods to select the appropriate elements for their community and apply them on a voluntary basis for new construction and additions.
- Continue to support contextually appropriate infill development and a variety of housing types.
- Protect distinct neighborhood characteristics using zoning tools, such as conservation overlay districts and compatible infill development.

Goal 32: Improve Community Involvement in Decision-Making

- Conduct inclusive outreach and public engagement when preparing studies and carrying out other city initiatives that affect communities. Through all outreach exercises, promote education about planning topics in plain spoken, lay language and in understandable terms as an integral component of feedback solicitation.

Goal 34: Create a More Formal Neighborhood Planning Process

- Develop a palette of design recommendations for neighborhoods that focus on major character defining elements and allow neighborhoods to select the appropriate elements for their neighborhood and apply them on a voluntary basis for new construction and additions.
- Explore city overlays and optional neighborhood incentives (e.g. affordable housing minimums) to be discussed as part of community planning as a tool for implementing neighborhood planning ideas.



The Burton Street Neighborhood Plan

NEIGHBORHOOD PLAN

Theme 1: A Livable Built Environment

Goal 1.2: Make Streets More Walkable and Comfortable

Most streets in the Burton Street neighborhood lack sidewalks, and the few existing sidewalks are narrow and are obstructed by utility poles. As a result, pedestrians are required to walk along the narrow neighborhood streets, often impeded by parked cars, flooded intersections, and overgrown shrubbery. Flooding and standing water is a constant issue throughout the Burton Street neighborhood due to limited stormwater drainage infrastructure. The following strategies are essential to creating a safe and comfortable environment for school children, the elderly, disabled and other pedestrians and bicyclists in the Burton Street neighborhood.

Strategy 1: Improve existing sidewalks to meet ADA design standards

Strategy 2: Enforce neighborhood no parking regulations where appropriate

Strategy 3: Expand and improve existing stormwater infrastructure to minimize flooding

Strategy 4: Maintain trees and vegetated areas along public rights-of-way

Compatibility with Living Asheville Comprehensive Plan

Goal 5: Make Streets More Walkable, Comfortable and Connected

- Add pedestrian infrastructure at street crossings on major streets and where there are high volumes of traffic and pedestrians.
- Work to eliminate gaps in the city-wide sidewalk network and especially where sidewalks tie in to greenways.
- Prioritize construction in underserved communities that have no sidewalks, as well as within designated growth areas as depicted on the Preferred Growth Scenario Map.
- Continue to retrofit sidewalks citywide to meet requirements in the Americans with Disabilities Act (ADA) and to achieve universal design.
- Ensure pedestrian facilities are equitably provided across geographic areas and all neighborhoods.

Goal 16 Create and Promote the Infrastructure to Attract Jobs

- In coordination with other service providers, maintain and make enhancements to existing infrastructure, including roads, sidewalks, signage, public parking, stormwater, sewer, water, and sanitation. Continue to strategically invest in and maintain aging infrastructure and expand transportation and utility networks, especially in underserved communities, innovation districts, near anchor institutions and in other growth areas identified in the Preferred Growth Scenarios section of Living Asheville. Ensure new development meets current infrastructure guidelines.

Goal 25 Encourage Naturalized Stormwater Management Techniques

- Support stormwater maintenance and capital improvement programs so that existing infrastructure can be maintained and improved and new infrastructure can be constructed using current technology and best practices, including green infrastructure.



The Burton Street Neighborhood Plan

NEIGHBORHOOD PLAN

Theme 1: A Livable Built Environment

Goal 1.3: Increase Neighborhood Connectivity

There is a lack of sidewalks throughout the Burton Street neighborhood. Additionally, direct travel connections within the neighborhood are limited due to a lack of connectivity between neighborhood roads and high number of dead-end streets. This makes pedestrian travel between destinations within the community and to commercial corridors difficult and time inefficient. The following strategies are essential to creating a well-connected pedestrian network that provides shorter, direct travel throughout the Burton Street neighborhood.

Strategy 1: Improve pedestrian connections between community resources by installing a sidewalk on Downing Street per agreement of property owners

Strategy 2: Improve sidewalk connections between commercial corridors, and include a pedestrian path from Buffalo Street to Patton Avenue that will connect to future greenway

Compatibility with Living Asheville Comprehensive Plan

Goal 5: Make Streets More Walkable, Comfortable and Connected

- Add pedestrian infrastructure at street crossings on major streets and where there are high volumes of traffic and pedestrians.
- Eliminate gaps in the city-wide sidewalk network and especially where sidewalks tie in to greenways.
- Ensure pedestrian facilities are equitably provided across geographic areas and all neighborhoods.

Goal 15: Provide Resources to Connect Businesses and Workforce

- Improve physical accessibility to employment opportunities through transit, pedestrian infrastructure, and greenway expansion.

Goal 19: Facilitate Real Estate Development that Maximizes Public Benefit

- Establish accessible and well-connected commercial nodes (corridors, town centers).

Goal 35: Increase Access to Opportunities for All

- Encourage accessibility between neighborhoods with complete streets, sidewalks, trails and greenways.

Goal 39: Enhance and Celebrate Asheville's Unique Places and Destinations

- Increase connectivity between Downtown and other urban centers within the city through bike routes, greenways, sidewalks and transit, and improve linkages through placemaking, heritage wayfinding and other promotional materials.



The Burton Street Neighborhood Plan

NEIGHBORHOOD PLAN

Theme 1: A Livable Built Environment

Goal 1.4: Improve Access to Transit

Currently there are two transit stops located outside the neighborhood that serve the Burton Street neighborhood. Due to their location at the western boundary of the neighborhood on the north and south commercial corridors, it takes approximately 16 minutes or more to reach a stop from any of the primary neighborhood destinations. And reaching these stops on foot is difficult due to the lack of sidewalks, road conditions, and lack of direct travel routes throughout the neighborhood. Additionally, there are no sidewalks along the south side of Patton Avenue between transit stops and commercial destinations. Additional transit stops, and sidewalks are needed along transit routes accessed by the neighborhood and within the neighborhood between transit stops and neighborhood destinations to improve access to transit for the Burton Street neighborhood.

Strategy 1: Evaluate opportunities for new transit stops, such as near Burton Street and Haywood Road

Strategy 2: Install a sidewalk along Patton Avenue to connect pedestrian path and transit stop

Compatibility with Living Asheville Comprehensive Plan

Goal 10: Improve Transit Service

- Provide viable public transportation options for work commuting for residents of lower income neighborhoods and neighborhoods with a high percentage of affordable housing.
- Ensure transit service is meeting the needs of those who depend on it most, especially disadvantaged or marginalized communities.

Goal 15: Provide Resources to Connect Businesses and Workforce

- Improve physical accessibility to employment opportunities through transit, pedestrian infrastructure, and greenway expansion.

Goal 19: Facilitate Real Estate Development that Maximizes Public Benefit

- Support value creation through placemaking and public transportation.

Goal 35: Increase Access to Opportunities for All

- Ensure neighborhood facilities such as transit facilities, parks and city services are ADA compliant and universally accessible.



The Burton Street Neighborhood Plan

NEIGHBORHOOD PLAN

Theme 1: A Livable Built Environment

Goal 1.5: Celebrate Burton Street’s Unique Identity

The Burton Street neighborhood’s rich history and cultural heritage is the foundation of its strong sense of place, and its special events and community resources add to its unique identity. The following strategies are key to establishing and celebrating the unique identity of the Burton Street neighborhood.

Strategy 1: Participate in community dialogue and identify potential strategies to honor history and contributions of the African American community in the Burton Street neighborhood

Strategy 2: Install bus shelters and other improvements at transit stops located near Burton Street. Consider neighborhood specific designs if feasible

Compatibility with Living Asheville Comprehensive Plan

Goal 3: Promote Great Architecture and Urban Design to Enhance Placemaking

- Enhance educational programming relating to Asheville’s historic architectural character. Prioritize programs that address the contribution of minority groups to Asheville’s architectural heritage and which document heritage that was lost through urban renewal.

Goal 7: Celebrate the Unique Identity of Neighborhoods Through Creative Placemaking

- Encourage “soft” neighborhood design interventions to celebrate local identity, including street sign toppers, banners, and special events.

Goal 8: Elevate the Arts and Cultural Sectors to Strengthen and Preserve Heritage and History

- In partnership with others, participate in community dialogue and identify potential strategies to honor history and contributions of the African American community in Asheville.
- Work with the African American Heritage Commission to develop community oriented artistic heritage wayfinding which could include a partnership with neighborhoods through soft neighborhood design interventions.
- Continue to inclusively engage community members in policy decisions regarding public art and heritage.
- Partner with NCDOT on creative placemaking efforts, and work with them to promote contextually sensitive design decisions in historical neighborhoods.

NEIGHBORHOOD PLAN

Theme 1: A Livable Built Environment

Goal 1.6: Preserve and Promote Burton Street’s History and Culture

The recent influx of newcomers to the Burton Street neighborhood and continued loss of historic resources and longtime residents due to transportation and redevelopment projects has caused a concern that the neighborhood’s rich history will be lost over time. The following strategies are necessary to ensure that Burton Street’s history and African-American culture are preserved and promoted for years to come.

Strategy 1: Install Burton Street community gateway signs at both the northern (Florida Avenue) and southern (Burton Street) neighborhood entrances

Strategy 2: Install historic markers throughout the neighborhood

Strategy 3: Incorporate a history mural on proposed I-26 Connector sound wall if built

Compatibility with Living Asheville Comprehensive Plan

Goal 3: Promote Great Architecture and Urban Design to Enhance Placemaking

- Work with artists and regional art and architecture students to help improve the quality of the built environment.

Goal 8: Elevate the Arts and Cultural Sectors to Strengthen and Preserve Heritage and History

- Continue to support the identification, stewardship and preservation of historic properties and districts including features of the public realm. Pursue their historic designation as appropriate.
- Devote particular attention to the preservation of areas with historic value to communities of color.
- Continue to inclusively engage community members in policy decisions regarding public art and heritage.

Goal 39: Enhance and Celebrate Asheville’s Unique Places and Destinations

- Devote marketing resources to celebrating Asheville’s unique places outside of Downtown, including West Asheville, the River Arts District, Biltmore Park, and others.



The Burton Street Neighborhood Plan

NEIGHBORHOOD PLAN

Theme 2: A Healthy Community

The Burton Street community strives to be a stable, economically and socially healthy neighborhood that fosters the physical health and well-being of its residents through the provision of accessible parks and green spaces; opportunities for social interaction, personal education and development; and a safe environment.

NEIGHBORHOOD PLAN

Theme 2: A Healthy Community

Goal 2.1: Increase Neighborhood Housing Stability

New infill development in the Burton Street neighborhood along with an increase in citywide housing values has created barriers to homeownership for existing residents and significantly reduced housing affordability in the Burton Street neighborhood. Since 2000, median home values in the Burton Street area have tripled from \$81,700 to \$245,300 in 2016. And Burton Street residents have seen an approximate 54.5 percent on average increase in taxable property value between 2016 and 2017. The median year of homes built in the Burton Street neighborhood is 1950, with 45.3 percent of homes built in 1939 or earlier. Investment is needed to improve and maintain the existing aging housing stock to minimize redevelopment and preserve affordability. The following strategies are critical to stabilizing the escalating real estate tax burden on existing residents and increasing housing affordability in the Burton Street neighborhood.

Strategy 1: Establish and implement programs to reinvest into current residential properties

Strategy 2: Stabilize property tax rates by promoting affordability by design principles in new development

Compatibility with Living Asheville Comprehensive Plan

Goal 7: Celebrate the Unique Identity of Neighborhoods Through Creative Placemaking

- Preserve neighborhood identity with the development and maintenance of housing that is affordable to a wide-range of income levels.
- Explore options for housing rehabilitation and neighborhood stabilization.

Goal 13: Increase and Diversify the Housing Supply

- Promote affordability by design principles and educate the public on these techniques.
- Establish a program for monitoring housing availability for low to very low-income households based on resident demographics and other metrics such as location and distribution.

Goal 14: Promote the Development and Availability of Affordable and Workforce Housing

- Continue to explore community land trust models to support community development and long-term housing affordability.
- Promote and support homeownership assistance programs and services, as well as community development initiatives/assistance programs.

Goal 33: Prioritize Investments Equitably and Fairly Across Neighborhoods

- Ensure that historically marginalized or disadvantaged communities are better incorporated in broader Citywide investment strategies. Empower the City's new Equity Manager with a voice in ensuring this percolates across departments.
- Encourage policies that ensure each neighborhood is providing affordable housing and other public services, where contextually appropriate.



The Burton Street Neighborhood Plan

NEIGHBORHOOD PLAN

Theme 2: A Healthy Community

Goal 2.2: Enhance and Preserve Community Resources

The Burton Street neighborhood has an active community center and a robust community garden network. The Burton Street Community Center serves as a hub for all community-related events and activities. However, additional center investments and programming is needed to support the evolving needs of the Burton Street community. The following strategies are critical to the provision of equitable access to healthy food, education and recreational opportunities for Burton Street residents.

Strategy 1: Improve community center infrastructure by including additional parking, a computer lab, center Wi-Fi, create additional community meeting space, and improve existing outdoor basketball courts and playground

Strategy 2: Expand community center programming, to include year-round programs for youth, and educational and vocational training for youth and adults

Strategy 3: Expand community center programming to include produce processing and preservation, nutrition education, and community farmers market/ stand to enhance the community garden program

Compatibility with Living Asheville Comprehensive Plan

Goal 18: Promote Social Equity and Paths to Upward Economic Mobility

- Encourage partners to promote job placement and workforce development services in disadvantaged communities. Provide career path mentoring across all skill and education levels, especially for those living in poverty.
- Work with anchor institutions and flagship employers to develop programs and resources to facilitate capacity building for community leaders in disadvantaged communities and to promote upward economic mobility.
- Encourage community partners to link working-family and single-parent households with affordable childcare support services and afterschool programs and explore strategies to expand preschool access.
- Develop and leverage partnerships and support programs and initiatives that aim to reduce the achievement gap in schools.

Goal 21: Promote Access to Well-Maintained Parks and Open Space for All

- Strengthen park programming citywide and develop unique programs that fit with neighborhood character to ensure new and existing park amenities are in line with neighborhood needs and demographics. Seek out improved engagement strategies to ensure the programming needs of neighborhoods are met equitably.
- Promote community gardens as part of parks design and programming to encourage social interaction and healthy food choices

Goal 32: Improve Community Involvement in Decision-Making

- Maximize public accessibility and utility of existing meeting centers. Over time, create more community meeting spaces by encouraging developers to supply privately owned public space as part of large projects.

Goal 33: Prioritize Investments Equitably and Fairly Across Neighborhoods

- Work with neighborhoods to prioritize community-level improvements.
- Ensure each neighborhood has access to designated indoor and outdoor community gathering spaces.



The Burton Street Neighborhood Plan

NEIGHBORHOOD PLAN

Theme 2: A Healthy Community

Goal 2.3: Improve Access to Parks and Greenspace

Greenspace and community gathering space is limited in the Burton Street neighborhood. Additional parks and open spaces that accommodate all ages is needed to support community events and activities, and to promote healthy living for all Burton Street residents.

Strategy 1: Construct a new park and community gathering space at Smith Mill Creek that will include an access point to the future greenway

Strategy 2: Conduct a feasibility study to consider a future Smith Mill Creek greenway through the Burton Street neighborhood

Compatibility with Living Asheville Comprehensive Plan

Goal 11: Build Out the Greenway Network

- Improve quality standards for greenway development in accordance with best practices.
- Where feasible, link greenways to transit nodes, employment, shopping, schools, parks, and other greenways so that they can be used as a practical alternative to vehicular transportation.

Goal 21: Promote Access to Well-Maintained Parks and Open Space for All

- Foster racial equity in parks and recreation planning and programming, and support policies and programs that aim to close the achievement gap within marginalized neighborhoods.
- Encourage the preservation and improvement of green spaces, lots, parks, gardens, natural waterways and sensitive ecological areas throughout the city.
- Develop more pocket and neighborhood-scale parks citywide within walking distances (quarter mile to half mile) of residences, especially in areas where residents do not currently have access to a park.
- Monitor spending on park maintenance and development to ensure spending is equitable across neighborhoods.
- Enhance neighborhood engagement in the design and maintenance of parks.
- Ensure all city parks are safe and secure and accessible to all levels of ability.

Goal 31: Promote General Health and Wellness

- Promote accessibility to parks and open spaces to encourage their use for health, wellness and recreation. Promote health and wellness activities and programs in these amenities.

Goal 35: Increase Access to Opportunities for Everyone

- Encourage accessibility between neighborhoods with complete streets, sidewalks, trails and greenways.
- Ensure neighborhood facilities such as transit facilities, parks and city services are ADA compliant and universally accessible.



The Burton Street Neighborhood Plan

NEIGHBORHOOD PLAN

Theme 2: A Healthy Community

Goal 2.4: Minimize Neighborhood Crime

Like most urban neighborhoods, Burton Street has experienced on-going issues with neighborhood crime. While the Burton Street community has overcome its history of drug infestation, public safety and security continues to be a priority for the Burton Street neighborhood. The following strategies are key to minimizing crime in the Burton Street neighborhood.

Strategy 1: Establish a neighborhood watch program

Strategy 2: Increase police presence and patrolling throughout neighborhood

Goal 2.5: Increase Pedestrian Safety

The lack of adequate pedestrian facilities, poor road conditions and speeding cars that use Burton Street as a cut through route to commercial corridors makes pedestrian activity in the Burton Street neighborhood dangerous. Additionally, the lack of sidewalks and pedestrian crossings along the commercial corridors makes it difficult for pedestrians to safely access transit stops and area businesses. The following strategies are critical to improving pedestrian safety in and around the Burton Street neighborhood.

Strategy 1: Implement traffic calming measures on Burton Street and Florida Avenue including improved speed bumps, and consistent speed limits throughout the neighborhood

Compatibility with Living Asheville Comprehensive Plan

Goal 5 Make Streets More Walkable, Comfortable and Connected

- Coordinate with NCDOT to increase pedestrian comfort and safety along arterial roadways through various design strategies and best practices.
- Create and implement street traffic calming strategies in suitable locations where traffic speeds impact the pedestrian environment.

Goal 29 Enhance the Safety of the Public Realm

- Continue to implement and monitor the citywide program for street calming strategies to enhance safety in select locations in conjunction with NCDOT as applicable.
- Increase enforcement, education and awareness of safety-related regulations to enhance safety for pedestrians, bicyclists and automobiles.
- Coordinate policies for roadway and public realm safety with the needs of local safety officials.
- Construct pedestrian facilities that enhance pedestrian safety, such as crosswalks, pedestrian signals, traffic signals, traffic calming and pedestrian refuge islands, for users of all abilities.

Goal 30 Ensure Public Safety Citywide

- Invest in best practices to ensure public safety citywide. Provide services equitably and fairly throughout the city.
- Continue to implement community-oriented policing models.



The Burton Street Neighborhood Plan

NEIGHBORHOOD PLAN

Theme 2: A Healthy Community

Goal 2.6: Enhance Safety of the Public Realm

There are a limited number of streetlights throughout the Burton Street neighborhood. This, in addition to the heavy tree cover throughout the neighborhood, and intersections with sharp turns or blind corners creates hazardous conditions for motorist traveling the neighborhood at night. And due to the high traffic volumes and configuration of the Florida Avenue and Patton Avenue intersection, navigating, entering and exiting the neighborhood is difficult for motorist. The following strategies are necessary to reduce opportunities for automobile and pedestrian conflicts and increase the overall safety of the Burton Street neighborhood.

Strategy 1: Conduct an assessment of streetlight needs at intersections, dead end streets and cul de sacs throughout the neighborhood

Strategy 2: Improve the Florida Avenue and Patton Avenue intersection by adding pavement markings, and left turn signals



**THE BURTON STREET NEIGHBORHOOD PLAN
NCDOT MITIGATION**

NCDOT MITIGATION

I-26 Connector Project Summary

The North Carolina Department of Transportation (NCDOT) is proposing improvements to upgrade the I-240 corridor from south of the I-26/I-40/I-240 interchange through the I-240 interchange with US 19-23-74A/Patton Avenue west of the French Broad River so that I-240 can be redesignated as I-26. The Draft Environmental Impact Statement (DEIS) for the I-26 Connector was approved in October 2015. The DEIS analyzed three sections, Sections C, A, and B. Section C included four detailed study alternatives, Alternatives A-2, C-2, D-1, and F-1. Section A included the I-240 Widening Alternative. And Section B included four detailed study alternatives, Alternatives 3, 3-C, 4, and 4-B. In May 2016, Alternative F-1 in Section C, I-240 Widening Alternative in Section A, and Alternative 4-B in Section B were selected as the least environmentally damaging practicable alternative (LEDPA) for the proposed project.

Section A is the widening of existing I-240 from a four-lane freeway to an eight-lane freeway between the I-26/I-40/I-240 interchange and a point just south of the Patton Avenue interchange. Alternative 4B was developed to separate the local Patton Avenue traffic from the I-240 through-traffic, and to minimize the footprint of the design. The Section A Widening and Section B Alternative 4-B will directly impact the Burton Street neighborhood.

Due to the anticipated project impacts to the Asheville community, NCDOT has held numerous meetings with community stakeholders since the project's inception. Beyond the traditional Citizens Informational Workshops, public hearings, and small group meetings, NCDOT has incorporated feedback from several community committees and/or organizations. In 2007 the Burton Street neighborhood was one of five neighborhoods that was identified for additional outreach.

I-26 Impacts Summary

Some residential and business relocations are anticipated within the Burton Street Community as a result of the Section A Widening Alternative. The anticipated number of relocations resulting from Section A include 71 residential, 14 business and one religious institution relocation.

Additionally, Burton Street would experience impacts primarily due to increased noise levels, physical intrusion from the roadway, reduced community cohesion and neighborhood stability, and temporary construction effects. Potential difficulties associated with finding replacement housing within financial means is also anticipated. In Section A, access to Burton Street is proposed to become a right-in/right-out only facility from Haywood Road as a result of an interchange modification at Haywood Road and I-26. Due to the modifications to the Haywood Road interchange, it may be more difficult to access the Burton Street neighborhood and an increase in traffic on Baker Avenue may occur as motorist will likely use it as an alternative to turn left from the neighborhood to Haywood Road.

Burton Street would experience impacts primarily attributed to increased noise levels, physical intrusion, and temporary construction impacts as a result of Section B Alternative 4-B. Additionally, right of way acquisitions related to Sections A and B may affect the amount of parking available for businesses along Burton Street and will result in the displacement of Community Baptist Church.

Burton Street has been identified as a neighborhood that has been impacted by previous transportation-related projects and has the potential to experience recurring impacts from the I-26 Connector project that are considered to be high and adverse.

NCDOT MITIGATION

I-26 Mitigation Strategies

Due to the demographics of the community, Burton Street has been identified as an Environmental Justice population which has experienced recurring impacts, due to having a minority population and/or low-income population that meets the appropriate criteria within Buncombe County to be designated as such. With an Environmental Justice designation, NCDOT can provide additional mitigation opportunities to lessen the burden of the project that other communities are not subject to receive.

To address and remedy the anticipated impacts to the Burton Street Community as a result of the I-26 improvements, the following mitigation strategies will be implemented by NCDOT:

- 1.2.1 - Improve Existing Sidewalks to Meet ADA Design Standards
- 1.3.1 - Improve Pedestrian Connections Between Community Resources by Installing a Sidewalk on Downing Street per Agreement of Property Owners
- 1.3.2 - Improve Sidewalk Connections Between Commercial Corridors, and Include a Pedestrian Path from Buffalo Street to Patton Avenue That will Connect to Future Greenway
- 1.4.1 - Evaluate Opportunities for New Transit Stops, Such as Near Burton Street and Haywood Road
- 1.4.2 - Install a Sidewalk along Patton Avenue to Connect Pedestrian Path and Transit Stop
- 1.5.2 - Install Bus Shelters and Other Improvements at Transit Stops Located Near Burton Street. Consider Neighborhood Specific Designs if Feasible
- 1.6.3 - Incorporate a Burton Street History Mural on Proposed I-26 Connector Sound Wall if Built
- 2.2.1 - Improve Community Center Infrastructure by Including Additional Parking
- 2.3.1 - Construct a New Park and Community Gathering Space at Smith Mill Creek that will Include an Access Point to the Future Greenway
- 2.6.2 - Improve the Florida Avenue and Patton Avenue Intersection by Adding Pavement Markings and Left Turn Signals

And per the request of the City of Asheville, NCDOT will increase the tree canopy within the interstate buffer along the Burton Street neighborhood where possible.

**THE BURTON STREET NEIGHBORHOOD PLAN
IMPLEMENTATION**

IMPLEMENTATION

Burton Street Community Priorities

During the draft plan comment review period, Burton Street residents were asked to rank the top five plan strategies that they would like to see implemented first. The following strategies were listed as the top priorities of the Burton Street Community:

- 2.2.1 - Improve Community Center Infrastructure by Including Additional Parking, a Computer Lab, Center Wi-Fi, Creating Additional Community Meeting Space, and Improving Existing Outdoor Basketball Courts and Playground
- 1.2.1 - Improve Existing Sidewalks to Meet ADA Design Standards
- 1.1.1 - Support Design Standards and Policies That Aim to Preserve or Enhance Neighborhood Character
- 2.2.2 - Expand Community Center Programming to Include Year-round Programs for Youth, and Educational and Vocational Training for Youth and Adults
- 2.3.1 - Construct a New Park and Community Gathering Space at Smith Mill Creek that will Include an Access Point to the Future Greenway
- 1.6.2 - Install Historic Markers Throughout the Neighborhood
- 1.6.1 - Install Burton Street Community Gateway Signs at the Northern (Florida Ave.) and Southern (Burton St.) Neighborhood Entrances
- 2.1.1 - Establish and Implement Programs to Reinvest into Current Residential Properties
- 2.1.2 - Stabilize Property Tax Rates by Promoting Affordability by Design Principles in New Development

IMPLEMENTATION

Implementation Plan

The following strategies were submitted to the North Carolina Department of Transportation and the City of Asheville for approval. The agency responsible for funding and leading implementation is identified for each strategy.

Implementation of the strategies contained in the plan are subject to available funding and resources by the implementing or coordinating agency.

IMPLEMENTATION

Implementation Plan

THEME 1	STRATEGY	Implementing Agency	
		CoA	NCDOT
1.1.1	Support Design Standards and Policies That Aim to Preserve or Enhance Neighborhood Character	X	
1.1.2	Engage Residents and Other Community Stakeholders in Plans for New Development, Capital Improvements, Amenities and Other Neighborhood Planning Efforts	X	
1.2.1	Improve Existing Sidewalks to Meet ADA Design Standards		X
1.2.2	Enforce Neighborhood No Parking Regulations Where Appropriate	X	
1.2.3	Expand and Improve Existing Stormwater Infrastructure to Minimize Flooding	X	
1.2.4	Maintain Trees and Vegetated Areas Along Public Rights-of-Way	X	
1.3.1	Improve Pedestrian Connections Between Community Resources by Installing a Sidewalk on Downing Street per Agreement of Property Owners		X
1.3.2	Improve Sidewalk Connections Between Commercial Corridors, and Include a Pedestrian Path from Buffalo Street to Patton Avenue That will Connect to Future Greenway		X
1.4.1	Evaluate Opportunities for New Transit Stops, Such as Near Burton Street and Haywood Road		X
1.4.2	Install a Sidewalk along Patton Avenue to Connect Pedestrian Path and Transit Stop		X
1.5.1	Participate in Community Dialogue and Identify Potential Strategies to Honor History and Contributions of the African American Community in the Burton Street Neighborhood	X	
1.5.2	Install Bus Shelters and Other Improvements at Transit Stops Located Near Burton Street. Consider Neighborhood Specific Designs if Feasible		X
1.6.1	Install Burton Street Community Gateway Signs at the Northern (Florida Ave.) and Southern (Burton St.) Neighborhood Entrances	X	
1.6.2	Install Historic Markers Throughout the Neighborhood	X	
1.6.3	Incorporate a Burton Street History Mural on Proposed I-26 Connector Sound Wall if Built		X

IMPLEMENTATION

Implementation Plan Continued

THEME 2 STRATEGY		Implementing Agency	
		CoA	NCDOT
2.1.1	Establish and Implement Programs to Reinvest into Current Residential Properties	X	
2.1.2	Stabilize Property Tax Rates by Promoting Affordability by Design Principles in New Development	X	
2.2.1	Improve Community Center Infrastructure by Including Additional Parking, a Computer Lab, Center Wi-Fi, Creating Additional Community Meeting Space, and Improving Existing Outdoor Basketball Courts and Playground	X	X Parking lot
2.2.2	Expand Community Center Programming, to Include Year-round Programs for Youth, and Educational and Vocational Training for Youth and Adults	X	
2.2.3	Expand Community Center Programming to Include Produce Processing and Preservation, Nutrition Education, and Community Farmers Market/ Stand to Enhance the Community Garden Program	X	
2.3.1	Construct a New Park and Community Gathering Space at Smith Mill Creek that will Include an Access Point to the Future Greenway		X
2.3.2	Conduct a Feasibility Study to Consider a Future Smith Mill Creek Greenway Through the Burton Street Neighborhood	X	
2.4.1	Establish a Neighborhood Watch Program	X	
2.4.2	Increase Police Presence and Patrolling Throughout Neighborhood	X	
2.5.1	Implement Traffic Calming Measures on Burton Street and Florida Avenue Including Improved Speed Bumps and Consistent Speed Limits Throughout the Neighborhood	X	
2.6.1	Conduct an Assessment of Streetlight Needs at Intersections, Dead End Streets and Cul de Sacs Throughout the Neighborhood	X	
2.6.2	Improve the Florida Avenue and Patton Avenue Intersection by Adding Pavement Markings and Left Turn Signals		X

IMPLEMENTATION

Agency Coordination

North Carolina Department of Transportation

NCDOT will coordinate with the City of Asheville, and the Burton Street Community Association whenever neighborhood engagement and input is necessary to the project planning process. The following strategies will require coordination between NCDOT and the City of Asheville for implementation:

- 1.3.2 - Improve Sidewalk Connections Between Commercial Corridors, and Include a Pedestrian Path from Buffalo Street to Patton Avenue that will Connect to Future Greenway

NCDOT will coordinate with the City of Asheville for the construction of the pedestrian path and sidewalks. The City of Asheville will be responsible for all future maintenance of the pedestrian path and all sidewalks constructed as a result of this plan.

- 1.5.2 - Install Bus Shelters and Other Improvements at Transit Stops Located Near Burton Street. Consider Neighborhood Specific Designs if Feasible.

NCDOT will coordinate with the City of Asheville to determine appropriate design accommodations for the proposed bus shelters.

- 2.2.1 - Improve Community Center Infrastructure by Including Additional Parking

NCDOT will coordinate with the City of Asheville to construct additional parking at the Burton Street Community Center to support the implementation of strategy 2.2.1. The City will be responsible for all remaining infrastructure improvements included in this strategy.

The City of Asheville

The following strategies will require coordination between the City of Asheville and NCDOT for implementation:

- 1.4.1 - Evaluate Opportunities for New Transit Stops, Such as Near Burton Street and Haywood Road

The City of Asheville will coordinate with NCDOT to complete a feasibility study to identify opportunities for the implementation of new transit stops near Burton Street on Haywood Road.

- 2.5.1 - Implement Traffic Calming Measures on Burton Street and Florida Avenue Including Improved Speed Bumps and Consistent Speed Limits Throughout the Neighborhood

The City of Asheville will coordinate with NCDOT once an improvement plan is developed for additional funding support for its implementation.

The City of Asheville will coordinate with the Burton Street Community Association to engage and inform residents of all plans for strategy implementation.

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