

## Parking Deck - Infrastructure

---

*RFP for Coronavirus State and Local Fiscal Recovery Funds*

### ***Black Mountain Swannanoa Chamber of Commerce***

---

Sharon Tabor  
201 E. State St.  
Black Mountain, NC 28711

director@blackmountainchamber.com  
O: 828-669-2300

### ***Sharon Tabor***

---

201 E. State St.  
Black Mountain, NC 28711

director@blackmountainchamber.com  
O: 828-669-2300

# Application Form

---

## Question Group

---

Buncombe County requests proposals for projects to help the community recover from and respond to COVID-19 and its negative economic impacts.

Buncombe County has been awarded \$50,733,290 in Coronavirus State and Local Fiscal Recovery Funds (Recovery Funding), as part of the American Rescue Plan Act. To date, Buncombe County has awarded projects totaling \$23,093,499, leaving a balance of \$27,639,791 available to award.

Visit <http://www.buncombecounty.org/recoveryfunding><http://www.buncombecounty.org/recoveryfunding><http://www.buncombecounty.org/recoveryfunding><http://www.buncombecounty.org/recoveryfunding><http://www.buncombecounty.org/recoveryfunding> for details.

This infusion of federal resources is intended to help turn the tide on the pandemic, address its economic fallout, and lay the foundation for a strong and equitable recovery.

Buncombe County is committed to investing these funds in projects that:

- Align to county strategic plan and community priorities
- Support equitable outcomes for most impacted populations
- Leverage and align with other governmental funding sources
- Make best use of this one-time infusion of resources
- Have a lasting impact

Proposals shall be submitted in accordance with the terms and conditions of this RFP and any addenda issued hereto.

[Click here for the full terms and conditions of the RFP](#)

## Organization Type\*

Nonprofit

## Nonprofit documentation

If nonprofit, attach IRS Determination Letter or other proof of nonprofit status.

[Chamber nonprofit determination letter.pdf](#)

## Name of Project.\*

Parking Deck - Infrastructure

## New/Updated Proposal\*

Is this a new project proposal or an updated version of a proposal submitted during the earlier (July 2021) Recovery Funding RFP?

Updated version of previously submitted proposal

## Amount of Funds Requested\*

\$1,900,000.00

## Category\*

Please select one:

- Affordable Housing
- Aging/Older Adults
- Business Support/Economic Development
- Environmental/Climate
- Homelessness
- K-12 Education
- Infrastructure and/or Broadband
- Mental Health/Substance Use
- NC Pre-K Expansion
- Workforce

Business Support/Economic Development

## Brief Project Description\*

Provide a short summary of your proposed project.

This project proposes to expand parking infrastructure with a forty-space deck in support of community growth in downtown Black Mountain. During COVID, Black Mountain has seen an explosion of new and expanded businesses and increased tourism, but no corresponding increase in parking to support brick and mortar retail and restaurant operations. Further straining parking availability, the finalization of the Black Mountain Greenways plan includes the removal of several parking spaces along Richardson Avenue, downtown Black Mountain.

## Project Plan\*

Explain how the project will be structured and implemented, including timeframe.

Utilizing Coronavirus Recovery Funds, an available property in downtown Black Mountain has been identified for the construction of a parking deck to serve the needs of an expanding business community. Between March 2020 and December 2021, Black Mountain experienced the addition of nineteen new

businesses and the expansion of seven businesses. Four additional businesses are projected to launch before the end of 2022. Each of these has generated the need for additional parking.

The parking deck will provide easy access to businesses along Broadway, Sutton, Richardson, Ridgeway, State, and Cherry streets in downtown Black Mountain.

The timeline for this project is estimated to be twenty-four (24) months, based on the following task timeline:

- Property acquisition – 3 months
- EPA/ Environmental Study – 3 months
- RFP for Architectural drawings – 3 months, concurrent with
- RFP for engineering and construction firms – 3 months
- Construction – 12-18 months

## Statement of Need\*

Describe the need that this project will address. Include data to demonstrate the need, and cite the source of the data.

In 2019, the Town of Black Mountain conducted a parking study, resulting in a 578 page report:  
<https://www.townofblackmountain.org/DocumentCenter/View/2164/Black-Mountain-Parking-and-Circulation-Study->

The resulting March 2020 Elevate Black Mountain comprehensive plan parking study, indicated sufficient parking existed in the Black Mountain business district. However, since the report was issued, Black Mountain has experienced explosive business growth, making the report conclusions obsolete. Brick and mortar retail and hospitality businesses within the downtown district need additional parking to be available to continue serving their patrons, as well as for long-term sustainability. (See attached key takeaways)

Within 18 months of the parking study data collection, COVID was in full force. People were traveling to small towns with lower density to lessen the likelihood of infection. Many Black Mountain businesses reported record sales in late 2020 and 2021. According to the US Census data at <https://www.census.gov/quickfacts/fact/table/blackmountaintownnorthcarolina/POP060210>

2012 retail sales in Black Mountain were \$161,081,000. Factoring in 24% inflation, 2022 same store retail sales project to \$199,740,440. In 2012, Accommodation and Food Service Sales were \$26,186,000. Those same store sales in 2022, with 24% inflation, project to \$32,470,640. In 2020, nineteen new businesses opened adding to increased economic impact of downtown Black Mountain to community and visitor demands.

Per records at the Black Mountain Swannanoa Chamber of Commerce, the Visitor Center in Black Mountain shows that visitor assistance increased from 20,000 in 2019 to 40,000 in 2021, indicating an unprecedented need for visitor parking accommodations in town.

The business growth, fueled by increased visitor traffic, indicates that the previously mentioned 2019 parking study became obsolete within 12 months of its 2020 publication date.

## Link to COVID-19\*

Identify a health or economic harm resulting from or exacerbated by the public health emergency, describe the nature and extent of that harm, and explain how the use of this funding would address such harm.

The COVID-19 pandemic has seen an explosion in outdoor tourism and increased visitation to small towns. Hiking trails adjacent to Black Mountain at Montreat, Christmount, Pisgah National Forest, and Warren Wilson College have seen greater demand than pre-COVID, resulting in greater retail and hospitality demands, hence a greater need for parking during peak periods.

The COVID impact on Black Mountain has been the reverse of many communities. Positive growth and the expansion of businesses, as a result of COVID-related factors, require physical support in order to sustain and support continued and sustainable economic development in Black Mountain.

## Population Served\*

Define the population to be served by this project, including volume and demographic characteristics of those served.

This project is anticipated to impact over 2 million annual visitors to Black Mountain (per BCTDA 2019 MAP survey) and over 22,000 east Buncombe County residents who regularly conduct business in Black Mountain.

Additionally, this project will provide much-needed additional customer parking for restaurants and retail operations in support of over 100 small businesses in the Black Mountain community.

## Results\*

Describe the proposed impact of the project. List at least 3 performance measures that will be tracked and reported. If possible, include baselines and goals for each performance measure.

- 1) Provide visitor and resident access to downtown businesses.
- 2) Provide additional parking for staff and business owners who currently utilize on-street parking in front of their businesses.
- 3) Provide parking for new business additions in downtown Black Mountain.

The goals for this project are to:

- 1) Reduce congestion on State Highway 70 and Highway 9
- 2) Eliminate four parking spaces on Highway 9 which would allow for a crosswalk between the railroad tracks and Highway 70
- 3) Insure the continue success of current and future brick and mortar businesses

## Evaluation\*

Describe the data collection, analysis, and quality assurance measures you will use to assure ongoing, effective tracking of contract requirements and outcomes.

Over a 6-month period, random parking counts during weekdays, weekends, peak and off-peak times will determine the utilization of the structure.

## Equity Impact\*

How will this effort help build toward a just, equitable, and sustainable COVID-19 recovery? How are the root causes and/or disproportionate impacts of inequities addressed?

Small towns have experienced greater COVID resilience than larger cities due to lower density in population. The number of businesses in Black Mountain has increased, but parking availability has not, therefore diminishing the accessibility of visitors and residents to downtown businesses. We are a small community with the same needs as our larger neighbors, but with fewer resources to meet those needs.

## Project Partners\*

Identify any subcontractors you intend to use for the proposed scope of work. For each subcontractor listed, indicate:

- 1.) What products and/or services are to be supplied by that subcontractor and;
- 2.) What percentage of the overall scope of work that subcontractor will perform.

Also, list non-funded key partners critical to project.

Project partners will be identified via the RFP process for property acquisition, blueprints, environmental studies, structural engineering, and construction.

The Town of Black Mountain will assist and provide leadership with the RFP and award process for project vendors.

## Capacity\*

Describe the background, experience, and capabilities of your organization or department as it relates to capacity for delivering the proposed project and managing federal funds.

The Black Mountain Swannanoa Chamber of Commerce Executive Director has twelve years grant writing and administration experience that includes Federal Transportation Enhancement Funds and other grants totaling \$1M along with oversight of tourism tax-based funds.

The past board chair has experience in commercial real estate construction and renovation with thirty years as CFO of a multi-million dollar service organization and will be involved in this project, if funded.

The current board chair is a commercial real estate broker.

The Chamber board includes long-term residents and experienced business owners within the hospitality, service, and retail industries who provide aid and guidance on community workforce needs and support.

## Budget\*

Provide a detailed project budget including all proposed project revenues and expenditures, including explanations and methodology. For all revenue sources, list the funder and denote whether funds are confirmed or pending. For project expenses, denote all capital vs. operating costs, and reflect which specific expenses are proposed to be funded with one-time Buncombe County Recovery Funds.

Download a copy of the budget form [HERE](#). Complete the form, and upload it using the button below.

Recovery-Funds-budget-template Parking Deck.xlsx

### Special Considerations\*

Provide any other information that might assist the County in its selection.

Parking Deck supporting documents.pdf

One of the successes of the Black Mountain Swannanoa Chamber of Commerce during COVID-19 was as an information conduit for the ever-changing opportunities and protocols for relief funding for our small businesses. The effective utilization of private and government aid during this difficult time allowed many of our patrons to stay afloat. As we transition into the next phase of pandemic recovery, Black Mountain needs additional parking infrastructure to both sustain and support our current businesses and meet the needs of new entrepreneurial endeavors on the horizon. Without balanced growth in business creation and customer access, recent economic development will stagnate or even diminish.

## File Attachment Summary

---

### *Applicant File Uploads*

- Chamber nonprofit determination letter.pdf
- Recovery-Funds-budget-template Parking Deck.xlsx
- Parking Deck supporting documents.pdf



**Internal Revenue Service**

**Date:** March 29, 2006

BLACK MOUNTAIN-SWANNANOVA CHAMBER OF  
COMMERCE INCORPORATED  
201 E STATE ST  
BLACK MTN NC 28711-3524 016

**Department of the Treasury**  
**P. O. Box 2508**  
**Cincinnati, OH 45201**

**Person to Contact:**

Ms Jackson 31-07417  
Customer Srv. Representative

**Toll Free Telephone Number:**  
877-829-5500

**Federal Identification Number:**  
56-0556064

Dear Sir or Madam:

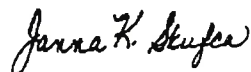
This is in response to your request of March 29, 2006 regarding your organization's tax-exempt status.

In December 1984 we issued a determination letter that recognized your organization as exempt from federal income tax. Our records indicate that your organization is currently exempt under section 501(c)(6) of the Internal Revenue Code.

Because your organization is not an organization described in section 170(c) of the Code, donors may not deduct contributions made to your organization. You should advise your contributors to that effect.

If you have any questions, please call us at the telephone number shown in the heading of this letter.

Sincerely,



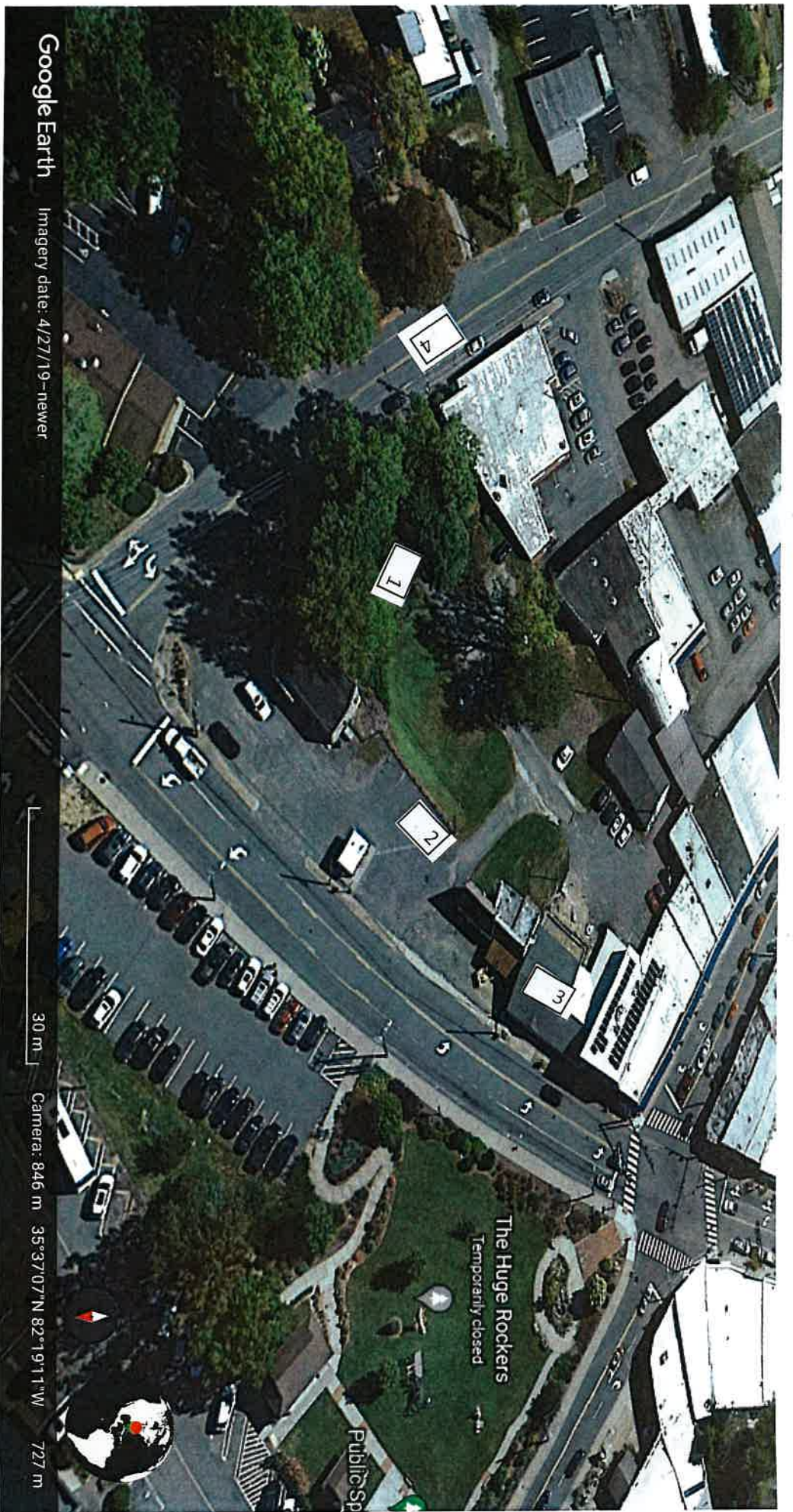
Janna K. Skufca, Director, TE/GE  
Customer Account Services

## Coronavirus State and Local Fiscal Recovery Funds Proposed Project Budget

<b>Organization Name:</b>	<b>Black Mountain Swannanoa Chamber of Commerce</b>
<b>Project Name:</b>	<b>Parking Deck</b>
<b>Amount Requested:</b>	<b>\$1,900,000.00</b>

Proposed Project Revenue Funder	Amount	Confirmed or Pending?	Notes
Proposed Buncombe COVID Recovery Funds	\$1,900,000		
List other sources here			
List other sources here			
List other sources here			
List other sources here			
List other sources here			
List other sources here			
List other sources here			
List other sources here			
List other sources here			
List other sources here			
List other sources here			
List other sources here			
List other sources here			
List other sources here			
List other sources here			
List other sources here			
<b>Total</b>	<b>\$ 1,900,000.00</b>		

Proposed Project Expenses	Proposed Recovery Funds	Other Funds	Total	Capital or Operating Expense?	Notes
Property Acquisition	\$500,000		\$ 500,000.00	Capital	Purchase of 1 1/2 lots on Richardson Blvd, Black Mountain, NC
Architectural Drawings	\$25,000.00		\$ 25,000.00	Capital	
Enviromental Site Assesment	\$ 5,000.00		\$ 5,000.00	Capital	
Construction (steel, concrete, labor, etc.)	\$ 1,370,000.00		\$ 1,370,000.00	Capital	
List expenses here			\$ -		
List expenses here			\$ -		
List expenses here			\$ -		
List expenses here			\$ -		
List expenses here			\$ -		
List expenses here			\$ -		
List expenses here			\$ -		
List expenses here			\$ -		
List expenses here			\$ -		
List expenses here			\$ -		
List expenses here			\$ -		
List expenses here			\$ -		
List expenses here			\$ -		
List expenses here			\$ -		
List expenses here			\$ -		
List expenses here			\$ -		
List expenses here			\$ -		
List expenses here			\$ -		
List expenses here			\$ -		
List expenses here			\$ -		
List expenses here			\$ -		
List expenses here			\$ -		
<b>Total</b>			<b>\$ 1,900,000.00</b>		



Proposed Parking Deck Site

- 1 Proposed Structure location
- 2 New Restaurant Site opening 2022
- 3 New Glass Blowing Studio opening 2022
- 4 Parking spaces to be eliminated for Greenway Bike path



March 2020

Town of Black Mountain

# PARKING & CIRCULATION STUDY

Broadway Avenue is shown to increase from 303 feet to 323 feet during the PM peak-hour. As the distance between the Broadway Avenue and Cherry Street intersections is only 230 feet, there may be instances where traffic will backup and block Cherry Street.

Increases in queuing on State Street will be balanced with the planned new interchange at I-40 and Blue Ridge Road, which should be constructed in the next 3-5 years. After reviewing projections provided by NCDOT Division 13, the interchange should result in a 10-15 percent traffic volume reduction along State Street. In addition, truck traffic, currently at 3-5 percent, should be reduced as well. Overall, traffic congestion may increase slightly in the short-term as is the case with most changes in travel patterns, but in the long-term there should be no significant impacts.

In general, individual operations at each of the intersections studied in Downtown have been found to be operating acceptably. Some queuing and congestion of vehicles is noted during the lunch/mid-day peak period and PM peak period. This is most notably at the State Street/Broadway Avenue/Montreat Road intersection; however, vehicle queues typically clear during each traffic signal phase.

Downtown Black Mountain's signal system is not coordinated; each signal operates independently. The lack of coordination between signalized intersections results in additional delay and queuing. Therefore, while individual traffic signal operations have acceptable levels of service, the overall system and perception of the system by the public indicates less than optimal operations.

## PARKING RESOURCES

### On-Street Inventory

The Study contains and evaluates 15 on-street parking segments/blocks on seven different streets. The on-street parking provides 190 standard spaces and 6 accessible spaces. Most of the on-street parking is located central to Downtown, along State Street, Cherry Street and Broadway Avenue. There are no loading zones or otherwise designated parking areas.

### Off-Street Inventory

Eight Town owned surface parking lots, comprising of 225 standard spaces and seven accessible spaces,

have been identified and inventoried for the Study. In addition, the Study includes privately held off-street parking resources. In 2017 and 2018, the Town signed an agreement with the Black Mountain United Methodist Church and the Presbyterian Church, respectively, to share parking resources. These parking lots increased the inventory of off-street parking spaces by 100 regular parking spaces and 18 accessible parking spaces from Monday to Saturday with varying exceptions on Sunday. In addition to the church lots, a privately held off-street parking lot on the south side of State Street between Dougherty and Cherry Streets that is regularly used by shoppers and visitors has been included in this study for analysis. The on-street parking for Epic Cycles on Sutton Street is also included in this analysis; it is on private property and signed for the bicycle shop.

### Parking Occupancy Data & Methodology

The team collected and evaluated two aspects of parking data for this study: occupancy and turnover. Parking occupancy data was collected to understand parking utilization throughout the weekday and on weekends. Members of the consultant team and Town staff collected data on the following dates and times:

- Thursday, June 13, 2019 (Training)
- Wednesday, June 26, 2019 10:00am – 4:00pm
- Saturday, June 29, 2019 11:00am – 3:00pm
- Saturday, July 20, 2019 10:00am – 4:00pm

The raw data from this collection can be found in Appendix D. Average findings from this data include the following insights:

- Parking lot utilization is highest for those lots closest to Cherry Street
- On-street parking utilization is at capacity at locations fronting businesses, particularly those on Cherry and State Streets
- On the weekends, on-street parking use nears capacity on Broadway Avenue, Black Mountain Avenue and Sutton Avenue
- Parking at the Presbyterian Church lots, Richardson Street (on-street), and Terry Estate Drive had the lowest utilization
- 44% of the parking spots in the off-street lots are utilized in peak periods
- On-street locations have higher use (68% of the parking spots are utilized)

- Accessible parking has low utilization (less than 1% are in use)
- Weekend parking utilization is greater than weekday

Figure 9 reveals some of these trends in a map form, where the weekday, weekend and all-day average occupancy is shown for studied on-and off-street segments. On the map, the lots and street segments are indicated with a number that refers to percent occupancy; based on parking best practices, a number indicating 0-50% is under parked, 50-80% is well utilized and should be the goal for parking occupancy, and greater than 80% is close to or at capacity. The data reveals locations where there is additional parking capacity on-street and in lots, largely the area beyond central Downtown as defined by State, Broadway and Cherry Streets. These locations, where there is latent demand, will be a focus of recommendations to arrive at the project's stated goals.

Time of day parking occupancy trends are indicated in Figure 10. For the weekday, there is a distinct peak of parking use at the noon hour. After noon, parking use decreases, but remains higher than the morning periods. This suggests that shoppers/visitors have the greatest desire to park in Downtown around the lunch hour and many park throughout the day into the

evening. On the weekend, the average use is greater than the weekday, but it is more dispersed throughout the day, rather than displaying a sharp peak at noon. This suggests that shoppers/visitors are parking in higher numbers but are lingering throughout the day, behavior that is typical for weekend activity.

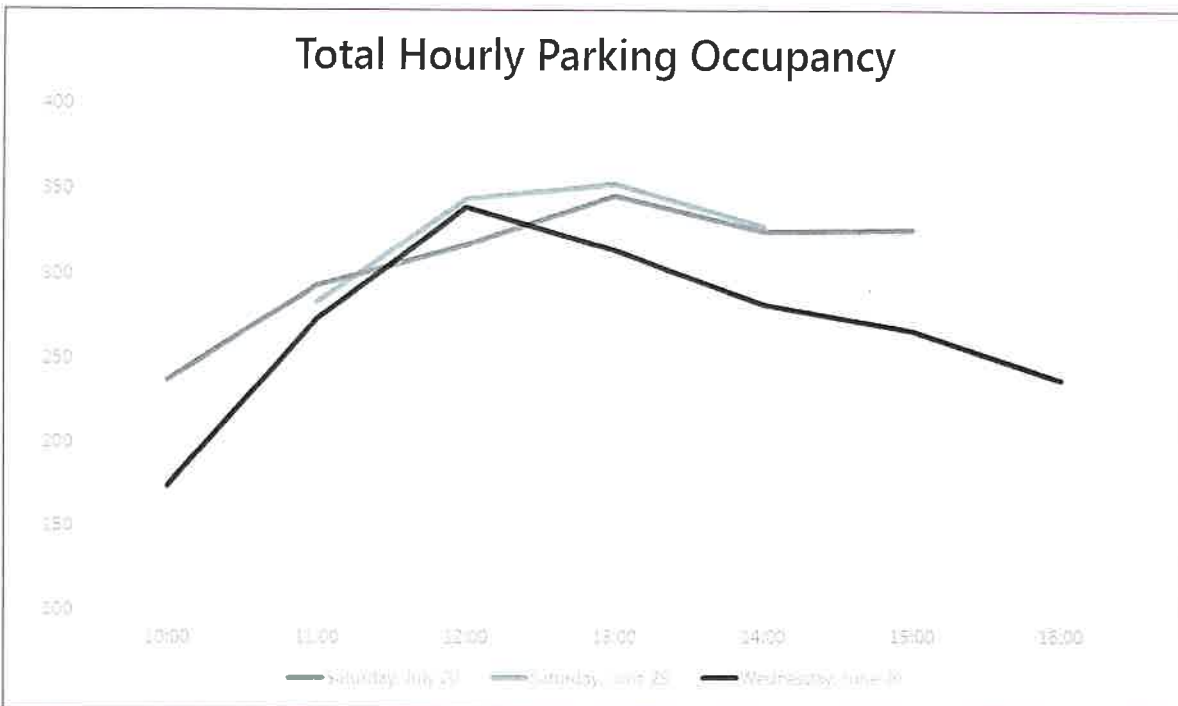
### Parking Turnover Data & Methodology

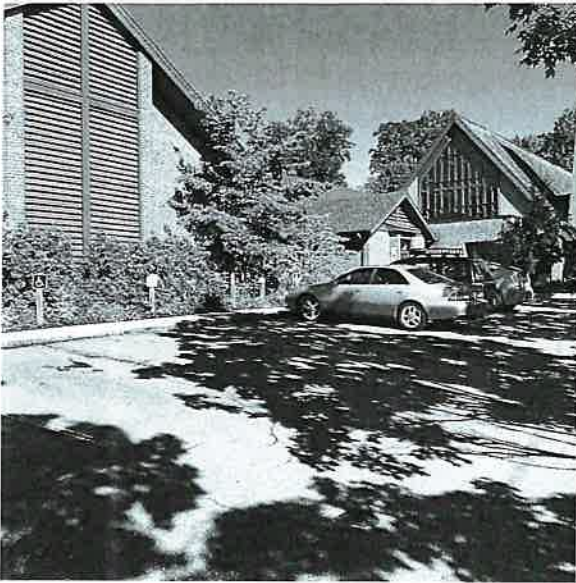
The team collected parking turnover data to understand how long people choose to dwell in an on-street space, as there are no time restrictions to parking in Downtown. License plates were surveyed on Saturday, July 20, 2019 between the hours of 10:30am – 4:00pm along the east and west sides of Cherry Street and the 100 and 200 blocks of W. State Street. The surveying involved taking note of the last four digits of license plate numbers on the quarter hour; complete license plate numbers were not collected. A summary of this data is available in Appendix D, which, for privacy purposes, does not include any indicate of license plate numbers.

Key observations of this data collection effort include the following:

34% of spaces were filled with vehicles parked for four or more hours

**FIGURE 10:** Total Hourly Parking Occupancy in Downtown Black Mountain





**FIGURE 19:** Shared Parking at the Presbyterian Church.



**FIGURE 20:** On-Street Accessible Parking in Black Mountain.

Such parking restrictions may also assist with the challenge of employees and business owners using on-street parking for their long-term parking needs. An additional strategy that may address this challenge is the implementation of employee-designated long-term parking. The Town may consider studying and identifying locations for such long-term parking. To coincide this effort, the Town is strongly encouraged to work with business owners and their employees to understand their parking needs to ensure this is a success.

In a similar strategy, designating parking to a specific user, Black Mountain may consider implementing a residential parking permit program to address residential parking constraints. In such a program, parking is restricted to certain times of the day to permit-holders only. Such a program is intended to ensure that residential areas, which are proximate to areas of high parking demand, have access to on-street parking.

As noted, the shared parking resources contribute to the Town's parking supply in a positive way and are embraced by the community – so much so that a recurring theme of the community feedback is for the Town to seek out additional opportunities for shared parking agreements with other churches and

institutions in Town. Any additional locations under consideration should be evaluated for pedestrian and vehicular access to ensure that the location is optimal for success. To support the existing shared parking arrangements, the agreements with the Presbyterian and Methodist Churches should be renewed.

Finally, the Town may consider bringing their parking system into greater compliance with the diverse needs of the community. As such, this study recommends expanding the accessible parking available, considering an ADA Transition Plan, and increasing the size of parking spaces to ensure that they safely accommodate all vehicle types and drivers.

### Transportation Demand Management (TDM)

As discussed, managing demand is an important way to increase capacity, and there are various policies and programs that may address parking and circulation challenges in Downtown Black Mountain. These include promotion of the transit system through better advertisement and signage of park-and-ride locations, increased education of parking resources through print and digital materials, and the development of placemaking tools (painted murals on buildings and decorative crosswalks) to facilitate wayfinding to

parking destinations. There are other TDM strategies, such as the consideration of a shuttle to transport passengers throughout Downtown that the Town may want to consider as parking demand grows.

## **FUTURE PARKING DEFICIENCIES AND DEMAND**

As noted elsewhere in this study, the Town of Black Mountain does not have a parking supply problem. While there is high demand for parking in some areas, the Town is not near capacity. However, pressure from future development in Downtown can quickly change Black Mountain's parking balance. To prepare for the impact of future development, Black Mountain should consider the following strategies:

Monitor development and parking patterns. In general, a community wants parking that is no more than 80% occupied. An 80% capacity indicates that parking in an area is well used, yet spaces for those who are looking to park are available. Plan to conduct periodic parking supply surveys (similar to the counts conducted with this study) to determine if and where demand is rising.

As Black Mountain updates its Comprehensive Plan and Land Development Code, research and implement parking standards that complement Black Mountain's development goals.

As the Town reaches 80% occupancy in most areas for most of the day, begin making plans to implement additional multi-modal transportation strategies and add additional public parking resources.