

July 7, 2016

Below is a listing of references to the **Brevard Thoroughfare and/or Transylvania County/City of Brevard Transportation Plan(s)** I found within City Council Minutes, Ordinances and Resolutions during time period of 1997 to present. Desiree Perry, City Clerk

1. January 24, 1997 – Minutes, City Council Annual Retreat
2. February 16, 1998 – Minutes, Brevard Thoroughfare Plan Public Hearing
3. April 4, 1998 – Minutes, Resolution No. 13-98 Adopting the Brevard Thoroughfare Plan
4. April 28, 2003 – Minutes, Special Meeting on Transportation Plan
5. June 2, 2003 – Minutes, Public Participation comments
6. August 18, 2003 – Minutes, Special Meeting on Brevard Transportation Plan
7. August 18, 2003 – Minutes, Public Participation comments
8. September 2, 2003 – Minutes, Special Meeting on Transportation Study
9. January 22 & 23, 2004 – Minutes, City Council Annual Retreat
10. August 16, 2004 – Minutes, Public Participation comments
11. March 7, 2005 – Minutes, Comprehensive Transportation Plan (CTP) Public Hearing (Including Attachment B)
12. March 21, 2005 – Minutes, Adoption of the 2005 Comprehensive Transportation Plan
13. April 4, 2005 – Minutes, “Comprehensive Transportation Plan Priority List”
14. February 19, 2007 – Minutes, Transylvania County (and City of Brevard) Comprehensive Transportation Plan Public Hearing, and, Resolution No. 11-07 Adopting the Transylvania County Comprehensive Transportation Plan (As Amended)
15. February 4, 2010 – Minutes, City Council Annual Retreat
16. June 7, 2010 – Minutes, Capital Improvement Plan
17. February 20, 2012 – Minutes, “Establishing the SAFE Inc. of TC Planned Development District”; Staff/TRC/BPB Recommendations make mention of the Transportation Plan’s “West Loop”
18. May 28, 2013 – Minutes, Budget Work Session #1
19. June 24, 2013 – Budget Ordinance No. 2013-07
20. August 19, 2013 – Ordinance No. 2013-09 Establishing Project Budget for Replacement of Bridge #102 Along Railroad Avenue
21. March 17, 2014 – Resolution No. 2014-04 Recommending Certain Projects for Inclusion in the North Carolina Statewide Transportation Improvement Program
22. June 16, 2014 – Budget Ordinance No. 2014-13

23. September 15, 2014 – Ordinance NO. 2014-21 (Exhibit D) Brevard Place Planned Development District
 24. May 18, 2015 – Minutes, Amend Zoning Map for Railroad Avenue Small Area Plan Public Hearing
 25. May 28, 2015 - #855 Contracts & Agreements – Agreement between City of Brevard and CDM Smith, Inc. (Engineer) for Railroad Avenue Infrastructure and West Loop Phase I Corridor Study
 26. June 15, 2015 – Minutes, Proposed UDO Text Amendment, to Establish Railroad Avenue Mixed-Use District Standards Public Hearing.
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**MINUTES
BREVARD CITY COUNCIL
ANNUAL RETREAT
SATURDAY, JANUARY 24, 1997 8:00 AM**

The Brevard City Council met for their annual retreat on Saturday, January 24, 1998 in the private dining room of Brevard College Cafeteria. The meeting was called to order by Mayor Byrd at 8:00 AM. The following were in attendance for the retreat:

Mayor Rickey K. Byrd	Don Scarborough
Cindy Platt	Rodney Locks
Malcolm Johnson	Margaret Garren

City Manager Don Brookshire
City Clerk Glenda Sansosti

Staff

Dennis Wilde, Police Chief
Don Owen, Public Works Director
Donna Owen, Personnel Director
Terry Scruggs, Finance Director
Don Byers, Utilities Director
Steve Warren, Planning Director
Lynn Goldsmith, Building & Grounds

Discussion on Proposed Thoroughfare Plan

City Council spent considerable time discussing the various alternatives presented by the Department of Transportation for a Thoroughfare Plan. During discussion, members agreed that rather than calling this a "by-pass" or "thoroughfare" to call it a "loop". If and when the road is ever built, consideration will be given to what it will be called, whether a "loop", parkway", "scenic route", etc. City Council agreed the proposed route should be (as shown on the map - from B to A to D to F to G. It was also the consensus of City Council for a public hearing to be held the 2nd meeting of February (February 16, 1998).

Long Range Planning Issues – Focus 2020

Council Members Locks and Platt gave an update on the Focus 2020 process and asked if they were on target with the expectations of other council members. Efforts are being made to get surveys into the school system, churches, and major employers. Also more information will be gathered from the youth and minorities. Mr. Johnson asked what the time frame of this would be and Mr. Locks advised the current process would take about two years. Mrs. Platt encouraged city staff and employees to also become active in this planning process. City Council concurred they strongly supported the Focus 2020 Planning effort.

Space Needs for Storage

The city manager advised that with planned renovations to the Old City Hall, space was needed to move existing records. He noted the

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PUBLIC HEARINGS

Brevard Thoroughfare Plan as Proposed by North Carolina Department of Transportation

Mayor Byrd opened the public hearing at 7:32 PM and called upon Mr. Travis Marshall, NCDOT Representative, for a presentation of the proposed Thoroughfare Plan. Mr. Marshall and Wes Stafford presented and reviewed DOT's findings and the preferred corridor. The corridor runs out and around Brevard Elementary School, swings across and behind Brevard High School. Council Member Locks asked Mr. Marshall to address the time frame for this proposal. Mr. Marshall noted it would depend upon city council and if they adopted the proposed route. The only item in the Transportation Improvement Plan (TIP) is the old route as a future need with no funding. If the city requests a DOT Board Member to assist in getting funding, the environmental study could take up to two years and right-of-way acquisition could take five years. Overall, it would take approximately 10-15 years before it could be built.

A citizen asked how DOT acquired right-of-way. Mr. Stafford explained the process and noted DOT has a pamphlet, which explains the process and upon request would send one.

The following people expressed concerns and/or asked questions regarding the proposal: Sandra Olsen, Debbie Vermelion, John Passmore, Pat Thompson, Gary Allison, John Thomas and a Mr. Cowan. Mr. Marshall and Mr. Stafford responded to questions.

A woman who lives at 106 Grandview Drive stated she owned 4 ½ acres and when they bought their home they were not advised a proposed bypass was planned to go through their property. When her husband died, she had him buried on their property. The grave is now in the center of the currently proposed bypass. She further stated this type of communication does not build trust.

Mayor Byrd closed the public hearing at 8:49 PM.

Recess

Upon motion by Mr. Locks, seconded by Mrs. Garren and unanimously passed a five-minute recess was called.

The meeting reconvened at 9:00 PM with all in attendance.

Request by Straus Park for change in Unified Development Plan, Phase II, Mountain Section Streets

Mayor Byrd opened this public hearing at 9:00 PM and called upon Planning Director Steve Warren for comments. Mr. Warren stated the Planning Board has reviewed this request and recommends favorable consideration by city council.

Scott Melrose presented information and answered questions regarding the request to make changes in the Unified Development Plan. The changes requested are to allow for a four-foot trail to be

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minutes
4-6-1998
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Proposed Resolution Authorizing Change of Street System Roadways between the City of Brevard and N. C. Department of Transportation: Resolution No. 10-98

Upon motion by Mr. Scarborough, seconded by Mrs. Garren and unanimously passed on the consent agenda, Resolution No. 10-98, A Resolution authorizing a change of the street system between the City of Brevard and the N. C. Department of Transportation was adopted and approved. (Resolution No. 10-98 on file in Office of City Clerk.)

Proposed Resolution Accepting Dedication of Public Improvements from Excelsior Apartments: Resolution No. 11-98

Upon motion by Mr. Scarborough, seconded by Mrs. Garren and unanimously passed on the consent agenda, Resolution No. 11-98, A Resolution accepting dedication of public improvements from Excelsior Apartments was adopted and approved, to be effective June 30, 1998. (Resolution No. 11-98 on file in Office of City Clerk.)

Consideration and Adoption of Revised and Updated Capital Improvement Plan: Resolution No. 12-98

City Council reviewed the proposed Revised and Updated Capital Improvement Plan. The city manager answered questions raised by council members. Minor changes were made in the CIP, mainly by moving some items of lesser expense to the coming year and spreading out over a period of years such things as the Pedestrian/Bike Route and the Downtown Master Plan. Following discussion it was moved by Mrs. Platt seconded by Mr. Scarborough and unanimously passed approving Resolution No. 12-98. (Resolution No. 12-98 on file in Office of City Clerk).

Proposed Resolution Adopting the Brevard Thoroughfare Plan: Resolution No. 13-98

The city manager presented a resolution, which if approved, would adopt the proposed Brevard Thoroughfare Plan. The manager reviewed the proposed route, along with all other proposed improvements which would be a part of the Thoroughfare Plan and would be completed prior to any "bypass" or "loop" being built. The Mayor advised a public hearing had already been held to receive comment on this issue and further invited any additional comments. The following comments were noted:

Andrew Rogers of Brevard spoke in opposition to the Thoroughfare Plan and stated a "bypass" itself is a pig and "downright ugly". Mr. Rogers added that Brevard is a growing community and people come to Brevard because it is unique. He stated he did not want to see Brevard become like Hendersonville and Asheville. Comments were made regarding the proposed route being in the floodway and future environmental problems

that have not been addressed. Mr. Rogers asked council not to do something stupid just for the sake of doing something.

Madrid Zimmerman, Heart of Brevard Executive Director, stated the downtown merchants were overwhelming against a bypass. If it is city council's decision to adopt this Plan, the Heart of Brevard hopes that the "bypass" will only be a contingency that will never be activated. Hopefully others things can be done so that its not detrimental to the downtown.

Mrs. Garren stated she had spent many hours considering this matter and if she thought Dr. Rogers was right in his comments that she would vote no. However, she did not agree with Mr. Rogers and further stated that many safety concerns have to be addressed.

Mr. Locks noted that he has also given this proposal a lot of thought and looked at different routes. Mr. Locks stated that as Brevard grows, initiatives grow. He stated he felt that the Department of Transportation should conduct environmental studies to say whether or not it will work.

Mr. Scarborough stated it would be no easier to set a bypass route 20 years from now and noted that all the lights in town need to be looked at for synchronization.

Mrs. Platt stated that the Planning Board and City Council have worked over the past two years on this Plan and that this is not a "quick" decision by council. Mrs. Platt noted that personally she did not want to approve any bypass - but that she will. She noted that she feels there are still other options out there and the city council has to look at efficient traffic control.

Upon motion by Mr. Locks, seconded by Mrs. Garren and unanimously passed, Resolution No. 13-98, A Resolution Adopting the Brevard Thorough Plan was approved. (Resolution No. 13-98 on file in Office of City Clerk.)

Designation of April 17-30 as "Litter Sweep" in the City of Brevard: Resolution No. 14-98

Mrs. Garren stated she requested this item be removed from the consent agenda as she strongly supports this. Mrs. Garren noted that Highway 64 West looks really bad and further, the Brevard Board of Realtors is working on organizing a "pick-up" day. Upon motion by Mrs. Garren, seconded by Mrs. Platt and unanimously passed, Resolution No. 14-98 was adopted and approved. (Resolution No. 14-908 on file in Office of City Clerk.)

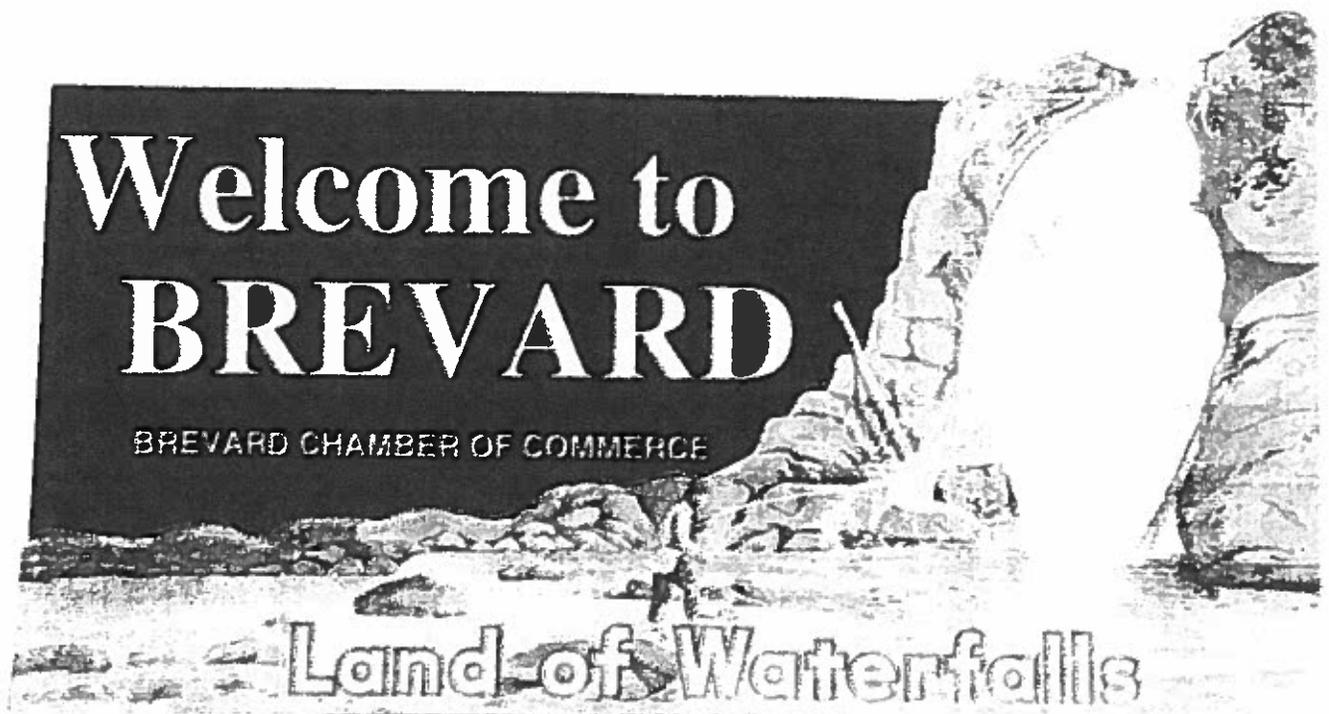
Resolution Authorizing Contract between City of Brevard Pedestrian/Bike Path Study Committee and N. C. Environment and Natural Resources: Resolution No. 15-98

Upon motion by Mr. Scarborough, seconded by Mrs. Garren and unanimously passed on the consent agenda, Resolution No. 15-98, A Resolution Authorizing a Contract between the City and



*North Carolina Department of Transportation
Statewide Planning Branch
Small Urban Planning Unit*

*Thoroughfare Plan
for the
City of Brevard*



September, 1998



City of Brevard Thoroughfare Plan

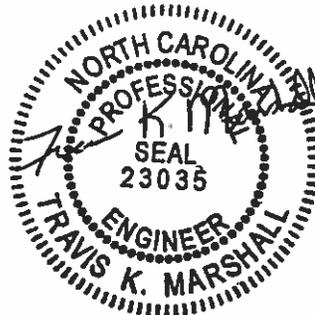
Prepared by the:

Statewide Planning Branch
Division of Highways
North Carolina Department of Transportation

In Cooperation With:

The City of Brevard
The Federal Highway Administration
U.S. Department Of Transportation

September, 1998



Travis K. Marshall, P.E.
Small Urban Planning Engineer

MINUTES
BREVARD CITY COUNCIL
Special Meeting – Transportation Plan
April 28, 2003 5:30 PM

The City Council of the City of Brevard met in Special Session on Monday, April 28, 2003 at 5:30 pm in the Council Chambers of the Municipal Building with Mayor Jimmy Harris presiding. Mayor Harris announced the purpose of the special meeting was to conduct a workshop to further discuss the City's Transportation Plan. The following were in attendance:

Mayor Jimmy Harris

Council Members: Rodney Locks, Scott Neumann, Mac Morrow, Cindy Platt and Tracey Love.

City Manager Rick Howell and City Clerk Glenda Sansosti were also in attendance.

Staff: Dennis Wilde, Don Owen and Debbie Tinsley

Members of the public included Carl Eldridge, Luther and Judy McElyea, Blair Willard, Sara Champion, John Passmore and several other citizens.

Welcome

Mayor Harris called the meeting to order and introduced Mr. Terry Brothers with Wilbur Smith and Associates. The Mayor commended Mr. Brothers and members of the Long Range Planning Committee (LRPC) for their work on the Transportation Plan. He stated the Transportation Plan provides plenty to agree with and also to disagree with. He stated it would be a challenge for City Council to do what is best for all the citizens of Brevard. Mayor Harris then turned the meeting over to Terry Brothers.

Review of Transportation Plan

Mr. Brothers asked for questions concerning the recommendations made by the LRPC, rationale behind the recommendations, etc. Mr. Brothers stated the Regional Roadways (Chapter 2, page 29) could take 10-12 years to complete. The roadways are grouped by immediate needs as follows:

- a. Near term projects – 5-8 years
- b. Medium term projects – 8-15 years
- c. Long term projects – 15-25 years

Discussion of the Transportation Plan included the impact on schools, keeping trucks at a safe speed and the process of amending the city's current Thoroughfare Plan. It was noted that Transportation issues will be taking a regional approach in the future and that the city is now part of a new RPO.

Following a 30-minute break for supper, the meeting reconvened at 7:40 pm. Council members received a copy of the citizen comments made regarding the Transportation Plan since it has been available for public inspection. (On file in the Office of City Clerk.)

Council concurred that the highest priority, even though it would take longer to implement, would be the entire **Western loop**. A number of other projects could be implemented during the same time period. Mr. Locks noted there was a lot of controversy about the **Western Loop** going through the Rosenwald community. Mr. Locks recommended using Probart Street and Probart Extension, turning right and back out onto the Rosman Highway. He stated he has talked with John Candler at the Brevard Music Center and he likes the idea of using Probart Street to the Rosman Highway.

It was noted the **Western Loop** is designed for interior traffic and not to take the traffic further away from town. The manager noted the proposed loop would provide a lot of visibility for businesses in the Rosenwald Community and a nice connection to Main Street. Mr. Locks further noted that residents of the Rosenwald community wanted sidewalks and a bike trail but did not want a road splitting their community.

Discussion was held on how best to present this to the community and how it will open up a corridor for undeveloped land. Mr. Morrow stated that the LRPC's recommendation included what was feasible and suitable. He noted the committee did not look at what would be acceptable or unacceptable to any area, but looked at what would be best for the City of Brevard as a whole. Everyone needs to understand the big picture and how it affects the City as a whole.

Mr. Brothers advised there is pending legislation, which would allocate \$700 million dollars in transportation bonds. The project is called "North Carolina Moving Ahead" and will be used for projects which can be completed in a short time and involve little or no right of way issues. It was the consensus of Council for the City Manager to submit the following projects (taken from the Brevard Transportation Plan, Chapter 2, page 29) to NCDOT for possible "Moving Ahead" funding if the legislation is passed:

	Roadway	Juris-diction	Location	Description	Cost Estimate
1	East Loop at Greenville Highway	State	Parkview Dr. to Gallimore	Intersection Improvements	1.2 Million
2	Pisgah Forest Gateway	State	Intersection	Add Lanes	0.5 Million
3	East Loop	State	Neely Rd. Park Avenue	Roundabouts or Traffic Signals/Turn Lanes	1.0 Million
4	US 64 East	State	NC280 to Eastern study limits	Widen to 4 lane major arterial roadway	1.5 Million
5	Old H'Ville Hwy.	State	Asheville Hwy to Eastern Study Limits	Widen for paved shoulders or bike lanes	1.5 Million

Comments were also made regarding the need for a sidewalk and bike lane on Gallimore Road.

Adjourn

Upon motion by Ms. Plaitt, seconded by Ms. Love and unanimously passed, the meeting adjourned at 9:15 pm.

Glenda W. Sansosti, MMC
City Clerk

Minutes approved:

Public Participation - Continued

must be held in a quasi judicial capacity and further discussion could cause prejudice and problems down the road.

2) Mr. John Passmore asked about the West Loop Road in the City's Transportation Plan and if affected property owners were notified. He also stated it appeared to him that the road would cross Oak Grove Church property and take the church, gravesites, etc. Councilman Morrow, who also served on the LRSPC stated to his knowledge no cemetery lots were proposed to be moved and that "way down" the road there might be a backage road linking Straus to take some of the Catholic Church traffic. Mr. Morrow stated the plan was conceptual only and that no engineering, etc. has been done. He stated this was not part of the West Loop Road, which was proposed and recommended by the LRSPC.

The Mayor assured Mr. Passmore that prior to any approvals for this road a public hearing would be held.

3) Mr. Mal Johnson of Lakeview Drive appeared before Council on several issues. Mr. Johnson stated the new fence at Franklin Park looks really good and expressed appreciation to Lynn Goldsmith for this effort. He also asked who was responsible for the covered picnic shed at the park. Mr. Johnson was advised this was done by a boy scout working on his merit badges. Mr. Johnson commended the work that has been accomplished on the soccer field at the Sports Complex. Lastly, Mr. Johnson stated he was opposed to the \$1 "piddly" recycling fee to be added to the utility bills. He stated he felt there was money in the city coffers to cover this fee. The City Manager responded to Mr. Johnson's comments regarding the recycling. Mayor Harris also commented that he felt if people are paying some fee for the service, they are more likely to buy into the program and participate.

Consent Agenda

Mayor Harris read aloud those items to be considered on the consent agenda and asked if any council member or citizen wished any item(s) removed for discussion.

Upon motion by Mr. Neumann, seconded by Ms. Platt and unanimously passed the following item(s) were approved via the consent agenda:

**MINUTES
BREVARD CITY COUNCIL
SPECIAL MEETING
August 18, 2003 4:00 PM**

The City Council of the City of Brevard met in special session on Monday, August 18, 2003 at 4:00 pm in the Council Chambers of the Municipal Building with Mayor Jimmy Harris presiding. The following were in attendance:

Mayor Jimmy Harris

Council Members: Rodney Locks, Scott Neumann, Mac Morrow, Cindy Platt and Tracey Love.

City Manager Rick Howell and City Clerk Glenda Sansosti were also in attendance.

Staff: Stuart Rohrbaugh.

Press: Leigh Wills, Transylvania Times

Welcome

Mayor Harris called the meeting to order and welcomed interested citizens in attendance. Mayor Harris stated the purpose of the special called meeting was to continue discussions on the Brevard Transportation Plan. Mayor Harris thanked Terry Brothers of Wilbur Smith Associates for attending and turned the meeting over to him.

The following areas were discussed, with no action taken. (A copy of the Brevard Transportation Plan is on file in the Office of City Clerk and the Brevard Planning Department and available for public inspection Monday-Friday, 8:30 am – 5:00 pm.)

Chapter 3: Downtown Traffic Circulation

Mr. Brothers noted the City's current Thoroughfare Plan, which was prepared by NCDOT in 1998, includes the future conversion of Broad and Caldwell Streets to a one-way street couplet. The one-way couplet was recommended to eliminate the narrow lanes and to improve traffic operations. Following review of Chapter 3, the report offers several alternatives including one-way couplets, unbalanced couplet with parking and unbalanced couplet with wider sidewalks. Mr. Brothers stated the

one way couplets would give the best alternative, getting traffic to move and provide highest traffic performance. He further noted that all three alternatives would accommodate traffic in the year 2025.

The Long Range Planning Committee recommended the City adopt Alternative C-1 (unbalanced couplet with parking) as shown and depicted in Figure 3-10 of the Transportation Plan.

When asked what DOT would have to do if the unbalanced couplets alternative was chosen, Mr. Brothers advised that Caldwell would have to be widened to 3 lanes from Jordan Street to the Rosman Highway. The simulations used in the report assume the widening has already taken place. In order to widen that area of Caldwell, additional engineering is needed and the city would have to obtain right of way. The city manager noted the City could pursue the widening as a Transportation Improvement Project (TIP). The City could ask that DOT amend the current Thoroughfare Plan by making Caldwell Street wider. Following several questions about the By-Pass, loading zones, etc., Mayor Harris advised these sessions are designed for Council to have a dialogue and at some point, Council will set priorities. These are not projects the City can afford to build and will have to go through the process of getting on the TIP, funding, studies, etc.

Chapter 4: Parking

Mr. Brothers advised the present parking resources in the downtown area appear to be sufficient to accommodate normal day-to-day parking demands, based on their July survey. He noted present parking is likely remain adequate for the next five or more years. He noted the near-term needs are primarily related to the enforcement of the on-street parking and the improvement of signing and marking of off-street lots.

Chapters 5: Access Management

Mr. Brothers stated the purpose of access management is intended to reduce conflict points between traffic traveling through an area and the traffic turning into or exiting from land developments. He reviewed the role and purpose of access management, role of the classification system, existing access controls, State Guidelines and the Brevard Zoning Ordinance.

Recommendations for Access Management is found within the Transportation Plan in Chapter 5, pages 4 - 14.

Chapter 6: Bicycles

Mr. Brothers noted the City seeks to be more proactive in accommodating and encouraging bicycle use and has received funding from NCDOT for an initial bike path in the northern area of Brevard. He stated that through the Transportation Plan, the City seeks to identify a more comprehensive system of bicycle facilities that should connect the various areas of Brevard -- particularly schools, recreational areas and downtown. Chapter 6 discusses types of bicycle facilities, existing facilities and plans and future needs and recommendations.

John Passmore asked how many landowners were in the West Loop and asked what would happen if they say no to the proposed road and asked if a lawsuit would be a major problem for the project. Mr. Passmore was informed that no inventory of property owners has been taken to date. City Manager Rick Howell explained that no one's property would be taken by the State without fair and just compensation and explained if a property owner did not want to sell, then the state could exercise "eminent domain" procedures.

Mayor Harris advised that additional workshops would be held in the future and invited everyone to attend the regular meeting of City Council tonight, beginning at 7:30 PM.

Upon motion by Ms. Love, seconded by Mr. Neumann and unanimously passed, the special meeting adjourned at 6:15 pm.

Glenda W. Sansosti, MMC
City Clerk

Minutes approved:

Rezone Request from James E. and Linda H. Hawkins for
Property Located at 1 Varsity Street from O-I to C-2

Mayor Harris opened the public hearing at 7:46 pm and called on City Manager Rick Howell for comments. Mr. Howell stated the Planning and Zoning Board failed to make a recommendation to City Council within the required forty-five (45) days. Therefore, pursuant to the Brevard City Code, the matter now comes before Council for public hearing.

Mayor Harris invited comments from the public. Mr. and Mrs. Jim Hawkins were attendance. Mr. Hawkins stated he has pursued this request through the Planning Board for over two months and has been working with various city departments since January or February. Mr. Hawkins requested favorable consideration by Council on the rezoning of this property from O-I Office Institutional to C-2, General Commercial.

It was also noted that a letter was included within the agenda packet from William S. Mullenex of 349 South Broad Street who is opposed to the rezoning of the property.

No further comments were offered and Mayor Harris closed the public hearing at 8:02 pm. Council will consider this matter at their next regular meeting on September 2, 2003.

Public Participation

Monica Driscoll, 319 Montview Circle commented that a "by-pass" is being discussed from Hendersonville Road to follow the old railroad bed thru to Probart Street. She stated some owners have purchased rights of way and are getting disgruntled. She stated she is amazed at how many things come out in the headlines of the paper and now with talk about the greenway and bike path coming out, she does not think it's appropriate.

Mayor Harris responded to Ms. Driscoll and stated the City of Brevard has to do something about traffic in Brevard and that it is Council's job to look toward the future. He advised the City has invested in a Transportation Plan and that the "proposals and recommendations" are being looked at. He also advised Ms. Driscoll that the public is hearing this plan and the recommendations at the same time Council is hearing it.

Jo Ann Bryson, Deerlake Road, stated she has lived here all her life and watched all the traffic and does not want the road to take her house.

Carl Eldridge signed up to speak during public participation but stated many of his questions had been answered. He asked when it would be appropriate to speak on downtown traffic plans. The Mayor advised Council's next workshop would be an appropriate time to talk about downtown traffic plans.

Consent Agenda

Mayor Harris read aloud those items to be considered on the consent agenda and asked if any citizen or council member wished any item(s) removed for discussion. Upon motion by Mr. Neumann, seconded by Ms. Platt and unanimously passed, the following items were approved via the consent agenda:

- Staff Reports: Animal Control and Police Department
- Resolution authorizing improvements to Welcome Street: Resolution No. 40-03
- Approval of Smallpox Vaccination Policy: Resolution No. 41-03
- Amendment to the Homebuyer Closing Cost Assistance and Down payment Program (RS-03-C-1138): Resolution No. 42-03
- Approval of the March 2003 Comprehensive Water Study Update: Resolution No. 44-03
- Authorization to Submit an Application for an Employee Assistance Program Grant for FY 03-04: Resolution No. 45-03
- Approval of FY 2003-04 Paving List and Authorization for the City Manager to Solicit Informal Bids: Resolution No. 46-03

Consideration of additional appointments to Unified Development Ordinance Advisory Committee

Councilman Neumann recommended and nominated Mack McKeller and Margaret Garren as his nominees for this committee. Mr. Locks made a motion that the nominations be accepted. The motion was seconded by Mr. Morrow and passed unanimously.

**MINUTES
BREVARD CITY COUNCIL
SPECIAL MEETING – TRANSPORTATION STUDY
September 2, 2003 4:00 PM**

The City Council of the City of Brevard met in special session on Tuesday, September 2, 2003 at 4:00 pm in the Council Chambers of the Municipal Building with Mayor Jimmy Harris presiding. The following were in attendance:

Mayor Jimmy Harris

Council Members: Rodney Locks, Mac Morrow and Cindy Platt

Absent: Scott Neumann and Tracey Love.

City Manager Rick Howell and City Clerk Glenda Sansosti were also in attendance.

Press: Leigh Wills, Transylvania Times

Welcome

Mayor Harris called the meeting to order and welcomed interested citizens in attendance. Mayor Harris stated the purpose of the special called meeting was to continue discussions on the Brevard Transportation Plan. Mayor Harris thanked Terry Brothers of Wilbur Smith Associates for attending and turned the meeting over to him.

Following a lengthy discussion, council concurred that the N. C. Department of Transportation is beginning the design of a closed loop traffic signalization system that will impact downtown circulation and there will be changes in downtown traffic which will impact the state road system, which is the responsibility and under the authority of the N. C. Department of Transportation. It was the consensus of those present that the city manager prepare a resolution for council to consider at the regular council meeting tonight (September 2, 2003 at 7:30 pm) noting that council supports the recommendations of the 2002 Transportation Study as it relates to downtown traffic circulation and to implement the recommendations in the ongoing design of the closed loop system. The recommendations are detailed below with reference to the applicable chapter and figure in the Transportation Study:

- a. That Broad and Caldwell Street be converted to serve as an unbalanced couplet as illustrated in figure 3-10 in Chapter 3 of the Transportation Study.
- b. That West and East Main Street between England Street and Johnson Street be converted to a three (3) lane street allowing for the widening of the parking lane and travel lanes as also illustrated in figure 3-10 in Chapter 3 of the Transportation Study.
- c. That it is the intent of the City to convert the existing city streets of Jordan and Morgan to one way streets between Caldwell Street and Johnson Street as also illustrated in figure 3-10 in Chapter 3 of the Transportation Study and that this be taken into consideration in the design of the closed loop system.
- d. That the City be given the opportunity to have input into the appearance of the proposed mast arm poles and if it determines it to be financially feasible to upgrade these poles from the standard.

Mayor Harris adjourned the workshop at approximately 6:15 pm.

Glenda W. Sansosti, MMC
City Clerk

Minutes approved:

- e CONSENSUS CONFIRMED. KEEP THE MOVING AHEAD LIST AS IS, WITH ITS OVERALL PRIORITY JUST BELOW S. CALDWELL ST.

*Minutes
Council Annual
Retreat
Jan. 22 & 23, 2004
Pg. 7*

ACTIONS ON COUNTY TIP PRIORITIES:

- a CONSENSUS CONFIRMED BY MAYOR HARRIS THAT THE WEST LOOP IS COUNCIL'S TOP PRIORITY
- b RICK WILL BRING THIS ISSUE BACK TO CITY COUNCIL IN THE FORM OF A RESOLUTION TO AMEND THE THOROUGHFARE PLAN, ETC.
 - Rick says plenty of time to do this

CONSENSUS ON BIKEWAY PLAN GRANT APPLICATION:

- a Mayor Harris checked for and confirmed COUNCIL IN CONSENSUS FOR THE MANAGER TO PROCEED TOWARD A GRANT APPLICATION

CONSENSUS ON SIDEWALK-BIKEWAY TRADE:

- a Jim checked and confirmed COUNCIL IN CONSENSUS TO MOVE AHEAD ON NEGOTIATING A TRADE WITH LOWE'S
- b ACTIONS:
 - i SURVEY OF PHASE 2 BIKEWAY SEGMENT – NEXT WEEK (DON BYERS)
 - ii SEGMENT UNDER CONSTRUCTION & POSSIBLY DONE BY 12-31-04
 - iii GETTING R/Ws IS BIGGEST CHALLENGE
 - iv MEET AGAIN WITH US FOREST SERVICE DISTRICT RANGER RANDY BURGESS TO TIE BIKEWAY INTO ART LOEB TRAIL

H. Brainstorming

ACTIONS ON WATER FEATURE IN CLEMSON PARK:

- JIMMY, DEE DEE AND RICK WILL EXPLORE THE CONCEPT, WORK IT UP, AND TAKE IT TO THE DOWNTOWN MASTER PLAN IMPLEMENTATION COMMITTEE, TDA AND CHAMBER OF COMMERCE

Agenda

The agenda below includes changes in the order of items made during the retreat itself. Due to lack of time, Transportation Planning was moved from Thursday to Friday, and two items – Budget Planning and Capital Improvements Program – were deleted, to be discussed in a separate meeting at a later date.

Thursday, January 22, 2004

- | | |
|---|---------------|
| 1. Arrive and Settle In
p.m.) | (2:45 – 3:00) |
| 2. Welcome & Call to Order – Mayor
p.m.) | (3:00 – 3:10) |
| 3. Retreat Ground Rules
p.m.) | (3:10 – 3:15) |
| 4. Mission Statement Discussion
p.m.) | (3:15 – 3:45) |
| 5. Departmental Reports
p.m.) | (3:45 – 4:45) |

Items for Discussion:

- | | |
|----------------------------------|---------------|
| SHORT STRETCH BREAK
p.m.) | (4:45 – 4:50) |
| A. DOWNTOWN MASTER PLAN
p.m.) | (4:50 – 5:40) |

Neumann and unanimously passed, the agenda was approved with the addition of a closed session.

Minutes

Upon motion by Mr. Neumann, seconded by Mr. Locks and unanimously passed, Minutes of August 2, 2004 were approved.

Certificates and Awards

Mayor Harris presented certificates that have been awarded by the N. C. Water Pollution Control System Operators Certification Commission to the following: Darrell Wesley Shook and Roger Leroy Crawford for earning their Grade 4 certificates and to Dennis Alan Richards on earning his Grade 3 certificate. In achieving these state certifications, these employees are now certified by the State to operate the City's sewer collection system. Mayor Harris and members of City Council congratulated these employees on their accomplishments.

Special Presentation

Mr. Drew Van Horn, President of Brevard College provided a status report on Brevard College. Mr. Van Horn stated the college provides a work force of between 230-250 employees; a \$6 million dollar payroll and they are now completing a \$1.5 million project using the local workforce. Mr. Van Horn spoke of the economic impact the college has on the local community and the services provided within the community and to the county school system. Mr. Van Horn stated that for the past six years the college has run a deficit budget but that he is happy to announce that this past year they finished with a surplus. The strategic plan for the college calls for 1,000 students and they want this to be planned growth involving the city and the people so that they grow responsibly. Mr. Van Horn stated the city has been very good to work with in the past and they hope to remain serving as a resource to the community.

Public Participation

Mrs. Martha Johnson, Montview Circle, appeared before Council and asked about the proposed West Loop Road. She noted that she has heard about the property the city wants to buy from Habitat and wanted to know if this was to be used to tie in with the West Loop. She further stated there was a petition with over 2,000 names circulating in the community in opposition to the West Loop. The city manager advised Ms. Johnson that the West Loop is only a line on a map right now and the

city's intention of buying the property from Habitat is to be used as part of the bike bath, connecting the bike path to the Middle School. He noted that while City Council has not officially endorsed the **West Loop**, general consensus was favorable but no official action has been taken. Once council takes action they must request the NC Department of Transportation to consider it. If DOT approves, it could take many years for funding approval. The DOT would also have a process to go through with various studies before they were to grant approval or deny the request.

Consent Agenda

Mayor Harris read aloud those items to be considered on the consent agenda and asked if any council member or citizen wished any item(s) removed for discussion. The following changes were made to the consent agenda:

Item #8, Resolution No. 49-04 Authorization for City Manager to select a consultant for the development of a Pedestrian Plan was removed from the consent agenda.

Item # 7, Request for Financial Support for the Boys and Girls Club; Item # 9, Request from Judith Wolf for Massage Therapy Business License; and # 11, Resolution No. 50-04, a Resolution declaring surplus property were added to consent.

Upon motion by Mr. Morrow, seconded by Mr. Neumann and unanimously passed, the following items were approved via the Consent Agenda:

- Staff Reports: Animal Control Division
- Resolution Approving a Subrecipient Agreement Between the City of Brevard and CZB, LLC for the CDBG Rosenwald Revitalization Strategies Project – Community Development Corporation Consulting: Resolution No. 44-04
- * Authorization for the City Manager to Solicit Proposals for Financing of Two Fire Trucks for the City of Brevard Fire Department: Resolution No. 45-04
- Consideration of a Resolution Designating September 18 – October 3, 2004 as “Litter Sweep” in Brevard, NC: Resolution No. 46-04

MINUTES
BREVARD CITY COUNCIL
REGULAR MEETING
March 7, 2005 7 p.m.

The City Council of the City of Brevard met in regular session on Monday, March 7, 2005 at 7 p.m. in the Council Chambers of the Municipal Building with Mayor Jimmy Harris presiding. The following were in attendance:

Mayor Jimmy Harris

Council Members: Rodney Locks, Scott Neumann, Mac Morrow, Dee Dee Perkins and Sara Champion

City Manager Rick Howell, City Clerk Glenda Sansosti and City Attorney Mike Pratt were also in attendance.

Staff: Don Owen, Don Byers, Josh Freeman, Dennis Wilde, Mike Galloway, Terry Scruggs, LeAnn McGraw, Lynn Goldsmith and Jeanette Owen

Press: Stella Trapp, Transylvania Times

Welcome

Mayor Harris called the meeting to order and welcomed the approximately fifty people in attendance. Mayor Harris introduced council members and staff and stated if anyone had business to bring before Council that was not on the agenda, would be heard during Public Participation.

Invocation and Pledge:

A moment of silence was observed in memory of Sheriff Bobby Orr and Retired Chamber of Commerce Executive Director Esther Wesley. Reverend Leo Worley, Calvary Baptist Church offered the Invocation. Boy Scout Matthew Mason led the Pledge to the Flag. Matthew is working on his citizenship badge.

Certification of Quorum:

The City Clerk noted the presence of all council members and certified a quorum present.

Approval of Agenda

Upon motion by Mr. Neumann, seconded by Ms. Perkins and unanimously passed the agenda was approved as presented. It was the consensus of Council that presentation of the White Squirrel Award would be continued to Council's next regular meeting.

Minutes

Upon motion by Ms. Perkins, seconded by Mr. Locks and unanimously passed, Minutes of February 7, 2005 were approved as presented by the Clerk.

Certificates and Awards:

Mayor Harris and Police Chief Wilde presented a certificate from the North Carolina Justice Academy to Traffic Officer Ralph Cobb. Officer Cobb has completed the "Traffic Crash Reconstruction" a 240-hour course offered by the Justice Academy. Officer Cobb's two sons, Matthew and Michael, were in attendance and stood with Officer Cobb as he received the certificate. Mayor Harris and members of Council congratulated Officer Cobb on his accomplishments.

Special Presentations: None

Public Hearing:

Comprehensive Transportation Plan (CTP)

Mayor Harris opened this public hearing at 7:22 p.m. and recognized City Planning Director Josh Freeman. Mr. Freeman advised Council he has been meeting with Jack Gilmer, Land of Sky Regional Council and Beverly Williams, North Carolina Department of Transportation, who have been working on the Comprehensive Transportation Plan (CTP) for the City of Brevard. Mr. Freeman introduced Ms. Williams, who presented the City of Brevard CTP and explained the new concept and format. Ms. Williams further explained the CTP is a combination of the City's 1998 Thoroughfare Plan and the Wilbur Smith Transportation Plan. Ms. Williams stated her role, as a member of the NCDO Planning Branch, is to acquaint everyone with this new tool and to answer questions. Ms. Williams compared the

current Thoroughfare Plan, which shows only minor and major thoroughfares, with no other recommendations to the new maps, which will be produced in color, and very useful. Ms. Williams explained the differences in major and minor thoroughfares, boulevards, freeways, expressways, etc. She also noted that boulevards are where you want to direct pedestrian and bicycle traffic.

City Manager Rick Howell commented the current bypass has been on the books for a number of years, and, that when council ultimately adopts new maps, the line on the map does not necessarily mean that is where the by pass is going, that for all intense purposes, that is only a line on the map and the road would go where environmental issues could be met.

Jake Gilmer, coordinator of the Regional Planning Organization (RPO) of which the City is a member, briefly listed major recommendations from the 1998 Plan and the highway map to be reviewed and adopted.

(Proposed maps and recommendations are attached to and made a part of these Minutes by reference).

Mayor Harris called for a short recess at 8:44 p.m. and stated public comment would be received upon reconvening the hearing. The hearing was called back to order at 8:55 p.m. and Mayor Harris invited comments from the public. The following comments were noted:

Ann Garren Flynn, 8 Deerlake Road, Brevard presented a prepared statement which is made a part of these Minutes by reference. Ms. Flynn stated she strongly opposes the **west loop** bypass coming through her property.

Martha Johnson, 217 Montview Circle expressed concerns about the **west loop** and stated she had lived at this property nearly 50 years and it is a nice, quite neighborhood. She said if the **west loop** road goes in, it will no longer be nice and quite. She also stated all the railroad bed has gone back to property owners and if the road is put in, that it will be in the backyard of homeowners, the middle school and rescue squad.

Sue Rossman, 121 Park Avenue sated she has represented people in the neighborhood over the past 2-3 years

and has over 300 signatures stating that they are opposed to an east loop connector. She stated Park Avenue is a residential area and one of the few that is left in town. She stated traffic on Park Avenue continues to be horrendous and stated that Chief Wilde has done a lot by posting officers there to help curb speeding and that they appreciated their efforts. She also stated it was interesting to hear Ms. Williams say that traffic signals are a calming factor for speeders.

Carl Eldridge, Asheville Highway and affected property owner. Mr. Eldridge thanked Council, the city manager, Beverly Williams and Jake Gilmer for taking the time for these meetings. He stated that it appears this will affect his property if the west loop goes in. He stated he is a native and been in business in Brevard since 1966 and would like to remain in business. Mr. Eldridge presented to council a petition containing in excess of 2000 names in opposition to the west loop.

Janet McCall, 124 Outland Avenue asked there had been a decision made on whether or not to keep the current bypass on the books. The manager responded that council is hearing the Planning Board's recommendation for the first time tonight.

Al & Cindy Platt, 110 Lakeview Avenue, signed up to speak but stated they had nothing to say.

Don Herman, 596 Deerlake Road asked about the west loop and if there would be traffic signals or stop signs. Beverly Williams responded that she could not envision that signals would be needed but at this point cannot address the question.

Pat Ludlow, College Walk asked why there were so many routes to consider and why didn't the city take the path of least resistance (Wilson Road).

Mal Johnson, Lakeview Drive commented briefly and stated he has talked with the NCDOT representative and she is familiar with his concerns. Ms. Williams noted the combination of new signalization and the unbalanced couplets (making sure that both things need to happen) will work in conjunction with each other and this will be a completed project.

Charlie Almand, Railroad Avenue, asked if the west loop and bypass would be done concurrently. Ms. Williams addressed

Mr. Almand's concerns and talked about how issues and potential funding work together.

Mayor Harris stated it would take great courage for this council and/or the next council to make these decisions. He noted the Wilbur Smith study shows the Asheville Highway from French Broad Street to Osborne Road is designed to handle 8900 cars, there are now 25,00 and if we do nothing by 2014, Brevard will be WNC's largest parking lot. The Mayor noted that as long as he remembers there has always been talk about a bypass around Brevard. He noted that if the west loop gets built, it will be a state project - with funding and approval and may be 5, 10 or more years down the road. He stated he felt the greatest danger is to do nothing and that he appreciated all the concerns that have been expressed tonight.

With no further comments, Mayor Harris closed the hearing at 9:41 p.m. and called for a short recess. The meeting reconvened at 9:45 p.m. (Upon reconvening the meeting, Mayor Harris provided the Clerk with a petition that he received during the recess from Mr. Gerald Hensley, containing 19 signatures).

Public Participation: None

Consent Agenda

Mayor Harris read aloud the items to be considered on the consent agenda and asked if any citizen or council member desired any item be removed for discussion. Mr. Mal Johnson stated he would like to ask a question regarding the Resolution supporting Riverlink. The city manager advised Riverlink is looking for funding for the Hominy Creek and Swannanoa areas that had a lot of damage during the hurricanes. Ms. Perkins asked that individuals appointed to the Community Appearance Commission be announced. Those appointed are Charlie Almand, Linda Candler and Terry Barham.

Upon motion by Mr. Morrow, seconded by Mr. Neumann and unanimously passed, the following items were approved via the consent agenda:

- Staff Reports: Animal Control, Fire and Police Department

Attachment B
 Minutes - March 7, 2005
 City Council Reg Mtg.
 15 pages

Brevard, NC Comprehensive Transportation Plan Tentative Schedule and Assignments

Date	Activity	Responsibility
December 2004	Staff level mtg. on CTP (Rick, Josh, Jake, & Beverly)	Josh ¹ and Jake ²
January 10, 2004	CTP Public Input/Drop-In Session in Brevard from 4 to 7PM.	Josh - Public Notice & Setup Jake - Maps & Photos
January 25, 2005	Present draft CTP to Brevard Planning Board at 7PM: need draft maps, environmental features map, and a presentation regarding 1998 T-Plan & Wilbur Smith Plan	Josh - Circulate Agenda Packet Jake - Maps & Photos Beverly ³ - Presentation
February 8, 2005	Present draft CTP to Transylvania TAC at 7PM: need draft maps, environmental features map, and a presentation regarding 1998 T-Plan & Wilbur Smith Plan	Rick ⁴ - Notify Dana Hawkins Jake - Maps & Photos Beverly - Presentation
March 7, 2005	Brevard City Council holds public hearing on CTP at 7PM. Comment period until next meeting.	Jake - Maps and Photos Beverly - Presentation
March 21, 2005	Brevard City Council adopts CTP	
April 2005	LOSRPO endorsement of CTP	Jake - Takes to RPO TCC/TAC
May 2005	NCDOT Transportation Planning Branch recommends to Board of Transportation.	Beverly
June 2005	Board of Transportation adopts Brevard CTP	

¹ Joshua Freeman, Brevard Planning Director

² Jake Gilmer, Land-Of-Sky Regional Council Staff / Land-Of-Sky Rural Planning Organization Staff

³ Beverly Williams, North Carolina Department of Transportation

⁴ Rick Howell, Brevard City Manager

Monday, February 28, 2005



To: Rick Howell, Brevard City Manager
From: Joshua S. Freeman, Brevard Planning Director
Beverly Williams, NCDOT, Mountains Regional Unit Head
Jake Gilmer, Land-of-Sky Regional Planning Organization
Regarding: City of Brevard Comprehensive Transportation Plan

I respectfully submit this memo and attachments in advance of Brevard City Council's March 07, 2005 Public Hearing regarding the Draft City of Brevard Comprehensive Transportation Plan ("CTP").

The following attachments are included:

1. Highway and Non-highway improvement descriptions
2. Comprehensive Transportation Plan Recommendations – Draft February 24, 2005
3. Map 1: Adoption Sheet
4. Map 2: Highway Map
5. Map 3: Public Transportation and Rail Map
6. Map 4: Bicycle Map
7. Map 5: Environmental Features
8. Public Input Meeting Comments, January 10, 2005
9. Minutes, City Of Brevard Planning Board, January 25, 2005 (Approved)
10. Minutes, City Of Brevard Planning Board, February 15, 2005 (Draft)
11. CTP Schedule

Several notes:

- Larger versions of the attached maps are available for review in the Planning Department during regular business hours.
- On January 10, 2005, NCDOT, RPO, and City Staff hosted a CTP Public Input Session. While only 27 persons signed in, Staff observed approximately 80 persons in attendance at this session. A summary of the comments received at this session is attached.
- The City Of Brevard Planning Board considered the CTP on January 25, 2005, and February 15, 2005. On February 15, 2005, the Planning Board unanimously recommended the current draft of CTP to Council. The Planning Board did suggest a number of modifications, the most significant of which was that the eastern bypass be removed from the CTP. Other modifications are summarized within the attached minutes and will be explained by Staff at the Public Hearing.

- NCDOT, RPO, and City Staff will give a power point presentation summarizing the Draft CTP at the Public Hearing.
- Staff does not request action by Council at its March 07, 2005 meeting. Rather, Staff requests that Council take additional time to discuss the Draft CTP at its March 21, 2005 meeting, and that it consider taking action at that time.

Please do not hesitate to contact me with any questions or if you require additional information.

Respectfully,



Joshua S. Freeman
City Planning Director
Brevard Planning Department
151 West Main Street
Brevard, NC 28712
Email: brevplandir@citcom.net
Tele: (828) 883-8580
Fax: (828) 883-2853
web: www.cityofbrevard.com

**North Carolina Department of Transportation
Comprehensive Transportation Plan**

Highway Category Descriptions

The following categories are divided highways with a median section

FREEWAY

This roadway has high traffic volumes moving at high speeds. The intent is to move people and goods over longer distances without interruption caused by traffic signals. Access to this roadway is allowed only at interchanges.

Examples: I-26, I-40, I-240



EXPRESSWAY

This roadway has high traffic volumes moving at medium to high speeds (45-60 mph). Access is allowed to the highway at limited locations, but only right-in, right-out. There are no signalized intersections, and breaks in the median are limited. There may be accommodation for U-turns at some locations.

Examples: Sections of US 25-70 in Buncombe County, US 221 (Marion By-Pass)



BOULEVARD

This roadway moves traffic at lower speeds (30-55 mph) to allow access to land development. Signalized intersections are allowed. Driveway access is allowed as right-in, right-out, and median breaks are more common.

Examples: US 64 west of Brevard, NC 280 west of NC 191



The following categories are undivided highways

OTHER MAJOR THOROUGHFARE

Roads that are not divided and have more than three lanes for travel are in this category. All US and NC routes, regardless of number of lanes, are also included. The roads in this category are intended for the purpose of accessing local development, and for this reason traffic may move more slowly or be subject to delays.

Example: US 64 through the City of Brevard



MINOR THOROUGHFARE

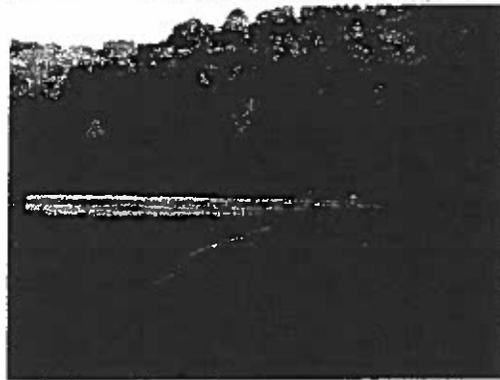
Undivided roadways that have three lanes or less for travel and do not meet the criteria for Major Thoroughfare are included in this category. These are primarily roads with lower traffic volumes and lower speeds.

Example: Wilson Road (SR 1540)



Non-highway categories

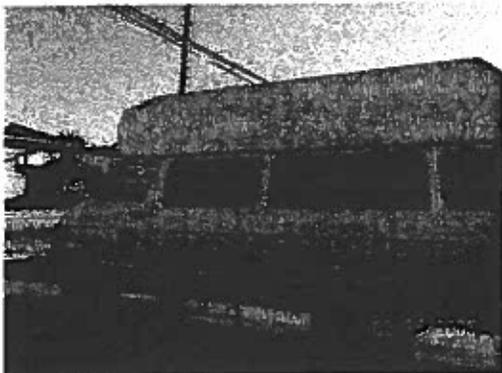
**OFF-ROAD BICYCLE /
PEDESTRIAN FACILITIES**



ON-ROAD BICYCLE FACILITIES



PUBLIC TRANSPORTATION & PARK / RIDE FACILITIES



RAIL FACILITIES



Brevard, NC Comprehensive Transportation Plan Recommendations - DRAFT

February 24, 2005

Roadway Improvements

Broad-Caldwell Unbalanced Couplet (US 64/US 64 Bypass) – Convert Broad and Caldwell Streets into an unbalanced lane couplet and widen Caldwell St. to a three-lane facility from Jordon Street to Rosman Highway (US 64). This project will also include making Jordan and Morgan Streets a one-way couplet, restriping Main Street, and adding a left turn lane on Broad Street onto Morgan Street. All of these changes will be coordinated with an upgrade of the downtown traffic signal system. The improvements are recommended in order to address congestion and safety issues on US 64 in downtown Brevard.

West Loop Minor Thoroughfare – Construct a western loop road using existing portions of Railroad Avenue, Cashiers Valley Road (SR 1344), and Nicholson Creek Road (SR 1346), as well a new sections connecting Railroad Avenue with Osborne Road and Cashiers Valley Roads. The purpose of the project is to address congestion problems on US 64 between Osborne Road to Caldwell Street by providing a more convenient alternative route for local traffic.

Pisgah Forest Gateway Boulevard (US 276/US 64/NC 280) – Upgrade the intersection of US 276/US 64/NC 280 with additional turn lanes and traffic lanes. Also begin upgrade of NC 280 to a boulevard. This project will address congestion and safety concerns at the busy intersection.

East Loop Minor Thoroughfare – Construct an eastern loop road that extends the current in-town loop road on Chestnut Street/Neely Road/Park Avenue/Parkview Drive south to Rosman Highway using Gallimore Road and a newly constructed section. . The purpose of the project is to address safety concerns on the current loop roads, while also alleviating congestion problems on US 64 by providing a low-speed alternative route for local traffic.

Wilson Road Minor Thoroughfare (SR 1540) – Upgrade or realign traffic lanes and intersections on Wilson Road from Old US 64 to US 276. These improvements will address safety concerns at specific intersections (Wilson/Ecusta Roads) and the entire facility.

Hendersonville Highway Minor Thoroughfare (US 64) – Widen the existing two-lane facility to a multi-lane facility from the eastern CTP planning boundary to the intersection of US 64 and NC 280. The purpose of this project is to provide greater access to commercial areas along US 64 and reduce congestion caused by turning vehicles.

Old Hendersonville Highway Minor Thoroughfare (SR 1533) – Widen the travel surface from 18 feet to 24 feet from the northeast planning boundary south to US 64. This improvement will improve the flow of traffic.

Greenville Highway Major Thoroughfare (US 276) – Widen the existing two-lane facility to three-lanes from Gallimore Road to south of the Brevard Elementary School and add a center turn lane. This improvement will help relieve congestion caused by the turning movements of vehicles accessing the school.

Asheville Highway Boulevard (US 64/US 276) – Improve the existing five-lane section to a median-divided boulevard from Caldwell Street to the existing divided portion near Allison Road. This project will improve the road capacity and address congestion and safety in this segment.

Rosman Highway Boulevard (US 64) – Improve existing five-lane section to a boulevard from South Caldwell Street to the existing divided portion near the southwestern CTP planning boundary. The improvement will improve the road capacity and safety of this section of US 64.

US 64 Alternative Route (Brevard Bypass/Boulevard) – Construct a new boulevard route that will be a bypass to the Brevard portion of US 64. Various alignments of the Bypass will be considered by NCDOT during the environmental analysis phase of the project. This proposed boulevard will relieve congestion on US 64 by diverting both local and through traffic.

Bicycle / Pedestrian Improvements

Bicycle Improvements, On-Road – Improve existing roadways and design future roadways to develop a safe, continuous on-road system of routes to connect residential areas to major attractors of bicycle trips. Such improvements should be targeted to NCDOT-designated Bicycle Routes as well as other facilities. Such improvements will improve bicycle safety, minimize air pollution, and provide for Brevard's growing bicycling population.

Pedestrian / Bicycle Pathway Improvements – Construct an off-road pedestrian / bicycle pathway connecting Pisgah National Forest to downtown Brevard and points beyond. This improvement will provide a main bicycle / pedestrian "expressway" linking the City's primary centers of development, improve bicycle and pedestrian safety, minimize air pollution, and provide for Brevard's growing bicycling and pedestrian population.

Pedestrian / Bicycle Pathway Improvements, Other – Construct other off-road pedestrian / bicycle pathways. Such improvements will create linkages between and among the aforementioned Pedestrian / Bicycle Pathway, aforementioned On-Road Bicycle Improvements, residential neighborhoods, key destinations, natural resource areas, and etc.

Pedestrian Improvements – The City of Brevard and NCDOT are developing a Comprehensive Pedestrian Plan that will examine the City's existing pedestrian infrastructure and establish priorities for the improvement of that system and for the installation of new infrastructure. Upon completion, this Comprehensive Transportation Plan will be updated to reflect relevant recommendations of the Comprehensive Pedestrian Plan.

Public Transportation Improvements

Public Transportation Improvements – Continue supporting the County's existing Transportation Program, and pursue the extension of transportation services to areas within and outside Transylvania County for general public and special populations such as the elderly, handicapped, and youth for medical and other needs not available within the county.

Park and Ride Improvements – Establish a Park and Ride program, and identify and pursue opportunities to create Park and Ride lots within the City of Brevard and Transylvania County. This will relieve congestion and minimize air pollution associated with commuters, particularly those who work in Buncombe County, Henderson County, and upstate South Carolina.

Rail Improvements – Actively work with Norfolk Southern Corporation, rail users, and the NCDOT Rail Division to maintain and preserve the existing Norfolk Southern Railway extension to Pisgah Forest. This will enhance economic development programs and opportunities, and will position the City and County to take advantage of rail-based transit opportunities that may arise in the future.

Adopted by:

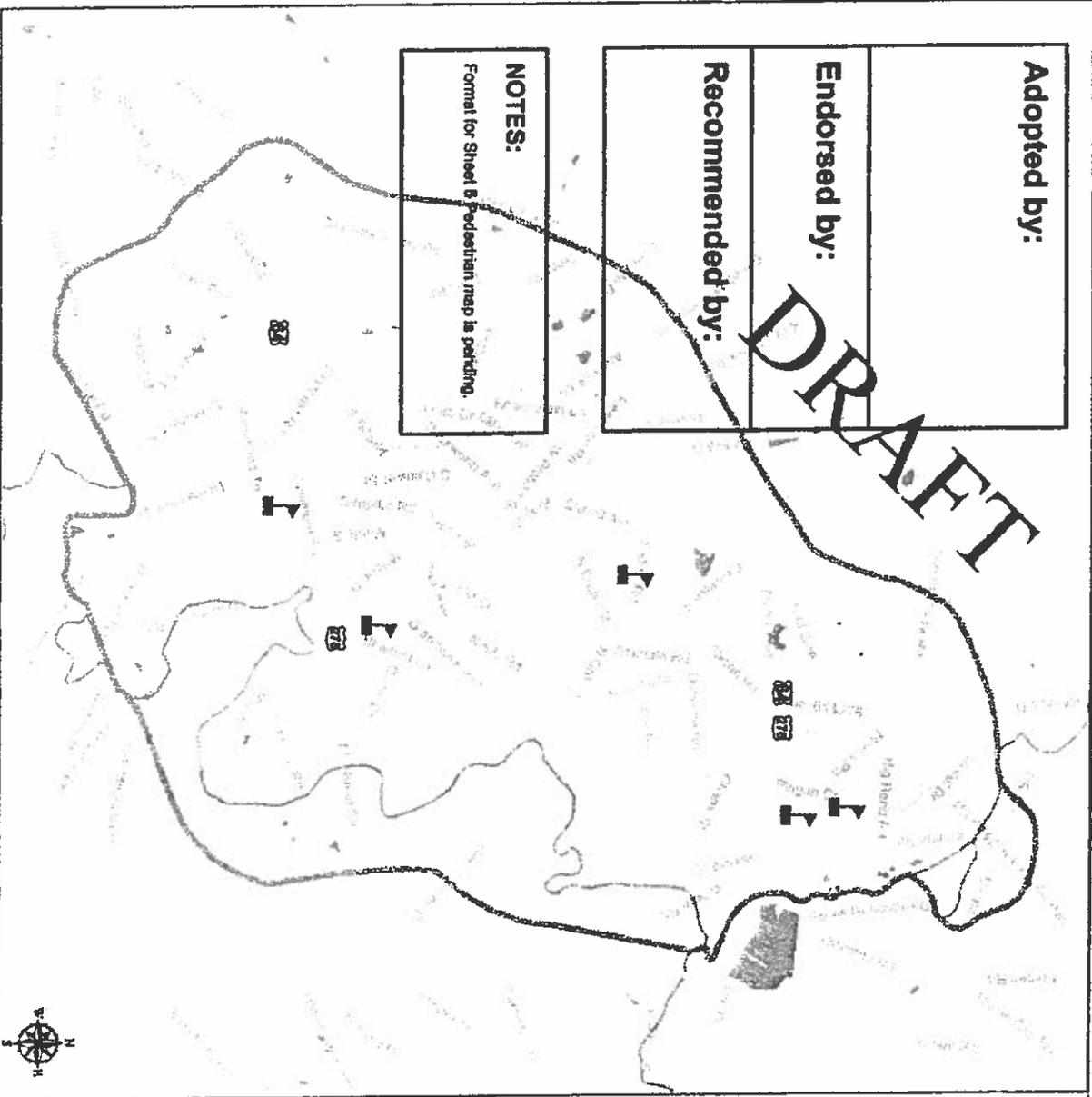
Endorsed by:

Recommended by:

DRAFT

NOTES:

Format for Sheet 5 Pedestrian map is pending.



City of Brevard

Comprehensive Transportation Plan

Plan date:

- Sheet 1 Adoption Sheet
- Sheet 2 Highway Map
- Sheet 3 Public Transportation and Rail Map
- Sheet 4 Bicycle Map

- Legend
- Schools
 - Roads
 - Railroads



Sheet 1 of 5

Base map date: January, 2003

DRAFT



Highway Map

City of

Brevard, NC

Comprehensive Transportation Plan

Plan date:

Freeways

Existing

Needs Improvement

Recommended

Expressways

Existing

Needs Improvement

Recommended

Boulevards

Existing

Needs Improvement

Recommended

Other Major Thoroughfares

Existing

Needs Improvement

Recommended

Minor Thoroughfares

Existing

Needs Improvement

Recommended

Rail Road

Existing Interchange

Proposed Interchange

Existing Grade Separation

Proposed Grade Separation

Schools



Sheet 2 of 5

Base map date: January, 2003
Refer to CTR document for more details

DRAFT



Public Transportation and Rail Map



Brevard, NC Comprehensive Transportation Plan

Plan date:

- Bus Routes**
 - Existing
 - Needs Improvement
 - Recommended
- Rail Guideway**
 - Existing
 - Needs Improvement
 - Recommended
- Overhead trolley**
 - Existing
 - Needs Improvement
 - Recommended
- Rail Corridor**
 - Active
 - Inactive
 - Recommended
 - High Speed Rail
 - Existing
 - Recommended
- Rail Stops**
 - Existing
 - Recommended
- Intermodal Corridor**
 - Existing
 - Recommended
- Park and Ride**
 - Existing
 - Recommended
- Schools**

Scale: 1" = 1/4" Miles
 Date: 03/03/08
 Refer to CTR document for more details
 Sheet 3 of 5

DRAFT



Bicycle Map



Brevard, NC Comprehensive Transportation Plan

Plan date:

- On Road
- Building
- Level Improvement
- Recommended
- CE Road
- Building
- Level Improvement
- Recommended
- Road
- Route

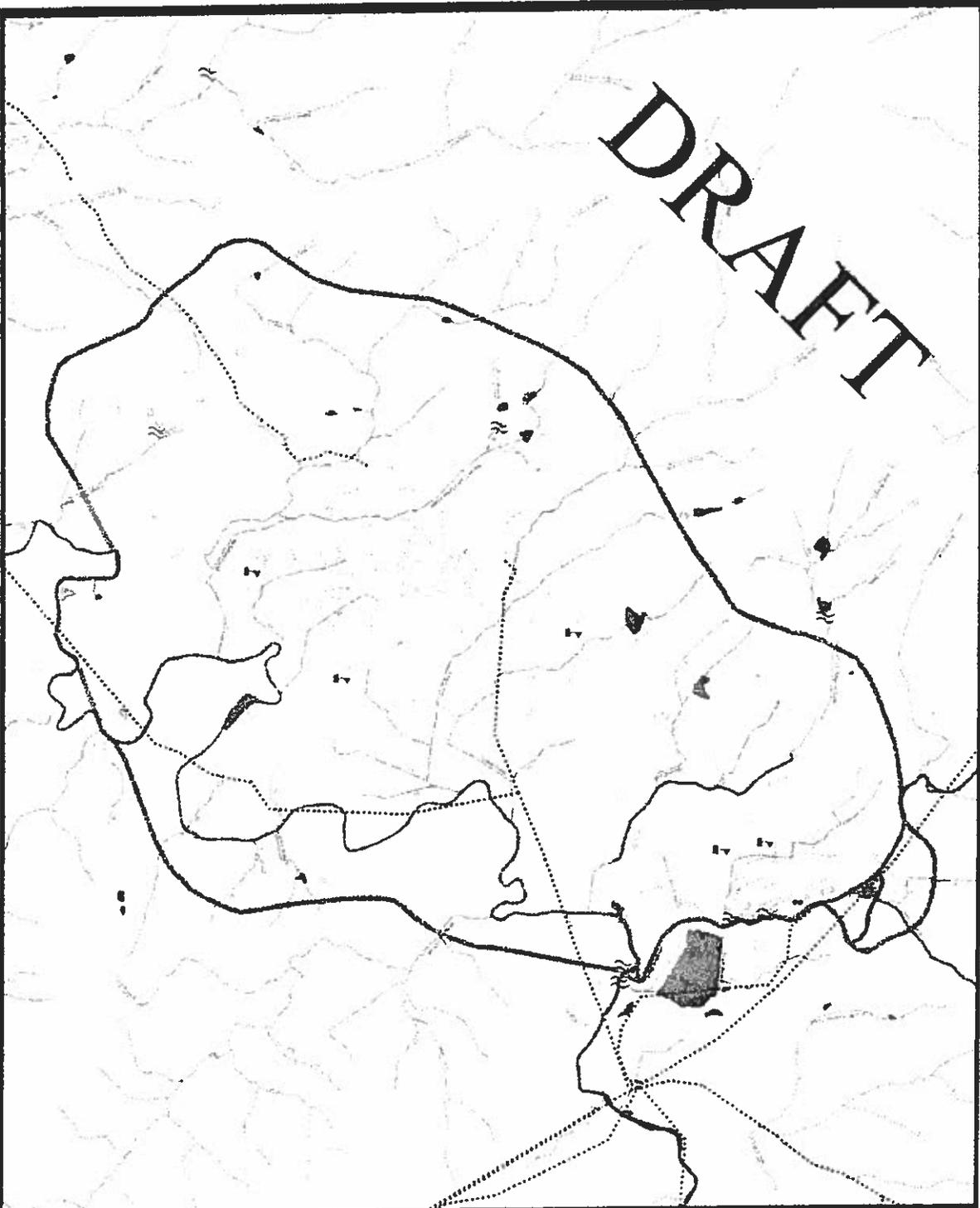


Sheet 4 of 8

Date map date: January, 2003

Refer to CTP documents for more details.

DRAFT



ENVIRONMENTAL FEATURES

LEGEND

-  SCHOOLS
-  NATIONAL POLLUTANT DISCHARGE
-  PIPE, TELEPHONE, AND ELECTRIC LINES
-  RIVERS AND STREAMS
-  NATIONAL WETLAND INVENTORY
-  NATIONAL WETLAND INVENTORY
-  ROADS
-  RAILROADS
-  PARKS
-  MUNICIPAL BOUNDARIES
-  FLOODPLAIN



City of Brevard

NORTH CAROLINA

MEMBER OF THE
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION PLANNING BOARD
IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION



DATE: 01/15/88

Brevard, NC Comprehensive Transportation Plan Public Input Meeting Comments

Brevard City Council Chamber
151 W. Main Street
January 10, 2005 – 4 to 7PM

This public input meeting was held to give Brevard and Transylvania County citizens the opportunity to review and comment upon transportation proposal to be included in the Brevard Comprehensive Transportation Plan (CTP). The purpose of the CTP is to examine present and future transportation needs of Brevard and recommend improvements that are necessary to provide an efficient transportation system within the 2001-2025 planning period. The CTP is being completed in accordance with NCDOT standards and formats and it will ultimately be adopted by the NC Board of Transportation. Initiative for the implementation of the Transportation Plan rests predominately with the policy boards and citizens of the planning area. The responsibility for proposed construction is shared by the City of Brevard and the North Carolina Department of Transportation.

Approximately 60 to 80 citizens attended the Public Input Meeting. Draft maps for the Highway, Public Transportation & Rail, and the Bicycle elements of the Comprehensive Transportation Plan Elements were available for citizens to review, ask questions about, and comment upon. Below is a summary of the comments received, by CTP element.

Highway Element

- The West Loop would be a economical and least disruptive route to connect existing roads for better access to downtown Brevard.
- Oppose West Loop – Interrupts existing private and commercial property and creates safety concerns with increased traffic around the Middle School and Rescue Squad.
- The Brevard Bypass does not make since flooding may make it unusable. Wilson Rd. may be a more scenic alternative. Bypass will create more auto pollution in the southeastern portion of the city. Timing of traffic signals at Elm Bend Road have helped. Bypass would require improvements to Elm Bend Road to decrease pollution and improve flow.
- Something must be done to divert traffic away from town. Proposed look would be a benefit to the Brevard Middle School and alleve safety concerns at Main and Broad Streets.
- Oppose Brevard Bypass due to environmental concerns – heavy rains cause extensive flooding as it is.
- No Brevard Bypass due to floodplain and environmental concerns.
- Oppose extending Main Street through mobile home park.
- West Loop should not disturb the Oak Grove Cemetery and Cemetery behind Enmark.
- West Loop should not disturb houses on Deerlake Road.
- Forget proposed West Loop Road – Safety issues of Middle School and Rescue Squad should be considered. Over 2,000 signatures are on petition against the West Loop Rd.
- I feel that the West Loop from 64 through Arby's and across Deerlake Road is completely unnecessary and will interrupt homes, including mine on 8 Deerlake Road, businesses, and will not eliminate the traffic light. The best course is to start at CVS and follow the old railroad tracks. It should avoid the Oak Grove Cemetery.
- Oppose West Loop Road – Will go to court again if necessary! Railroad bed belongs to property owners.
- Concerned about the intersection of the West Loop with Deerlake Road – don't need more conflicts.
- Rethink proposed link across Deerlake Rd., behind Enmark and Arby's to Osbourne Rd. This will necessitate a traffic light at Deerlake and bypass road. Consider routing bypass road to existing 64/Chestnut junction and continue east of 64 to Osbourne at Oakdale. If necessary, eliminate old Food Lion Shopping Center (the entrance

of which, off Chestnut, is a traffic hazard). This reorientation may permit the Auto Zone building to remain, all will less intersections.

- With proposed West Loop it will still follow Railroad Ave., which is already congested due to Brevard Lumber Co. – what is proposed about this?
- Deerlake Rd: gas station, Arby's, CVS, restaurant acces, and approximately 300 houses also using (No West Loop).
- Movement of people requires road also.
- Would like to have a detailed description of what road improvements are recommended. Also updated "Wilbur Smith Plan" to go with maps.
- Highway 280 should not be a boulevard and not have curbing and guardrails.
- Neely Road should not have sidewalks, roundabouts, or widening.
- Brevard Bypass should not be built in the floodplain for environmental reasons. Flooding creates cost to businesses and homes.
- Bypass – RR. Avenue to Lake Sega Road to US 64. Need more green areas. Leave floodplain alone
- I live at corner of Gallimore and Jordan and can see floodplain. Need to protect floodplain/environment, water must go somewhere.protect farmland. Bypass will spawn new commercial development, do not need to urbanize a rural area. Do not need Bypass, it will ruin downtown businesses. Don't want to be like places we came from, why do we need to go so fast? One-way system in downtown is enough. Don't take down Sugarloaf Mountain.
- Doubt DOT could get environmental approval for Bypass.
- Keep Bypass – No West Loop Rd.
- Rethink configuration of West Loop with Osborne Rd. Use RR bed and avoid Deerlake Rd.
- Will NCDOT create a raised island at intersection of Caldwell and Broad? Move drain downhill.

Bicycle Element

- Forget bike path – put \$5 tag on everyone's bike.
- Favor wider road shoulders and off-road bike paths.
- Oppose bike path route along my property off Poplar Street. Stay in front yard and not in backyard. Oppose bike path.
- Favor off-road bike path.
- In favor of bike paths and shoulders.
- Improve roads and bikes can on them.
- Favor bike path with wide lanes.
- Favor bike path along old RR bed – minimal interruption to existing property.
- Need more sidewalk and bike access.

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March 21, 2005
pg. 4*

Upon motion by Mr. Morrow, seconded by Mr. Neumann and unanimously passed, the foregoing Findings of Fact were adopted and Resolution No. 23-05 was approved as drafted and presented.

Public Participation: None

Consent Agenda

Mayor Harris read aloud the items to be considered on the consent agenda and asked if any citizen or council member desired any item be removed for discussion. No items were removed and upon motion by Mr. Morrow, seconded by Ms. Champion and unanimously passed, the following items were approved via the consent agenda:

- Staff reports: Animal Control and Fire Department
- Ordinance No. 3-05, Amendment No. 3 to the City's FY 2004-05 Budget
- Resolution No. 24-04 Recognizing Special Events in Downtown Brevard
- Resolution No. 25-05, Approval of Street Resurfacing Priority List for FY 05-06

All Resolutions and Ordinances approved via the consent agenda are on file in the Office of City Clerk.

Approval of Comprehensive Transportation Plan (CTP)

Manager Howell reviewed the Comprehensive Transportation Plan as presented to Council at their March 7, 2005 meeting and comments made during the public hearing. The manager advised if council approves Resolution No. 22-05, they are only approving maps – not specific locations for any proposed roads. These are only general concepts should any project(s) be approved and funded by the NCDOT. The manager also recommended that the present radial connector, which is currently on the North Carolina Transportation Improvement Plan (TIP), even though it is unfunded, remain on the CTP. Mr. Howell felt it would be unwise to remove it from the CTP at this time. Following discussion on this matter, Manager Howell

stated that if council approves the CTP, he would follow up at the next meeting with a draft priority list for council's consideration. The manager further stated that in order for the City to gain consideration of its priorities by the Land of Sky RPO it is necessary to submit the TIP Needs List by April 12, 2005.

Upon motion by Mr. Morrow, seconded by Mr. Locks and unanimously passed, Resolution No. 22-05 was approved as presented. Also made a part of these Minutes by reference are the (revised) Maps and memos dated March 21, 2005 from the City Manager and City Planning Director regarding the Comprehensive Transportation Plan. (Resolution No. 22-05, Maps and referenced memos are on file in the Office of City Clerk.)

Remarks by Officials

Mayor Harris reported that Chief Deputy Geoffrey Sheppard has been named to replace Bobby Orr as Sheriff of Transylvania County and that the City will work with him in any way.

Mr. Locks reported briefly on the Congressional City Conference, which he recently attended in Washington, DC. He noted the real issues were saving CDBG's and felt this was a worthwhile effort. He warned that more unfunded mandates would be forthcoming.

Adjourn

Upon motion by Mr. Neumann, seconded by Mr. Morrow and unanimously passed, the meeting adjourned at 7:42 p.m.

Glenda W. Sansosti, MMC
City Clerk

Minutes approved:

RESOLUTION NO. 22-05

A RESOLUTION ADOPTING THE
2005 COMPREHENSIVE TRANSPORTATION PLAN

WHEREAS, the City of Brevard, NCDOT Transportation Planning Branch and Land of Sky Rural Transportation Planning Organization, have actively participated and coordinated the development of the 2005 Comprehensive Transportation Plan (CTP) in accordance with NC General Statute 136-66.2; and

WHEREAS, the 2005 CTP was developed from recommendations contained in the previously adopted 1998 Thoroughfare Plan and 2002 Wilbur Smith Associates Transportation Study; and

WHEREAS, the City has solicited public comment and input on the content of this plan including informal public meetings, Planning Board review, Transylvania County Transportation Advisory Committee review as well as a formal public hearing held March 7, 2005; and

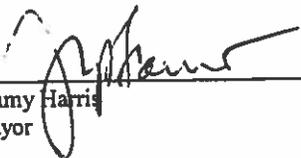
WHEREAS, City Council recognizes that the efficient provision of multi modal transportation system is a necessity in maintaining quality of life and economic development within the City.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF BREVARD THAT:

Section 1. the Comprehensive Thoroughfare Plan as depicted on the maps dated March 21, 2005 be approved and adopted as a guide toward the development of multi modal transportation system for the City of Brevard and the same is hereby forwarded to the Land of Sky Rural Transportation TAC for concurrence and is further recommended to the NC Department of Transportation Board for subsequent adoption.

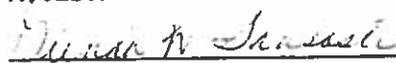
Section 2. This Resolution shall become effective upon its adoption and approval.

Adopted and Approved this the 21st day of March, 2005.



Jimmy Harris
Mayor

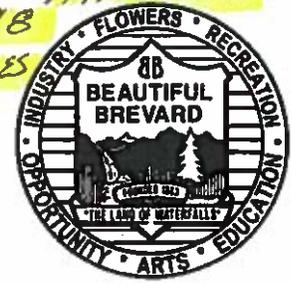
ATTEST:



Glenda W. Sansosti, MMC
City Clerk

3-21-2005
ATTACHMENT

8
PAGES



Monday, March 21, 2005

To: Members, Brevard City Council
Rick Howell, Brevard City Manager

Cc: Beverly Williams, NCDOT
Jake Gilmer, Land-of-Sky Rural Planning Organization

From: Joshua S. Freeman, Planning Director

Regarding: City of Brevard Comprehensive Transportation Plan Maps, Revised

Greetings:

Please find attached revised City of Brevard Comprehensive Transportation Plan Maps.

Specifically, the following changes were made:

1. Public Transportation and Rail Map: Portions of the rail right-of-way that have reverted to the ownership of adjacent owners were removed from the map.
2. Public Transportation and Rail Map: A proposed fixed transit route from Rosman to Hendersonville was added to the map, with only the portion in the Brevard Planning Area shown.
3. Improvements to text and coloration were made on numerous maps to improve quality.

All other aspects of the attached maps are consistent with the previous version.

Respectfully,

Joshua S. Freeman
City Planning Director
Brevard Planning Department
151 West Main Street
Brevard, NC 28712
Email: brevplandir@citcom.net
Tele: (828) 883-8580
Fax: (828) 883-2853
web: www.cityofbrevard.com

CITY OF BREVARD

NORTH CAROLINA

WWW.CITYOFBREVARD.COM



OFFICE OF
CITY MANAGER

March 21, 2005

MEMORANDUM

To: Mayor Jimmy Harris and City Council

From: Rick Howell, City Manager *Rick Howell*

Subject: 2005 Comprehensive Transportation Plan

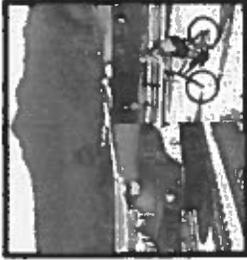
This memo outlines what I believe to be important issues for consideration by Council at tonight's meeting. The City has spent several years and considerable resources planning for transportation improvements in Brevard. This is a tremendous investment for a community this size. Adoption of the Comprehensive Transportation Plan (CTP) maps is an important step in moving toward the implementation of these efforts. I firmly believe that Council should reflect on this plan at the system level realizing that the complexity and cost of the proposed projects is such that the City will have to actively work with the NCDOT Board member, our local state legislative delegation, County Commissioners, Division 14 staff, as well as the local community if we are to be successful. In short, the City does not possess the resources or expertise to make any of these projects happen alone. The following specific comments relate to the CTP itself, as well as other issues:

- 1) Adoption of the CTP sets forth the larger vision for multi-modal transportation improvements in Brevard over the next several years. Its implementation will be a partnership amongst those mentioned above. It does not attempt to plan individual projects but rather sets out general locations of new or improved multi-modal transportation facilities. I urge you to keep in mind that NCDOT does not, within its current process, determine if a project is feasible or where it will be built until it appears on the TIP and is at least partially funded. These steps only occur after a community is successful in securing funding for a project through the TIP. At that point, feasibility is determined and an in depth project level planning process takes place. During this process there are multiple opportunities for the public and the City to get involved, especially those citizens who may be most directly affected.

2005 Comprehensive Transportation Plan
Page 1

- 2) Council did express concern over access management after the public hearing on March 7th. It is a valid concern but one that is not addressed through the CTP process. Access management to state roads is controlled through a permitting process handled at the District and Division levels. The City routinely works with the District office in particular on this issue. As I mentioned at the March 7th meeting, the City is incorporating stricter standards for driveway access within the Unified Development Ordinance. This along with the NC Department of Transportation Policy on Street and Driveway Access to North Carolina Highways (http://www.doh.dot.state.nc.us/preconstruct/highway/dsn_srvc/value/manuals/pos.pdf) govern how any development, large and small, gains access to the public street / highway system. It will be contingent upon City staff to continue to work closely with the local District Engineer to ensure improved access management principles are applied in the future. The City has worked well with the District office in the past on these matters. The bottom line is that driveway permitting is often difficult as the City and NCDOT navigate the tricky waters of balancing the rights of property owners with those of roadway users.
- 3) Finally, I would like to address where I believe Council should go following adoption of the CTP. It will not simply be enough for Council to adopt the plan and wait on NCDOT to fund and build these projects. Council should be prepared to discuss and approve a priority listing of potential projects to send to the Land of Sky RPO at your April 4 meeting. A draft will be provided prior to that meeting as a starting point. The City's efforts should not stop there. It is also recommended that the City initiate a dialog with the County through the Transportation Advisory Committee in hopes of developing an overall strategy that will move along transportation projects within Transylvania County. That certainly will mean regular contact with our NCDOT board member, Division staff, Land of Sky RPO and our legislative delegation, as well as the community.

The adoption of this plan is a serious issue but not as serious as taking no action. The plan itself and a concentrated effort to implement it will have lasting effects on citizens, visitors and the general public. The CTP is an important policy document that must be accompanied and complimented by a steadfast commitment to improving transportation in the City on an ongoing basis. Regardless of your decision, I will continue to support you and provide Council with the best advice possible so that the citizens of Brevard are better served now and in the future.



City of Brevard

Comprehensive Transportation Plan

Plan date:

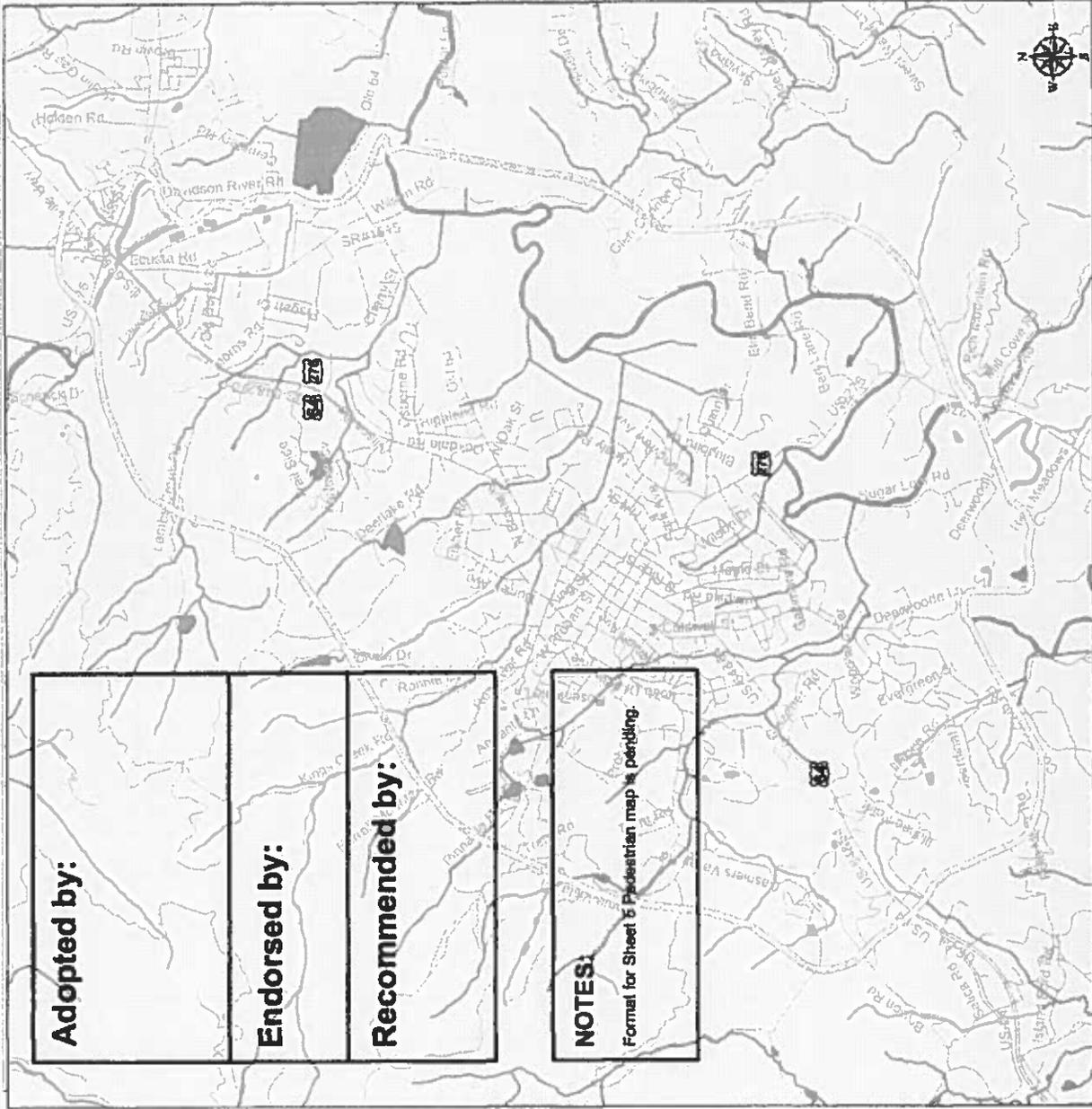
- Sheet 1 Adoption Sheet
- Sheet 2 Highway Map
- Sheet 3 Public Transportation and Rail Map
- Sheet 4 Bicycle Map
- Sheet 5 Pedestrian Map

- Legend**
- Schools
 - Roads
 - Railroads
 - Rivers and Streams
 - County Boundary
 - City Boundary
 - Planning Boundary



Sheet 1 of 5

Base map date: September, 2003



Adopted by:

Endorsed by:

Recommended by:

NOTES:
 Format for Sheet 5 Pedestrian map is pending.

Highway Map



City of Brevard, NC Comprehensive Transportation Plan

Plan date:

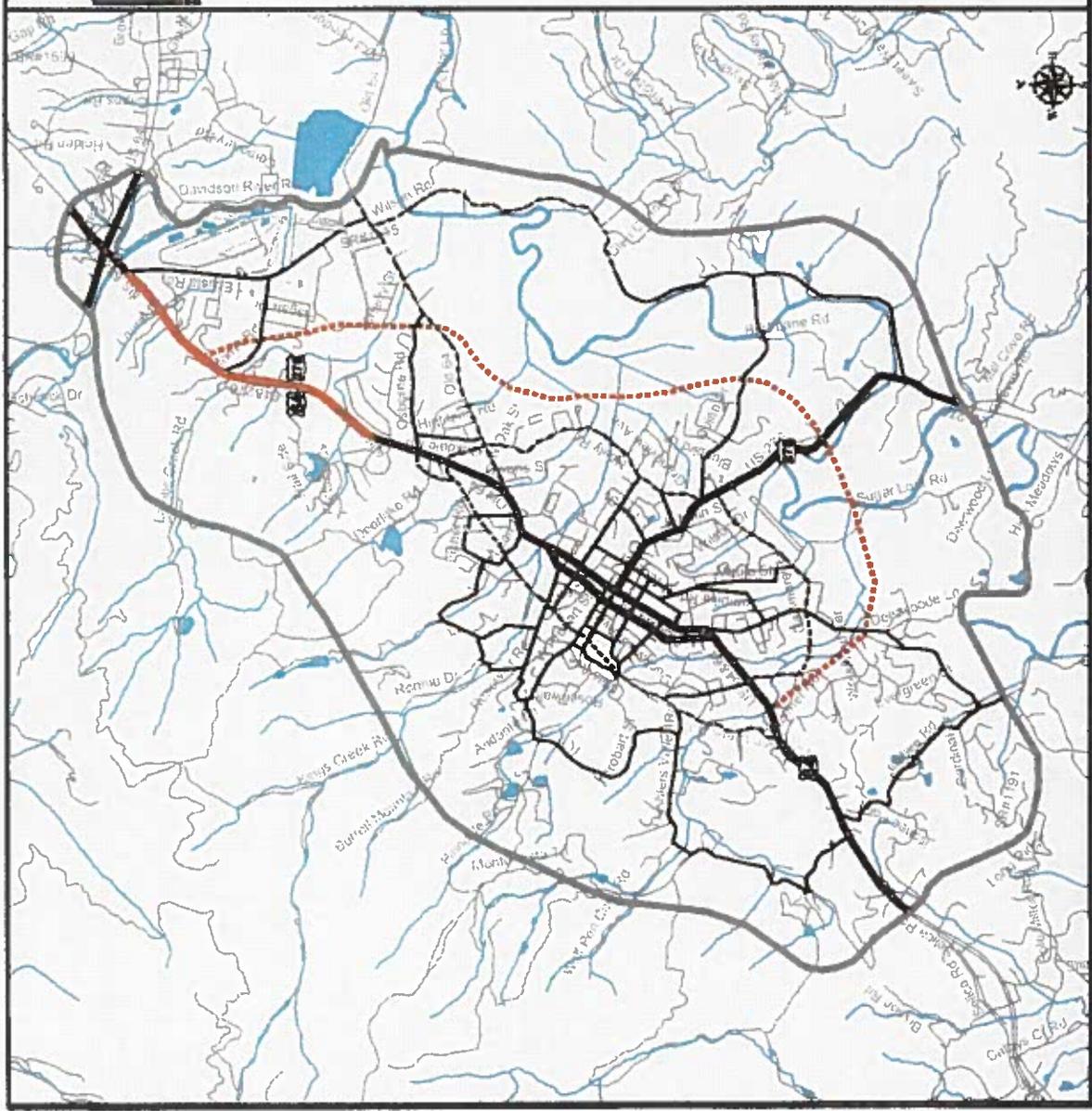
- Freeways**
 - Existing
 - Needs Improvement
 - Recommended
- Expressways**
 - Existing
 - Needs Improvement
 - Recommended
- Boulevards**
 - Existing
 - Needs Improvement
 - Recommended
- Other Major Thoroughfares**
 - Existing
 - Needs Improvement
 - Recommended
- Minor Thoroughfares**
 - Existing
 - Needs Improvement
 - Recommended

Rail Road

- Existing Interchange
- Proposed Interchange
- Existing Grade Separation
- Proposed Grade Separation
- Schools



Sheet 2 of 6
Base map date: September, 2003
Refer to CTP document for more details



Bicycle Map



Brevard, NC Comprehensive Transportation Plan

Plan date:

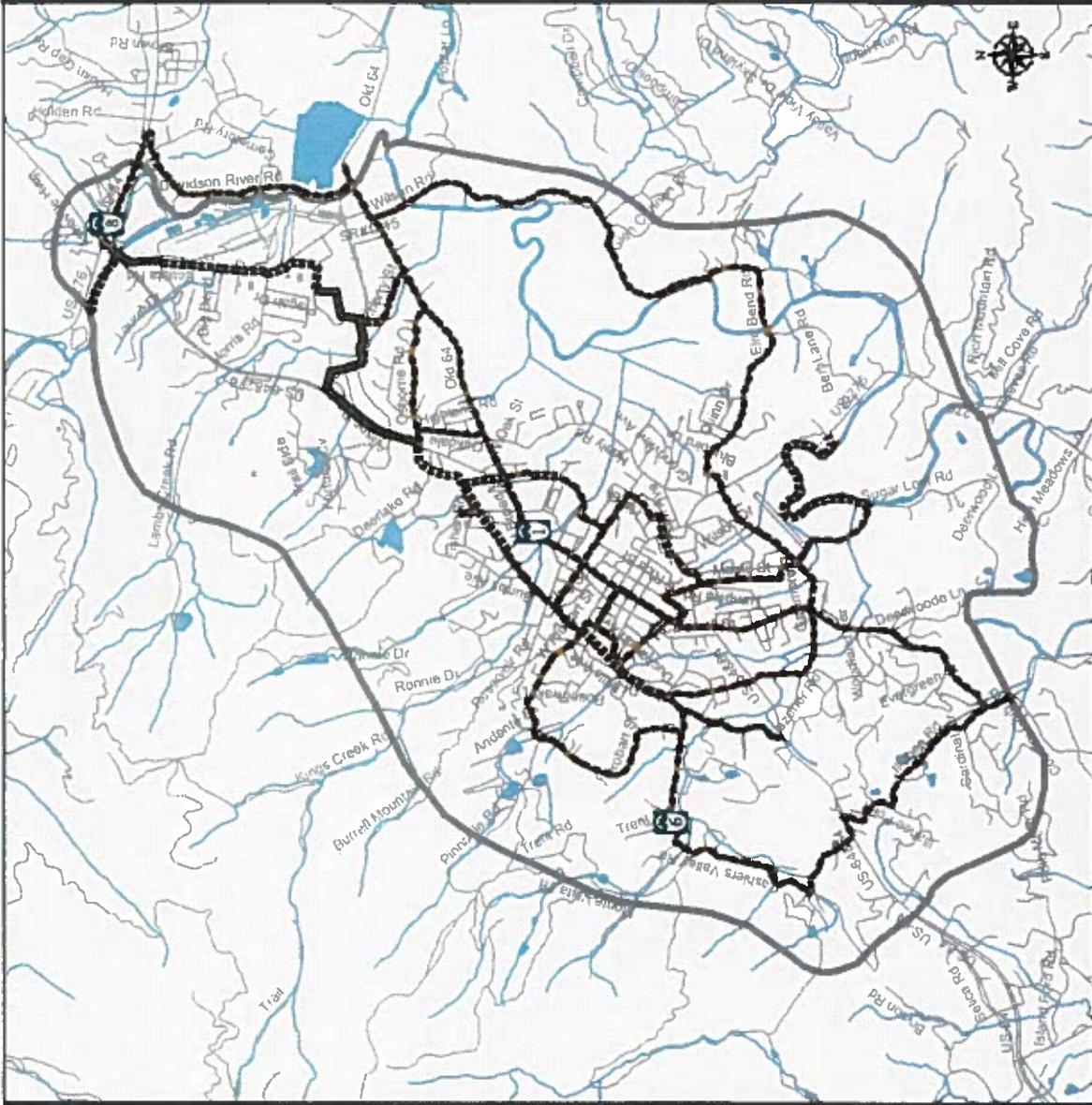
- On Road
 - Existing
 - Needs Improvement
 - Recommended
- Off Road
 - Existing
 - Needs Improvement
 - Recommended
- Full Road
- Schools



Sheet 4 of 6

Base map date: September, 2003

Refer to GTP document for more details



Public Transportation and Rail Map



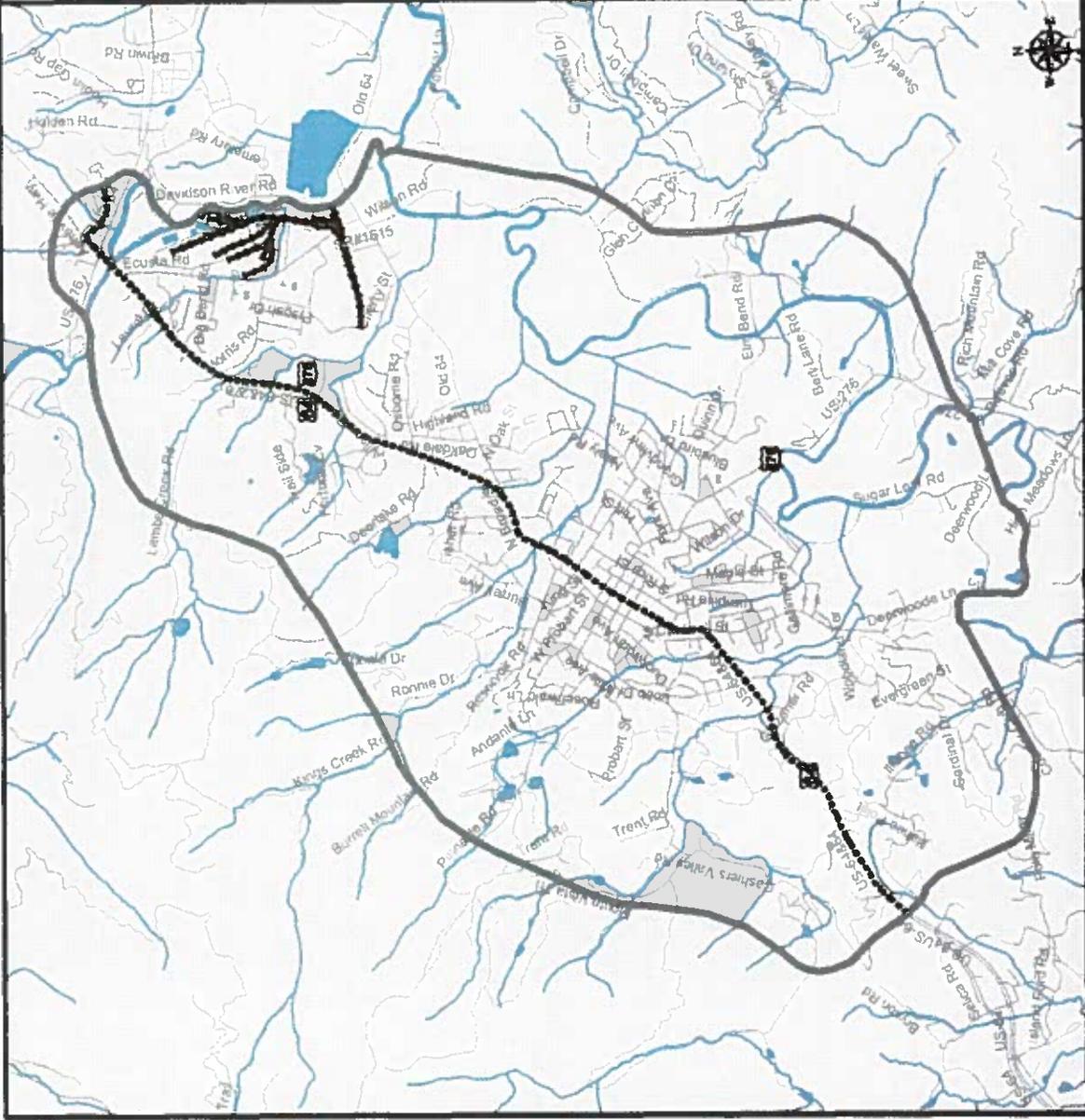
City of Brevard, NC Comprehensive Transportation Plan

Plan date:

- Bus Routes
 - Existing
 - Needs Improvement
 - Recommended
- Fleet Guidelines
 - Existing
 - Needs Improvement
 - Recommended
- Operational Strategies
 - Existing
 - Needs Improvement
 - Recommended
- Rail Corridor
 - Active
 - Inactive
 - Recommended
- High Speed Rail
 - Existing
 - Recommended
- Rail Stops
 - Existing
 - Recommended
- Intramodal Connector
 - Existing
 - Recommended
- Park and Ride
 - Existing
 - Recommended
- Subway
 - Existing
 - Recommended



Refer to CTP document for more details
Sheet 3 of 6





ENVIRONMENTAL FEATURES

LEGEND

- SCHOOLS
- NATIONAL POLLUTANT DISCHARGE PIPE, TELEPHONE, AND ELECTRIC LINES
- RIVERS AND STREAMS
- NATIONAL WETLAND INVENTORY
- NATIONAL WETLAND INVENTORY
- ROADS
- RAILROADS
- PARKS
- MUNICIPAL BOUNDARIES
- FLOODPLAIN

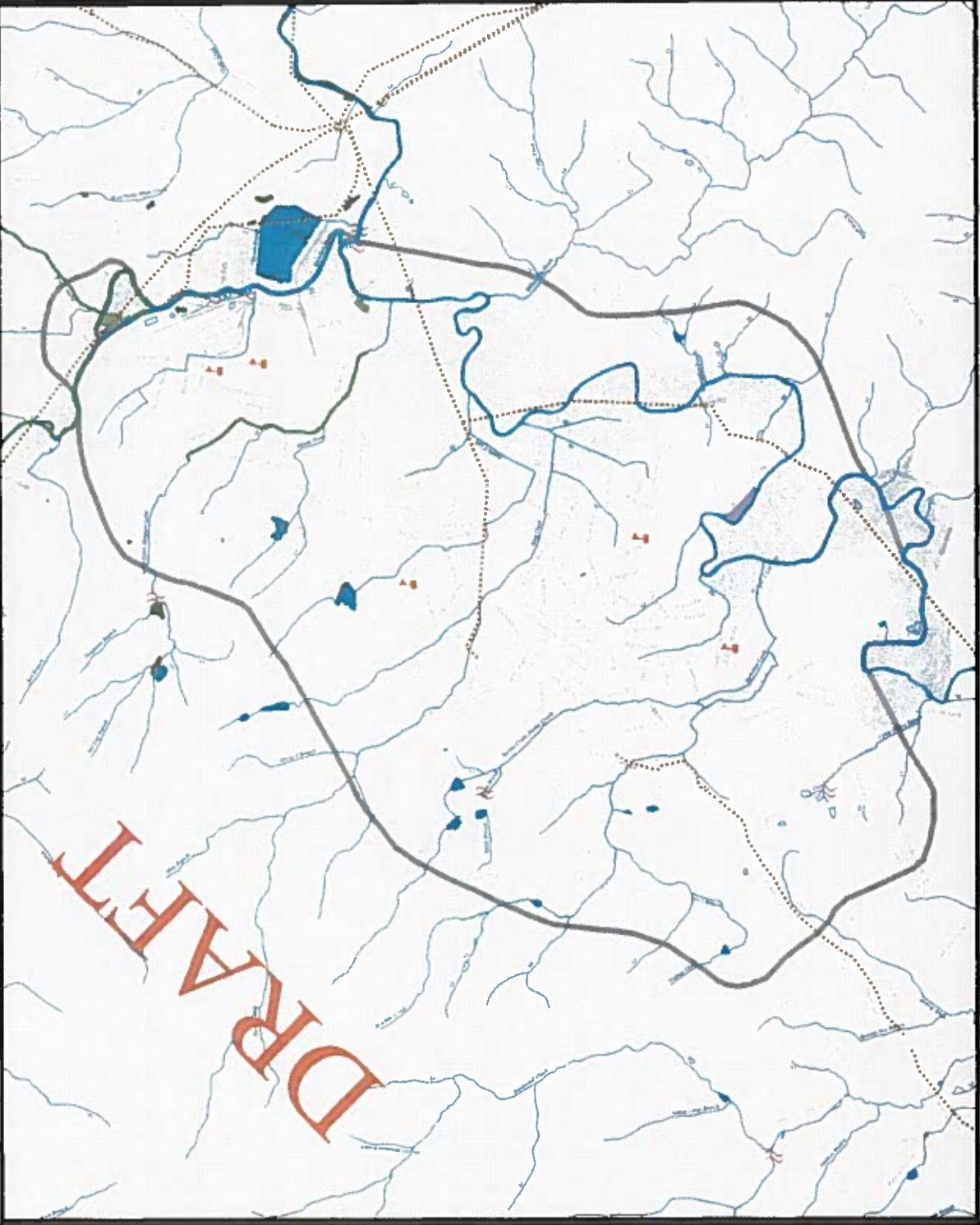


City of Brevard

NORTH CAROLINA

PREPARED BY THE
 NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION PLANNING BRANCH

IN COOPERATION WITH THE
 U.S. DEPARTMENT OF TRANSPORTATION
 FEDERAL HIGHWAY ADMINISTRATION



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Comprehensive Transportation Plan Priority List

Following a brief discussion, and motion by Ms. Perkins, seconded by Mr. Neumann and unanimously passed, items on the Comprehensive Transportation Plan were prioritized as follows:

Brevard, NC Comprehensive Transportation Plan Project Priority List

On March 21, 2005, the City of Brevard enacted Resolution Number 22-05, thereby adopting the **2005 Comprehensive Transportation Plan** (hereafter, "CTP") as official policy and a guide toward the development of a multi-modal transportation system for the City of Brevard.

The following is a listing of projects identified within the CTP. Projects are listed in descending order of highest priority to lowest to the City of Brevard:

Roadway Projects							
Location	TIP #	Description	PROJECT TYPE	Status	Div	County	Jurisdiction
US 64 Alternative Rte.	TIP #R-2702	Brevard Radial Connector/By pass /Boulevard	Feasibility Study	TIP- Unfunded	14	Transylvania	City of Brevard
New Road		West Loop Minor Thoroughfare	New Project- sidewalks, bike path	CTP 2005	14	Transylvania	City of Brevard
US 64/US 276		Asheville Highway Boulevard	Upgrade / Median	CTP 2005	14	Transylvania	City of Brevard
SR 1546, SR 1612 & SR 1118		East Loop Minor Thoroughfare	Upgrade /Safety /New Section	CTP 2005	14	Transylvania	City of Brevard
SR 1540		Wilson Road Minor Thoroughfare	Safety / Widen / Realign	CTP 2005	14	Transylvania	City of Brevard
SR 1533		Old Hendersonville Highway Minor Thoroughfare	Widen / Realign	CTP 2005	14	Transylvania	City of Brevard
US 64		Hendersonville Highway Minor Thoroughfare	Safety / Upgrade / Additional Lanes	CTP 2005	14	Transylvania	City of Brevard
US 276/US 64/NC 280		Pisgah Forest Gateway Boulevard	Safety / Upgrade Additional Lanes	CTP 2005	14	Transylvania	City of Brevard
US 64		Rosman Highway Boulevard	Upgrade / Median	CTP 2005	14	Transylvania	City of Brevard
US 276		Greenville Hwy Major Thoroughfare	Safety / Additional Lanes	CTP 2005	14	Transylvania	City of Brevard
US 64/US 64 Bypass		Broad-Caldwell Unbalanced Complex	Widen/ Additional Lanes	CTP 2005	14	Transylvania	City of Brevard

The following is a more detailed description of projects listed above:

¹ This project should be considered in concert with the Pisgah Forest Gateway Boulevard.

² This project should be considered in concert with the Hendersonville Highway Minor Thoroughfare.

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Roadway Improvements

- (1) US 64 Alternative Route (Brevard Bypass/Boulevard) - Construct a new boulevard route that will be a bypass to the Brevard portion of US 64. Various alignments of the Bypass will be considered by NCDOT during the environmental analysis phase of the project. This proposed boulevard will relieve congestion on US 64 by diverting both local and through traffic.
- (2) West Loop Minor Thoroughfare - Construct a western loop road using existing portions of Railroad Avenue, Cashiers Valley Road (SR 1344), and Nicholson Creek Road (SR 1346), as well as new sections connecting Railroad Avenue with Osborne Road and Cashiers Valley Roads. The purpose of the project is to address congestion problems on US 64 between Osborne Road to Caldwell Street by providing a more convenient alternative route for local traffic.
- (3) Asheville Highway Boulevard (US 64/US 276) - Improve the existing five-lane section to a median-divided boulevard from Caldwell Street to the existing divided portion near Allison Road. This project will improve the road capacity and address congestion and safety in this segment.
- (4) East Loop Minor Thoroughfare - Construct an eastern loop road that extends the current in-town loop road on Chestnut Street/Neely Road/Park Avenue/Parkview Drive south to Rosman Highway using Gallimore Road and a newly constructed section. The purpose of the project is to address safety concerns on the current loop roads, while also alleviating congestion problems on US 64 by providing a low-speed alternative route for local traffic.
- (5) Wilson Road Minor Thoroughfare (SR 1540) - Upgrade or realign traffic lanes and intersections on Wilson Road from Old US 64 to US 276. These improvements will address safety concerns at specific intersections (Wilson/Ecusta Roads) and the entire facility.
- (6) Old Hendersonville Highway Minor Thoroughfare (SR 1533) - Widen the travel surface from 18 feet to 24 feet from the northeast planning boundary south to US 64. This improvement will improve the flow of traffic.
- (7) Hendersonville Highway Minor Thoroughfare (US 64) - Widen the existing two-lane facility to a multi-lane facility from the eastern CTP planning boundary to the intersection of US 64 and NC 280. The purpose of this project is to provide greater access to commercial areas along US 64 and reduce congestion caused by turning vehicles.
- (8) Pisgah Forest Gateway Boulevard (US 276/US 64/NC 280) - Upgrade the intersection of US 276/US 64/NC 280 with additional turn lanes and traffic lanes. Also begin upgrade of NC 280 to a boulevard. This project will address congestion and safety concerns at the busy intersection.
- (9) Rosman Highway Boulevard (US 64) - Improve existing five-lane section to a boulevard from South Caldwell Street to the existing divided portion near the southwestern CTP planning boundary. The improvement will improve the road capacity and safety of this section of US 64.
- (10) Greenville Highway Major Thoroughfare (US 276) - Widen the existing two-lane facility to three-lanes from Gallimore Road to south of the Brevard Elementary School and add a center turn

lane. This improvement will help relieve congestion caused by the turning movements of vehicles accessing the school.

(11) Broad-Caldwell Unbalanced Couplet (US 64/US 64 Bypass)
Convert Broad and Caldwell Streets into an unbalanced lane couplet and widen Caldwell St. to a three-lane facility from Jordon Street to Rosman Highway (US 64). This project will also include making Jordan and Morgan Streets a one-way couplet, restriping Main Street, and adding a left turn lane on Broad Street onto Morgan Street. All of these changes will be coordinated with an upgrade of the downtown traffic signal system. The improvements are recommended in order to address congestion and safety issues on US 64 in downtown Brevard.

The following non-roadway projects are not prioritized. However, the City of Brevard intends to identify and pursue funding and development of all projects listed below. Also, the City intends to pursue incremental implementation of pedestrian and bicycle projects in conjunction with the development of relevant roadway projects listed above, as well as in the development other non-CTP projects not addressed herein (i.e., Small Construction and other Division or District projects).

Bicycle / Pedestrian Improvements

Bicycle Improvements, On-Road - Improve existing roadways and design future roadways to develop a safe, continuous on-road system of routes to connect residential areas to major attractors of bicycle trips. Such improvements should be targeted to NCDOT-designated Bicycle Routes as well as other facilities. Such improvements will improve bicycle safety, minimize air pollution, and provide for Brevard's growing bicycling population.

Pedestrian / Bicycle Pathway Improvements - Construct an off-road pedestrian / bicycle pathway connecting Pisgah National Forest to downtown Brevard and points beyond. This improvement will provide a main bicycle / pedestrian "expressway" linking the City's primary centers of development, improve bicycle and pedestrian safety, minimize air pollution, and provide for Brevard's growing bicycling and pedestrian population.

Pedestrian / Bicycle Pathway Improvements, Other - Construct other off-road pedestrian / bicycle pathways. Such improvements will create linkages between and among the aforementioned Pedestrian / Bicycle Pathway, aforementioned On-Road Bicycle Improvements, residential neighborhoods, key destinations, natural resource areas, and etc.

Pedestrian Improvements - The City of Brevard and NCDOT are developing a Comprehensive Pedestrian Plan that will examine the City's existing pedestrian infrastructure and establish priorities for the improvement of that system and for the installation of new infrastructure. Upon completion, this Comprehensive Transportation Plan will be updated to reflect relevant recommendations of the Comprehensive Pedestrian Plan.

Public Transportation Improvements

Public Transportation Improvements - Continue supporting the County's existing Transportation Program, and pursue the extension of transportation services to areas within and outside Transylvania County for general public and special populations such as the elderly, handicapped, and youth for medical and other needs not available within the county.

Park and Ride Improvements - Establish a Park and Ride program, and identify and pursue opportunities to create Park and Ride lots within the City of Brevard and Transylvania County. This will relieve congestion and minimize air pollution associated with commuters, particularly those who work in Buncombe County, Henderson County, and upstate South Carolina.

Rail Improvements - Actively work with Norfolk Southern Corporation, rail users, and the NCDOT Rail Division to maintain and preserve the existing Norfolk Southern Railway extension to Pisgah Forest. This will enhance economic development programs and opportunities, and will position the City and County to take advantage of rail-based transit opportunities that may arise in the future.

Scheduling of Budget Workshops

Upon motion by Mr. Morrow, seconded by Mr. Locks and unanimously passed, Budget Workshops were scheduled for May 2, 9 and 16 at 3:00 pm. The workshops will be held in Council Chambers and adjourn by 6:00 pm.

Ordinance No. 5-05: Project Budget for Construction of Sidewalk and Streetscape Improvements on East Main Street

Upon motion by Mr. Morrow, seconded by Ms. Perkins and unanimously passed, Ordinance No. 5-05, Project Budget for Construction of Sidewalk and Streetscape Improvements on East Main Street was adopted and approved as follows:

ORDINANCE NO. 5-05

PROJECT ORDINANCE
AN ORDINANCE ESTABLISHING A PROJECT BUDGET FOR THE
CONSTRUCTION OF SIDEWALK AND STREETScape
IMPROVEMENTSON EAST MAIN STREET

WHEREAS, the City Council has received and approved the Downtown Master Plan, dated May 19, 2003, and presented to City Council on June 2, 2003; and

WHEREAS, the Downtown Master Plan has identified the East Main Street block between Gaston Street and Johnson Street as a priority for funding and construction; and

WHEREAS, the City Council intends to authorize the submittal of grant applications for this project to various public and private funding sources; and,

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2) Proposed Year Five Action Plan / Activities for the Rosenwald Revitalization Community Development Block Grant

Mayor Harris opened this public hearing at 8:13 p.m. and again invited comments from the City Manager and Ms. Kiehna. Ms. Kiehna distributed handouts for the year five proposed activities and explained this is the last year of the grant. During this last year of the grant, they will be addressing stormwater issues in the neighborhood. The proposed activities have also been reviewed with the city manager. Mayor Harris invited comments from the public. No comments were offered and the hearing was closed at 8:19 p.m. (Ms. Kiehna's presentation will be made a part of these Minutes.)

3) Consideration of a Performance Based Incentive Grant for Jennings Builders Supply Truss Plant

Mayor Harris opened this public hearing at 8:19 p.m. and called on the city manager for comments. Mr. Albright noted this time was scheduled for Council to receive public comment on the proposed incentive grant for Jennings Builders Supply. The Manager provided within the agenda packet a copy of the request from Mark Burrows, Director of Transylvania County Economic Development regarding the project. As noted in Mr. Burrows letter, the County Commissioners held a public hearing on November 27, 2006 to discuss the grant as allowed by the Transylvania County Manufacturing Incentive Policy. (A performance based incentive grant of up to \$1.8 million for both real and personal property, with the actual incentive grant to be determined by the Tax Assessor's office each year over the next three years – the first incentive payment to be based on \$843,990 as shown by the Tax Assessor's Office – the first year's grant back of taxes paid to equal \$3,235.)

Mark Burrows advised Council the County had approved the incentive grant request and recommended Council do the same. He noted this would be the first time the City has used the policy to help a manufacturer expand and/or relocate to Brevard. Mr. Wayne Kevitt, Jennings CPA, advised Mr. Jennings has invested over a million dollars in the plant and has 25 employees, primarily residents of Transylvania County.

Mayor Harris invited comments from the public. No comments were offered and the hearing was closed at 8:24 p.m.

Resolution No. 14-07: Upon motion by Ms. Champion, seconded by Mr. McKeller and unanimously passed, Council waived formalities and elected to approve Resolution No. 14-07, a Resolution Approving a Performance Based Incentive Grant for the Jennings Builder Supply Truss Plant. (Resolution No. 14-07 to be included within these Minutes in its entirety.)

4) Transylvania County Comprehensive Transportation Plan

Mayor Harris opened this public hearing at 8:26 p.m. Planning Director Josh Freeman introduced Mr. Matt Day, NCDOT representative that has been working the County on the Comprehensive Transportation Plan. It was noted the City approved its own transportation plan in 2005. Mr. Day reviewed the four alternative routes for a bypass as recommended by NCDOT. DOT's preferred route would go through the floodplain west of the French Broad River on a newly created road. DOT now refers to the bypass as The Sylvan Valley Parkway and would include interchanges with US 64 near Selica Road, US 276 on Wilson Road, Old Hendersonville Road, US 64 near Davidson River Road and NC 280 near Hudlin Gap Road. The other three routes rely on Wilson Road.

Mayor Harris voiced concerns (which were also voiced in 2005) asking if a bypass is even viable given possible negative environmental impacts, FEMA regulations and the likely taking of homes. He stated some people feel like their lives are on hold by not knowing what they can do with their property. Mr. Day informed Council that a feasibility study on a proposed bypass is underway and

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will provide cost estimates, which could be more than \$200 million and also provide a basic design. The feasibility study will not address environmental issues and Mr. Day stated the City would have to request a separate environmental study and noted it was rare to receive funding for such a study.

When asked by Mr. Morrow if the City is overstating the need for a bypass Mr. Day responded "no" and noted projected continual residential growth. Ms. Champion stated she feels that Caldwell Street can carry more traffic and does not like the idea of Park View and Neely Road. Mr. Day noted these streets would continue to have additional traffic without a bypass. He stated the actual transportation plan is a series of maps that include proposed highways, public transportation and rail routes, bicycle paths and pedestrian sidewalks.

Mrs. Martha Johnson referred to the proposed **West Loop** and mentioned the petition containing over 2,000 names opposing the loop, which was presented to Council in 2005 and asked if Council even considered their petition. Mayor Harris advised Ms. Johnson that yes, the petition was taken into consideration and further noted the plans proposal is just a concept.

No further comments were offered and Mayor Harris closed the hearing at 9:25 p.m.

Consent Agenda

Mayor Harris read the items to be included on the consent agenda. Upon motion by Ms. Champion, seconded by Ms. Perkins and unanimously passed, the following items were approved via the consent agenda:

- **Staff Reports:** Animal Control , Fire Department & Public Works
- **Resolution No. 12-07:** Authorization for the City of Brevard to Enter into a Joint Cooperation Agreement with the Asheville Regional Housing Consortium:
- **Resolution No. 13-07:** Acceptance of a Grant from the Municipal Insurance Trust and North Carolina Interlocal Risk Management Agency Wellness Incentive Program for FY 2007 and Designating Signatories for Administrative Purposes
- Appointment of John Dorner to the Brevard Personnel Board. (This appointment replaces Cathy Miller and term expires October, 2008, at which time Mr. Dorner will be eligible for reappointment to a full term.)
- Approved Request from the Brevard Police Department to Purchase Twelve (12) Tasers at a cost of \$12,000.

Resolution No. 11-07: Resolution Adopting the Transylvania County Comprehensive Transportation Plan

Mr. McKeller made a motion to amend Resolution No. 11-07 by deleting the second paragraph and approving the remainder of the Resolution. The motion was seconded by Mr. Morrow. During discussion it was noted that by amending the resolution and deleting the second paragraph, it gives the city more flexibility and allows the Mayor's concerns regarding an environmental study to be addressed. Upon calling for the vote, the motion passed unanimously. (Note: Once the plan is adopted by Transylvania County, it will go the Land of Sky Rural Planning Organization (RPO) for endorsement, then on to the NCDOT. City staff will work with NCDOT on smaller projects identified within the Plan. Staff was also directed to request the NCDOT conduct an environmental study).

RESOLUTION NO. 11-07

**A RESOLUTION ADOPTING THE
TRANSYLVANIA COUNTY COMPREHENSIVE
TRANSPORTATION PLAN
(As Amended)**

WHEREAS, the City of Brevard, Town of Rosman, Transylvania County, the NCDOT Transportation Planning Branch and the Land of Sky Rural Transportation Planning Organization have actively participated and coordinated the development of the Transylvania County Comprehensive Transportation Plan (TCCTP) in accordance with applicable NC General Statutes; and,

WHEREAS, the City of Brevard, Town of Rosman, Transylvania County, North Carolina Department of Transportation Planning Branch and the Land of Sky Rural Transportation Planning Organization has solicited public comment and input on the content of this plan, including informal public meetings, Planning Board review, Transportation Advisory Committee review, as well as a formal Public Hearing held February 19, 2007; and,

WHEREAS, City Council recognizes that the efficient provision of a multi-modal transportation system is a necessity in maintaining quality of life and economic development within Transylvania County.

**NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL
OF THE CITY OF BREVARD THAT:**

Section 1. The Transylvania County Comprehensive Thoroughfare Plan, as depicted on maps presented by the North Carolina Department of Transportation and dated January 18, 2007, be approved and adopted as a guide toward the development of a multi-modal transportation system for the City of Brevard and the same is hereby forwarded to the Land of Sky Rural Transportation Technical Advisory Committee for concurrence and is further recommended to the North Carolina Department of Transportation Board for subsequent adoption.

Section 2. This Resolution shall become effective upon its adoption and approval.

Adopted and approved this the 19th day of February, 2007.



Jimmy Harris
Mayor

ATTEST:



Glenda W. Sansosti, MMC
City Clerk

5. Location – Ecusta Road

Area of Focus: Public Safety Police – D. Galloway presented a power-point presentation and discussed crime trends; current ratio for the department is 1 officer per 1,793 residents – this number does not include the population increase in the summer and during festivals; City officers handle a larger number of investigation and with less officer than does the County Sheriff's department; and, the Joint Task Force Report is near completion and will be provided to Council in the near future.

Following D. Galloway's report, F. Bailey asked what questions or discussions Council desires to be listed, and members shared the following:

1. Infrastructure / equipment for Police Dept.
2. Numbers makes one to consider personnel
3. Personnel – Youth of the Department
4. Pay structure
5. Area – as the City's area of jurisdiction has increase, number of officers has not increased.
6. Preparation for future – DRV development.

Mayor Harris left the retreat at 4:28 PM.

Area of Focus: Public Services – D. Lutz presented a power-point and shared frequently downtown businesses (who have not signed up for Sunday pickup) are placing trash out on Saturday which the City has been picking up on Sunday in order to keep our downtown clean. Considering approaching businesses to advise when they place trash out on Saturday it will be picked up and charged for the Sunday pickup. Discussed recycle program and some options; repairs to the sewer lines are no longer made in sections but rather manhole to manhole; and, needs to have the City's current right-of-way (ROW) and easement information and mapping.

Following D. Lutz's report, F. Bailey asked what questions or discussions Council desires to be listed, and members shared the following:

1. Commercial businesses to contract with private for recyclables
2. Work with Brevard College for recycling
3. Partner with HOB business district survey, sanitation services needed
4. Smoke and flow test problems
5. Proactive approach to inflow and infiltration (I & I) removal
6. Locate and remove prohibited connections – sewer system
7. Educate public – protecting natural resources
8. Assessment study of streets
9. Use Study – develop multi year plan, street surfacing
10. Inventory of street ROW's and utility easements
11. Sidewalks – repair priorities
12. Stormwater Master Plan – how to move forward with one
13. Transportation – ie West Loop project and how to proceed

J. Moore described the need to establish sidewalk priorities whereby an established list of priorities to determine which sidewalks are repaired first. Priorities would be based upon the level of repairs needed.

Area of Focus: Public Services Water and Sewer Plants – J. Freeman presented a power-point for B. Edgerton and E. Owen that included current conditions at the thirty year old plants; and both the water and wastewater facilities are operating at about 75% of capability and therefore need to be upgraded in the immediate future.

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Council Annual
Retreat
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CITY OF BREVARD CAPITAL IMPROVEMENT PROGRAM

FISCAL YEAR 2010-2011 THROUGH 2014-2015

SUMMARY
DRAFT 2010 MAY 24

ADOPTED JUNE 07, 2010

Item Number	Project Title	FY 2010-2011	FY 2011-2012	FY 2012-2013	FY 2013-2014	FY 2014-2015	Future Year	Potential Funding Source	Initiating Source
1	Annual Stormwater Assessment & Improvement	\$0	\$20,000	\$25,000	\$30,000	\$30,000	\$30,000	Property or Baseline Sales Tax	F, G
2	1. Elm Bend Sidewalk, Replacement & New (Ped. Priority 1)	\$5,000	\$50,000	\$320,000	\$0	\$0	\$0	SRT5 Grant, Capital Reserve	A, G
3	2. Probart Street Sidewalk, New (Ped. Priority 2)	\$0	\$96,960	\$500,000	\$971,040	\$0	\$0	Powell Bill	G
4	3. Neely Road Sidewalk, New (Ped. Priority 3)	\$0	\$0	\$0	\$0	\$0	\$542,000	Powell Bill, Capital Reserve	G
5	4. Morris Road Sidewalk, New (Ped. Priority 4)	\$0	\$0	\$0	\$0	\$0	\$378,000	Powell Bill, Capital Reserve	G
6	5. Mclean Road Sidewalk, New (Ped. Priority 5)	\$0	\$0	\$0	\$0	\$12,500	\$89,500	Powell Bill, Capital Reserve	G
7	6. Caldwell Street Sidewalk Extension	\$0	\$0	\$39,950	\$0	\$0	\$0	General Fund, NCDOT Municipal Agreement	G
8	9. Deer Lake Rd. Sidewalk, New (Ped Priority 9)	\$0	\$0	\$0	\$0	\$0	\$113,000	General Fund; Deer Lake POA Assessment	G, D
9	Annual Sidewalk Repair / Replacement	\$20,000	\$25,000	\$30,000	\$35,000	\$35,000	\$35,000	Powell Bill, Capital Reserve	B
10	Annual Streets Assessment & Improvement	\$75,000	\$100,000	\$125,000	\$150,000	\$150,000	\$150,000	Powell Bill, Capital Reserve	B
12	Bike Path, Pave / Reseal	\$0	\$25,000	\$15,000	\$25,000	\$25,000	\$25,875	Property or Baseline Sales Tax	B
13	Bracken Mountain Trail Design & Construction (Phases I & II)	\$23,000	\$176,000	\$36,000	\$0	\$0	\$0	Bracken Fund	E, F, G
14	Brevard Community Plan (Land Use / Focus 2020 Plan Rewrite)	\$0	\$25,000	\$40,000	\$35,000	\$0	\$0	Property or Baseline Sales Tax	B, G
15	City Hall Foyer Renovation	\$10,000	\$32,000	\$0	\$0	\$0	\$0	Fund Balance, Lease / Purchase Loan	E
16	City Hall Parking Lot, Pave / Reseal	\$0	\$125,000	\$0	\$0	\$0	\$0	Property or Baseline Sales Tax	B
17	City Hall Reconstruction	\$0	\$0	\$419,000	\$347,000	\$275,000	\$0	Lease / Purchase Loans or Bonds	B
18	City-Wide Facilities Assessment & Master Plan	\$0	\$100,000	\$25,000	\$27,500	\$30,250	\$0	Lease / Purchase Loans	B, E
19	Davidson River Facility (Fire, Police, B&G, etc.)	\$10,000	\$25,000	\$50,000	\$500,000	\$0	\$0	Impact Fees, Capital Reserve	A, B, D, E
20	Debt Service for Old City Hall	\$76,713	\$70,298	\$67,091	\$63,883	\$60,676	\$0	Property or Baseline Sales Tax	A
21	Downtown Master Plan Block Design	\$50,000	\$250,000	\$100,000	\$0	\$0	\$0	Heart of Brevard, Excess Fund Balance	A, E, G
22	Franklin Park, Pave / Reseal	\$0	\$35,000	\$0	\$0	\$0	\$0	Property or Baseline Sales Tax	B
23	General Fund Vehicle / Equipment Summary	\$347,000	\$1,349,420	\$260,816	\$203,135	\$1,089,396	#	Lease / Purchase Loans	B
24	Hop Simpson Stream & Landing Rehabilitation	\$50,000	\$0	\$0	\$0	\$0	\$0	Bracken Fund; NCDENR Grant	D
25	Intersections & Traffic Signal Improvements	\$0	\$10,000	\$12,000	\$15,000	\$20,000	\$25,000	Property or Baseline Sales Tax	D, F
26	IF Master Plan	\$20,000	\$100,000	\$0	\$0	\$0	\$0	Excess Fund Balance	E
27	South Broad Stormwater Improvements, Phases I & II	\$15,000	\$7,000	\$60,000	\$0	\$0	\$0	General Fund, Bracken Fund, UUTC	A, B, D
28	Sports Complex, Pave / Seal	\$0	\$0	\$45,000	\$0	\$55,000	\$0	Property or Baseline Sales Tax	B
29	Utility Easement / Road Right-of-Way Mapping	\$0	\$0	\$0	\$15,000	\$15,000	\$15,000	To Be Determined	B
30	West Loop Phase 1 / Multi-Use Path Phase 4, Design	\$0	\$0	\$65,000	\$80,000	\$185,000	\$0	To Be Determined	G
	General Fund Totals	\$701,713	\$2,621,678	\$2,234,856	\$2,497,558	\$1,982,822	\$1,403,375		
31	Azales Ave. / Rhododendron Dr. Wastewater Line / Bedford Pumpstation Elimination	\$0	\$0	\$0	\$10,000	\$400,000	\$4,000,000	Revenue Bond, NCDENR CG&L	
32	Brushy Creek Gravity Wastewater Line, New	\$0	\$0	\$0	\$0	\$169,000	\$1,173,000	Revenue Bond, NCDENR CG&L	C, H
33	Brushy Creek SOC. Tannery Wastewater Line Replacement	\$20,000	\$200,000	\$0	\$0	\$0	\$0	Rural Center Grant, Bracken Fund	C, E
34	Ecusta Credit Union Wastewater Line, New	\$5,000	\$20,000	\$200,000	\$0	\$0	\$0	Utility Fund Reserve	
35	King's Creek SOC. Brevard College Wastewater Line, Replacement	\$0	\$149,800	\$0	\$0	\$0	\$0	Utility Fund Reserve, Bracken Fund	C, E
36	King's Creek SOC. College Plaza Wastewater Line, Replacement	\$50,000	\$0	\$0	\$0	\$0	\$0	Utility Fund Reserve, Bracken Fund	B, C

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Public Hearing #2- Official Zoning Map Amendment to Establish the SAFE, Inc. of Transylvania County Planned Development District (PDD). Property is located on the north side of North Broad Street adjacent to Railroad Avenue, PIN 8586-53-7347-000, Deed Book 355 Page 57.

At 8:59 p.m. the properly advertised and noticed public hearing to receive comments on the proposed zoning map amendment and PDD began.

Mr. Locks stated he is the Chairman of SAFE and being very familiar with the request and having his opinion on the matter believes he should be recused.

Mr. Morrow moved, seconded by Mr. Landreth, Mr. Locks be recused from the SAFE, Inc., public hearing and further discussion. Motion carried unanimously.

Mr. Freeman and Ms. Lutz-Pietersen were called upon to present the staff report. (Staff report on file.) Mr. Freeman described conditional zoning as the City's ability to establish site specific zoning and use, unlike the more traditional re-zoning where any use permitted within a given district could be allowed. The PDD process allows for more flexibility in the development process whereby the developer and the City negotiate site-specific development standards for a project. Standards are codified in a stand-alone ordinance that applies to the property in perpetuity.

Using a digital projector, Ms. Lutz-Pietersen displayed a map of the subject property showing the property boundaries, current zoning district designation, and access. Applicants request includes: (1) To expand by adding 2,228 square feet to their current 3,230 sq. ft. building used as an emergency facility for victims of domestic violence; (2) To continue to receive City's rolling services at their gate rather than at the road R-O-W; (3) Flexibility in meeting stormwater requirements; (4) To use existing 10' wide two-way travel lane (Code requires 20); (5) Be allowed continued use of the existing gravel parking area (Code requires paving); (6) For security purposes, not be required to provide any pedestrian infrastructure on site; and, (7) Not be required to provide improvements for connectivity to or dedication of sufficient public R-O-W.

Staff, TRC and Planning Board recommendations: Project is in keeping with the 2010-2015 Consolidated Strategic Housing and Community Development Plan policy goal; dedication of a 30' right-of-way along Railroad Avenue for the future West Loop in keeping with the adopted Countywide Comprehensive Transportation Plan; and, in keeping with the City's Pedestrian Plan the dedication of a 20' pedestrian easement along the southwestern edge of the property as a viable option in the event the City is unable to obtain a more desirable easement on the south side of King's Creek.

Stormwater compliance is required. Council does not have the authority to waive the City's stormwater compliance requirements. Staff will work with the applicant/developer to insure compliance.

Mr. Will Buie, PE, of Lapsley & Associates, PA, speaking on behalf of SAFE shared the project would allow SAFE to double in size from a 9 bed to a 18 bed facility. Property is a large site with only a small portion being proposed for expansion, and, portions of the property are within designated flood zones. The proposed stormwater BMP will accommodate the new addition only, and the dedication of a stormwater easement within the flood zone will satisfy stormwater requirement for the existing impervious surface. Requested they not be required to provide pedestrian or bike path or easement as SAFE believes it is not in the best interest for their type of facility, and that the City would be better served by securing an easement across the stream (not on SAFE property). Of the Options displayed (staff report Exhibit C), they request the City only require Option 2.

Ms. Sally Stepp, SAFE representative, provided history of the facility, the positive impact they have made in assisting victims of domestic abuse, and, because of their

**MINUTES
BREVARD CITY COUNCIL
May 28, 2013 – 5:30 PM**

Budget Work Session #1

The Brevard City Council met on Monday, May 28, 2013, starting at 5:00 p.m. with a light dinner for the scheduled budget work session starting at 5:30 p.m. in the Council Chambers of City Hall with Mayor Jimmy Harris presiding.

Present: Mayor Jimmy Harris, Mayor Pro Tem Mac Morrow, Council Members Charlie Landreth, Maurice Jones and Wes Dickson. At 5:45 p.m. Mr. Locks joined the meeting in progress.

Staff: City Manager Joe Moore, City Clerk Desiree Perry, Planning Director Josh Freeman, Planner Sarah Lutz, Finance Director Jim Fatland, HR Director Christine Caldwell, Police Chief Phil Harris, Fire Chief Craig Budzinski, Planner Daniel Cobb, Assistant Planning Director Brad Burton, Public Service Director David Lutz, Building & Grounds Director Lynn Goldsmith and Planner Aaron Bland.

Press: Derek McKissock, Transylvania Times

A. Welcome - Mayor Harris called the meeting to order, welcomed those present and explained the properly Noticed meeting is open to the public. The purpose of the work session is for Council and staff to discuss together the two items upon the Agenda.

B. Quorum – City Clerk certified a quorum.

C. Agenda - Mr. Morrow moved, seconded by Mr. Landreth, the Agenda be approved as presented. Motion carried unanimously.

D. Work Session Business

D-1 City of Brevard Proposed Budget

Planning Director Josh Freeman and Planner Sarah Lutz provided background on projects and engaged in discussion with Council members, as noted below:

Downtown Master Plan (DTMP)

- Originally adopted by Council (as policy) in 2003.
- 2012-13 Engineering Process. Finished survey and preliminary design. Moving forward will continue to review with NCDOT and have neighborhood meetings with property owners, get construction easements, ROW, encroachments, then will work with Duke Power for design and underground power line. Once Duke is done, the City can begin their utilities, upgraded sewer line improvements and other utility projects that might open up other properties along the corridor.
- Keep in mind there are no allocations for land acquisition in the coming budget.
- Without the 2 cent tax increase this project cannot move forward.
- DTMP, public parking or public space - Any options to get funding from HOB under their Main Street Program or as they become a 501C3? Yes
- Has there been a discussion on HOB boundaries being expanded? No
- If needed, could delay some on the streetscape and address the greater priority of utilities.
- Phase 3 would include design and utility relocation to Brevard College.
- Costs are less to make improvements along Broad Street than Main Street.
- Phases: Phase One - Intersection of Broad/Main to Broad/French Broad; Phase Two - Broad/French Broad to Broad and Caldwell; Phase Three - Main from Gaston to Caldwell but also includes Broad from Main to Jordan ("T" shape);

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City Council
May 28, 2013
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Phase Four - Main from Gaston to Johnson and Main from Caldwell to England Street; Phase Five - Main from Johnson to Rice and from England to Oaklawn on Main; Phase Six - Broad Street from Jordan to Varsity Street.

- Improvements along Broad Street will give more bang for the buck, also, Broad is main entrance to Main Street and has the largest undeveloped lots.
- Feedback loop indicates (a) knowing there is public investment on the horizon makes development more attractive, and, (b) absence of public investment has been a deterrent to development.
- Questioned if expanding municipal service district to incorporate the described Broad Street area would result in investors finding it still attractive and continued willingness to develop - or - would establishing a MSD deter development.
- Sales tax options are not in City control. Only City options are property and MSD tax. Downtown area is important to the whole City and is a benefit to all of our City. To increase only MSD would not bring in the revenue needed. To really improve the assets of the City it will take a share from everyone in the City.
- MSD one cent increase would increase revenue by \$15,000; property tax increase would provide approximately \$95,000.
- Future could expand MSD, create a separate MSD, or, consider Special Assessment.

Public Parking / Public Space

- Need identified however, how and where to meet the needs has not yet been identified. Have \$30,000 to do a site analysis. Propose one cent (\$.01) tax increase for Parking/Public Space. (In addition to the \$.02 for DTMP)

Railroad Avenue Community Plan

- Neighborhood Small Area Plan. A bit behind schedule. Recommended Plan emphasis on development of the **West Loop** in order to reduce some of the stress on Broad Street; rehab the Railroad Avenue bridge; phased infrastructure (water, sewer, stormwater); establishment of historic district (tax credit and incentive to improve property) and public parking. Finance much of improvements by establishing a standalone MSD.
- Bridge for the **West Loop** project is on the NCDOT TIP funding list. TIP funds are a 80/20 match with the City's portion being 20%.
- NCDOT TIP - The more a City does for itself, the greater potential to be bumped up on the TIP scoring system.
- City would be responsible for widening of bridge, including realignment, and curb and gutter.
- Traffic Study - Brevard is due to update our Transportation Plan in 2014-15.

Rosenwald Community Planning Process

- Desire for reinvestment in the neighborhood community center; however, not successful in receiving Parks and Recreation funding.

Probart Sidewalk

- Probart identified as second highest sidewalk priority. First priority was Elm Bend which has been completed.
- 2015 - Survey of the entire project, and then break into phases. Phase 1 - Railroad to Kings Mill; Phase 2 - Kings Mill to Hampton; Phase 3 - Hampton to Music Camp Rd. Breaking into phases will make it more manageable. ROW acquisition, conceptual design, engineer, utility relocations and then constructing it. Shown on the plan is the most conservative option.
- Estimate \$500,000 for the first phase; for all phases over 2 million dollars.
- Current timeline is 2019. Staff was asked to review and report to Council if it could be moved up to 2014, and if so, what that would mean. (cost of project)
- Probart ties into Rosenwald community, there a nexus here and to wait seven years seems too long.

~~ At 7:00 p.m. Mayor Harris called for a 10-minute break. ~~

Total Expenditures **\$ 854,447**

Section 12) It is estimated that the following revenues will be available to the Fire District Fund for the Fiscal Year beginning July 1, 2013 and ending June 30, 2014:

Transfer from General Fund	323,239
Fire District Tax	291,283
Grant Revenue	204,173
Fund Balance Appropriated	35,752
Total Revenue	\$ 854,447

Section 13) The following amounts are hereby appropriated in the Multi-Use Paths Fund for the Fiscal Year beginning July 1, 2013 and ending June 30, 2014:

Engineering & Construction (West Loop Phase I)	150,000
Total Expenditures	\$ 150,000

Section 14) It is estimated that the following revenues will be available to the Multi-Use Paths Fund for the Fiscal Year beginning July 1, 2013 and ending June 30, 2014:

Fund Balance Appropriated	150,000
Interest on Investments	0
Total Revenue	\$ 150,000

Section 15) The following amounts are hereby appropriated in the Narcotics Task Force for the Fiscal Year beginning July 1, 2013 and ending June 30, 2014:

Operating Expenses	50,100
Total Expenditures	\$ 50,100

Section 16) It is estimated that the following revenues will be available to the Narcotics Task Force for the Fiscal Year beginning July 1, 2013 and ending June 30, 2014:

Transylvania County	15,000
Transfer from General Fund	15,000
State Controller Payments	10,000
Federal Asset Fund - Sheriff	5,000
Federal Asset Fund - Police	5,000
Interest on Investments	100
Total Revenue	\$ 50,100

Section 17) The following amounts are hereby appropriated in the Downtown Master Plan for the Fiscal Year beginning July 1, 2013 and ending June 30, 2014:

Design & Construction Costs	237,153
Total Expenditures	\$ 237,153

Section 18) It is estimated that the following revenues will be available to the Downtown Master Plan for the Fiscal Year beginning July 1, 2013 and ending June 30, 2014:

Fund Balance Appropriated	46,153
Heart of Brevard	11,000
Transfer from General Fund	180,000
Total Revenue	\$ 237,153

Aug. 19, 2013

ORDINANCE NO. 2013-09

**AN ORDINANCE ESTABLISHING A PROJECT BUDGET
FOR THE REPLACEMENT OF BRIDGE #102
ALONG RAILROAD AVENUE**

WHEREAS, in accordance with the applicable provisions of the North Carolina Local Government Budget and Contract Act; and,

WHEREAS the City of Brevard requires certain fiscal actions to effectively provide continued and improved service to its customers; and

WHEREAS, the City of Brevard has requested funding assistance through the North Carolina Department of Transportation's Transportation Improvement Program (TIP) and has received a municipal agreement for said funding; and,

WHEREAS, the City has approved the execution of the Municipal Agreement by **Resolution 2013-24** and the terms and conditions set forth by NCDOT; and

WHEREAS, Brevard City Council intends to complete the project and has approved funding to meet the overall project cost; and,

WHEREAS, Brevard City Council now desires to establish a project budget to account for the receipt and disbursement of funds for the replacement of Bridge #102 along Railroad Avenue, otherwise known as the "West Loop Bridge" project, and for a conceptual design to the West Loop.

NOW, THEREFORE BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF BREVARD, NORTH CAROLINA, THAT:

Section 1. Effective the date of passage of this Ordinance, the City of Brevard Fiscal Year 2013-2014 Budget is hereby amended as described in Section 3, below, and a multi-year project budget for the West Loop Bridge project, including is hereby established.

Section 2. Revenues for this project are budgeted as follows:

REVENUES	
City of Brevard Pedestrian Bikeway Fund	\$300,000
NCDOT STIP B-5550	\$832,000
TOTAL REVENUES	\$1,132,000

Section 3. Projected expenditures are budgeted as follows:

EXPENDITURES	
Conceptual Plan- West Loop Alignment (ineligible cost)	\$92,000
Engineering & Design	\$240,000
Right-of-way acquisition/Utility Relocation	\$150,000
Bridge Construction	\$650,000
TOTAL EXPENDITURES	\$1,132,000

Section 4. This ordinance shall remain in effect until the completion of the West Loop Bridge Project and West Loop Conceptual Design.

Section 5. The Finance Officer and City Manager are instructed to take appropriate actions to implement this ordinance.

Section 6. This Ordinance shall become effective upon its adoption and approval.

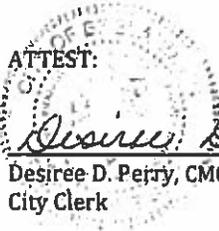
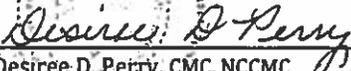
Section 7. This Ordinance shall be on file in the office of the City Clerk and will be maintained according to the Municipal Records Retention and Disposition Schedule.

Adopted this the 19th day of August, 2013.



Jimmy Harris
Mayor

ATTEST:

Desiree D. Perry, CMC, NCCMC
City Clerk

APPROVED AS TO FORM:



Michael K. Pratt
City Attorney

March 17, 2014

RESOLUTION NO. 2014-04

**A RESOLUTION RECOMMENDING CERTAIN PROJECTS
FOR INCLUSION IN THE NORTH CAROLINA
STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM**

WHEREAS, City Council recognizes that the efficient provision of multi-modal transportation system is a necessity in maintaining quality of life and economic development within Transylvania County.

WHEREAS, the North Carolina Department Transportation and Land-of-Sky Rural Planning Organization have solicited recommendations from the City of Brevard and Transylvania County as to future transportation projects to be included in the North Carolina Statewide Transportation Improvement Program.

WHEREAS, The Transylvania County Transportation Advisory Committee, the Transylvania County Planning Board, and City of Brevard Planning Board jointly recommend that Brevard City Council and the Transylvania County Board of Commissioners take action to recommend certain future transportation projects, which are described herein, to the North Carolina Department of Transportation and the Land-of-Sky Rural Planning Organization for inclusion in the North Carolina Statewide Transportation Improvement Program.

NOW, THEREFORE BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF BREVARD THAT:

Section 1. The following projects, which have been previously identified in the 2007 Comprehensive Transportation Plan, are hereby recommended for inclusion in the North Carolina Statewide Transportation Improvement Program:

- a. Davidson River Connector
- b. NC Highway 215 Major Thoroughfare
- c. US Highway 64 West Major Thoroughfare
- d. West Loop Minor Thoroughfare
- e. Railroad Avenue Bike / Hike Path
- f. Wilson Road Improvements / Realignment and Wilson Road / Ecusta Road Intersection Realignment. Council notes that Wilson Road is identified in the 2007 Comprehensive Transportation Plan as an alternative alignment of the Sylvan Valley Parkway. Council reiterates that improvements to Wilson Road, coupled with realignment of the Wilson Road / Ecusta Road intersection, constitute the locally preferred alternative to a new expressway situated west of the French Broad River. Council requests that the locally preferred Wilson Road alternative be assigned a new project name to differentiate it from the Sylvan Valley Parkway.

Section 2. The following projects, which are not identified in the 2007 Comprehensive Transportation Plan, but which are identified by other policy actions of Brevard City Council or the Transylvania County Board of Commissioners, are hereby recommended for future inclusion in the North Carolina Statewide Transportation Improvement Program:

- a. Streetscape Rehabilitation Phase 1
- b. Probart Street Sidewalk
- c. Widening of US Highway 64 between Brevard and Rosman

Section 3. The City Manager is hereby directed to forward this resolution, along with detailed project descriptions, to the North Carolina Department Transportation and Land-of-Sky Rural Planning Organization, for consideration in development of the North Carolina Statewide Transportation Improvement Program.

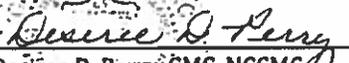
Section 4. This Resolution shall become effective upon its adoption and approval

Adopted and approved this the 17th day of March, 2014.



Mac Morrow
Mayor Pro Tem

ATTEST:

Desiree D. Perry, CMC, NCCMC
City Clerk

Budget Ord.
Ord 2014-13
PS 3

Section 12) It is estimated that the following revenues will be available to the Fire District Fund for the Fiscal Year beginning July 1, 2014 and ending June 30, 2015:

Transfer from General Fund	325,530
Fire District Tax	294,528
Total Revenue	\$ 620,058

Section 13) The following amounts are hereby appropriated in the Multi-Use Paths Fund for the Fiscal Year beginning July 1, 2014 and ending June 30, 2015:

Engineering & Construction (West Loop Phase I)	107,000
Engineering & Construction (Railroad Avenue)	100,000
Total Expenditures	\$ 207,000

Section 14) It is estimated that the following revenues will be available to the Multi-Use Paths Fund for the Fiscal Year beginning July 1, 2014 and ending June 30, 2015:

Fund Balance Appropriated	207,000
Total Revenue	\$ 207,000

Section 15) The following amounts are hereby appropriated in the Narcotics Task Force for the Fiscal Year beginning July 1, 2014 and ending June 30, 2015:

Operating Expenses	50,100
Total Expenditures	\$ 50,100

Section 16) It is estimated that the following revenues will be available to the Narcotics Task Force for the Fiscal Year beginning July 1, 2014 and ending June 30, 2015:

Transylvania County	15,000
Transfer from General Fund	15,000
State Controller Payments	10,000
Federal Asset Fund - Sheriff	5,000
Federal Asset Fund - Police	5,000
Interest on Investments	100
Total Revenue	\$ 50,100

Section 17) The following amounts are hereby appropriated in the Downtown Master Plan for the Fiscal Year beginning July 1, 2014 and ending June 30, 2015:

Design & Construction Costs	720,167
Total Expenditures	\$ 720,167

Section 18) It is estimated that the following revenues will be available to the Downtown Master Plan for the Fiscal Year beginning July 1, 2014 and ending June 30, 2015:

Fund Balance Appropriated	529,167
Heart of Brevard	11,000
Transfer from General Fund	180,000
Total Revenue	\$ 720,167

Section 19) The following amounts are hereby appropriated in the Rosenwald Revitalization Fund for the Fiscal Year beginning July 12, 2014 and ending June 30, 2015:

Property Acquisition	447,000
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Brevard Place PDD

Ord # 2014-21

9-15-2014

(Exhibit D)

authorized to determine final easement locations and widths. Sonoma shall submit to the Planning Director a dedication plat and dedication agreement that is consistent with the Planning Director's standard operating procedures and practices for the installation and dedication of public infrastructure.

- b. The Public Services Director is authorized to require such modifications to utilities as depicted upon the Final Master Plan as are deemed necessary to provide adequate water, sewer, and storm water service to the Project Area and to properly integrate new infrastructure into the existing City utility system.
- c. Sonoma shall install public and private pedestrian infrastructure as depicted upon the final master plan. Public pedestrian infrastructure shall be dedicated to the City of Brevard by means of a dedication plat and dedication agreement that is consistent with the Planning Director's standard operating procedures and practices for the installation and dedication of public infrastructure.
- d. Sonoma shall dedicate a public road right-of-way across the following parcel of land:

Property Identification Number: 8586-85-2162-000
Owner: Youngblood Oil Company Inc.
PO Box 2590
Hendersonville NC 28793
Deed Book: 00123 Page: 0289

Such right-of-way shall be a minimum of 50 feet in width, and situated in such a way as to connect with the future "West Loop", a public road that is generally depicted within the 2007 Transylvania County Comprehensive Transportation Plan, and shall include the former right-of-way of the Norfolk Southern Rail line, which traverses the property. The City of Brevard shall prepare dedication plats for presentation to Sonoma, who shall dedicate such right-of-way to the City of Brevard within one year of the effective date of this ordinance.

- e. Sonoma shall install median closures and a traffic signal at the primary entrance to the District, subject to the approval of the North Carolina Department of Transportation. The City of Brevard shall prepare an engineer's preliminary estimate of construction within four months of the effective date of this Ordinance. Such estimate, plus 25% of its value, shall serve as the basis of a letter of credit, which Sonoma shall present to the City of Brevard prior to the issuance a certificate of completion of construction of the "Bojangles" portion of the Final Master Plan. Such letter of credit shall be valid for a period of time not less than two years. Sonoma shall complete installation of the signal and median closure prior to the expiration of such letter of credit.
- f. Site access point "B", as shown in a document entitled Traffic Impact Analysis for Brevard Place, Prepared by J.M. Teague Engineering, PLLC, dated August 21, 2014, is approved as a right-in-right-out access point. Site access point "B" is subject to all applicable permits of the North Carolina Department of Transportation.

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Mr. Freeman explained that the Lockharts came forward to the City as required to establish a water connection off of Barclay Road and Illahee Road. This voluntary inclusion brings the ETJ across the road to this property.

Public Hearing Public Participation - A citizen asked "will this open up the rest of Cardinal Drive to the ETJ?" to which the Mayor responded "No. It will always come to City Council first and sometimes the answer is no." Another citizen asked "what does the City provide for this?" to which Mr. Freeman explained that the City provides water services. Their well system is not working properly for their size house so they're desiring City water.

Public Hearing Closed - Mayor Harris closed the hearing at 7:23 p.m.

H-2. Text Amendment to Unified Development Ordinance, Chapter 12 Signs. This public hearing was advertised on May 4th and 11th, 2015.

Mayor Harris opened the public hearing at 7:24 p.m.

Mr. Freeman explained that this is a City Council initiated text amendment which will provide each tenant such as the Walmart complex or the Walgreens complex with ground signage. What staff has proposed is one simple amendment to Chapter 12, #9 stating that when new ground signs are constructed, that space be provided for all tenants present or future.

Mr. Landreth asked if this accommodation of each tenant having ground signage that comes from this amendment still happens in the same square footage and Mr. Freeman said yes.

Ms. Hollingsworth asked for clarification of the second sentence. Mr. Freeman explained that some group developments can have more than one ground sign, it depends on how separated they are. Food Lion is an example. They have two ground signs, some tenants on one and some on the other.

Public Hearing Public Participation - A citizen asked what the effective date of this change is. Mr. Freeman replied that if it is approved at the June meeting then it would be effective then. "New" means new sign that's proposed to the City. If it's an existing sign, we don't require them to retro fit, but if it's torn down for some reason, then they have to do it correctly.

Public Hearing Closed - Mayor Harris closed the hearing at 7:33 p.m.

H-3. Amend Official Zoning Map for Railroad Avenue Small Area Plan. This public hearing was advertised on May 4th and 11th, 2015.

Mayor Harris opened the public hearing at 7:33 p.m.

Mr. Freeman referred to the map in his PowerPoint presentation. The map illustrates the proposed zoning changes. Staff is not asking to take action tonight. The underlying goal is increasing the range of housing types, increasing the ability to have more dense developments, to get better value tax base and walking ability. Also, to allow building types and land use types that reflect the history of that area. Certain things are not proposed such as drive thrus. We just want Council to take public comment tonight.

Mayor Harris stated that it sounds like there is a lot more flexibility.

Mr. Morrow stated that the reduction is some concern to him. It is ripe for development and it used to be more industrial than it is today but with the west loop coming in there, it will continue to be the warehouse center.

Mr. Freeman stated that he intentionally included light manufacturing. It would not allow heavy manufacturing and generating pollution. Small manufacturing can be

almost any size.

Mr. Landreth asked if light industry is permitted in residential mixed use and Mr. Freeman said yes.

Mrs. Hollingsworth asked to see a map of the way it looked before and Mr. Freeman showed her.

Mr. Dickson asked what the architecture difference between that (meaning the way it looks now) and DMX. Mr. Freeman said that they're in the process of rewriting that and showed a chart of the building types and what they can be.

Mr. Jones asked for the definition of "outdoor amusement". Mr. Freeman stated that outdoor amusement means commercial outdoor activities such as go carts, mini golf, paintball etc.

Public Hearing Public Participation

Citizen Roberta Miller - "With what you have planned, will there be a commercial route? Will Railroad Avenue become a commercial route?"

Mr. Freeman - "It pretty much is right now but the City does have a plan to build a west loop and part of that would follow the existing line of Railroad Avenue and hopefully shifting it. It's not proposed to come through Whitmire and King. We are also looking at traffic calming possibilities for those three streets. It's part of the overall plan."

Ms. Miller - "When you talk about higher density, is there a limit to that? Does that include doing something for teachers, firemen, policemen and women?"

Mr. Freeman - "Yes there is. The more density you allow, the more affordable housing you have the ability to create. The zoning ordinance won't provide for it but it will allow for it. This facilitates it better than it is today."

Ms. Miller - "What about the actual density?"

Mr. Freeman - "Six dwelling units per acre, we're proposing to allow 15 units."

Citizen Susan Holiday - "My biggest concern being a resident since 1960, what will it do to my taxes? What will it do to my property? It could affect a lot of us. We are a bypass and Railroad Avenue is like a race course now."

Mr. Freeman - "Taxation-there is no direct relationship. As development occurs it could over time lead to an increase or decrease of your tax rate. There's a possibility over a long period of time it could happen. The west loop will be involved later down the road once we've delineated how wide the road is going to be. We'll have a better idea of what the setbacks will be. It will likely push the setbacks deeper into your property. I can't tell you precisely now until we finish the design."

Citizen Bobbie Cairnes - "What are the setbacks for industrial zoning?"

Mr. Freeman - "Forty feet from the property boundary all the way around."

Ms. Cairnes - "We bought a house on Railroad and McLean and went from residential to industrial. Why?"

Mr. Freeman - "In 2006 that would be because the current 2002 comprehensive land use plan recommended industrial uses for that area. The land use plan is the design for the future. Your house is proposed to remain industrial. It could potentially push the 40ft boundary line into your property. We don't have a design yet or the way we'll determine who it affects the most. We're going to try to minimize the impact on property owners."

Citizen Nancy Knights - "I attended a meeting about infrastructure and now you'd like to increase the density. Is any of this tied together? Does it go hand in hand or once you increase the density do you then create infrastructure?"

Mr. Freeman - "You have to plan infrastructure and density hand in hand."

Citizen Patty Sullivan - "On the new zone, what kind of limits will there be? If light manufacturing came in that stamped coins 24 hours a day, would that be allowed?"

Mr. Freeman - "No, they would have to go through a process and based on our understanding, and we know that noise is a potential, it may not be possible."

Ms. Sullivan - "Is there a limit on how high?"

Mr. Freeman - "The max allowable height is 50 feet. Within the residential mixed use they're all limited to 35 feet height. That goes the same with new."

Citizen Geraldine Dinkins - "We are building a new house on Probart. I would like to know the mixed part of residential."

Mr. Freeman - "You can also go to the UDO online, but I will show you briefly here. In chapter 2, you'll see a table and all of the different types of land uses are listed."

Mrs. Dinkins - "If someone wants to start a dog kennel right next door to me, can they do that?"

Mr. Freeman - "Kennels are currently not allowed, but in the residential mixed use they are. In your case, they would not be allowed. Vets no, tax preparers, yes; daycares, yes; equipment rental, yes."

Citizen Jacob Dinkins - "What is the driving force behind this? Is it to create more tax revenue? Why so much?"

Mr. Freeman - "The underlying goals that led to all of these changes were increasing the potential for extended tax base and to provide new opportunity for entrepreneurship. That was the recommendation of our planning board."

Mr. Dinkins - "I just ask Council to be wise as to how far it extends into our property. Please look carefully. What's the next step?"

Mr. Freeman - "Based on the feedback from tonight, I'll be looking for some direction that they want to make or not and we would come back to City Council with an ordinance in June unless they want a lot of changes. Then it could be August or September."

Citizen Greg Hunter - "Accessory buildings? Height restrictions?"

Mr. Freeman - "The table on the screen (referring to the power point) describes all of the setbacks that apply to accessory structures."

Citizen Kevin Jones - "I only have one question. Assuming the rezoning allows a fair amount of increased density, do we have the water?"

Mr. Freeman - "We do have excess water at the time but the demands are increment over time. Your margin of capacity becomes less and less with development. It's hard to say right now. It depends on the type of land use."

Public Hearing Closed - Mayor Harris closed the hearing at 8:31 p.m.

Mayor suggested a ten minute break at 8:31pm.

Mayor began meeting again at 8:43pm.

I. Public Participation

Mr. Don Surette from the Transylvania Historical Society spoke briefly with regards to the Allison Deaver House celebrating its 200th anniversary on July 25th from 10am-4pm. It's going to be a big event with old-timey games and music etc. He also challenged the Council members to play a game of horseshoes against the County Commissioners. They have also started a Sunday front porch speaker series talking about local subjects of importance. That is an open invitation.

Ms. Elda Brown wanted to discuss the flashing lights and blinking signs that impact our community. Wants Council to take a look at it. There's a new business on Main Street that looks like a police car with strobe lights and it's tacky. Doesn't want our town to start looking like Gatlinburg.

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Contracts &
Agreements
Records

**STANDARD FORM OF AGREEMENT
BETWEEN
OWNER AND ENGINEER
Railroad Avenue Infrastructure and West Loop Phase I Corridor Study**

THIS IS AN AGREEMENT made as of 28th May, 2015 between City of Brevard ("OWNER") and CDM Smith, Inc ("ENGINEER").

OWNER's Project is generally identified as follows Railroad Avenue Infrastructure and West Loop Phase I Corridor Study (the "Project").

OWNER and ENGINEER, in consideration of their mutual covenants herein, agree in respect of the performance or furnishing of services by ENGINEER to the Project and the payment for those services by OWNER as set forth below. Execution of this Agreement by ENGINEER and OWNER constitutes OWNER's written authorization to ENGINEER to proceed on the date first above written with the Services described in Article 1 below. This Agreement will become effective on the date first above written.

ARTICLE 1 – SCOPE OF SERVICES

- 1.1 ENGINEER agrees to perform, or cause to be performed, for OWNER services as described in Exhibit A (hereinafter referred to as "Services") in accordance with the requirements outlined in this Agreement.

ARTICLE 2 – TIMES FOR RENDERING SERVICES

- 2.1 Specific time periods and/or specific dates for the performance of ENGINEER's Services are set forth in Exhibit A.
- 2.2 If, through no fault of Engineer, such periods of time or dates are changed, or the orderly and continuous progress of Engineer's services is impaired, or Engineer's services are delayed or suspended, then the time for completion of Engineer's services, and the rates and amounts of Engineer's compensation, shall be adjusted equitably.
- 2.3 If Owner authorizes changes in the scope, extent, or character of the Project or Engineer's services, then the time for completion of Engineer's services, and the rates and amounts of Engineer's compensation, shall be adjusted equitably.
- 2.4 Owner shall make decisions and carry out its other responsibilities in a timely manner so as not to delay the Engineer's performance of its services. If ENGINEER's services are delayed or suspended in whole or in part by OWNER for more than three months through no fault of ENGINEER, ENGINEER shall be entitled to equitable adjustment of the schedule and of rates and amounts of compensation provided for elsewhere in this Agreement to reflect, among other things, reasonable costs incurred by ENGINEER in connection with such delay or suspension and reactivation.

ARTICLE 3 – OWNER'S RESPONSIBILITIES

OWNER shall:

- 3.1 Pay the ENGINEER in accordance with the terms of this Agreement.
- 3.2 Designate in writing a person to act as OWNER's representative with respect to the services to be performed or furnished by ENGINEER under this Agreement. Such person will have complete authority to transmit instructions, receive information, interpret, and define OWNER's policies and

In reply to why the utility reimbursement continues to rise, the City has reimbursed only a portion of the General Fund costs provided by the Utility Fund. The proposed increase this year will bring us closer to the actual costs.

Fee Schedule - City Council members and staff reviewed the proposed fee schedule. Mr. Freeman offered it has been two years since the last significant changes to the City Planning Department fee schedule. Staff believes the increases are reasonable, and, will aid in cost recovery with the loss of Privilege License revenue.

Public Hearing Closed - There being no further questions or comments, Mayor Harris closed the hearing at 8:20 P.M.

H-3. Proposed UDO Text Amendment, Chapters 2, 3, and 5 to Establish Railroad Avenue Mixed-Use District Standards. This public hearing was properly noticed and advertised on Monday, June 1st and 8th, 2015.

Mayor Harris opened the public hearing at 8:20 P.M.

Mr. Freeman offered information from the staff report (on file) and explained last month Council held a public hearing to discuss the Railroad Avenue Mixed Use District map. Tonight the public hearing is to discuss the staff and Planning Board recommended text for the Railroad Avenue Mixed Use Zoning District (area as shown in purple on the map). In the fall of 2014 the Planning Board rendered a favorable recommendation for the proposed text amendments.

Included in the drafted Ordinance are a few other miscellaneous amendments unrelated to Railroad Avenue. These amendments are intended to clean up or clarify current City Code text.

Public Hearing Public Participation

Mr. Rodney Locks, 187 South Rice Street, Brevard. Former Council Member Mr. Locks asked if the proposed district (shown in purple) would allow for Tiny Houses.

Mr. Freeman replied, "Yes, as a secondary dwelling."

Ms. Susan Gilbert, 684 Probart Street, Brevard. Ms. Gilbert expressed concern with the recommendation to include Probart Street within the Railroad Avenue Mixed Use District. Probart Street is a residential street, and she does not want it changed to mixed use as it would allow for commercial uses. Probart already has its fair share of traffic and to encourage or allow businesses (mixed use) would just increase the traffic and would change the character of their residential neighborhood.

Mr. Jacob Dinkins, 500 West Probart Street, Brevard. Asked Council to not vote to accept the Plan as has been presented. He does not desire to have Probart Street included, and, believes to go from residential to mixed use zoning is too large a jump.

Public Hearing Closed - There being no further questions or comments, Mayor Harris closed the hearing at 8:49 P.M.

~~ At 8:50 P.M. Mayor Harris called for a ten minute break. ~~

H-4. Proposed UDO Text, Chapter 12 Signs, Amend Section 12.11.A.1 to Reduce the Separation Requirement and Amend Section 12.11.A.9 Providing a Sign Panel for All Tenants or Businesses. This public hearing was properly noticed and advertised on Thursday, June 4th and 11th, 2015.

Mayor Harris opened the public hearing at 9:01 P.M.

Mr. Cobb offered information from the staff report (on file) and explained Egolf Motors located on the Asheville Highway wants another ground sign; however, current

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K-10. (M-6b) Board and Committee Appointment - The Board of Commissioners of the Brevard Housing Authority recommended Ms. Tamara Heinemann be appointed to fill the unexpired term of Ron Rutherford. As recommended, City Council appointed Ms. Tamara M. Heinemann to serve on the Brevard Housing Authority with the term set to expire November 2020.

K-11. (M-8) Resolution No. 2015-17 To Adopt the South Mountain Regional Hazard Mitigation Plan

**RESOLUTION NO. 2015-17
A RESOLUTION TO ADOPT THE
SOUTH MOUNTAINS REGIONAL HAZARD MITIGATION PLAN**

WHEREAS, the City of Brevard is vulnerable to an array of natural hazards that can cause loss of life and damages to public and private property; and

WHEREAS, the City of Brevard desires to seek ways to mitigate situations that may aggravate such circumstances; and

WHEREAS, the development and implementation of a hazard mitigation plan can result in actions that reduce the long-term risk to life and property from natural hazards; and

WHEREAS, it is the intent of the Brevard City Council to protect its citizens and property from the effects of natural hazards by preparing and maintaining a local hazard mitigation plan; and

WHEREAS, it is also the intent of the Brevard City Council to fulfill its obligation under North Carolina General Statutes, Chapter 166A: North Carolina Emergency Management Act and Section 322: Mitigation Planning, of the Robert T. Stafford Disaster Relief and Emergency Assistance Act to remain eligible to receive state and federal assistance in the event of a declared disaster affecting the City of Brevard; and

WHEREAS, the City of Brevard, in coordination with Henderson County, Flat Rock, Fletcher, Hendersonville, Laurel Park, Polk County, Columbus, Saluda, Tryon, Rutherford County, Bostic, Chimney Rock Village, Ellenboro, Forest City, Lake Lure, Ruth, Rutherfordton, Spindale, Transylvania County and the Town of Rosman has prepared a multi-jurisdictional hazard mitigation plan with input from the appropriate local and state officials; and

WHEREAS, the North Carolina Division of Emergency Management and the Federal Emergency Management Agency have reviewed the South Mountains Regional Hazard Mitigation Plan for legislative compliance and has approved the plan pending the completion of local adoption procedures.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Brevard, North Carolina, hereby:

Adopts the South Mountains Regional Hazard Mitigation Plan; and

Agrees to take such other official action as may be reasonably necessary to carry out the proposed actions of the Plan.

Approved and adopted on this the 15th day of June, 2015.

L. Unfinished Business - None

M. New Business

M-3. Drafted Ordinance No. 2015-_____ Amending the Official Zoning Map to Implement the Railroad Avenue Small Area Plan; and

M-4. Drafted Ordinance No. 2015-_____ UDO Text Amendment, Chapters 2, 3, and 5, To Establish Railroad Avenue Mixed-Use District Standards

Mayor Harris explained these two items upon the Agenda are closely connected/related to one another. This first one is for consideration of an ordinance establishing the Railroad Avenue Small Area Plan zoning map; and the next (M-4) is to consider an ordinance providing the zoning text/standards for the Railroad Avenue Small Area Plan.

Council members discussed both the map and drafted text.

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Mr. Jones moved that both the Railroad Avenue Small Area Plan map ordinance (M-3) and the proposed text amendment ordinance (M-4), be tabled. Motion was seconded by Mr. Morrow.

Discussion on the Motion: Mr. Landreth suggested with the motion to table that Council describe their concerns in order to include some direction to the Staff and Planning Board.

Described were:

1. Prefer the Comprehensive Plan be completed first.
2. Probart Street – Residents of Probart Street in attendance at tonight's public hearing have asked that their street not be included in the Railroad Avenue Small Area Plan. Having heard their concerns, Council is inclined to agree.
3. Probart Street – Sensitive to the residents concern that to change to mixed use would allow commercial element to come into the neighborhood. Protection of neighborhood is fundamental to our Ordinances. Need to be careful to not change historical neighborhoods.
4. We already have mixed use district from Caldwell to Railroad Avenue. Would like to know the rationale for, and what would be accomplished by, extending mixed use district to the city limits.
5. Better define the City's goals in the Railroad Avenue Small Area Plan. Are they to accomplish real estate value impact on the market? Provide for small scale industrial opportunities? Mixed use to bring about higher density?
6. West Loop. When the West Loop goes through, it will likely put more traffic pressure on Probart Street, and, could result in some changes to the character of the neighborhood. Important we have a pretty good idea conceptually what the impact of the West Loop will be. How do we use our zoning map to protect the residential character? Tendency for a road like the West Loop is to be commercial.

Vote on the Motion to table: Motion carried unanimously

M-5. Ordinance No. 2015-13 Fiscal Year 2015-2016 Budget Ordinance and Fee Schedule

Council reviewed and discussed the drafted Budget Ordinance and Fee Schedule and expressed concerns with the proposed increases in the Planning Department fee schedule. Discussed keeping the current (FY2014-15) planning department fee schedule while adopting the other proposed fee schedule changes (Franklin Park Pool, Leache, and utility minimum gallon). Briefly discussed the Special Event fees with Mr. Dickson suggesting the City consider adding the "Assault on the Carolinas" as a City sponsored special event, and, he asked if Council should wait until August to decide on whether or not to lower the water gallon rate as proposed in the Fee Schedule.

Mr. Fatland advised, if Council desires, a Resolution could be drafted to include the Assault on the Carolinas as a City sponsored special event for Council's consideration at their August meeting.

Mr. Morrow moved, seconded by Mr. Landreth, Council adopt the Budget Ordinance as presented and to adopt the Fee Schedule changes of the 2 cent tax increase, Franklin Park Pool fees, Leache fees and to lower the utility minimum gallons; however, not adopt the proposed Planning Department fee increases but rather have those fees remain as they exist today in the FY 2014-15 Fee Schedule.

Discussion: Revisit the Fee Schedule in August at Work Session or in September.

Vote on Motion: Unanimous

ORDINANCE NO. 2015-13

**CITY OF BREVARD
FY 2015-2016 BUDGET ORDINANCE**