SALUDA
NORTH CAROLINA ™

City of Saluda, NC

2040 Comprehensive Land Use Plan

2021-2022

The 2040 Comprehensive Land Use Plan

Prepared By

The City of Saluda, North Carolina
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and City Staff

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Introduction

This comprehensive plan is the second comprehensive plan developed exclusively for the City of Saluda. Some of the information contained within this plan is based upon information obtained from the Polk County Land Development Plan that was originally developed in 1966 and was updated in 1973. The most recent update of this plan took place during the year 2021. This comprehensive plan is a guidance document based on analysis of the city's existing physical, economic, and natural resources. The planning process allows local government the opportunity to develop policies that address the needs of the community and to make informed decisions considering existing financial pressures, city resources, and public opinion.

Vision

The City of Saluda is primarily a residential community with an extraordinary natural environment, historic and distinctive homes, outstanding restaurants, and opportunities for adventure tourism. It comprises forward-thinking, innovative, and eclectic but well-managed neighborhoods that support its citizens' collective needs without undue intrusion into their personal lives. The city strives to give residents a wide range of living, working, and recreational options by embracing cultural, economic, and environmental sustainability and diversity.

Core Values

- Citizens are the heart of Saluda. The city treats all people fairly, with courtesy and respect.

- Communication is essential to an engaged citizenry. The City provides accurate and timely information and promotes public discussion of issues of common concern.

- Diversity of people, places of origin, and culture is an essential element of the Saluda experience.

- Saluda is a small and historic city. A legacy of planning is reflected in a pattern of village-centered growth.

- Saluda's residents need to move easily throughout the city, with an emphasize on pedestrian access.

- People thrive in a healthy environment. The city values and protects watersheds, trees, air quality, and other elements of the city's ecology.

- The physical, social, and intellectual well-being of Saluda relies in large part on the conservation of watersheds, trees, air quality, and other elements of

the local ecology

- Saluda does not exist in isolation. Citizens support local, county, state, and federal cooperation.

Purpose and Scope

The purpose of this comprehensive plan is to address certain issues that are vital to the growth, development, and protection of the natural and economic values of the City of Saluda. To confront these issues, goals and objectives have been developed and incorporated into a plan of action. The actions are the planning techniques that achieve the goals and the plan itself. Through gathering information and analyzing it,and through public input, local governments can make informed decisions on preserving and enhancing natural features while developing man made features.

The scope of this plan is exclusively for the City of Saluda. It focuses on the natural and cultural history, where the city is currently, and where the city is going. Althoughthis document is a comprehensive plan, it focuses on land use management and the techniques that will affect land use in the future. It is proposed that the plan and its recommended techniques be implemented over the next twenty-year period and be reviewed annually as to the status of the plan and recommendations.

Methodology

From commencement to completion, the work on this plan spanned from May 2020, through August 2021. The information utilized for this plan was gathered from several sources including the Saluda survey, Census Bureau, North Carolina State Data Center, North Carolina Division of Community Assistance, Polk County Land Development Plan, and the Saluda Water and Wastewater Engineering Report.

Section One: Natural Environment

Geographic Location

The City of Saluda is geographically located at 35.14'8 North. 82.20·54 West on thewestern edge of Polk County, North Carolina. The city is approximately 26 miles southeast of Asheville, and 91 miles west of Charlotte, in an area of the state where the piedmont geography meets the mountainous geography. The city is located adjacent to Interstate 26 just north of the South Carolina state line.

Polk County is bordered by Henderson and Rutherford Counties in North Carolina,and Spartanburg and Greenville Counties in South Carolina. It is in the Region C Planning District of North Carolina. **Map 1** illustrates the location of Saluda and Polk County.

Geography

While Polk County generally is thought of as piedmont, the City of Saluda is in atransition area where the eastern edge of the Blue Ridge Mountains meets the piedmont. Saluda' s elevation is 2,098 feet above sea level. Although Saluda is not located within the highest mountains in North Carolina, the types of soils and slopes that are shown here signify steep terrain. Underlying rock formations are generally Gneiss and Schist from the Paleozoic Era. The vegetation is typical Appalachian Hardwood. Saluda is located within the Broad River Basin.

Climate

Summertime in Saluda is typically moderately warm and very humid. Winters are moderately cold. Precipitation is evenly distributed throughout the year and is adequate for all crops where slope and soils permit. The average summer temperature(during the months of June, July, and August) is 83.6 degrees. The average winter temperature (during the months of December, January, and February) is 50.4 degrees,with the average daily low temperature being 26.1 degrees.

The yearly precipitation average is 50.0 inches and is generally spread out evenly throughout the year. Based upon data provided by the Southeast Regional Climate Center the heaviest average monthly rainfall amounts occurred during the months of May (4.8 inches) and June (4.7 inches). The lowest average monthly rainfall totals occurred during the months of October
(3.3 inches) and November (3.8 inches). The average annual snowfall amount is 8.8inches with the heaviest monthly averages occulting in January (3.8 inches), February (1.8 inches), and March (1.6 inches).

Saluda, NC Locator Map

Polk County, North Carolina

MAP 1

Legend:
- Interstate
- US Highway
- State Highway
- Railroad
- Stream or River
- Waterbody
- Municipality
- Polk County

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Soils

Soils occur in an orderly pattern that results from the combined influence of climate, parent material, relief, and plants and animals all interacting through time. Each soil type is associated with a particular kind of landscape or with asegment of the landscape. In developing the Polk County Soil Survey, soil scientists observe the steepness, length & shape of slopes, general pattern of drainage, crop production, native flora & fauna growing, the types of color, texture, size & shape of soil aggregates, rock fragments, depth to bedrock, distribution of plant roots, soil reaction, and other features that enable them toidentify soils and determine their capabilities.

The general soil map utilized for this project reflects broad areas that have a distinctive pattern of soils, relief, and drainage. Each map unit on the general soils map is a unique natural landscape. Typically, a map unit consists of one ormore major soils with some minor soils and the map unit named for major soils.

The map can be used to compare the suitability of large areas for general land use. The knowledge of the soils along with their properties can help the farmer, landowner, developer, sanitarian, planner, and others, when making land use decisions. Soil may be a key factor that will determine the success or failure of aproposed land use. Specific land uses such as the location of a stretch of road, a building, or planning the management of a field are more specific and would require the review of a detailed soil survey.

The suitability of soil combinations to accommodate different land uses is evaluated on numerous factors. Slope, wetness, permeability, depth of bedrock and susceptibility to erosion are just a few of the soil characteristics that determine suitability. Refer to the Polk County Soil Survey for a complete list ofsoil characteristics and definitions of suitability.

The major soil associations and descriptions of their use in Polk County are described in**Table 1-3**. Appendix A contains soil association descriptions. The soil associations are ranked according to the most suitable to the least suitable associations for urban use. Allsoil associations with a greater than 15% slope are ranked poorly suited to unsuited depending on additional soil properties that may be restrictive. While some soil associations might have the same ranking, the greater percentage of favorable characteristics determines their suitability rank.

Environmental Constraints

When deciding what areas are the most suitable for development, the environmental constraints must be evaluated. There are certain areas such as water supply/watershed areas that cannot be developed or that have restrictions due to state and federal Jaws. There are other areas, such as flood prone areas and steep slopes, where only residential development can occur, and construction costs are high.

Topography

The Environmental Constraints Map reflects the portions of the City of Saluda with the greatest concentration of the steepest topography.

Topographic slope is expressed as the percent of vertical change per hundred feet of horizontal distance. Thus, an 8% slope is one which increases or decreases eight feet vertically for every one hundred horizontally.

The suitability of land for development relative to topographic slope can be analyzed according to certain standards. These standards relate to development suitability in terms of least construction cost and least environmental impact and are summarized in the table below:

Table 1-1 Soil Association

	Soil Association	
1.	Arkaqua Loam	ArA
2.	Brevard Sandy Loam	BrC
3.	Cliffield-Cowee Loam	CxD
4.	Dillard Sandy Loam	DdB
5.	Edneyville-Chestnut Complex	EdF
6.	Evard-Cowee Complex 1	EvD
7.	Evard-Cowee Complex 2	EvE
8.	Hayesville Loam	HaC
9.	Hayesville Sandy Loam	HaD
10.	Udorthents	Ud

Table 1-2

Land Use Suitability Relative to Topographic Slope

Topographic Slope	Suitable Land Use Types*
Flat to Gentle Sloping** (0% to 7.9%)	Suitable for all types of industrial, commercial and residential development. Well suited for primary and secondary roads, and utility corridors.
Moderately Sloping* (8% to 14%)	Suitable for residential uses, but too steep for excessive industrial, commercial and high-density use. Suited for secondary roads.
	Will require additional grading and higher construction costs. Generally, too steep for cropland, but suited for orchards.
Steep to Severe Sloping* (15% and greater)	Suitable for individual homes, but too steep for subdivisions. Substantial limitations for other land uses.
	Excessive grading, excavation and construction costs.
	Suited for low intensity uses and for active recreations activities.

*   Does not limit other activity, but cost would increase.

** Land within this category may fall within flood-prone areas.

Table 1-3
Soil Associations and Use Suitability

Soil Types	Urban Development	Residential Development	Crop Land	Hay Land	Pasture	Wood Land	Orchard
ArA	4	4	4	4	4	4	4
BrC	2	2	2	2	2	2	2
CxD	4	4	4	3	3	2	3
DdB	4	4	1	1	1	1	1
EdF	4	4	4	4	4	2	4
EvD	4	4	4	3	2	3	3
EvE	4	4	4	4	3	2	3
HaC	2	2	2	2	1	1	1
HaD	4	4	4	4	2	1	2
Ud			Urban Developed Areas				

1   Well Suited
2   Moderately Suited
3   Poorly Suited
4   Unsuited

Saluda Comprehensive Plan: Soils Map

Soil Name

Arkaqua	Edneyville-Chestnut
Ashe	Evard
Ashe-Cleveland	Evard-Cowee
Ashe-Cleveland-Rock	Fannin
Ashe-Rock	Fannin-Cowee
Bradson	Hatboro
Brevard	Hayesville
Buncombe	Ostin
Cliffield-Cowee	Porters
Codorus	Rosman
Comus	Tate
Delanco	Tate-Greenlee
Dillard	Tusquitee
Edneyville	Udorthents
	Water
	Comp

Sources: Esri, HERE, Garmin, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community, Esri Community Maps Contributors, State of North Carolina DOT, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA

K. Fuller, IPDC, 2021.
For planning purposes only.

Saluda Comprehensive Plan: Topography

20' Contour Line

Elevation color represents a relative range, which has as a minimum, 714.144 757 ...

Feet

Sources: Esri, Airbus DS, USGS, NGA, NASA, CGIAR, N Robinson, NCEAS, NLS, OS, NMA, Geodatastyrelsen, Rijkswaterstaat, GSA, Geoland-FEMA, Intermap and the GIS user community. Esri Community Maps Contributors, State of North Carolina DOT, Esri, HERE, Garmin, SafeGraph, INCREMENT P, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA.

Kat Fuller, TPM, 2021. For Planning purposes only.

Saluda Comprehensive Plan: Land Suitability Map

Legend

- Flat (0°)
- Nearly level (1°)
- Gently level (2°)
- Gently sloping (3° - 5°)
- Strongly sloping (6° - 10°)
- Gently steep (11° - 15°)
- Moderately Steep (16° - 20°)
- Steep (21° - 30°)
- Very steep (31° - 90°)
- 20' Contour Line
- Wetland
- 100-Year Floodplain
- Stream/River
- Pond/Lake
- Building Footprint

L. M. K. Fuller, IPDC, 2021.
Morgan Rd Planning purposes only.

Sources: DOT GIS Unit, SCDOT, USGS, NGA, NASA, CGIAR, N, GEBCO, NOAA, and the GIS User Community...

N

0   500   500
Feet

Water Supply & Watersheds Water

Although generalized on the Environmental Constraints Map, the water supplycritical area and the watershed protected areas are illustrated. The graphics are to provide a general guideline as to the location of the water supply/watershed boundary lines.

Floodplains

Floodplains are those areas of land adjacent to bodies of water that are subject to periodic flooding. Residential subdivisions, industrial parks, and commercial buildings are inappropriate types of development for floodplains.

In the event of a flood, these developments would incur costly damages. Individual home sites are the only type of development that is somewhat suitable for floodplain areas and this is not recommended. Floodplains should be maintained asconservation areas or parkland to preserve the natural environment of the river or stream and to prevent exorbitant property losses. Detailed Flood Insurance Rate Maps are available for most locations and are currently being updated by the State.
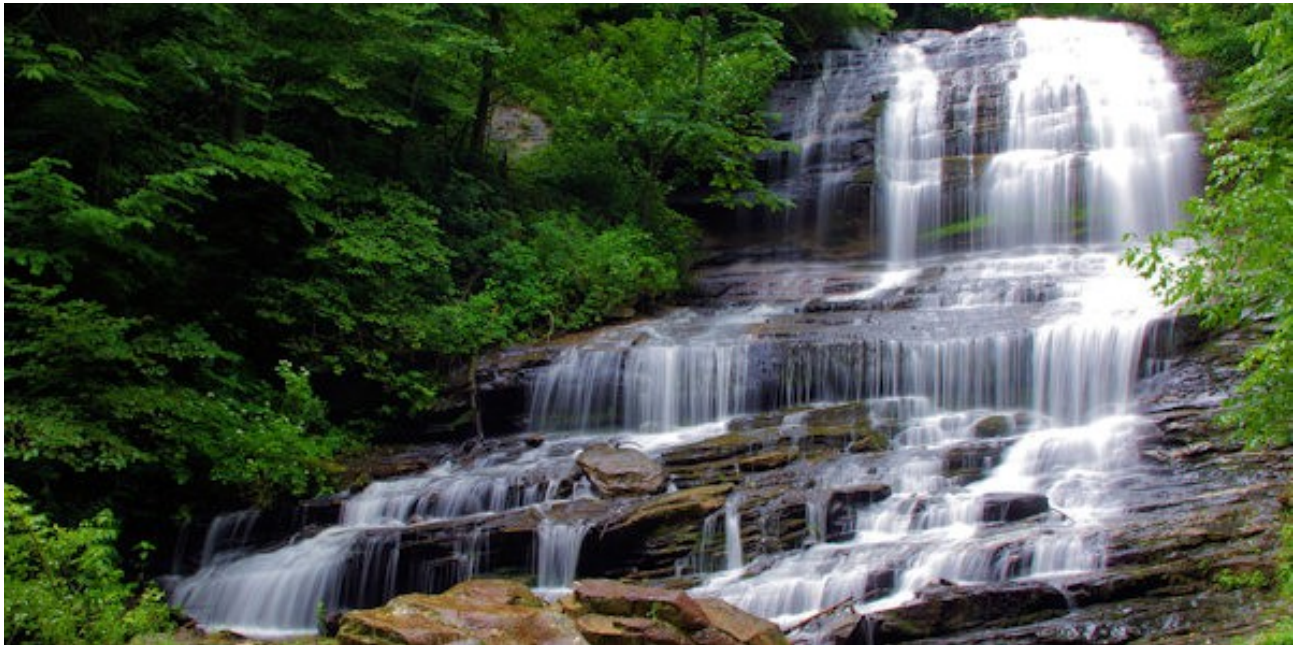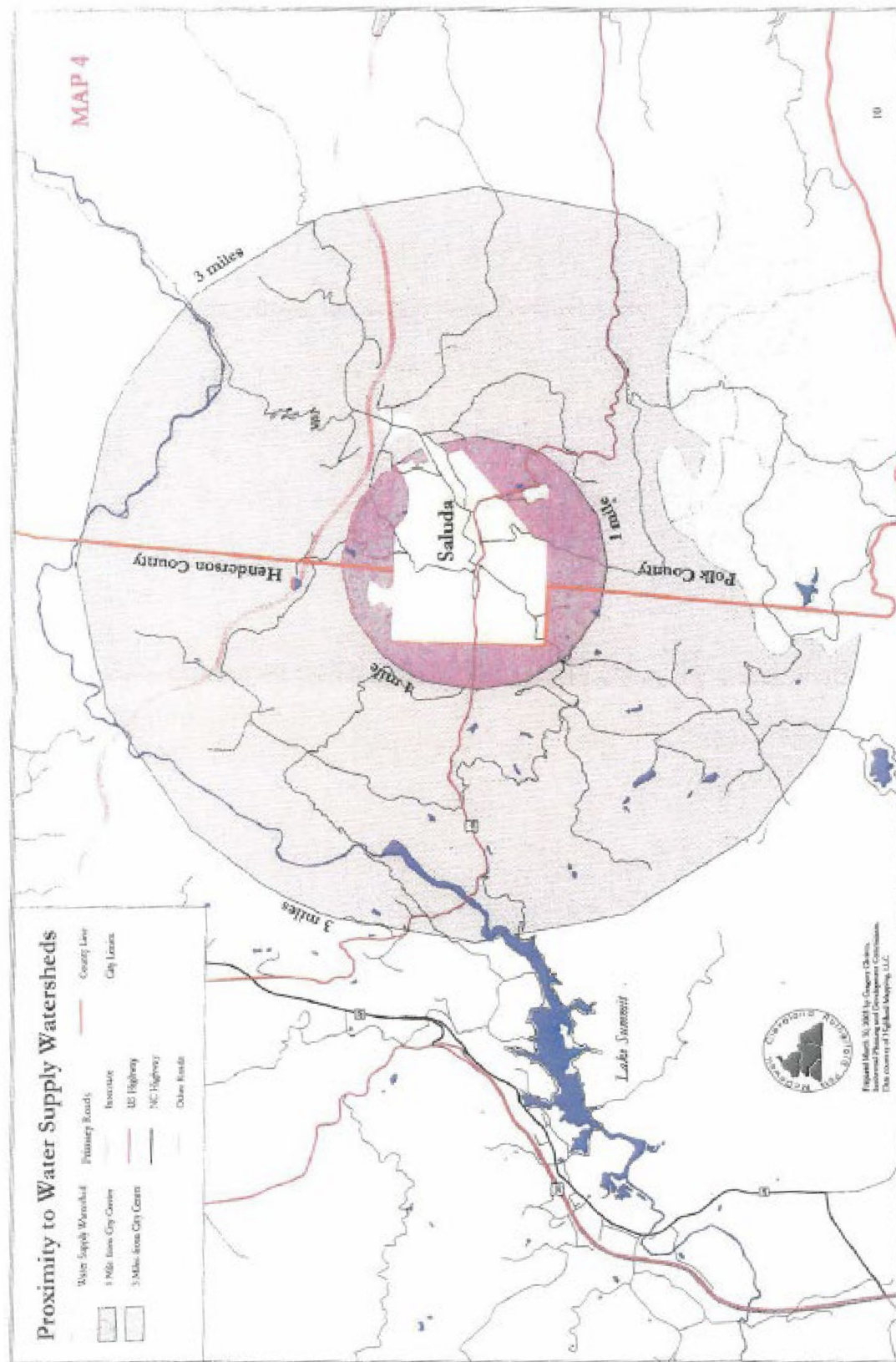
Floodplains and Water Supply/Watersheds are shown on **Map 4.**

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Section Two: Man Made Environment

History

The area where present day Saluda sits has always been one of the most beautiful naturalareas within the State of North Carolina. The area was a part of the great Cherokee Nation. Although the Indians did not settle here, the area was a natural travel path fromlands in the northwest to lands in the southeast. In fact, the name Saluda was derived from the Saluda Mountains, and Saluda River, which was an interpretation of a Cherokee word meaning '"Corn River".

By the mid to late 1700's the white settlers that had arrived in the east began to filter through using the Indian trails. As this went on through the 1800's, some people began to settle on individual sites. In 1877, the Asheville to Spartanburg Railway was commissioned, and work began that would lead to the beginnings of the City of Saluda.

The path that the railroad took would lead up and through Saluda Gap, a three mile stretch of mountain terrain that would be the steepest mainline standard gauge railroad in the country. The slope was anywhere between 3.7% and 4.7%, and the oldsteam engines frequently needed helper engines to get their loads to the top. As the railroad progressed, officials and workers needed places to live, so the first boarding houses, and encampments were built.

Before the rails to Hendersonville were completed, word of the beauty of the area had spread back east. The first people began arriving from the lowlands of South Carolina, to take advantage of the natural environment and cool summers. These peoplefirst inhabited the boarding houses used by the railroad, but eventually resorts, tourist homes, and additional boarding houses were built.

Soon a village began to grow around the tracks, and in 1881, the North Carolinalegislature incorporated the City of Saluda. The original incorporation was one square mile with the railroad tracks being the center of the city. The rest of the city spread over seven hills, just like Rome.

From l881 until the early 1930's, the City of Saluda grew and prospered. Resorts, tourist homes, boarding houses, the post office, a library, churches, a school, the Masonic lodge, a barber and beauty shop, a pharmacy, a theatre, a volunteer fire department, and various other business were constructed. A recreation area was built inthe late 1920's. The streets were paved, a water/sewer system was constructed, and a telephone system was installed. Main Street was the center of community life.

The great depression of the 1930's put an end to the prosperity. After the end of the depression, the city rekindled its growth, but then came World War II.

Although the city never achieved the growth it had prior to the depression, it held it's own during the last half of the 20th Century. In the 1960's the city's water system was contaminated and the city tapped onto the Hendersonville system. In the 1970's, Interstate 26 was completed which decreased traffic on 176. Now, the through traffic travels outside of the Town, but people can still pulloff and shop or rest in the historic main street business district of Saluda. The community continued to center its business and social life around Main Street and the recreation area, now called McCreery Park.

During the first of the 21st Century, Saluda started to change as day tourists discovered the quaint community with the attractive downtown and a few good restaurants. Much interest was centered around the railroad and its historic significance to the town. The mayor and city council decided to change to a City Manager form of government while at the same time, they started to update infrastructure. The city was granted a USDA loan to start upgrading the aging water and sewerage system. In addition, money was budgeted annually to address problems with sub surface drainage under the Main Street sidewalk. Attention was given to relocating the Public Works Department and addressing needs at the Wastewater Treatment Plant. The telecommunications provider started installing fiber optic cable to provide faster more reliable internet access for the residents.

Gradually empty nesters have put down roots as they are attracted to the area for its beautiful scenery and mild weather. Fundraising is prevalent as successful efforts to restore and refurbish the public library and other important buildings in Saluda have had great success. Younger people are attracted to Saluda by the opportunity to hike, kayak, zip line, mountain and tour biking, and camping. The City of Saluda Planning Board has been actively updating and improving the Land use Regulations as the city has evolved in the past twenty years. It is the belief that Main Street outward should continue to be the center of business activity and McCreery Park be the place where the community comes together to celebrate the benefits of the city.
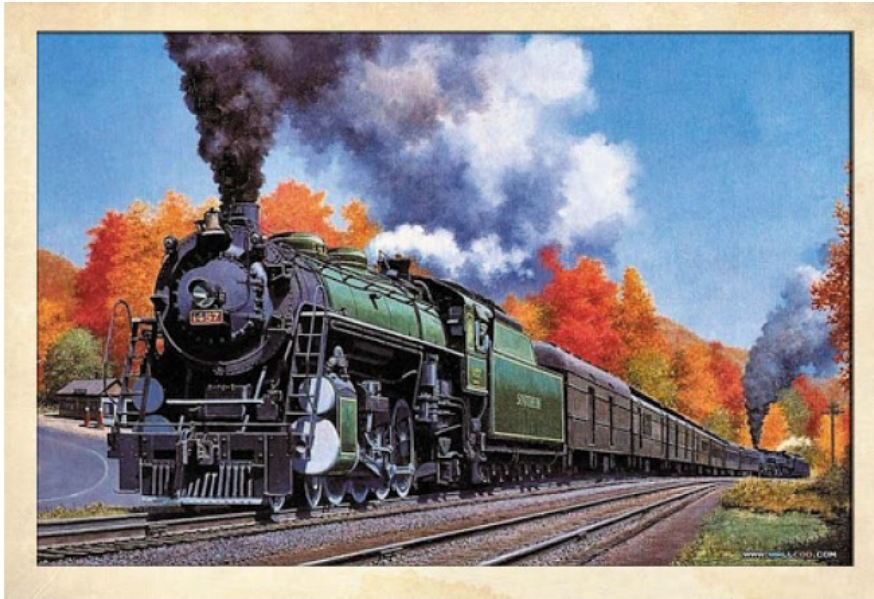
Existing Land Use Analysis

A brief explanation of the natural and historical factors that have had an effect on past growth and development patterns in Saluda has been presented. Today Saluda has evolved into an orderly community which still plays a small role in the provision of goods and services to a fairly small population residing in and around the City.

The land use patterns that have developed thus far, form the foundation for the Saluda of tomorrow. These land uses have been inventoried and studied. A good working knowledge of existing conditions will facilitate the preparation of the remainder of the comprehensive plan by providing the basic information needed to formulate projections, determine future growth patterns, and maintain facility and service needs.

Saluda's land uses have been surveyed and categorized as follows. and may be viewed on the Existing Land Use Map:

RESIDENTIAL

Includes all land used for year-round or seasonal residential purposes such as Single Family, Multi Family, Mobile Home, or Planned Residential Communities.

COMMERCIAL

Includes all land used for sale of goods or services, both retail and wholesale. All yards or lots adjacent to structures are included (parking).

INDUSTRIAL

Includes land used for manufacturing, extracting, assembling, processing, or refining goods or raw materials.

TRANSPORTATION

Includes major utilities and communication system complexes, railroad yards,truck or bus facilities, or other utilities or communications.

PUBLIC AND SEMI PUBLIC

Includes land in public domain such as institutions, cemeteries, recreational areas,civic facilities, and government offices.

AGRICULTUE

Includes all fields, lots and farmsteads involved in agricultural use (crops orlivestock).

FORESTLAND

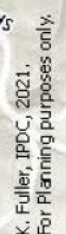Includes all land used for commercial forestry and non-commercialwoodlands, both coniferous, and deciduous.

Saluda Comprehensive Plan: Current Zoning

Current Zoning District
- Downtown Restricted Commercial Use District
- Historical District
- Restricted Commercial District
- Single-Family Residential District
- Multi-Family Residential District
- Multi-Family and Clustered Single Family Residential District
- Ozone Drive Mixed Use District
- Parcel Line

K. Fuller, IPDC, 2021.
For Planning purposes only.

Saluda Comprehensive Plan: Future Land Use

Future Land Use District

- Downtown Restricted Commercial Use District
- Historical District
- Restricted Commercial District
- Single-Family Residential District
- Multi-Family Residential District
- Multi-Family and Clustered Single-Family Residential District
- Ozone Drive Mixed Use District
- Greenville Street Mixed Use District
- Parcel Line

K. Fuller, IPDC, 2021.
For Planning purposes only.

LAND USE ANALYSIS

Saluda's original municipal boundaries were one square mile. There have been four areas of annexation, one in Henderson County at the northwest, one next to friendship circle, and the majority in the northeast towards Interstate 26. It should be noted that voluntary annexation is the only form of legal annexation that a municipality can implement in North Carolina. According to calculations, during Saluda's history the City boundaries have grown by over 50%. The commercial areas are basically divided into two distinct categories: downtown commercial, which encompasses the historic Main Street area; and highway commercial, the City of Saluda's Interstate 26 Interchange. A large portion of the town is residential and is an eclectic mix of different styles of architecture from the mid to late 1800's to present.

Housing

According to the ACS 5-year Census estimations, the City of Saluda has 605 active households located within its municipal boundaries. 120 of these housing units are renter occupied, 249 are owner occupied, and 236 are vacant. Although it should be noted that the census counts the summer homes within Saluda as vacant. An interesting fact is that 186 of the total units were constructed prior to 1939. The majority of the dwellings have more than 5 rooms, with the average being 5.9 rooms per unit.
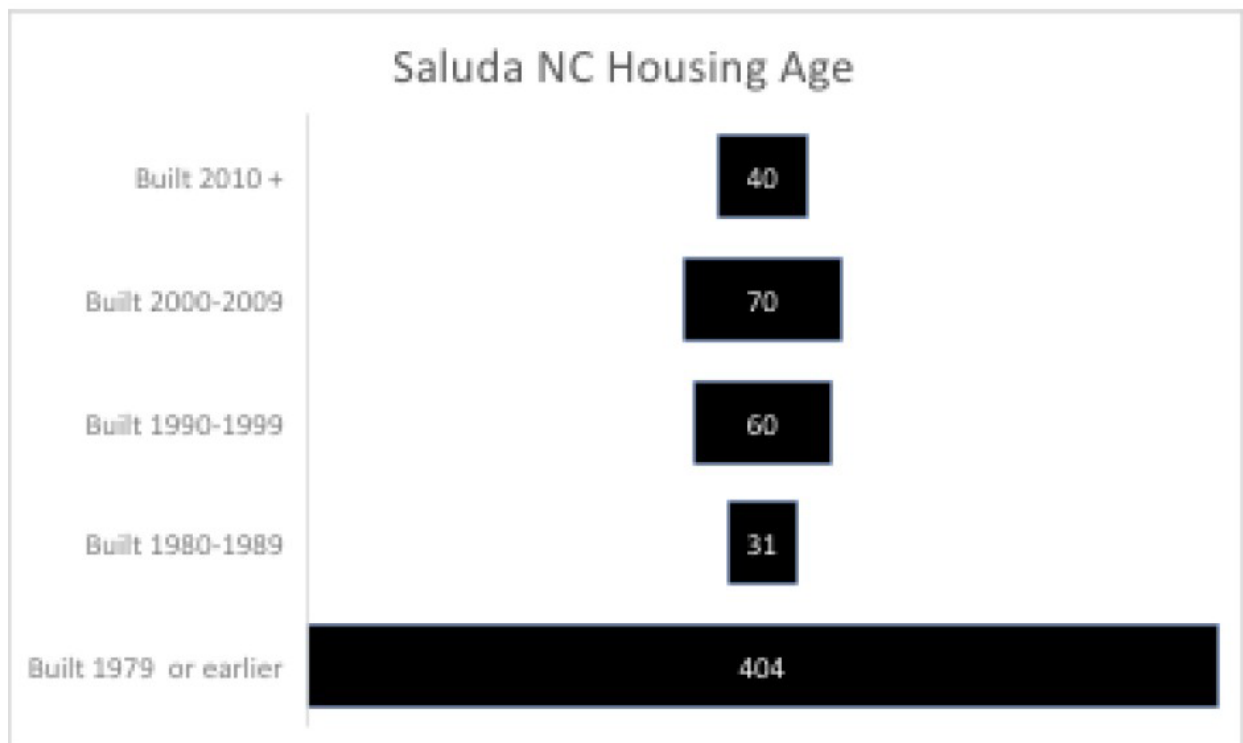
Sources: US Census, ACS 5-year data, 2014-2018; ESRI data, 2021.

City Government

The City of Saluda, as with many small towns that cannot afford to have a largestaff and operates under the Mayor/Council form of government. The mayor and the four-member City Council are elected at large. In this form of government, especially where there is little or no staff, the Mayor and Council take active roles in the daily management of the city. City responsibilities including Administration, Police Protection, Fire Protection, Maintenance of Streets & Sidewalks, Maintenance of Parks & the Cemetery, Waste Collection, Library, Recreation, Maintenance of Water System, and the Treatment and Maintenance of the Sewage System.

The city has 4 total employees located within Town Hall. These employees arethe secretary, city clerk, city manager, and finance officer.

The Police Department consists of the Police Chief, Police Deputy, and two Officers. They perform general protective and safety services throughout thecity.

The Public Works Department consists of a Public Works Supervisor, Senior Utility Maintenance Worker, and a Utility Maintenance Worker. This department performs water & sewer maintenance, debris removal, general maintenance, cemetery & park maintenance, and street & sidewalk maintenance.

The City of Saluda contracts with public or private entities for Fire Protection,Garbage and Recycling Collection, and the operation of the City's Sewage Treatment Plant.

Budget

The general fund budget, during the fiscal year that extended from July 1st, 2019to June 30th, 2020, amounted to $1,366,433. The water & sewer enterprise fund amounted to $885,200 for the fiscal year. The total budgeted tax revenues for the fiscal year was $1,271,502 which is about 93% of the total budgeted generalfund. During the fiscal year, the city had a budgeted total fund balance of $166,075 and ended with an actual balance (May 31st,2020) of $98,160. The North Carolina Local Government Commission requires an undesignated fundbalance of 8% of the total general fund

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Utilities

The City of Saluda operates two utilities: a water system, and a sewage system.

Water

The City of Saluda water system consists of purchasing the water from Hendersonville, then reselling it to two areas, Lake Summit and the City of Saluda. The City of Saluda also maintainsall of the water distribution lines.

The City purchases its water at retail rates from Hendersonville, distributes it, and sells it to its customers, both in the City and around Lake Summit. Because most of the water system was built in the late l 920's and l 930' s, with the most recent expansion in the l950' s, the water system is aged and experiences problems with water loss. The average water loss per month is between 25% and 32%. The City would like to reduce the loss to below20%. It is estimated thatHendersonville will be able to supply Saluda for the foreseeable future.

Sewer

The City of Saluda sewage system consists of a 100,000 gallon per day package plant. The plant and all of its collection lines discharge in Joel's Creek.

As with the water lines, the majority of the sewer lines were installed in the 1920's and l 930's.Due to the system's age, the City has problems with inflow and infiltration. Generally, the sewage treatment plant operates at about 60% of capacity, but during periods of heavy rainfallthe City can be in violation of its permitted capacity.

At present the City is about 60% developed and is averaging 60% capacity. If the City continues to develop at current densities, continues to address inflow and infiltration problems,and does not have any large capacity users connect to its system, the plant should be adequate for quite some time. Saluda plans to do an analysis on both the Sewer and Water systems in the coming years. There are plans to create a "Capital Improvement Plan" for infrastructure, water, sewer, and a new Public Works building in the coming years as well.

**The graphics on the following pages are maps of the
Saluda Water System and**

1h

Saluda Sewer System

MAP 8
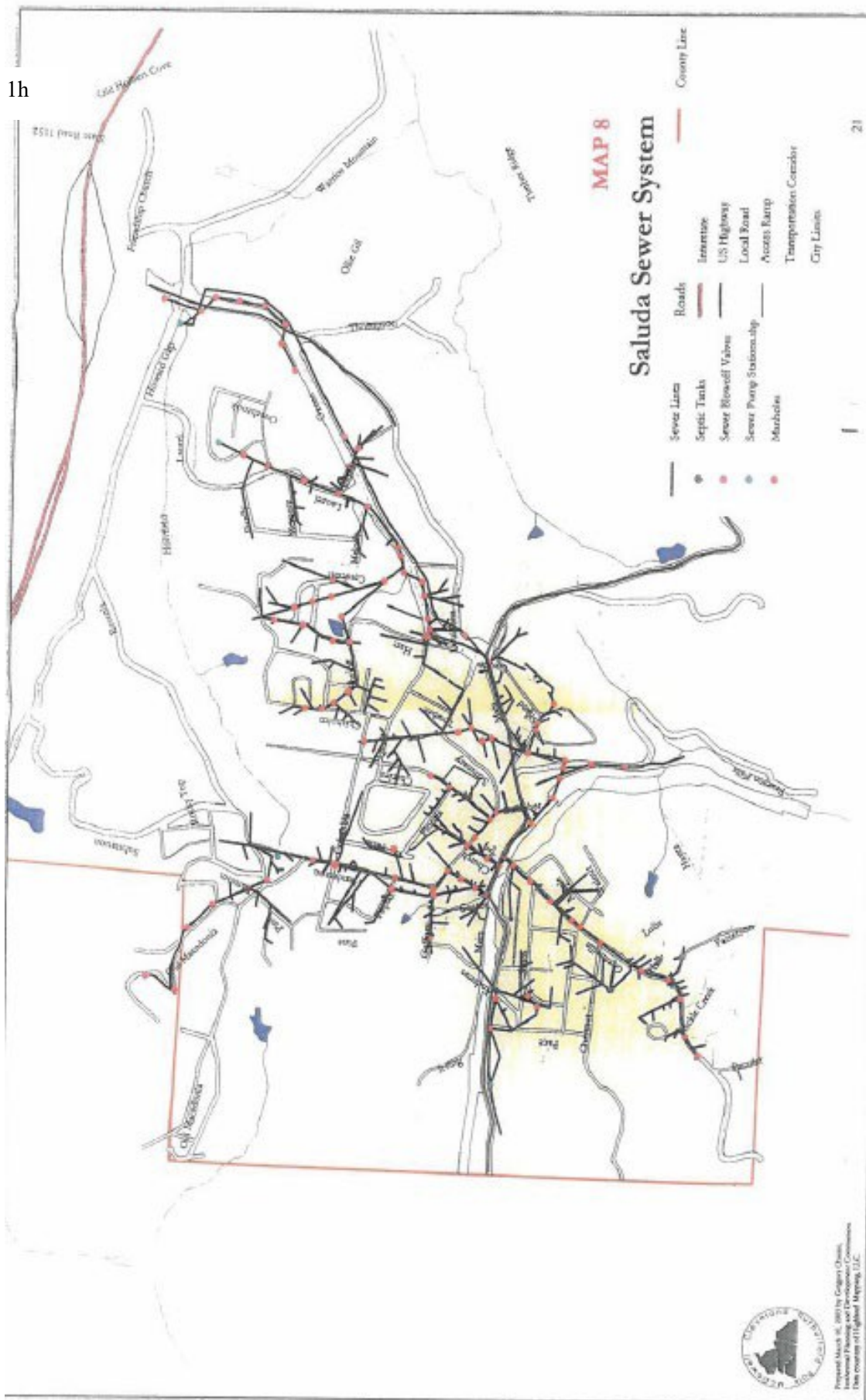
Facilities

Library

The Saluda Library is at the western end of the historic Main Street district and serves the city, the township, and many patrons who visit Saluda but do not live here permanently. The library was made possible by donations and many hours of volunteer support. It also received a USDA loan that was repaid through fundraising over 10 years. The Saluda Library is a branch of the Polk County Public Libraries system, which has approximately 10,000 patrons and is part of the NC Cardinal inter-library loan network. The Saluda Library has one full-time and two part-time librarians and one volunteer assistant. The library has three levels: a basement houses the teen space. the ground floors hold books, periodicals, DVDs, and audio books, and the second floor contains large-print books, a reading room, and a meeting room. Programs offered by the Saluda Library include those for children, teens, adults, and summer reading. Borrowing options include books, e-books, DVDs, and audio recordings, all of which are available at no charge. The meeting room is used by several organizations, including the Saluda Board of Commissioners and other City regulatory bodies. The city owns the building and is responsible for maintenance and upkeep; Polk County is responsible for staffing, materials, and collections. The facility is well maintained, and it should provide ample space for the next decade.

Parks and Recreation

Saluda recreation currently consists of two separate areas. The first being McCreery Park, which contains two picnic shelters, general playground equipment, and an entertainment area with picnictables. The second being the park area at Saluda School which includes two tennis courts, a basketball court, and general playground equipment that can be used when school is not in sessionand during the summer.

Saluda Fire Department

The Saluda Fire Department is a volunteer department with 41 firefighters, and one part time secretary. The department has 3 engines, 1 tanker, 1 service truck, 1 rescue truck, 1 brush truck,1 ladder truck, 1 quick response vehicle, 1 "Polaris Ranger", and 1 dive trailer. The Saluda FireDepartment holds a Class 5 Insurance Rating in city class 6 outside of city 5 road miles from station, an EMT Basic Level, a high and low angle rescue certification, and a dive and swift water rescue certification. The department has training in extrication, all areas or types of firefighting, and both awareness and operations level for hazardous materials incidents. The City of Saluda contracts with the Saluda Fire Department for Fire Protection. In 2019 the Saluda Fire Department had 807 total calls and spent 1,582 hours responding to these calls. 140of the calls were overlapping calls, meaning the call was received while the team was on the scene of

another call. Their goal is to continue their 24/7/365 service to the community. There is certainly a possibility for a move within the next twenty years, preferably to Ozone. Where the station is currently makes it difficult for the team to respond to most of their calls because most of them are on the other side of town. This forces them to move quickly through crowded main street which is a difficult task. The possibility of putting a substation on Ozone would greatly assist this issue.

Saluda Elementary School

The current Saluda School is a stone and brick structure that was built around 1937 and is located between Main Street and Seminary Street. The school includes pre-kindergarten through the fifth grade and has a current enrollment of 151 students. There are 17 classroom teachers employed at the school and a total of 39 faculty members altogether. Polk County administers the educational facility even though the school draws students from both Polk County and Henderson County. Middle school aged students have the option of attending either Polk County Middle School or Flat Rock Middle School. Saluda is one of approximately forty, North Carolina A Plus Schools, which utilize a curriculum of arts and technology to enhance core study courses. The school's mascot is the "Wildcats.

Autumn Care

Autumn Care is a private intermediate and skilled care nursing facility located at the northern end of Eeseola Circle. The facility is available to all persons requiring skilled nursing care but is predominantly occupied by elderly. The facility offers 99 beds and employs 120 people.

The graphic on the page is the Saluda Facilities Map
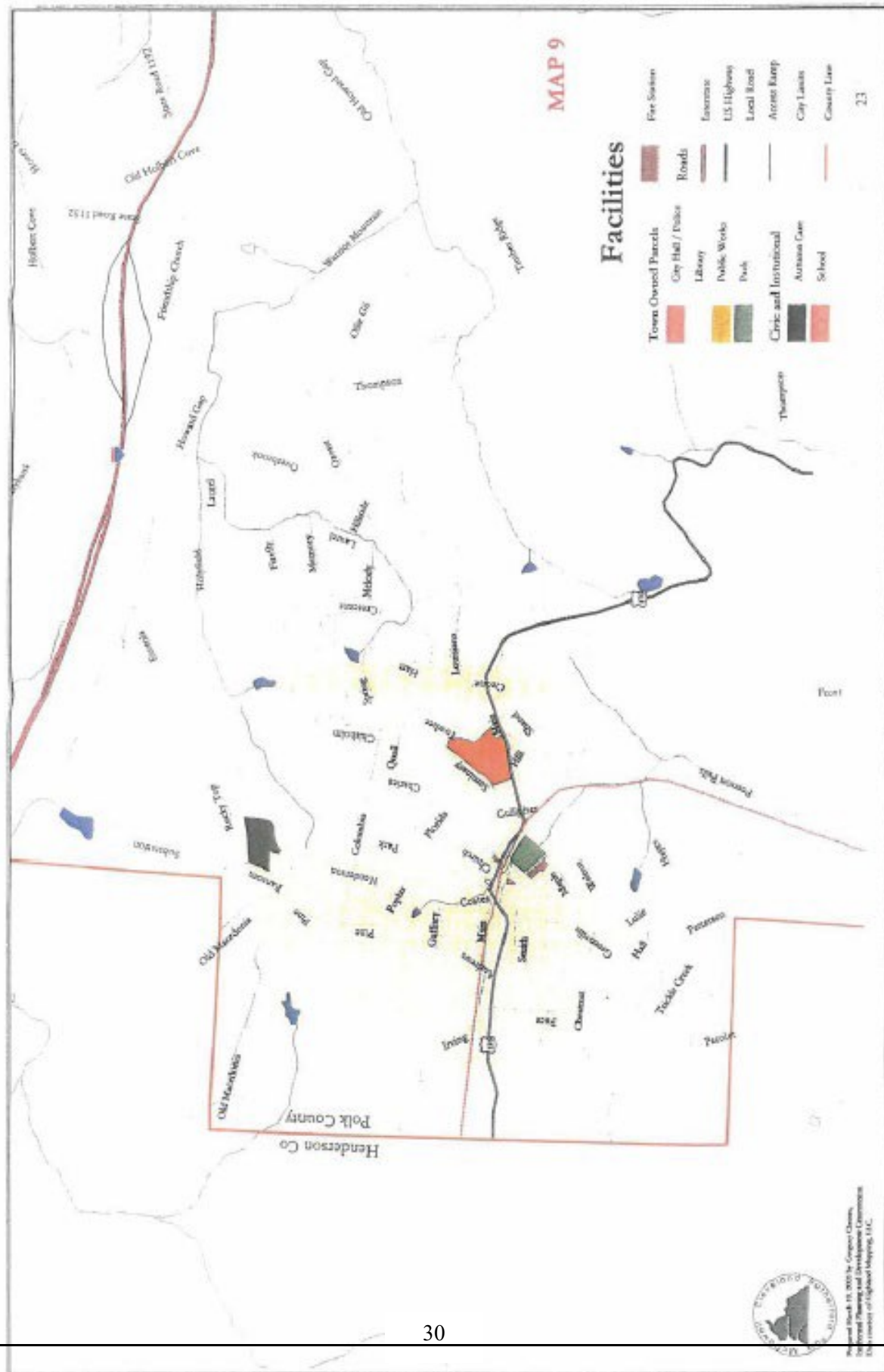
Transportation

Existing System

Like other small towns throughout the rural United States, Saluda's most prevalent mode of transportation is the automobile. The city is currently strategizing on ways to formulate a balanced system which will offer alternatives to the automobile and minimize auto dependency. Saluda's roadway system is made up of a two-lane arterial which connects 1-26 to a primary commercial district and serves a system of secondaryarterials and residential collector streets. The primary corridor also connects to Highway 176 (a southwest link to Tryon, North Carolina & Spartanburg, South Carolina) and bisects two residential districts. Saluda is likely to be protected from the threat of sprawling subdivisions because of its geography.

Developing a Balanced Transportation System

The local transportation system shall strike a balance so that each mode of travel(single-occupant vehicle. transit, multi-occupant auto, pedestrian, and bicycle) is effectively utilized to meet local mobility choices and needs.

1. Develop Multi-modal Street Design Criteria

    Design arterial and collector streets (new roads and major reconstruction projects) to effectively provide mobility and accessibility for pedestrians, bicyclists, private motor vehicles, andpossible future public transit vehicles.

2. Establish a Pedestrian-friendly Main Street

    Multi-modal Corridor The City should identify Main Street as a multi-modal corridor that will receive priority for proper signing and crosswalks. bicycle racks, a prioritized budget of sidewalk upgrades, and future transit centers when and if a linkage is established with other local services.

3. Coordinate with RPO and NCDOT

    Coordinate policies with Polk County, the Isothermal RPO, andNCDOT to ensure compatibility with regional plan objectives, including design of

streetscape enhancements.

Create an Efficient Transportation System

The city should ensure pedestrian and bicycle connectivity in local roads andstreets between adjacent neighborhoods and nearby commercial areas and schools in order to minimize auto dependency and unnecessary driving.

Achieve a better distribution of traffic across the roadway network, avoid unnecessary congestion on collector and arterial roadways.

1. Develop Updated Roadway and Cross Section Guidelines

   The city should develop the guidelines within two years following adoption of the plan. The guidelines should cover streets, sidewalks,crosswalks, bicycle facilities, and any future transit shelters. Roadway design guidelines should be tied to the functionalclassification system established by NCDOT.

2. The city should adopt street system standards for commercial and residential development projects providing for connectivity with streets serving adjacent land uses and providing for continuity in collector and local streets. These standards should be implemented through the development review process to ensure an efficient and connected networkof roads and streets. The standards may include such requirements as maximum block length, minimum number of street connections per mile,or similar standards. The standards should address streets, pedestrian facilities and bicycle facilities. The standards may allow exceptions for development projects adjacent to existing residential areas to accommodate concerns about cut-through traffic and other traffic impactson established neighborhoods.

3. Develop and Adopt a Prioritized Local TIP

   The City should establish the relative priorities of categories of roadway improvements for local investment and should set local priorities for stateinvestments in arterial roadways. Project limits, project and program descriptions, and estimated costs should be listed

and mapped.

Research Parking Availability in the Main Street Core

Main Street is comprised of approximately 92 spaces which are shared by three restaurants, and approximately 15 other retail or service types of business.

During business hours, the parking may be more than 90% occupied. The user survey did not indicate that parking is a problem for residents of Saluda. There are several large either private or public parking lots located adjacent to the MainStreet Core area that could be utilized for overflow parking. Logistically, with proper directional signage, there appears to be ample parking for Saluda.

Public Transportation

There are two public transit systems with service areas which include and are adjacent to Saluda. The Polk County system focuses on specialized transportation(medical and senior trips). There are some fixed routes which have been offered, however they have been seasonal in nature with varying schedules and low frequency. Fares are largely based on mileage and trip purpose. Some seasonal routes are in place for tourists and for young children under special circumstances. Polk County Transportation has operated seasonal service to Saluda in the past.

Apple Country Transit is the Hendersonville Municipal Service which covers the city and outlying areas. Buses run Monday through Friday with a one-way fare of 50 cents. In addition to the two routes within Hendersonville, the outlying communities of Edneyville, and Etowah have "feeder" service into Hendersonville from their areas. The system also works with a private contractor to provide scheduling for connections to the Asheville -Henderson area. The service is $1.00 each way and includes stops at the airport. The City of Saluda should discuss further options with Apple Country Transit since it already offers outlying area service and is a logical destination for persons in Saluda.

A public transit service feasibility study for Saluda would first include a general survey of the population and its density in order to determine needs for a fixed route or other specialized service. It does not appear from the data compiled in this report that a regular fixed-route service within the City limits of Saluda could be supported because of factors such as auto ownership, walkability, density, and limited services. However, there may be a justification for service to outlying areas based on the success of other systems with similar commuting trends and land use patterns.

The choices the City has for a public transit system are:

1.   A City owned transit system. Provide a source for dedicated municipal funds. It is likely that the fully allocated cost of transit service from Saluda to outlying areas would cost $25 to $35 per service hour at a minimum. Whether the City sets up service to Asheville, Hendersonville, Tryon, Columbus, or other destinations, it is important to understand that farebox revenues likely generate less than 10% of the overall cost of the system. Presently this choice is not feasible.

2.   City to contract with an existing provider. Existing carriers should be approached in order to set up a test route. Tests should operate within a set time frame for at least 6 months, be well advertised, operate on a frequency necessary to meet the defined needs of the passenger population, and operate during peak seasons in order to generate interest. Tests should have well defined goals (i.e. carry 6-10 passengers per service hour, etc.). If the service does not meet the goals originally established, it should be re-evaluated or discontinued.

NCDOT Local Area Statistics

The NCDOT performs traffic counts at various locations within Saluda. The traffic counts are total volume and are performed over a 24-hour period.

Ozone Drive from Howards Gap to Louisiana increased from 3,300 in 2003, to 3500 in 2017.

Seminary Street from Ozone to Culipher increased from 470 in 2003, to 510 in 2017.

Greenville Road decreased from 2100 in 2002, to 1800 in 2016.

Pacolet Street from Greenville Road increased from 110 in 2003, to 150 in 2017.

1-26 eastbound near Saluda increased from 27,000 in 2002, to 35,500 in 2018.

I-26 westbound near Saluda increased from 29,000 in 2002, to 37,000 in 2018

The graphic on the following page is the Saluda Transportation Services Map

MAP 10

Saluda Transportation Services

36

Section Three: Population Characteristics

In addition to understanding the natural and man-made environments of the City of Saluda, it is necessary to understand the characteristics of its people. By knowing what they are like, their use requirements can be better understood and accommodated. Most of the sources of this information are based on the national census conducted every ten years, or data that is provided from surveys championedby them. The State of North Carolina's Office of Budget and Management also compiles annual estimates which make communities aware of population changes from one year to the next and between each census.

## Factors Affecting Growth and Development

"Growth happens. You can either plan for it or react to it."

There are many factors that affect growth and development in small towns. The major factors include transportation corridors, availability of utilities, location inrelation to other growth areas, and regulations.

Saluda has many qualities that make it an attractive community for growth, including location, history, proximity to natural features, and transportation. These and other qualities make Saluda a wonderful small community with manyopportunities for future growth and development.

According to the most recent U. S. Census estimates, the City of Saluda's populationwas **743**.The average age for the Saluda population is **55.6 years**. This is slightly higher than the Polk County average of **52.1 years**. The United States average is **37.9 years**. Saluda and Polk County's age structure is similar. Compared to the Stateaverage, Saluda and Polk County have a substantially higher percentage of its total population over the age of 60. The image below displays a visual breakdown of the population of Saluda by age range.

Population of Saluda, NC
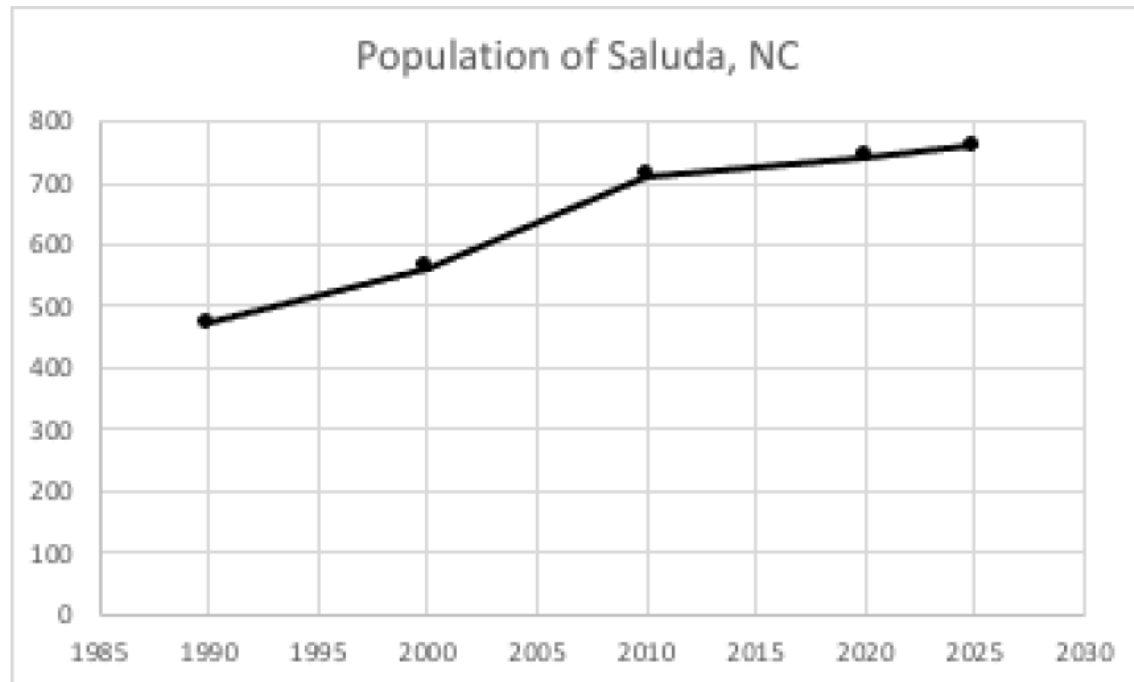
With an older population comes a variety of disabilities that could be potentially addressed infrastructurally. The below graphic displays the dispersion of disabilities among the population of Saluda.

Disability

10.0% +/- 4.9%
Disabled population in Saluda city, North Carolina

12.6% +/- 0.1%
Disabled population in the United States

Table: DP02
Table Survey/Program: 2018 American Community Survey 5-Year Estimates

Types of Disabilities in Saluda city, North Carolina

Hearing difficulty - 3.0%

Vision difficulty - 1.3%

Cognitive difficulty - 1.1%

Ambulatory difficulty - 5.6%

Self-care difficulty - 0.6%

Independent living difficulty - 0.3%

Saluda has an exceptional veterans population rate at **13.8%** which is nearly double the national average at **7.5%**. The city of Saluda does not have a significant amount of cultural diversity which is not surprising considering the small population. Approximately **1.9%** of the population speak a language other than English at home compared to the **21.5%** average. The image below displays the racial breakdown of Saluda.

Race

864 +/- NaN

Total population in Saluda city, North Carolina

322,903,030 +/- *****

Total population in the United States

Table: DP05
Table Survey/Program: 2018 American Community Survey 5-Year Estimates

Population by Race in Saluda city, North Carolina

White alone - 94.0%

Black or African American alone - 3.2%

American Indian and Alaska Native alone - 1.3%

Asian alone - 0.7%

Native Hawaiian and Other Pacific Islander alone - 0.0%

Some other race alone - 0.0%

Two or more races - 0.8%

0 10 20 30 40 50 60 70 80 90 100

Sources: US Census, ACS 5-year data, 2014-2018; ESRI data, 2021.

The educational attainment within the city of Saluda is fairly admirable. Approximately **91.2%** of the population of Saluda is a high school graduate or higher. This is **3.5%** higher than the national average **87.7%**. The graphic below depicts the educational attainment of the population of Saluda on a percentage basis.

Educational Attainment

91.2% +/- 6.2%

High school graduate or higher in Saluda city, North Carolina

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87.7% +/- 0.1%

High school graduate or higher in the United States

--- Education

Table: DP02
Table Survey/Program: 2018 American Community Survey 5-Year Estimates

Education Attainment in Saluda city, North Carolina

High School or equivalent degree - 24.3%

Some college, no degree - 15.4%

Associate's degree - 12.3%

Bachelor's degree - 26.5%

Graduate or professional degree - 12.6%

0 5 10 15 20 25 30

Sources: US Census, ACS 5-year data, 2014-2018; ESRI data, 2021.

The city of Saluda is home to a plethora of occupations. Certainly, a goal looking into the next 20 years of Saluda would be to increase the infrastructural support for sustainable transportation and the general walkability of the city. The available data on means of transportation to work exemplify where the city of Saluda is currently at in regards to this goal. The below graphic displays this data.

Commuting

24.6 +/- 5.0

Average commute to work (in minutes) in Saluda city, North Carolina

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26.6 +/- 0.1

Average commute to work (in minutes) in the United States

Table: DP03
Table Survey/Program: 2018 American Community Survey 5-Year Estimates

Means of Transportation to Work in Saluda city, North Carolina

Drove alone - 76.2%

Carpool - 2.6%

Public transportation - 0.0%
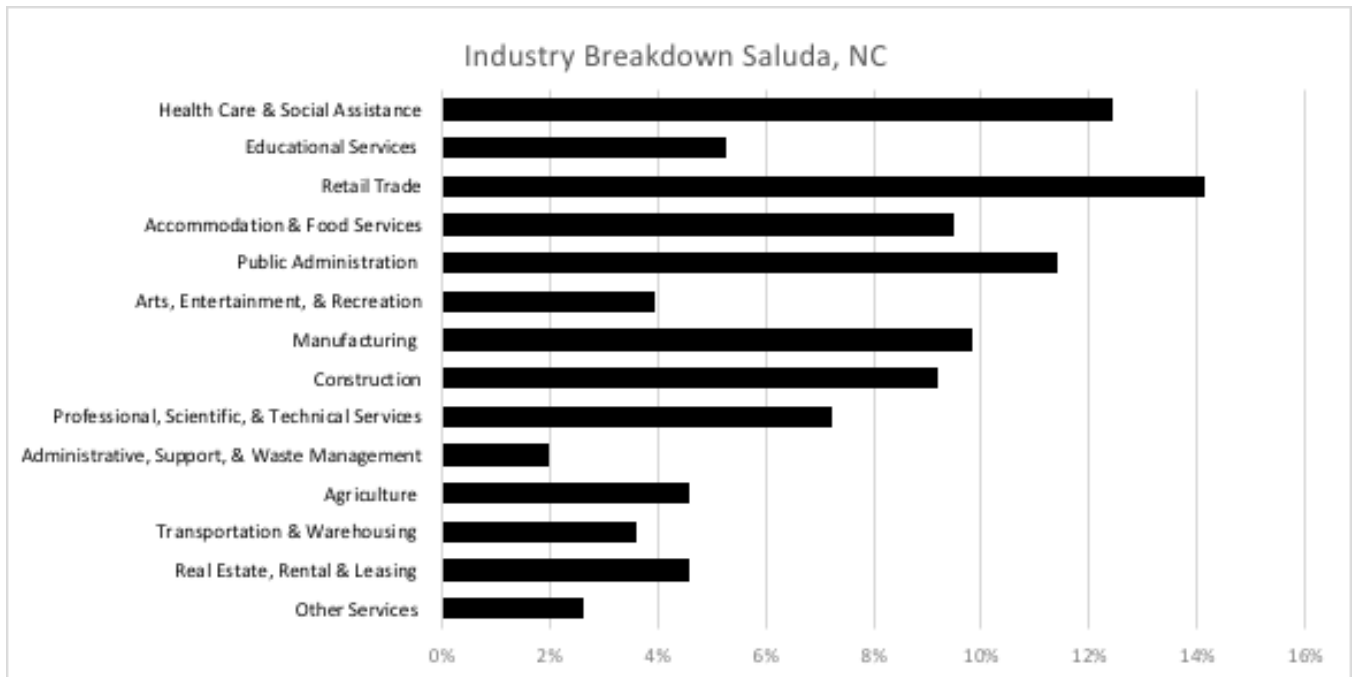
Walked - 8.6%

Other means - 2.6%

Worked at home - 9.9%

0 10 20 30 40 50 60 70 80

Sources: US Census, ACS 5-year data, 2014-2018; ESRI data, 2021.

Section Four: The Economy

The economy within the city of Saluda employs an estimated 282 people. Saluda's main industries are Retail Trade, Health Care & Social Assistance, Outdoor Recreation, Education, andPublic Administration.

Industry Breakdown Saluda, NC

A horizontal bar chart titled "Industry Breakdown Saluda, NC" showing the following approximate percentages:

- Health Care & Social Assistance: ~12.5%
- Educational Services: ~5.3%
- Retail Trade: ~14.1%
- Accommodation & Food Services: ~9.5%
- Public Administration: ~11.4%
- Arts, Entertainment, & Recreation: ~4%
- Manufacturing: ~9.8%
- Construction: ~9.2%
- Professional, Scientific, & Technical Services: ~7.2%
- Administrative, Support, & Waste Management: ~2%
- Agriculture: ~4.5%
- Transportation & Warehousing: ~3.6%
- Real Estate, Rental & Leasing: ~4.6%
- Other Services: ~2.6%

Sources: US Census, ACS 5-year data, 2014-2018; ESRI data, 2021.

The median household income in the city of Saluda is **$45,781** which is below the state of NorthCarolina's average at **$52,413**. The below graphic illustrates a breakdown of the average earnings per person by gender.

Earnings

$41,042 +/- $8,786

Female median year-round, full-time earnings in Saluda city, North Carolina

---

$41,690 +/- $70

Female median year-round, full-time earnings in the United States

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Table: S2001
Table Survey/Program: 2018 American Community Survey 5-Year Estimates

**Median Earnings for Fulltime, Year-Round Workers by Sex in Saluda city, North Carolina**

Male - $40,000

Female - $41,042

Sources: US Census, ACS 5-year data, 2014-2018; ESRI data, 2021.

The poverty rate in Saluda is **18.9%** which is above the North Carolina average of **14.0%**. Saludais popular place amongst individuals who are retired and desire a quiet place to settle down. This is likely what attributes to Saluda's **41.4%** employment rate. The below graphic illustrates how the persons of poverty is distributed among different age groups.
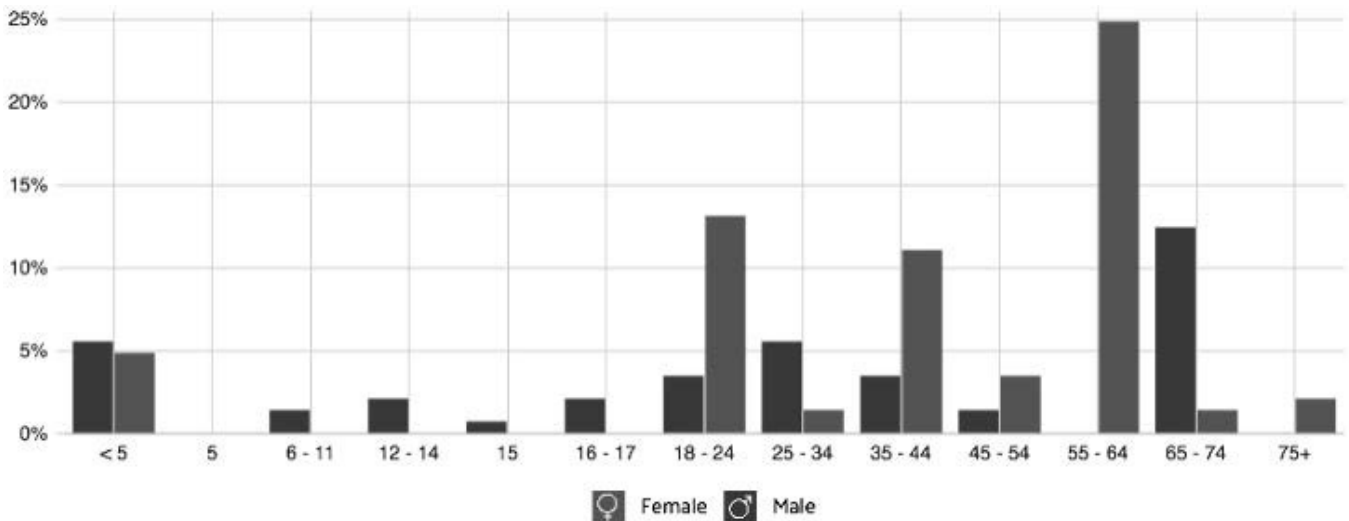
Section Five: Technology

It is easy to assume that during the next 20 years many technological advances will have been made that directly affect how we live our day to day lives. Whether it be general internet use, advancements in sustainable transportation, or the ever-changing way we pay for goods and services. The city of Saluda needs to be adapting right behind this ever-changing technological world, but not at the cost of our historical past. There certainly is a blissful middle ground between preservation and modernization.This is the exact middle ground the city of Saluda aims

to dwell in throughout the upcoming 20 years. Below are potential concepts that the city of Saluda could implement in order to attain this previously mentioned middle ground.

Electric Vehicle Parking

Parking with charging stations for electric vehicles is becoming significantly more common amongst smaller municipalities like Saluda. Looking 20 years into the future, electric vehicles will be significantly more common amongst all vehicles on the road. Many projections suggest that by 2030 asmany as 1 in 5 cars sold will be of an electric nature. This would certainly put pressure municipalities to implement some sort of electric vehicle infrastructure to support the incoming electric vehicle traffic.This can either be looked at as a burden, or an opportunity to capitalize on latest technological trend.

Parking with charging stations is the obvious next step in regard to electric vehicle infrastructure. Investing in electric vehicle parking can be a burden on a municipality when a charging station is implemented that brings in no city income and creates a parking conflict from long term parking. But if a charging station is implemented that charges the driver to charge his car, pending on the amount oftime he leaves his car there, then the charging station would pay for itself. Thus, making the implementation of a small number of charging stations a very realistic and feasible goal that would incentivize electric vehicle drivers to stop in Saluda for a few hours.

Automated Data Sorting System

Automated data sorting systems are the future of organizing information for any public or private entity. Local municipalities are beginning to implement these types of systems to help streamline the services that they provide as well as automate the organization of a high volume of important records.Often times this is through a browser-based software that can implement a portal onto the municipalities home webpage in order to provide ease of access for a citizen. Systems of this nature often provide increased transparency for the public as well as enable them to pay bills and apply for permits with ease. Though a system of this nature might cost the municipality some sort of yearly subscription, it would likely increase revenue by making bill paying easier and data sorting seamless.

Public Bike/Scooter Sharing System

Bike sharing systems have become increasingly more common within bike friendly towns that arescenic. These types of systems provide access to green transportation at the consumer's demand.

Essentially an individual would walk up to a bike station and swipe their payment method to unlock the bike for use. When the user is done using the bike, they can leave it anywhere and the bike sharing company's collector comes by and places it back in a central location. All the bikes have a tracking device on them in order to locate them after use. If implemented into Saluda this would ensure that individuals see the full extent of downtown instead of stopping at the town hall and turning around. This would also provide a source of income as the bike sharing companies often give a portion of theprofits to the municipality that the bikes are located in.

Modern Payment Systems

Modern payment systems are extremely valuable to local businesses within a municipality for several reasons. Modern payment systems are major credit cards, PIN debit, EMV chip, and contactless payments like Apple or Samsung Pay. Contactless payment is becoming increasingly valuable in 2020 as the world actively tries to spread as far apart as humanly possible. Increasing the payment flexibilityof a business greatly increases the potential clientele. Local businesses would also benefit greatly by implementing all these systems from lower operational costs, secure payment receival, and lower convenience fees.

Internet Speed

The speed of internet services in Saluda varies. Most of the city enjoys relatively fast speeds (200 MB/s from Spectrum's coaxial service and up to 1 GB/s from RiverStreet's fiber optical cables) in comparison to the surrounding township, where many residents are restricted to much slower DSL service. Three fiber-optic broadband lines run through the city and ensuring businesses and residents are able to take advantage of them should be a priority. A frequently cited need is improved WiFi access in the Commercial Historic District, where the signal from some cell-phone carriers is weak to non-existent. Reliable and high-speed cell service is expected to arrive with the introduction of full-speed 5G networks, but this will require more antennas and the city should collaborate with both cell-phone carriers and Internet providers to ensure residents and visitors have access to state-of-the-art wireless Internet service wherever possible.

Community Issues and Planning

Introduction

The City of Saluda Comprehensive Plan is designed to be a practical guide for the organized growth and development, and for the provision of community needs. The goals and objectives formulated in this plan were developed to provide general policies for the achievement of desired growth patterns and management decisions. The community's visions are reflected in the stated goals. The listed recommendations are theactions necessary to achieve the stated goals.

This plan is a guide for helping to decide how and where to direct the future use of the City of Saluda's land and resources. This plan is not regulatory (such as a noise ordinance, junked motor vehicle ordinance, subdivision ordinance, or zoning ordinance). Regulatory actions may be recommended by this plan but will require future action by the City of Saluda Board of Commissioners in order to be implemented.

Issue #1

The Implementation of Infrastructure that Promotes Walkability& Bike Travel

The City of Saluda has long been one of the best cycling cities in the state of North Carolina. Cyclists come from all over the East Coast to ride up Highway 176 from Tryon, the Green River Gorge switchbacks, or the Greenville Watershed route. This does wonders for Saluda businesses during warmer months as the cyclists often stop to eat at our restaurants. As cycling traffic increases, the lack of supporting bicycle infrastructure on Ozone Drive becomes increasingly obvious. This could be limiting the number of cyclists who come to Saluda. Some less-experienced cyclists could decide to opt out exploring a potentially hazardous route to our town. With respect to walkability, much work remains to be done before many residents can take full advantage of the city's outstanding natural beauty by walking from home to Main Street and between homes.

Goal
For the City of Saluda to be a bicycle-and-pedestrian-friendly community
known for its easily accessible downtown.

Objectives
- Achieve the goals of the 2015 Bicycle and Pedestrian Plan

- Conduct in-depth surveys to determine what local business-owners think of the current pedestrian and bicycle infrastructure

Recommendations

- Refer to the 2015 Bicycle and Pedestrian Plan

Add to the street/sidewalk ordinance that building residences in R1, R2, R3, GSN zones require an investment in sidewalks outside of buildings or in a sidewalk fund

Issue #2

Affordable Housing Within the City of Saluda

Affordable housing within the city of Saluda has been a controversial subject for many years. This was even evident in an anonymous survey that was conducted by the city of Saluda during the summer of 2020 where various individuals gave opinions that reflectedboth sides of the issue. After further analysis of the issue it has been determined that while the general infrastructure style of Saluda must be preserved, housing options for a variety socioeconomic status is needed to maintain the functionality of the city of Saluda in general.

Goal

The city of Saluda should have multiple residences within the city limits that areaesthetically pleasing as well as affordable to all income levels.

Objectives

- Conduct a study to obtain data on the median income level in Saluda

- Review current land use regulations that promote housing for all income levels

- Conduct a survey on local business owners to see how housing impacts their workforce

Recommendations

- Review available grants and low-interest loan programs

- Explore a density bonus or incentive for new developments that include affordable housing

- Expedite the processing of new developments that include affordable housing through the zoning, planning, and building-permit process

- Require less on-site parking for new developments that include affordable housing

- Consider tax abatements in situations that provide opportunities for affordable housing projects

Issue #3

The Beautification of the Interstate Basin Overly

The Interstate Basin Overlay is a zoning district 2,000 feet in diameter centered at the point where Interstate 26 intersects Ozone Drive. According to a survey conducted by the city during the summer of 2020, the Board of Commissioners, the planning board, business owners, and the public overwhelmingly agree that the interstate basin needs to be beautified. This area is extremely important to the city because it is a primary entry point into the larger community. If that entrance is uninviting, potential visitors will have little cause to venture beyond the gas stations at the I-26 exit. This is particularly important during summer months when vehicle traffic from the exit is high. If this issue is addressed correctly, it could mean a significant increase in business to local businesses.

Goals

- The city should make the I-26 entrance more appealing to potential visitors passing through the area

- Provide a general cleanup of the City of Saluda's interstate connection

Objectives

- Provide an esthetically appealing entrance to the City

- Eliminate all public nuisances within the Interstate Basin Overlay

- Ensure the public is satisfied with these goals and outcomes through a survey

Recommendations

- Review all applicable ordinances

- Amend permitted uses within the area

- Encourage public and political will to support change

Issue #4

Developing Sustainable Storm Water Infrastructure

The current storm water infrastructure within the city of Saluda has come to the forefront, as the need to update becomes more and more apparent. Besides being located inside of a valley, Saluda has at least one known creek running beneath its infrastructure that is prone to flooding caused by additional storm water runoff. During the year 2018 the surrounding area received a record amount of rain, pushing the current storm water infrastrucutre to the limit. During the same year, the State of North Carolina began an overhaul of the state wide storm water programs as well as an audit of every local municipality's storm water program. Both of these occurrences has incentivized the city of Saluda to reevaluate their storm water management by creating goals, objectives, and recommendations. This provides a clear path to combat excess storm water in a sustainable manner.

Goals

- To comply with National Pollution Discharge Elimination System (NPDES) regulations

- To protect, maintain and enhance the environment of the city

Objectives

- Regulate the clearing, grading, excavation, filling and manipulation of earth as well as the storing of large quantities of water

- Prohibit illicit discharges and illicit connections to the city's water

Recommendations

- Establish decision making processes for development that protect the integrity of watersheds and preserve the health of water resources

- Establish minimum requirments and procedures to control the potential adverse effects of increased storm water runoff caused by both future and existing developments

Issue #5

General Growth Pattern for the Next 15 To 20 Years

Saluda has evolved over the years, but life continues to be centered around Main Street, where McCreery Park, restaurants, and shops are located. It is where residents greet friends and discuss local news and where visitors can park and enjoy commercial and leisure activities. Everything centers on Main Street: commercial connectivity flows out from the center, and residential neighborhoods flow into the center though pedestrian pathways and bike lanes.

Goals

- Embrace the concept that the Main Street area is the focal point of economic activity

- Encourage adaptive reuse of older commercial and residential properties

- Support new residential development close to the city's core.

Objectives

- Complete a Master Plan for McCreery Park

- Prioritize implementation of a pedestrian/bicycle master plan

Recommendations

- Continue to update zoning

- Apply for grants where possible

Issue #6

Parks and Recreation: McCreery Park

McCreery Park, which lies at the center of downtown Saluda, is the primary recreational attraction for Saluda's families and visitors. A children's playground is busy year-round, even on winter days when people gather to enjoy sunny days and opportunities to relax. Two picnic shelters offer venues for community events and private parties and a concert area is active from the spring through the fall; people can bring chairs or spread blankets on the grass to listen to monthly concerts. Historically the park has been in its present location for more than 100 years and has seen several makeovers. In 2010, with the park showing its age, the City's Board of Commissioners approved a new master plan for the park. A lack of funds has delayed development, although several residents have made major financial gifts to support improvements to the concert area and enhance the Main Street appeal through landscaping.

Goals

- Complete construction of the proposed McCreery Park Master Plan

- Develop remaining square footage in the park that is not included in Master Plan

Objectives

- Divide the master plan construction work into phases

- Prepare inventory and analysis of undeveloped park acreage

Recommendations:

- Prepare construction drawings for each phase of the master plan

- Develop financing options

- Begin construction as financing is made available

Graphic & Data Sources

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Appendix B
Soil Descriptions
Arkaqua Loam

Arkaqua loam is generally associated with O to 2 percent slopes and is occasionally flooded. It is located within mountain valleys, along flood plains. Usually it can be found in long and narrow areas of 4 to 40 acres. This soil is typically a yellow/brown andloamy. This soil is very deep but somewhat poorly drained. The high water table is generally 1.5 to 2.0 feet below the surface. This soil is best used for cropland , pastureand hayland, or woodland. Very acidic.

Brevard Sandy Loam BrC
Brevard sandy loam is normally associated with 8 to 15 percent slopes located within mountain uplands. The shapes are usually irregular in areas of 5 to 45 acres. This soil isdark brown and sandy/loamy. This soil is very deep and well drained. The high water table is generally 6.0 feet below the surface. The soil is best used for cropland, woodland, pasture and hayland. It is moderately suited for residential development.
Moderately to very acidic.

Cliffield-Cowee Loam CxD
Cliffield-Cowee loam is generally associated with 15 to 30 percent slopes and is very stony. It is usually associated with mow1tain uplands. It can be found in irregular shapesin areas of IO to 600 acres. This soil is dark brown and either gravelly or cobbly and loamy. This soil is moderately deep and well drained. The high-water table is generally very deep below the surface. This soil is best used for woodland and is poorly suited for development or septic systems.

Dillard Sandy Loam DdB
Dillard sandy loam is associated with 1 to 6 percent slopes and is rarely flooded. It cangenerally be found within mountain valleys. It's shape is either irregular or long and narrow in areas of 6 to 15 acres. This soil is very deep and moderately well drained. Inappearance the soil is yellowish brown and sandy. The depth to the high-water table is usually 2.0 to 3.0 feet. This soil is best used for woodland, cropland, and pasture and hayland. Because of its proximity to flooded areas this soil is poorly suited for development or septic systems.

Edneyville-Chestnut Complex EdF
Edneyville-Chestnut complex is associated with 50 to 95 percent slopes and is very stony. It is associated with mountain uplands. It' s shape is irregular in areas of 50 to 950 acres. This soil is very deep and well drained. In appearance the soil is yellowish to dark brown, sandy and loamy, with rock outcroppings. The depth to the high-water table is greater than 6 feet. This soil is best used for woodland. Because of slope and depth tobedrock this soil is poorly suited for development or septic systems.

Evard-Cowee Complex 1 EvD
The Evard-Cowee complex 1 is associated with 15 to 30 percent slope, is stony, and is found in

mountain uplands. It can be found in irregular shapes in areas of 10 to 250 acres. This soil is very deep and well drained. In appearance the soil is dark to medium brown with clay, sand and loamy. The depth to the high-water table is greater than 6 feet. The soil is best used for woodland and dwellings when soil stability is maintained.

Evard-Cowee Complex 2 EvE

The Evard-Cowee complex 2 is generally stony with a 30 to 50 percent slope and is commonly found in mountain uplands. It ' s shape is irregular within areas of 15 to 2000acres. This soil is very deep and well drained. It's color is usually dark brown with some clay, sand and gravel. The depth to the high-water table is greater than 6 feet. This soil isbest suited for woodlands. This soil is poorly suited for development and would require special building designs for construction.

Hayesville Loam HaC

Hayesville loam is a fine sandy loam with an 8 to 15 percent slope. It is generally foundin mountain uplands. It has irregular shape in areas of 6 to 75 acres. This soil is very deep and well drained. Its color is yellowish brown with red clay, sandy and loamy. Thedepth to the high-water table is greater than 6 feet. This soil is well suited for woodland,urban development, orchards, and pasture or hayland.

Hayesville Sandy Loam HaD

Hayesville sandy loam is a fine sandy loam with a 15 to 30 percent slope. It is generallyfound in mountain uplands. Its shape is irregular in areas of IO to 250 acres. This soil isvery deep and well drained. Its appearance is yellowish red clay sandy and loamy. The depth to the high-water table is greater than 6 feet. It is suited for woodland, dwellings, orchards and pasture.