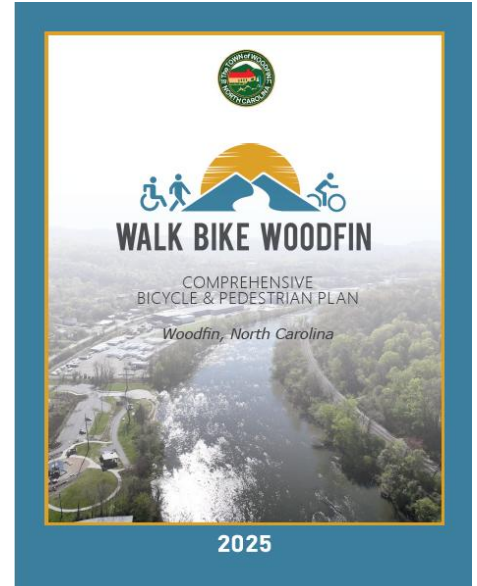
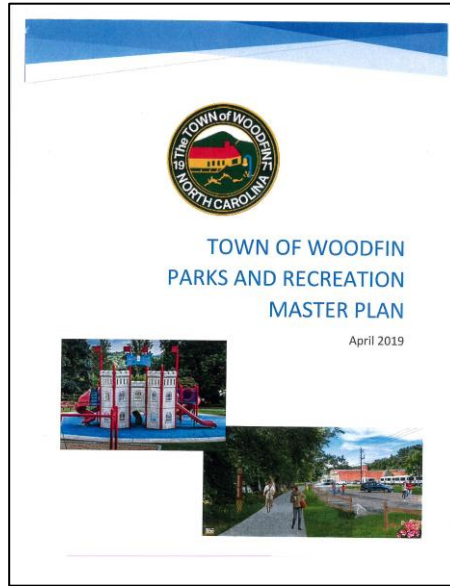




BLUEPRINT WOODFIN – LAND DEVELOPMENT ORDINANCE PROJECT

Summary of Adopted Land Use Policy Guidance April 2026

The Blueprint Woodfin Land Development Ordinance (“LDO”) project is an update of the Town’s current development regulations into a new consolidated LDO and associated zoning map. The new LDO is a single document that integrates the current zoning, subdivision, flood protection, signs, stormwater, and development application review procedures into a modern, easy-to-use document that implements the Town’s adopted land use policy guidance (like Woodfin Together, the Parks and Recreation Master Plan, and Walk Bike Woodfin).



Woodfin Together was adopted in February 2024 and is the Town’s policy tool for guiding community decisions about land use and development. It identifies the community’s vision for the future, a conceptual growth framework, a proposed future land use map, and a series of 18 goals and associated policies for development, transportation, economic prosperity, good governance, and sustainability. The Parks and Recreation Master Plan was adopted in 2019 and calls for continued development of the Woodfin Greenway and Blueway system, as well as continued pursuit of lands for additional public recreation facilities. Walk Bike Woodfin is a Comprehensive Bicycle and Pedestrian Plan, adopted in August 2025. The Town’s first bike-ped plan provides an extensive community analysis and identifies a series of recommendations including priority projects. Program and policy considerations are included, many of which call for or depend on land use ordinance updates. The plan concludes with an implementation strategy and action plan to ensure the recommendations of the plan are completed.

This document summarizes the Town’s relevant adopted land use policies from these documents and explores how these policies might best be implemented by the new LDO. Each relevant land use policy is identified in the table below and is supplemented with a recommendation about how that particular policy could be implemented. This information is used to inform the recommendations for update to the current development rules and procedures included in the forthcoming Code Diagnosis in Task 2 of the Blueprint Woodfin project.





BLUEPRINT WOODFIN – LAND DEVELOPMENT ORDINANCE PROJECT

Summary of Adopted Land Use Policy Guidance April 2026

WOODFIN TOGETHER- THE TOWN OF WOODFIN COMPREHENSIVE PLAN

Policy or Action #	Statement / Strategy	Potential Disposition in the LDO
Chapter 1. A Livable Built Pattern (Goals 1.1 & 1.2)		
1.1.1	Use the Future Land Use Map to guide development decisions	<ul style="list-style-type: none"> - Compare the Town’s current zoning districts to the 9 future land use categories and identify if there are necessary consolidations or additions of new zoning districts necessary - Ensure new zoning district purpose statements address the applicable land use category description - Conform zoning district dimensional standards with the FLUM guidance (at least for new development), including the objectives for off-street parking configuration
1.1.2	Promote an integrated mix of housing types and affordability options. Design with people in mind and around human interaction	<ul style="list-style-type: none"> - Revise residential use types to include a wider variety of housing units and configurations (e.g., conservation subdivisions, pocket neighborhoods, cottage courts, farmhouse clusters, mansion apartments, etc.) - Require subdivisions in excess of a certain threshold to provide a mix of housing types (e.g., 100 units require two housing types, 200 units require three unit types, etc.) - Implement parking requirements to the rear and side of commercial and mixed-use development. - Enhance the compatibility of small multi-family projects in existing SF detached neighborhoods through the use of infill standards
1.1.3	Connect existing and future town activity centers with well designed multi-modal transportation connections comfortable for all users	Update the Town’s sidewalk and greenway standards in two important ways: 1) Ensure that new development or redevelopment that contains or abuts designated pedestrian improvements (identified in adopted policy guidance) dedicates land for and constructs the designated pedestrian infrastructure; and 2) Other forms of “larger” development (20,000 sf, 20+ units, over 100 daily trips, etc.) contribute to pedestrian infrastructure generally and along designated corridors like Weaverville Road
1.1.4	New developments should be human-scale, inspiring, and designed to align with Woodfin’s values of affordability and sustainability	Include sustainable development incentives in the LDO that encourage provision of affordable housing units, LEED building features, low-impact development features, daylighting buried streams, increasing floodwater carrying capacity, green stormwater infrastructure, carbon-neutral development, and enhanced design standards





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Policy or Action #	Statement / Strategy	Potential Disposition in the LDO
1.1.5	Identify and protect cherished mountain views. Establish and enhance identifiable gateways into and through the Town	<ul style="list-style-type: none"> - Explore the opportunity for hillside / hilltop protection standards that keep buildings away from highly visible areas and that lots at or above 2,200 feet AMSL elevations are configured to minimize building visibility from lower elevations or valley floors - Review current steep slope standards for efficacy, but continue 2,200 AMSL elevation threshold and maintain minimum building envelope (carry forward current ridgetop protections) - Explore new, simple method for determining average site slope - Explore new dimensional requirements for residential sites with average slopes over 25% that provide more flexible setbacks and lot widths, but that also result in larger lots and more pervious land area
1.1.6	Use the Utility Service and Annexations Criteria for intentional growth	Incorporate these criteria into the review standards for new voluntary annexations in the LDO, where appropriate
1.1.7	Preserve Woodfin’s valuable historic buildings and encourage new development that reflects Woodfin’s unique sense of place	<ul style="list-style-type: none"> - Institute new multi-family, mixed-use, and retail design standards - Include voluntary design guidelines for new single-family residential development that can be used as sustainable development incentives or applied as rezoning conditions
1.1.8	Extend or improve basic infrastructure needed to support current residents and sustainable growth	<ul style="list-style-type: none"> - Provide incentives for the extension of utilities (water, sewer, streets) in areas where growth is appropriate and identified on the FLUM, even though the Town does not control the provision of some utilities - Discuss mechanics of new density incentives (without need for zoning map amendments) for provision of housing where infrastructure already exists
1.2.2	Protect existing affordable housing through regulatory and other tools	





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WOODFIN TOGETHER- THE TOWN OF WOODFIN COMPREHENSIVE PLAN

Policy or Action #	Statement / Strategy	Potential Disposition in the LDO
1.2.4	Work with developers, nonprofits, and community land trusts to incorporate income-restricted housing into new residential and mixed-use developments	<ul style="list-style-type: none"> - Discuss the inclusion of an affordable housing goal (e.g., 10%) for each new residential or mixed-use conditional development) - Ensure housing can not be considered affordable unless it meets current local AMI guidelines and includes 30+-year deed restrictions - Add requirements for redevelopment proposed as a conditional rezoning to maintain existing on-site deed-restricted affordable housing or contribute to a fee-in-lieu if such units are removed and not replaced
1.2.5	Protect land and buildings designated for small and large-scale employment use	Limit the range of residential use types permitted by-right within conventional industrial zoning districts to ensure this land area is not absorbed by non-employment uses, and only allow multi-family residential use types in conventional commercial districts
1.2.6	Promote long-term fiscal responsibility in new development by encouraging growth in areas with existing services over other areas	Discuss the desire to incentivize projects that locate in infill areas or areas already provided with utilities
Chapter 2: Transportation Options (Goals 2.1, 2.2, & 2.3)		
2.1.1	Continue to design, engineer fund, construct, and maintain greenways throughout town	<ul style="list-style-type: none"> - Ensure new development on land that contains a designated greenway (as shown on the greenways masterplan) dedicates the land and constructs the greenway - Allow greenways instead of sidewalks when a connection to an existing greenway can be made
2.1.2	Identify locations for new public parking lots along the river to improve access to the future greenway system...	Allow for parking lots as principal uses in institutional and other non-residential zoning districts
2.1.3	Utilize multi-use side paths as an alternative when planning future roadway improvements in lieu of having both sidewalks and bike lanes.	Ensure that the street infrastructure provisions indicate that some rights-of-way may need to accommodate multi-use paths instead of sidewalks and that new development subject to providing sidewalks may be required to provide multi-use paths instead
2.2.1	Identify locations for accessible pedestrian crossing along major corridors so people can access parks and trails	- Ensure the LDO clarifies that new development abutting major roadways is responsible for contributing land and constructing required vehicular and pedestrian





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Policy or Action #	Statement / Strategy	Potential Disposition in the LDO
2.2.3	Identify streets suitable for road diets and explore potential improvements	circulation features (where appropriate) in accordance with State and Town law and as designated in Walk Bike Woodfin
2.2.8	Promote and prioritize multiple high-quality multimodal connections over I-26	- Supplement the street standards with new minimum number of entry points requirements
2.3.3	Look for opportunities to enhance existing, and expand new, bus stop opportunities	Identify provision of bus stop facilities as a sustainable development incentive
Chapter 3. Opportunities to Thrive (Goals 3.1, 3.2, 3.3, & 3.5)		
3.1.2	Support home offices as a workspace for small businesses and start up firms	Allow home offices and home occupations as permitted secondary uses to any residential dwelling (with limitations on detached or outdoor home occupation uses in multi-family or townhouse developments)
3.1.3	...Consider use of development agreements	Include a Development Agreement procedure in the LDO
3.1.4	Support walkable employment centers such as those identified on the Future Land Use Map	- Require the provision of Town policy-designated greenways, along with right-of-way requirements for sidewalks and bicycle lanes, where appropriate - Continue to require new development (or redevelopment) to dedicate and construct sidewalks based on development size/intensity or in designated locations
3.1.5	Balance the supply of land for housing and employment and protect land for economic development	Limit new residential development within commercial and industrial zoning districts; multi-family is allowable in commercial zoning districts
3.2.5	Support local small businesses and ensure an adequate supply of appropriately-located and sized employment space for a variety of industries	Create a use table that includes a variety of small industrial uses, flex-space, micro-retail, maker space, business incubators, co-working uses, and similar use types in non-residential zoning districts
3.3.2	Encourage green and healthy working spaces by facilitating the design and construction of developments that use renewable energy, walkable design, and green infrastructure that reduces pollution and energy costs	- Incentivize the provision of green stormwater infrastructure with sustainable development incentives - Explore adding new mixed-use design standards that foster pedestrian orientation - Allow renewable energy secondary uses by-right





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WOODFIN TOGETHER- THE TOWN OF WOODFIN COMPREHENSIVE PLAN

Policy or Action #	Statement / Strategy	Potential Disposition in the LDO
3.3.3	Support the local food economy through farmers markets, local restaurants, food incubators, community gardens, and other initiatives	- Credit community gardens as open space
3.5.1	Support efforts to improve food security including home gardens, community gardens, food banks, and related activities	- Add small agricultural uses as a permitted secondary use in commercial districts subject to specific use standards - Allow food banks and community kitchens by-right in most zoning districts
3.5.3	Support accessible and affordable child care and in-home care services throughout Town.	Allow child care and home care as a by right use in a variety of zoning districts. Check NCDHHS rules and consider the creation of use standards to address issues related to outdoor play space and pick-up/drop-off
Chapter 4. Great Government (Goals 4.1 & 4.2)		
4.1.4	Incorporate climate resilience and green building practices into town facilities and operations	- Ensure the LDO standards are applied to governmental uses (unless specifically exempted by Statute) - Consider a policy (not in the LDO) that Town-owned facilities meet higher standards
4.2.1	Encourage or require dedication of public spaces, such as parks, playgrounds, and squares within new master planned developments	- Institute new passive open space set-aside requirements on most or all new development applications - Ensure open space set-aside areas are primarily intended as conservation of land; active recreation and gathering areas are permitted but should not count toward minimums - Allow green stormwater infrastructure and community gardens to be credited towards open space
4.2.4	Where possible, seek to create outdoor rooms by centralizing parks, squares, and plazas. Front buildings toward them and use high quality design, public art, and green building.	- Consider allowing public gathering spaces/public art to count towards open space in certain districts like downtown or in a mixed-use district
Chapter 5. A Sustainable Town (Goals 5.1, 5.2, & 5.3)		
5.1.1	Protect floodplains, steep slopes, wetlands, wildlife habitat, and other environmentally valuable and sensitive areas	- Review flood hazard protection standards for consistency with State model ordinance - Discuss desire to bar new development in the SFHA - Review and update standards for steep slopes and dimensional requirements for residential lots with average slopes over 25%





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WOODFIN TOGETHER- THE TOWN OF WOODFIN COMPREHENSIVE PLAN

Policy or Action #	Statement / Strategy	Potential Disposition in the LDO
5.1.2	Encourage public accessibility to green space, where possible	<ul style="list-style-type: none"> - Add configuration standards to open space set-aside provisions - Add greenway dedication and construction standards
5.1.4	Plan for and manage the coexistence of nature and wildlife habitat through development standards that integrate habitat and wildlife migration throughout the town	Discuss if and how wildlife corridors should be credited towards open space set-aside or if these areas should be reserved as a part of new development
5.2.2	Use low impact development practices that mimic natural processes, such as bioretention, vegetated swales, green roofs, and permeable pavement	Include sustainable development incentives (like green stormwater infrastructure) as a method to conserve resources and be better equipped to withstand potential hazards
5.2.3	Promote use of local plant species and limit or eliminate harmful invasive plants	<ul style="list-style-type: none"> - Include a prohibited invasive species list as a portion of an overall suggested/required plant list - Add new standards that only credit native plantings towards landscaping requirements - Add species diversity requirements for larger developments
5.3.3	Promote energy efficiency and green building in private development and redevelopment projects through development regulations, incentives, and dialogue	<ul style="list-style-type: none"> - Provide sustainable development incentives with bonuses such as reduced parking, increased building height, or increased density for the provision of energy conservation, building certifications, or water quality protection - Review and update sign standards (where permissible in light of downzoning limitations) to apply maximum sign height, size, and setback standards based on roadway design speed - Review and revise mural standards to allow wall signs within the mural (subject to typical size limits and calculation methods)
5.4.2	Analyze and update development standards to minimize risk from new development	Review and update development standards to reduce landslide and flooding risks





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WOODFIN 2019 PARKS AND RECREATION MASTER PLAN

#	Recommendation / Implementation	Potential Disposition in the LDO
A.	<p>Parks and Greenways</p> <p>Evaluate current policies for new developments and consider requesting or requiring a percentage of the total development be dedicated for recreation/park use. Look for opportunities to connect neighborhoods to greenways, parks and sidewalks when new development is proposed</p>	<ul style="list-style-type: none"> - Add open space-set aside use requirements to most forms of new development - Add new greenway dedication and construction requirements to all new development (and redevelopment) on land that contains or abuts a designated greenway identified in adopted policy guidance - Review and update pedestrian circulation standards inside development sites - Add incentives for development on riverfront lots to provide either physical or visual access to the River
E.	<p>General Design Considerations</p> <p>Parks, greenways and recreational facilities are public amenities and need to be designed with all potential users in mind. They should accommodate people of all ages and abilities, offer recreational opportunities for everyone to enjoy. People need to feel safe and comfortable while using the facilities and design and layout, lighting, security and location are important factors that contribute to safety as well as accessibility.</p>	<ul style="list-style-type: none"> - Cross reference adopted policy guidance for greenway configuration - Open space set-aside will focus on passive (undisturbed) open space retention, community gardens, and green stormwater infrastructure, not active recreation land or resources

2025 WOODFIN STRATEGIC PRIORITIES

Strategic Goal	Objective / Action Step	Potential Disposition in the LDO
I.	<p>Provide Excellent Town Services. Update Existing and Identify New Key Policies.</p> <ul style="list-style-type: none"> • Update Floodplain / CRS • Move forward with comprehensive development code update 	<ul style="list-style-type: none"> - Update LDO to be user-friendly and easy to understand with intuitive structure, formatting, graphics, and summary tables - Include updated floodplain regulations within the revised LDO as an overlay zoning district





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Summary of Adopted Land Use Policy Guidance April 2026

2025 WOODFIN STRATEGIC PRIORITIES

Strategic Goal	Objective / Action Step	Potential Disposition in the LDO
II.	<p>Promote Affordable Living, Equity, and Inclusion. Increase supply of new affordable units and protect existing affordable units</p> <ul style="list-style-type: none"> Using zoning and other land use tools to increase affordable housing opportunities 	<ul style="list-style-type: none"> - Discuss adoption of affordable housing targets (as policy goals) and differential review procedures or incentives for developments that meet them - Utilize a number of housing types, permitted by-right, which allow for a variety of price points and lifestyles along with lot size differential requirements for subdivisions over 100 lots - Permit accessory dwelling units in all residential zoning districts by-right
II.	<p>Promote Affordable Living, Equity, and Inclusion. Prioritize engagement of Woodfin's economically disadvantaged households in the Town's housing strategy</p> <ul style="list-style-type: none"> Provide focused, strategic engagement opportunities 	<p>Implement clear, predictable development processes and procedures, including neighborhood meetings for conditional rezonings, citizen comments on rezoning cases, and clear public hearing testimony parameters</p>
V.	<p>Foster Woodfin's sense of place through quality government facilities. Reduce the Town's carbon footprint.</p> <ul style="list-style-type: none"> Explore or support the introduction of public EV charging stations. Assess public facilities for energy savings opportunities. Explore ways to preserve, restore, or enhance tree canopy and stream/river banks in Woodfin. 	<ul style="list-style-type: none"> - Provide a menu of sustainability incentives to encourage the installation of carbon neutral facilities in new development - Provide secondary use standards for EV charging stations - Carry forward tree preservation incentives and review credit system for retention of existing trees - Structure open space set-aside standards to encourage physical or visual access along riverfronts

2025 WALK BIKE WOODFIN: COMPREHENSIVE BICYCLE AND PEDESTRIAN PLAN

Recommendation	Potential Disposition in the LDO
<p>Pg. 118. Streetscape Treatments. Streetscape elements aid in traffic calming and making outdoor spaces inviting. Streetscape elements not only improve aesthetics - they also create a sense of place and encourage slower vehicle speeds on streets shared with pedestrians</p>	<ul style="list-style-type: none"> - Include standards for streetscape buffers adjacent to street rights-of-way outside of downtown or identified commercial corridors and street tree requirements (inside the right-of-way) within downtown or select commercial corridors





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2025 WALK BIKE WOODFIN: COMPREHENSIVE BICYCLE AND PEDESTRIAN PLAN

Recommendation	Potential Disposition in the LDO
<p>Page 120. Roadway Crossing Treatments. To create a truly accessible community for all transportation modes, designers must design facilities to maximize comfort, convenience, and safety – not only along corridors but at locations where people walking interact with street crossings, trails and driveways</p> <p>Page 127. Update the Town’s Zoning Ordinance to Support Active Transportation Goals</p>	<ul style="list-style-type: none"> - Rely on NCDOT or Town specification documents for intersection improvements (if there is a unique or specialized intersection design, it should be located and described in adopted policy guidance) - Discuss inclusion of special intersection or pedestrian crosswalk treatments within private street rights-of-way - Expand bicycle parking requirements to include multi-family developments. Specify minimum quantities and design standards to ensure bicycle racks are secure, accessible, and conveniently located - Establish maximum parking space counts in mixed-use areas or designated transit areas to help limit unnecessary surface parking - Review and reduce the Town’s current minimum off-street parking standards - Establish new 20’ parking setbacks from streets or require new parking lots at the side or rear of buildings to create more walkable environments in certain areas - Discuss new maximum building setbacks for infill and maximum setback incentives for redevelopment along designated roadway corridors - Discuss the Town’s street standards and the degree to which this should be altered (via a different project) to implement policy guidance – the LDO should only reference street standards in outside policy documents, not include street standards
<p>Page 127. Create Traffic Impact Analysis (TIA) Standards</p>	<ul style="list-style-type: none"> - Establish a new TIA review procedure for site plans, subdivisions, special use permits, and conditional rezonings - The TIA should consider bicycle and pedestrian facilities in addition to vehicles
<p>Page 128. Adopt Standard Design Guidelines for Active Transportation Facilities</p>	<p>Cross-reference design standards for greenways, sidewalks, multi-purpose trails and other similar features that are included in policy guidance rather than embedding standards within the LDO</p>





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2025 WALK BIKE WOODFIN: COMPREHENSIVE BICYCLE AND PEDESTRIAN PLAN

Recommendation	Potential Disposition in the LDO
Page 129. Integrate Traffic Calming into Development Review	<ul style="list-style-type: none">- Discuss the desire and ability to incorporate traffic calming devices into public streets- Add requirements for these features on private streets serving residential neighborhoods
Page 129. Encourage Context-Sensitive Street Design	Discuss inclusion of references to street standards found in policy documents rather than embedding standards in the LDO

END OF TABLE

