Minutes for July 28, 2026, City Council Meeting

July 23, 2026, Agenda Briefing Worksession - 11:00 a.m.

Present

Mayor Esther E. Manheimer, Presiding; Vice-Mayor S. Antanette Mosley; Councilman Bo Hess; Councilwoman Kim Roney; Councilwoman Sage Turner; Councilwoman Maggie Ullman; City Manager DK Wesley; City Attorney Brad Branham; and City Clerk Magdalen Burleson

Absent

Councilwoman Sheneika Smith

Summary

City Council held an agenda briefing worksession to discuss the upcoming and future agenda items. In addition, City Council reviewed upcoming City Council committees that will be taking place during the next two weeks.

Discussion occurred on the following other issues and updates:

- Update to Sanitation Ordinance
- Update to Grievance Ordinance

At 12:15 p.m., Mayor Manheimer adjourned the agenda briefing worksession.

July 28, 2026 - Regular City Council Formal Meeting - 5:00 p.m

Present

Mayor Esther E. Manheimer, Presiding; Vice-Mayor S. Antanette Mosley; Councilman Bo Hess; Councilwoman Kim Roney; Councilwoman Sheneika Smith; Councilwoman Sage Turner; City Manager DK Wesley; City Attorney Brad Branham; and City Clerk Magdalen Burleson

Absent

Councilwoman Maggie Ullman

Pledge Of Allegiance

Mayor Manheimer led City Council in the Pledge of Allegiance.

Mayor Manheimer read a statement regarding Chamber decorum.

Mayor Manheimer commented on our community which is grieving from the double homicide. No one should accept this in their community and we will continue to work in partnership with people to receive education, support, health care, and housing to be successful in life and have the greatest amount of opportunity.

I. Proclamations:

II. Consent Agenda:

At the request of Councilwoman Roney, Consent Agenda "I" was removed from the Consent Agenda for discussion and/or an individual vote.

A. Approval of the combined minutes of the special meeting held on July 15, 2026; the agenda briefing worksession held on June 18, 2026, and the formal meeting held on June 23, 2026

B. Resolution Number 26-148 - Resolution authorizing an amendment to the Community Development Block Grant - Disaster Recovery subrecipient Agreement between the City of Asheville and the State of North Carolina Department of Commerce for the Renew NC Single-Family Housing Program to increase the total funding allocation from $3,000,000 to $22,200,000 - Resolution Book No. 46 - Page 412

- The City of Asheville was allocated $225,010,000 in Community Development Block Grant-Disaster Recovery (CDBG-DR) funds from the U.S. Department of Housing and Urban Development (HUD) on January 16, 2025.
- On January 7, 2026, the City and NCDOC entered into a Subrecipient Agreement to carry out the City's Reconstruction and Rehabilitation of Owner-Occupied Housing Program, utilizing the State's Renew NC Single-Family Housing Program, consistent with Resolution No. 25-215.
- The original Subrecipient Agreement obligated $3,000,000 to cover eligible hard construction costs incurred within Asheville city limits.
- Recognizing that demand far outweighed the initial $3,000,000 allocation, City Council passed Resolution 26-140 on June 23, 2026. This resolution formally amended the City's CDBG-DR Action Plan to reallocate $19,200,000 to the

Single-Family Housing Rehabilitation & Repair program, bringing the program's total budget to $22,200,000.

- This proposed amendment would officially authorize updates to the Subrecipient Agreement to reflect the Action Plan reallocation, increasing the total amount to be paid by the City to NCDOC for hard construction costs to an amount not to exceed $22,200,000.
- Additionally, the amendment replaces Exhibit A and Exhibit B of the original agreement to incorporate the updated Version 1.3 of the Renew NC Policies and Procedures and Version 3 of the City of Asheville CDBG-DR State of North Carolina Reconstruction and Rehabilitation of Owner-Occupied Housing Program Manual.
- Motion to adopt a resolution authorizing the City Manager to execute an Amendment to the CDBG-DR Subrecipient Agreement between the City of Asheville and the North Carolina Department of Commerce for the Renew NC Single-Family Housing Program, increasing the obligated funding amount to $22,200,000 and updating the incorporated policies and program manuals.

C. Resolution Number 26-149 - Resolution authorizing the City Manager to enter into a Municipal Agreement with the N.C. Dept. of Transportation (NCDOT) for the waterline relocation cost reimbursement associated with NCDOT I-2513 AC Connector Projects (I-240 and I-26 between the I-40 / I-240 interchange and I-26 Exit 2) - Resolution Book No. 46 - Page 414

- NCDOT I-2513AC projects will provide roadway modifications and improvements along I-240 and I-26 between the I-40 / I-240 interchange and I-26 Exit 2.
- I-2513AC represents one project phase of the NCDOT's overall I-26 widening effort.
- The City of Asheville owns and maintains municipal water lines within the right-of-way of the project area that will be impacted by the NCDOT improvements.
- The improvements will impact and require relocating approximately 4,200 ft of 24" waterline, 600 ft of 12" waterline and 500' of 6" and 8" waterlines throughout the project area.
- As a condition of the installation, operation and maintenance of said waterlines within the NCDOT right-of-way, the City of Asheville Water Resources Department is responsible for 50% of the engineering and construction cost associated with relocation of said waterlines should the need arise.
- For the purpose of construction coordination and efficiencies, the City of Asheville Water Resources Department wishes to enter into this Utility Construction Agreement with NCDOT, which allows the waterline utility work to be performed as part of the NCDOT's construction contract.
- NCDOT has estimated that the cost to the City of Asheville for the relocation and adjustment of municipally owned water lines for this project will be $2,526,361.73.
- This project will become part of the Water Resources Department's ongoing Capital Improvement Program.
- Motion to adopt a resolution authorizing the City Manager to execute a Municipal Utility Construction Agreement with the N.C. Dept. of Transportation for an

amount not to exceed $2,526,361.73 for the NCDOT I-2513 AC Connector Project.

D. Resolution Number 26-150 - Resolution authorizing the City Manager to execute a contract with Austin Construction Co. for demolition of damaged facilities within the French Broad Riverfront Park; further authorizing the City Manager to execute any change order that may arise during the project up to the contingency amount -- Resolution Book No. 46 - Page 415

Ordinance Number 5241 - Budget amendment to account for the federal and state funds the City will receive for the demolition within the French Broad Riverfront Park - Ordinance Book No. 37 - Page 60

- In late September 2024, the City of Asheville experienced record breaking rainfall both from Tropical Storm Helene and a heavy rain event that preceded it. A state of emergency covering Asheville was declared on September 25th, 2024 in relation to Tropical Storm Helene.
- The French Broad Riverfront Parks recovery effort has been combined into one Federal Emergency Management Agency (FEMA) Public Assistance (PA) project (#956981) which includes Carrier Park, French Broad River Park, Amboy Riverfront Park, Craven Street boat access, Jean Webb Park, Wilma Dykeman Greenway, French Broad Greenway and City owned property at 314 Riverside Drive.
- The scope of this demolition contract includes seven damaged building structures and dozens of park amenities for multiple park properties along the French Broad River. This demolition scope will remove unsafe or attractive nuisance structures, and is being implemented in coordination with the French Broad Riverfront recovery project unified concept plan that was presented to City Council on June 23rd.
- The schedule of this early demolition phase is dependent on the ongoing Environmental and Historic Preservation (EHP) permitting process, which could last through the fall of 2026.
- Motion authorizing the City City Manager to execute a contract with Austin Construction Co. for demolition of damaged facilities within the French Broad Riverfront Parks in the amount of $396,657.84, further authorizing the City Manager to execute any change order that may arise during the project up to the contingency amount of $40,000.00, with the above totalling $436,657.84; and adoption of a budget amendment, in the amount of $436,657.84, to account for the federal and state funds the City will receive for this work.

E. Resolution Number 26-151 - Resolution authorizing the City Manager to enter into a donation agreement to accept a one-time donation in the amount of $13,000 from the Preservation Society of Asheville and Buncombe County to fund the repair and improvement of the City Hall Chimes - Resolution Book No. 46 - Page 416

Ordinance Number 5242 - Budget amendment to fund repair and improvement of the City Hall Chimes - Ordinance Book No. 37 - Page 61

- Installed in 1932 as a community-funded World War I memorial, championed by local mothers and schoolchildren, Asheville's 10-note J.C. Deagan "Peace Chimes" are a rare municipal feature (one of only four built globally).
- The chimes were restored in the late 1990s, but currently only play manually using a keyboard or a player piano-like system.
- The automated clock system is not functional, and must be modernized to make it operable.
- In 2024, City staff partnered with local volunteer musicians to troubleshoot the system, and test custom music rolls.
- Following delays from Hurricane Helene, staff secured a long-term partnership with the Preservation Society of Asheville/Buncombe County (PSABC), who is providing a $13,000 donation to modernize the chimes into a fully automated, synchronized system.
- Motion to adopt a resolution authorizing the City Manager to enter into a donation agreement to accept a one-time donation in the amount of $13,000 from the Preservation Society of Asheville and Buncombe County (PSABC) to fund the repair and improvement of the City Hall Chimes; and the associated a budget amendment in the amount of $13,000 in the General Capital Projects Fund.

F. Resolution Number 26-152 - Resolution authorizing the City Manager to amend the design contract with Progressive Architecture Engineering, P.C., for the Walton Street Park Improvement project; and further authorizing the City Manager to execute any change orders that may arise during the project up to the contingency amount - Resolution Book No. 46 - Page 417

- The City of Asheville is re-envisioning the use of the historic Walton street pool area and the pool house. The goal of this effort is to integrate modern amenities while respecting the historic nature of the pool and bathhouse in service of the surrounding neighborhood and for the enjoyment of generations to come.
- In March 2025, a Request for Qualifications for design teams was advertised and the most qualified candidate was Progressive Architecture Engineering P.C.
- The adoption of a resolution authorizing entering into a design contract for $140,000 with Progressive was passed at the July 29, 2025 City Council meeting.
- The scope for the original design contract included: planning, budgeting, design documents, public meeting attendance, preparing construction documents for a smaller renovation.
- Through the design process staff have received input from the community and have modified the plan to incorporate some of this feedback. These changes have resulted in a project that is better suited to meeting community needs through a modified scope.
- Scoping changes along with updated construction estimates for the outdoor space and building are anticipated to exceed this budget, totaling $2,000,000 for

construction. Based on the additional design work required, the design contract with Progressive Architecture Engineering P.C., needs to be adjusted accordingly.
- Public meetings and outreach for feedback on the design concluded in December 2025. Feedback received at the public meeting and from the online project page indicated the community would like usable space for programs inside the building and program and gathering space outside while honoring the history of the pool.
- Anticipated schedule is for design to be complete at the end of 2026 with construction following. Construction is anticipated to take approximately 12 months.

- Motion to adopt a resolution authorizing the City Manager to amend the design contract with Progressive Architecture Engineering, P.C., in the amount of $164,000.00, for the Walton Street Park Improvement project; and further authorizing the City Manager to execute any change orders that may arise during the project up to the contingency amount of $16,000.00 for a new total contract amount not to exceed $304,000.00 with a contingency of $37,000.00.

G. Resolution Number 26-153 - Resolution authorizing the City Manager to enter into a design contract with Clark Nexsen a division of JMT, for the Linwood Crump Shiloh Community Center and Tempie Avery Community Center Improvement project; and further authorizing the City Manager to execute any change orders that may arise during the project up to the contingency amount - Resolution Book No. 46 - Page 418

- The City of Asheville is seeking to renovate both the Linwood Crump Shiloh Community Center and Tempie Avery Community Center to modern standards and make the spaces functional for current programming needs.
- The Linwood Crump Shiloh Community Center, located in the Shiloh Legacy Neighborhood, was originally a Rosenwald school for African-American children. It was converted to a community center when the Shiloh Elementary School graduated its last class in 1969. Over the years, the center has become an integral part of the community's cultural and social fabric and many community services are provided here.
- Tempie Avery Montford Community Center, located in the historic Montford neighborhood, was the City's first full-complex recreation space and became a social and cultural hub for the Montford, Stumptown and Hill Street neighborhoods in 1978.
- The two community centers will be designed by the same design firm under one design contract but constructed separately.
- In March 2026, a Request for Qualifications for Architectural, Engineering and design services was advertised and 11 teams responded with qualifications (Clark Nexsen, Cooper Carry, DP3 Architects, Form&Function, Insitustuidio, Ledgerton, May Collaborative, McMillan Pazdam Smith, Neighboring Concepts, Novus Architects, and Sizemore Group).
- The most qualified candidate was Clark Nexsen, a division of JMT, with offices in Asheville, as determined by a team of City representatives who reviewed

the teams and ranked them based on qualifications.
- The budget for Shiloh Community Center is $3,700,000-$3,900,000 and for Tempie Avery Community Center is $3,200,000-$3,400,000.
- The proposed design fees are $521,900 for Shiloh and $461,400 for Tempie Avery. Totaling $983,300 for the design of both projects.
- The scope for the design contract includes: planning, budgeting, design documents, preparing construction documents, and construction oversight with a goal to improve building space use with a cohesive and inspired design for each community center.
- Anticipated schedule is for design to start Summer 2026 with design wrapping up in late- 2027. Design will be concurrent for both projects. Construction on the Linwood Crump Shiloh Community Center is anticipated to begin early 2028 and immediately following the conclusion of that construction, the construction on Tempie Avery will commence in early 2029.

- Motion to adopt a resolution authorizing the City Manager to enter into a design contract with Clark Nexsen a division of JMT, in the amount of $983,300.00 for the Linwood Crump Shiloh Community Center and Tempie Avery Community Center Improvement project; and further authorizing the City Manager to execute any change orders that may arise during the project up to the contingency amount of $98,000.00.

H. Resolution Number 26-154 - Resolution authorizing the City Manager to ally and accept the 2025 Bulletproof Vest Partnership Grant from the United States Department of Justice - Resolution Book No. 46 - Page 419

Ordinance Number 5243 - Budget amendment to accept 2025 Bulletproof Vest Partnership Grant - Ordinance Book No. 37 - Page 62

- The City of Asheville receives an annual opportunity to apply for a U.S. Department of Justice (DOJ) Bulletproof Vest Partnership (BVP) Grant.
- The DOJ bases the award of these funds on the number of replacement vests needed for existing officers and on estimates of the number of new officers to be hired in the coming year.
- The DOJ has determined that the Asheville Police Department (APD) is eligible to receive the 2025 grant in the amount of $40,235.90, which requires a dollar-for-dollar match from the City.
- Bulletproof vests expire after 5 years, and during the life of this grant, 36 current officers' vests will expire and require replacement.
- The funding will allow the purchase of 68 bulletproof vests over the grant's two-year term. This also allows APD to use the grant for vests for 32 newly hired officers.
- Motion to adopt a resolution authorizing the City Manager to apply for and accept the 2025 BVP Grant from the U.S. Dept. of Justice; and to adopt a budget amendment in the City's Special Revenue Fund in the amount of $80,471.80.

Councilwoman Roney said that bulletproof vests are necessary equipment for our police department and we have always had the funding to purchase them. We still have budget priority and transparency issues. This year, she is voting to approve the grant because it

is important to show that we are using every available opportunity to minimize the burden of property taxes on our residents. The City of Asheville still has budget, overtime, and serious public safety issues that require us to ensure we're sending the right responder with the right tools and training during the serious issues our community faces around mental and behavioral health, substance use, and violence prevention. Not 2-4 people on staff, but an Office of Community Safety that matches the demand of our community needs.

I. Resolution authorizing the City Manager to accept the 2026 High Intensity Drug Trafficking Areas (HIDTA) Grant on behalf of the Asheville HIDTA branch and authorize the City Manager to execute all documents associated with the grant - Resolution Book No. 46 - Page 420

Budget amendment in the City's Special Revenue Fund for the 2026 High Intensity Drug Trafficking Areas Grant - Ordinance Book No. 37 - Page 63

These items were removed from the Consent Agenda for discussion and/or individual votes.

J. Ordinance Number 5245 - Ordinance amending Chapter 15, Solid Waste Management, of the Code of Ordinances, to include nuisance motor vehicles as litter and align the City's definition of litter with NC General Statute, effective upon adoption - Ordinance Book No. 37 - Page 64

- Parking Services addresses abandoned vehicles in the public right of way (ROW).
- Development Services Department (DSD) addresses nuisance motor vehicles on public or private property via Chapter 10 of the City ordinances.
- Public Works Sanitation Division addresses litter, overgrown lots, and other sanitation issues on public and private property via Chapter 15 of the City ordinances.
- Under the current ordinance, when Sanitation is called to a property to address other sanitation issues and they encounter a noncompliant vehicle, they must report the vehicle to another department, instead of simply addressing it while they are already on site. This creates staff inefficiency and communication challenges with residents.
- Amending the Chapter 15 ordinance to allow the Sanitation Division to address the noncompliant vehicle simultaneously with the other noncompliant areas of the property will improve staff efficiency and streamline communication with residents.
- Amending the sanitation ordinance in this way will provide additional tools to encourage compliance and to mitigate public health and safety issues.
- This ordinance amendment will also align the City's definition of litter with the North Carolina General Statute definition of litter to include motor vehicles.
- A potential negative implication of ordinance modification is that neighborhood complaints may increase, creating tension between neighbors.
- Motion to repeal ordinance Section 15-1 of Chapter 15 and replace it with a revised ordinance section to redefine the term 'Litter' and to add definitions of 'Motor vehicle or vehicle' and 'Nuisance motor vehicle', effective upon adoption.

K. Resolution Number 26-156 - Resolution authorizing the City Manager to submit a grant application in partnership with Buncombe County to the North Carolina Department of Environmental Quality for a Multifamily Recycling Grant from the Solid Waste Management Outreach Program - Resolution Book No. 46 - Page 421

- Buncombe County will be applying for up to $71,500 for the Multifamily Recycling Grant. The City will serve as the co-applicant and will supply a 5% cash match, or up to $3,575.
- The grant proposal includes recycling enhancement projects at two multi-unit properties within the City limits and two properties within unincorporated Buncombe County. Property locations are still being determined.
- The NC Department of Environmental Quality's (NCDEQ) Multifamily Recycling Grant offers the City the opportunity to collect data to inform Solid Waste Master Plan recommendations.
- The Solid Waste Master Planning Process is identified as Activity #17 of Goal #2 in the Municipal Climate Action Plan (MCAP).
- This funding opportunity would support the Public Works Department goal of establishing a Solid Waste Master Plan specifically to:
    1.) Evaluate the City of Asheville's existing solid waste management system and provide short- and long-term recommendations to improve and enhance the efficiency and quality of the system and increase waste reduction and diversion; and
    2.) Improve and expand core services; and
    3.) Implement waste reduction programs to meet Council's goal of reducing municipal solid waste by 50% by 2035 (Resolution 14-27).
- The grant application is due on August 31, 2026.
- If awarded, the projected start date is December 1, 2026. NC DEQ Division of Environmental Assistance and Customer Service (DEACS) suggested an earlier start date is possible.
- The fund distribution deadline is December 31, 2027. This grant is eligible for an extension, if needed.
- Motion to adopt the resolution authorizing the City Manager to apply for the North Carolina Department of Environmental Quality's Multifamily Recycling Grant as co-applicant in partnership with Buncombe County for up to $71,500; and authorizing the City Manager to enter into an interlocal agreement with Buncombe County and any other related grant documents for grant administration.

L. Resolution Number 26-157 - Resolution authorizing the City Manager to execute a Municipal Agreement with the North Carolina Department of Transportation for the Inspection of Bridges on the Municipal Street System - Resolution Book No. 46 - Page 422

- Federal law requires that all publicly maintained bridges be inspected every two years. The North Carolina Department of Transportation (NCDOT) offers municipalities the option to have these inspections and analysis completed by NCDOT or a consultant retained by NCDOT.

- All work completed will be in compliance with the National Bridge Inspection Standards (NBI), the American Association of State Highway and Transportation Officials' (AASHTO) Manual for Bridge Evaluation, and the Specifications for the National Bridge Inventory (SNBI).
- The current proposed agreement would result in no cost to the City for inspections and analysis - that work would be paid for by 80% federal funds via the Federal Highway Administration, and the remaining 20% would be paid by the State.
- In the event that any repairs are identified during the course of said inspections and analysis, whether for bridge structures or regulatory signage, the City will be responsible for resolving those repair needs.
- This agreement would be for a term of ten (10) years.
- The City began participating in this program with NCDOT in 2009.
- Motion to adopt a resolution authorizing the City Manager to execute a Municipal Agreement with the North Carolina Department of Transportation for the Inspection of Bridges on the Municipal Street System.

M. Resolution Number 26-158 - Resolution authorizing the City Manager to convey a portion of City-owned property located at 55 Hunt Hill Place to KL Training Solutions for the installation of a module school building - Resolution Book No. 46 - Page 423

- The City of Asheville owns real estate located at 55 Hunt Hill Place that is currently occupied by the Asheville Parks and Recreation Asset Management Division and leased to the Asheville Tourists..
- KL Training Solutions has submitted a proposal to utilize a portion (approximately 3,246 square feet) of the property at 55 Hunt Hill Place to operate the My Daddy Taught Me That, My Sistah Taught Me That and My Daddy Taught Me That Jr. youth development programs. The new programs will be housed in a modular school unit that is being placed on this site.
- The City conveyed the adjacent property, 3 Hunt Hill Pl, to KL Training in April 2023 for the purpose of youth training and education programs and the program is expanding.
- The City is familiar with the success of My Daddy Taught Me That and its affiliated programs through its award of CDBG and Strategic Partnership Funds in support of these programs over the past several years.
- Program success includes, but is not limited to, providing advocacy, education and mentoring services to over 160 youth per week in a program designed to provide consistency for program participants over a ten year time frame preparing them for college and careers.
- KL Training Solutions is requesting the conveyance of a portion of the property for $1 for this use.
- These programs provide youth with college readiness, mentorship, career training, and enrichment opportunities that are focused on the needs and opportunities that are most relevant to youth of low to moderate income.
- With the acquisition of this property, My Daddy Taught Me That will be able to continue and expand its programming to address the educational needs for low and moderate income youth, prevent youth violence through mentoring, provide job training opportunities, and expose youth to life-changing events.

- Due to the closure of another youth-serving program 125 youth were without options for after-school programming, summer camps, and other needed services. My Daddy Taught Me That was able to open their doors to 67 of these students using their existing facility. Through the generous donation of a modular school unit, the program will be able to expand to include more of these students that need these critical programs and engagement opportunities.
- This site will host educational and mentoring programming, academic enrichment, community events, and have job training and business preparedness workshops.
- The conveyance of a portion of the Hunt Hill property for this purpose will provide community development services and efficiently provide a public service to a segment of the community most in need of it.The deed given by the City will include deed restrictions that the property may only be used for the public use of provision of community development programs and activities by this non-profit.
- This shall limit the use of the property to the following: Programs concerned with employment, economic development, crime prevention, child care, health, drug abuse, education, and welfare needs of persons of low and moderate income.
- The City will modify the existing shared access easement on its adjacent property with KL Training Solutions to allow access to the rear of the property.
- This easement will be a non-exclusive access easement at the rear of the property located at the existing gated entrance, reducing the existing 4,200 square foot easement to 2,455 square feet.
- Motion to adopt a resolution authorizing the conveyance of a portion of City-owned property on Hunt Hill Place to a non-profit organization known as KL Training Solutions for the installation of a module school building.

N. Motion approving the Board of Alcoholic Beverage Control's Travel Policy adopted January 26, 2016

Each year the N.C. ABC Commission, in compliance with Chapter 18-B700, Article 7, g (2), requires its 167 ABC boards to get annual approval of board travel policies from their appointing authorities. Section g (2) of 18B-700 states, "The local board shall annually provide the appointing authority's written confirmation of such approval…". The ABC Board approved the current policy on January 26, 2016. In 2025, the ABC Board incorporated all the elements to changes in the City's Travel Policy, and we made no changes to the current policy.

The ABC Board formally requests the City of Asheville's written confirmation of the Asheville Board of Alcoholic Control Travel Policy.

O. Resolution Number 26-159 - Resolution appointing Bobby Smith as a member to the People and Environment Helene Recovery Board - Resolution Book No. 46 - Page 425

- Bobby Smith is hereby appointed to fill the unexpired term of Darrell Burrus, with a term lasting until June 30, 2027, or until a successor has been appointed, or unless modified by Council action. Notwithstanding the foregoing, all members shall serve at the pleasure of Council, and may be removed at any time with or without cause.

P. Monthly municipal property tax refunds or releases per North Carolina General Statute section 105-381

- Buncombe County currently bills and collects City property taxes

- At the August 22, 2023, meeting, City Council approved an addendum to the existing tax collection agreement with Buncombe County to ensure that it fully conforms to the provisions of Chapter 105 of the North Carolina General Statutes, entitled The Revenue Act.
- As part of that compliance, the City Council must, on a monthly basis, approve all property tax releases and refunds that have been approved by the Buncombe County Board of Commissioners.
- City of Asheville refunds and releases for May and June 2026 are included in the document.
- Motion to adopt City of Asheville property tax refunds and releases for the months of May and June 2026.

Mayor Manheimer asked for public comments on any item on the Consent Agenda, but received none.

Councilwoman Turner moved for the adoption of the Consent Agenda with the deletion of Consent Agenda Item "I". This motion was seconded by Vice-Mayor Mosley and carried unanimously.

Items Removed From The Consent Agenda For Individual Votes

I. Resolution Number 26-155 - Resolution authorizing the City Manager to accept the 2026 High Intensity Drug Trafficking Areas (HIDTA) Grant on behalf of the Asheville HIDTA branch and authorize the City Manager to execute all documents associated with the grant - Resolution Book No. 46 - Page 420

Ordinance Number 5244 - Budget amendment in the City's Special Revenue Fund for the 2026 High Intensity Drug Trafficking Areas Grant - Ordinance Book No. 37 - Page 63

- The purpose of the HIDTA program is to reduce drug trafficking and especially production in the United States, specifically in areas where drug-related activities are having a significant harmful impact.
- This unit does not focus on, or adopt cases, that are for simple possession, but focuses only on cases that deal in trafficking, manufacturing, and distribution of illegal drugs.
- The Asheville Police Department acts only as the fiduciary for the grant.
- When expenses are incurred, the fiduciary settles the claims using appropriated City of Asheville funds and then requests a 100% reimbursement from the federal government.
- The Asheville HIDTA is the direct beneficiary of the grant funds and not the Asheville Police Department.
- The Asheville HIDTA is composed of members of the United States Drug Enforcement Administration, one officer from the Asheville Police Department, and various individuals from the Sheriff Offices of several Western North Carolina Counties.
- A United States Drug Enforcement Administration supervisor, who is the Asheville HIDTA manager, determines how grant funds will be expended.

- All members of the Asheville HIDTA receive reimbursement when they incur qualified expenses conducting Asheville HIDTA business.
- The Office of National Drug Control Policy has determined that the City of Asheville
  is eligible to manage this grant totaling $160,904.00.
- Grant funds are used for overtime, travel, services and supplies.
- All expenses are tracked and audited by local and federal authorities.

Councilwoman Roney said that the ACLU has warned against HIDTA grants as continued funding for the failed war on drugs and unconstitutional, warrantless searches. Our community expects proactive, relational responses to safety issues, violence prevention, and living wages so first responders including law enforcement can afford to live in the communities they serve. We know detectives have to do the work downstream, responding when violence and crime have already happened. But the City of Asheville has an opportunity to go upstream, to prevent crime and violence if we make it a budget priority. We have failed to do that. Recent budget cuts have included: strategic partnership funds for youth programming and weekend hours at recreational facilities, and community investments for violence prevention proven to work. She believed our staff have the resources and vision to get us moving in the right direction with Council support, until then, she will continue to use the lever she has for accountability and that includes her vote on budget items like this.

Mayor Manheimer, along with Councilman Hess, spoke in support of this HIDTA grant.

Councilman Hess moved to adopt a resolution to accept the HIDTA grant on behalf of the Asheville HIDTA branch and authorize the City Manager to execute all documents associated with the grant; and adopt a budget amendment in the City's Special Revenue Fund in the amount of $160,904.00. This motion was seconded by Vice-Mayor Mosley and carried on a 5-1 vote, with Councilwoman Roney voting "no."

III. Presentations & Reports:

A. Manager's Report - Draft Network of Asheville Rides Transit Comprehensive Operations Analysis

Director of Transportation Ashley Haire said that the direction from City Council in November of 2025 was to design a draft network with a shift towards ridership - current network: 50% overage, 50% ridership; draft network: 40% coverage, 60% ridership. Also the direction was to prioritize coverage in areas with many low-income persons. She then went through the network review timeline, noting after City Council consideration of the final plan for approval on August 25, that the earliest implementation of the final revised network could occur sometime in Fiscal Year 2028 (July 2027 or later).

Assistant Director of Transportation Jessica Morriss reviewed the map of the existing network and the draft network. Benefits of the draft network include (1) better schedules - route modified to improve on-time performance; (2) timed transfers at Asheville Rides Transit (ART) station - better synching of route arrivals and departures at transit center;

and (3) higher frequency - Hillcrest, River Arts District, Patton Avenue, Biltmore/McDowell, and Hendersonville Road. Tradeoffs of the draft network include the removal of coverage - Beaverdam; Grove Park Inn; Social Security Office; Kenilworth; MAHEC; outlets / Brevard Road south of Shelburne Road / Transformation Village; and West Haywood, between Brevard and Patton.

With the draft network, she reviewed the pros and cons of the proximity to transit (within ½ mile). The pros being (1) increases the number of people within ½ mile of frequent service (15-minute and 30-minute); and (2) eliminates 90-minute service. A cons is that there is a slight increase to the number of people not within ½ mile of transit. She then reviewed the change in job access - within 45 minutes using ART, the average resident can reach +10% jobs; the average low-income resident can reach +15% jobs; and the average household without a car can reach +11% jobs. This 45-minute period includes all travel time from the front door to destination.

She explained the draft network for Housing Authority properties is as follows: (1) 15-Minute service (new) - Hillcrest, Maple Crest, and Aston Towers (via Hilliard); (2) 30-Minute service (same) - Pisgah View, Bartlett Arms, Erskine, Livingston, Walton, and Asheville Terrace; and (3) 60-Minute service (same) - Deaverview, and Klondyke.

She then showed charts of the survey responses. She outlined how the draft network was in alignment with other City policies. She then reviewed the draft network 6-question survey. What they heard regarding positive comments about the draft network are increased frequency and reduced wait times; increase in access; improved on-time performance and reliability; and timed transfers at the ART Transit Center. Concerns expressed were loss of access to outlet mall / Brevard Road / Transformational Village; MAHEC; Social Security Office; West Haywood; and Omni Grove Park Inn.

Staff is not asking for action today, but presented three options for consideration (1) Option 1 - Approve the draft network as proposed (staff recommendation); (2) Option 2 - Approve draft network with modifications to preserve access to any/all of: (a) outlet mall / Brevard Road / Transformational Village (40 average daily riders); (b) MAHEC (11 average daily riders); (c) Social Security Office (8 average daily riders); or (d) West Haywood (34 average daily riders); and (3) Option 3 - maintain the current ART transit network.

She said that staff's recommendation is option 1 - to approve the draft network as proposed. Staff's recommendation is based on the following: (1) overall improvements to system reliability, on-time performance, and transfers - enhancing customer experience; (2) expanded job access and overall access for lower income communities; (3) maintains and/or improves service to Housing Authority communities; (4) no more 90-minute routes and improved frequencies in higher-growth areas; and (5) supports Comprehensive Plan, Affordable Housing Plan, Missing Middle Study, Sustainability, and Economic Development goals.

She said that the Planning, Economic Development & Environment Committee (PEDE) did not make any specific recommendations or suggest any modifications regarding the

proposed Draft Network. PEDE requested staff bring the presentation to Council July 28 for further discussion. PEDE also recommended that any Council decision on the Draft Network at the August meeting also include consideration of a resolution directing the City Manager to secure additional sustainable source(s) of funding for transit.

She said that staff will work with Jarrett Walker to prepare the Final Network Plan based upon the feedback provided by City Council at the meeting today. Council will continue discussions with impacted groups/stakeholders. On August 25, City Council will consider approval of Final Network Plan for approval and consideration of a resolution directing the City Manager to investigate additional sustainable source(s) of funding for transit.

Throughout her presentation, Assistant Director of Transportation Jessica Morriss, along with Ricky Angueira, Principal of Jarrett Walker & Associates, responded to various questions/comments from Council, some being, but are not limited to: while our intention on the changes to the HACA communities are good, HACA residents are opposed to the changes; discussion regarding the survey not being statistically significant, noting that staff does surveys because it's one of the data points we use to make a recommendation; need for more insight on why the city needs transit, i.e., reduction in traffic, etc.; assuming Mountain Mobility paratransit will continue on the routes we've cut; can we get that in writing that we're not going to lose the Americans with Disabilities accessible commutes when we cut the fixed route; need more information on how the City will budget for paratransit; what does it look like for us to press pause and see what Buncombe County's study illuminates; advertising with sliders or audio advertising on buses; continue to seek solutions to make transit better, i.e., Asheville Transit Authority, work with the County, and more information on paratransit; request bus schedule when Code Purple is in effect; need to re-negotiate our partnerships with the Grove Park Inn and MAHEC; what is the drawback for having one big bus loop around the City; and suggestion to continue talks with MAHEC since they stopped their shuttle service when the City started providing a route to MAHEC.

Councilwoman Roney said that she had an update on the letter from local businesses back in November in support of frequency, but that was before the study was complete, survey was complete, or draft network plans were available. This week, she heard from a number of businesses on why they wish to be removed from the letter due to their concerns: that transit improvements and frequency are needed, but the news of the cuts to service and/or need for more information changed their position. Of the 31 businesses who originally signed, 11 businesses have signaled their request to be removed from the list, including those who asked their names to be removed from support: Chai Pani, Crucible, Ben's Tune Up, Penny Cup, Anoche, and Olde London Road.

Councilwoman Roney felt that we need more funding because our community really needs coverage and frequency, i.e., Transformation village on W2 - shelter for women and children, code-purple; health providers (MAHEC, only dialysis in the city limits, and social security); and hotel workers on W2 and our Passport Program partner Grove park that pays into our system - which is such a missed opportunity to engage and deepen funding partnerships. She felt that Option 4 would be to adopt the coverage map. The South Asheville frequency has been long-advocated and awaited. Timing efficiencies in

the coverage map are adoptable, but pulling the thread in the direction of minor frequency upgrades within our existing budget risks existing riders accessing transit for work.

In response to Mayor Manheimer, Ms. Morriss said that the County is doing a study of their fixed routes but she didn't know their timeline.

Discussion occurred regarding coverage cost to the 4 proposed service cuts (outlet/Brevard Road/Transformation Village; MAHEC; Social Security Office; and West Haywood, between Brevard and Patton); and the need for more robust private partnerships in our community, noting that each route backed back will have a separate tradeoff.

At 6:16 p.m. Mayor Manheimer called an emergency recess due to tornado recess, and at 7:04 p.m., Mayor Manheimer reconvened the meeting.

Thirteen individuals spoke in opposition or postponement of the draft network proposed by staff.

Four individuals spoke in support of the draft network proposed by staff.

Mayor Manheimer explained how it is incredibly difficult to get transit funding. We will continue to explore a ¼ sales tax on transit, but it must be a County-wide referendum, so we will continue to work with the County on a strategy for a campaign to get buy-in from the voters in the County.

When Councilwoman Roney was interested in seeing variable fixed routes, City Manager Wesley said she didn't know how long it would take to provide that information.

Each Council member expressed their thoughts on the three options provided by staff on the draft network and their thoughts on adding in any of the proposed service cuts.

IV. Public Hearings:

A. Public hearing to consider amending the conditional zoning of 301 E. Chestnut Street for the purpose of amending project conditions

Ordinance Number 5246 - Ordinance to amend the conditional zoning of 301 E. Chestnut Street - Ordinance Book No. 37 - Page 67

Principal Planner Will Palmquist said that this is the consideration to amend the conditional zoning of 301 E. Chestnut Street for the purpose of amending project conditions. This public hearing was advertised on July 17 and 24 2026.

From staff report:

Summary of Petition:

- The applicant requests an amendment to an existing conditional zoning for the purposes of making changes to the project conditions.
- The project site at 301 E. Chestnut St is 0.59 acres and is the location of the Princess Anne Hotel.
- The site is zoned Institutional - Conditional Zone (INST-CZ). No change in the zoning district is requested.
- The subject property is designated “Neighborhood Centers” on the city’s Future Land Use (FLU) Map. A change to the FLU Map is not required.
- The existing conditional zoning ordinance on the site (Ord No. 4671), adopted on May 22, 2018, was an amendment to a prior conditional zoning ordinance (Ord. No. 3388) which permitted the use of the site for a 16-room hotel with a dining room and three apartments for staff. The existing conditional zoning on site allowed for the expansion of the size of the dining room and conversion into a full-scale restaurant open to the public.
- The applicant is requesting an amendment to the existing conditional zoning on the site to allow for additional uses in conjunction with the existing hotel and restaurant uses, including:
    - Dwelling units
    - Retail sales
    - Eating/drinking establishments
    - Barber shops & beauty salons
- There are no planned additions or expansion of the existing structure. The request to amend the conditional zoning reflects the applicant’s plan to repurpose the existing staff apartments into different commercial uses that would operate separately from the existing hotel use.
- All other relevant conditions from the existing conditional zoning are included in the new project conditions, including those relating to off-street parking, sidewalks, and landscaping.

Staff Recommendation:

- Staff recommends approval of this conditional zoning amendment based on the reasons stated below.

Consistency with the Comprehensive Plan and Other Plans:

<u>Living Asheville Comprehensive Plan (2018)</u>

- The proposed conditional zoning amendment supports a number of goals in the Living Asheville Comprehensive Plan, including:
    - **Increase Mixed-Use Development Along Transit Corridors** - by incentivizing redevelopment, especially mixed-use development that contains housing, within identified transit-supportive centers.
    - **Promote Great Architecture and Urban Design to Enhance Placemaking** - by promoting adaptive reuse as a means of conserving materials, history, and embodied energy in buildings.
    - **Celebrate the Unique Identity of Neighborhoods Through Creative Placemaking** - by encouraging planning strategies that support the

development of locally-focused neighborhood amenities, including restaurants, pubs, and other neighborhood services.

- The proposed conditional zoning amendment is compatible with the Future Land Use designation of “Neighborhood Centers", which is proposed, in part, as “a small development or corner store within a neighborhood or along a corridor with nonresidential community focused commercial activity and, sometimes, limited residential uses as a component of the commercial development. The commercial uses may include a restaurant, pub, small retail or office, religious institution or community center placed within the neighborhood fabric for the convenience of residents of the neighborhood serving as a focal point for the area.”

Compatibility Analysis:

- The proposed conditional zoning amendment is compatible with the surrounding land uses, including:
  - Commercial, office, and multi-family uses to the west of the site.
  - The larger surrounding residential neighborhood to the east and north of the site

Mr. Palmquist reviewed the existing and proposed zoning, the aerial imagery and the future land use map. Regarding the background, (1) The existing conditional zoning ordinance (2018), and prior ordinance (2006), permitted the use of the site for a 16-room hotel; (2) The applicant is requesting an amendment to the existing conditional zoning on the site to allow for additional uses in conjunction with the existing hotel and restaurant uses; (3) There are no planned additions or expansions of the existing structure; and () All other relevant conditions from the existing conditional zoning are included in the new project conditions, including those relating to off-street parking, sidewalks, and landscaping. The Project Conditions would allow for these land uses: A 16-guestroom hotel; Eating/drinking establishments; Dwelling units; Retail sales; Barber shops & beauty salons; and Special functions or events not to exceed 75 persons no more than four times per month. The Planning & Zoning Commission voted unanimously to approve the project. He then explained how the project was consistent with the Living Asheville Comprehensive Plan. He said that staff concurs with the Planning & Zoning Commission and recommends approval of the proposed conditional zoning amendment.

Mayor Manheimer opened the public hearing at 8:36 p.m.

Ann McDonald said that she shares a driveway with the Princess Anne Hotel and adding more businesses downstairs at the hotel will require more parking. The area streets are already congested with traffic.

Mayor Manheimer closed the public hearing at 8:39 p.m.

Councilwoman Turner moved to approve the conditional zoning request for the property located at 301 E. Chestnut St, zoned Institutional - Conditional Zone (INST-CZ), and find that the request is reasonable, is in the public interest, is consistent with the city’s

comprehensive plan and meets the development needs of the community in that the request: 1) Incentivizes redevelopment, especially mixed-use development that may contain housing, within identified transit-supportive centers; 2) Promotes adaptive reuse as a means of conserving materials, history, and embodied energy in buildings; and, 3) Encourages planning strategies that support the development of locally-focused neighborhood amenities, including restaurants, pubs, and other neighborhood services. This motion was seconded by Vice-Mayor Mosley and carried unanimously.

B. Public hearing to conditionally rezone 3862 Sweeten Creek Road from RM-16 Residential Multi-Family High Density to Residential Expansion - Conditional Zone.

Ordinance Number 5247 - Ordinance to conditionally rezone 3862 Sweeten Creek Road from RM-16 Residential Multi-Family High Density to Residential Expansion - Conditional Zone - Ordinance Book No. 37 - Page 72

Planner III Sam Starr-Baum said that this is the consideration to conditionally rezone 3862 Sweeten Creek Road from RM-16 Residential Multi-Family High Density to Residential Expansion - Conditional Zone. This public hearing was advertised on July 17 and 24 2026.

Project Site

- The project area consists of two properties totalling 12.06 acres located at 3862 Sweeten Creek Rd, and identified in the Buncombe County land records as PINs 9654-44-4259 & 9654-44-1465.
- Both lots of the subject property are zoned RM-16 Residential Multi-Family High Density Development District.
- Given the size of the project (over 50 residential dwelling units) a conditional zoning to the Residential Expansion - Conditional Zone (RES EXP - CZ) district is required.
- The site has two residential structures; both are abandoned at the time of this memo's publication. One structure is an existing single-family house on the property built in 1954, and the other structure is a barn built in 1960 according to the county tax card.
- Based on the Living Asheville Comprehensive Plan Future Land Use Map (FLUM) the property is currently designated "Residential Neighborhood. A change in the Future Land Use Map is not required as part of this conditional zoning petition.

Overall Project Proposal

- New building construction includes five 3/4 story multi-family buildings, totalling 130 affordable housing units, as well as an outdoor playground and other residential amenities.
    - As of this report's publication, 100% of the 130 units are slated to be affordable at a level of 80% Area Median Income (AMI) or below.
    - The playground is proposed in the central section of the site with additional outdoor amenities.

- Other site improvements include, but are not limited to: surface parking, new sidewalks, and a playground.
- This project is currently zoned RM-16, and therefore does not qualify for reduced review thresholds under the UDO amendments passed on March 11, 2025.

Technical Modifications

- The project is seeking technical modifications to development standards through the conditional zoning process including:
    - 6’ wide sidewalk with 8’ wide utility strip along the Sweeten Creek Road (US 25A) frontage. A sidewalk easement within the site frontage will be provided as needed.
    - 6’ wide minimum sidewalk internally to the site.
    - Street trees along Sweeten Creek Road (US 25A) to be planted up to 40’ from the existing EOP to avoid conflict with site visibility triangles.

Site Layout and Design

- Maximum building height for multifamily buildings in the RES EXP district is 60 feet. The maximum building height of the proposed project is approximately 42’ as measured to the ceiling of the highest floor.
- Maximum density in the RES EXP district is 50 units/acre for projects proposing affordable units.The proposed project’s density is 10.7 units/acre.
- Front yard, rear yard, and side yard setbacks of 15 feet are required in the RES EXP district. The project is compliant with the minimum required setbacks.
- Maximum impervious surface in the RES EXP district for multifamily uses is 80%. The proposed project would result in a total impervious area of 26.5%.

Access, Sidewalks and Parking

- Access to the site is from a driveway on Sweeten Creek Rd - a NCDOT maintained road.
- A significant NCDOT project to widen Sweeten Creek Rd is in the engineering & design phase. This project has a southern terminus to the south of the project site near the Airport Rd/NC-280 and Sweeten Creek Rd intersection. The construction for this project is currently TBD and not funded in the state transportation plan.
- Sidewalks are proposed at 6’ in width along the project’s frontage on Sweeten Creek Rd and internal to the site. An 8’ wide grass strip is shown along the frontage between the new sidewalk and the roadway.
    - The project is seeking a technical modification for sidewalks width less than the minimum required 10’.
- A total of 201 parking spaces are proposed for the project. Based on the number of bedrooms and dwelling units, the minimum/maximum number of required parking spaces is 173/300 for the RES EXP district.
- Bicycle parking is required at a rate of 10% of the total number of residential units, which equates to 13 required bicycle parking spaces, which the project is proposing.

Landscaping / Open Space / Tree Canopy

- Landscape requirements apply, including street trees, property buffers, building

impact, and parking lot landscaping.

- Street trees are required as being one large maturing tree for every 40 linear feet of property abutting Sweeten Creek Rd where overhead utilities are not present, resulting in 13 trees.
    - Owing to sight triangle requirements, the applicant is seeking a technical modification to have several of the street trees near the project entrance be set back further into the property rather than the required 20 or closer to the right of way'.
- A 20'-wide "Type A" landscape buffer is required where the site is adjacent to less intensive RS and RM zoning districts, which includes the boundaries to the project's north, east, and south.
- Parking lot landscaping requirements equate to 51 trees and 202 shrubs required which are proposed and but not fully detailed on the Landscape Plan.
    - The applicant will include detailed landscaping plans for Final TRC review and approval.
- Building impact landscaping is required as being one tree and two shrubs for every 1,000 square feet of building footprint, equalling 54 trees and 107 shrubs.
- Open Space is required at a rate of 50% of the site, or a rate of 20% of the site if the project meets the incentive requirements for either enhanced stormwater or affordable housing. Open space can be further reduced to 15% if the proposed open space meets certain design and operational standards.
    - The project proposes just over 20% open space as required based on their stormwater plan. The requirement is 2.41 acres, and the applicant is proposing 2.45 acres.
        - A pathway will be required to meet natural open space standards, and further open space definition and refinement will be necessary at Final TRC to ensure compliance with UDO Sec 7-11-4
- The project proposes to meet Tree Canopy Preservation requirements through the preservation of 15%, or 1.6 acres of existing tree canopy. The site, with both parcels combined, has an existing tree canopy of 93%, or 11.22 acres.

Consistency with the Comprehensive Plan and Other Plans:

<u>Living Asheville Comprehensive Plan (2018)</u>

- The proposed development supports a number of goals in the Living Asheville Comprehensive Plan, including:
    - Encourage Responsible Growth - by prioritizing greater densities of development overall, throughout the city as appropriate.
    - Increase and Diversify the Housing Supply - by increasing the supply of housing, including affordable housing in proximity to schools, transit and parks.
- The proposed development is compatible with the Future Land Use designation of "Residential Neighborhood", which is proposed, in part, that "the types of housing in residential neighborhoods generally offer little variation of building types throughout the neighborhood, such as townhomes, duplexes or an apartment complex," and that, "over time, residential neighborhoods can benefit from having more housing diversity".

Compatibility Analysis:

- The proposed multi-family project is compatible with the surrounding land uses, including:
    - Supports a transition from the single-family residential neighborhoods further to the east of the project site toward the corridor of Sweeten Creek Rd.
    - Provides similar housing densities to: The Avalon Park at Sweeten Creek, Dunbar Place, and the Colony developments which are all zoned RM-16 and within the immediate vicinity of the subject property.

Staff Recommendation:

- Staff recommends approval of this rezoning request based on the reasons stated above.

Committee(s):

- Technical Review Committee (TRC) - April 6, 2026 - approved with conditions.
- Planning & Zoning Commission (PZC) - May 6, 2026 - approved, 6-1, with the recommendation that the developer and design staff consider upsizing their stormwater controls to a larger storm event standard, ideally a 100-year storm, and/or provide wetland enhancements to mitigate downstream flooding in addition to the culvert crossing being sized to a 100-year storm event.

Mr. Starr-Baum reviewed the existing and proposed zoning, the aerial imagery and the future land use map. He then reviewed the site plan, along with elevation drawings. Regarding the project conditions, affordable housing is included in the Project: all units (100%) will be designated affordable for a minimum of 20 years; and all units (100%) will be designated affordable to those earning 80% or less of Area Median Income (AMI) as established by HUD. The Project includes technical modifications: (1) 6' wide sidewalk with 8' wide utility strip along the Sweeten Creek Road (US 25A) frontage. A sidewalk easement within the site frontage will be provided as needed; (2) 6' wide minimum sidewalk internally to the site; and (3) Street trees along Sweeten Creek Road (US 25A) to be planted up to 40' from the existing entry to avoid conflict with site visibility triangles. He said that the applicant will lower the parking spaces to approximately 1.25 spaces per unit. He said the Technical Review Committee approved the project with conditions. The Planning & Zoning Commission voted 6-1 to approve the project. He then explained how the project was consistent with the Living Asheville Comprehensive Plan. He said that staff concurs with the Planning & Zoning Commission and recommends approval of the proposed conditional zoning.

Mr. Jesse Swords, attorney representing the applicant, said that future solar will depend on whether the funding is available. They are preserving quite a bit of the tree canopy. He said that where their development is located on Sweeten Creek Road, their traffic may use other roads when entering and exiting their development. He urged Council to support this conditional zoning.

In response to City Attorney Branham, Mr. Swords agreed to amend the condition that the project will comply with parking space requirements of Section 7-11-2 of the UDO, but shall have no more than 180 total spaces.

A representative from the civil engineering firm said that the development is at 15% of the minimum open space requirements.

Mayor Manheimer opened the public hearing at 8:55 p.m.

Five individuals spoke in opposition to the conditional zoning mainly due to already congested traffic on Sweeten Creek Road, inadequate downstream stormwater management, and strain on existing infrastructure.

Mayor Manheimer closed the public hearing at 9:16 p.m.

Councilwoman Roney said that she has been consistent in voting for Sweeten Creek Road projects for so long, and she voted against some housing on this corridor because it's at a tipping point. She knew that housing like this would come and it preserves our tree canopy and it is affordable and supports workforce housing. She knew it would be hard to support because we haven't invested in the road that the State maintains. She does have the same infrastructure concerns as she always has with Sweeten Creek Road; however, she also knows that we need this housing.

Councilwoman Turner agreed that we all love to fix the traffic on Sweeten Creek Road, but we also need affordable housing.

In response to Councilman Hess, a representative of the applicant said that they are a non-profit organization and their business model is to keep the units affordable for 40 years.

Councilwoman Smith moved to approve the conditional zoning request for the property located at 3862 Sweeten Creek Rd from Residential Multi-family High Density (RM-16) to Residential Expansion - Conditional Zone (RES EXP-CZ), and amending Condition 6 on Exhibit E to read as follows: "The Project will comply with parking space requirements of Section 7-11-2 of the UDO, but shall have no more than 180 total spaces."; and finding that the request is reasonable, is in the public interest, is consistent with the city's comprehensive plan and meets the development needs of the community in that the request: 1) Prioritizes greater densities of development overall, throughout the city as appropriate; and 2) Increases the supply of housing, including affordable housing, in proximity to schools, transit and parks. This motion was seconded by Councilwoman Turner and carried unanimously.

C. Public hearing to rezone 3 S. Tunnel Road from Urban Place to Regional Business.

Ordinance Number 5248 - Ordinance to rezone 3 S. Tunnel Road from Urban Place to Regional Business - Ordinance Book No. 37 - Page 81

_____ Planner Vaidila Satvika said that this is the consideration to rezone 3 S. Tunnel Road from Urban Place to Regional Business. This public hearing was advertised on June 12 and 19, 2026. On June 23, 2026, this public hearing was continued to this date at the applicant's request.

Summary of Petition:

- The applicant requests a rezoning of one property to the Regional Business (RB) zoning district.
- The subject property is part of the Asheville Mall on S. Tunnel Road.
- The property is currently zoned Urban Place Form District (UP).
- The subject property is designated "Town Center" on the city's Future Land Use (FLU) Map. A change to the FLU Map would be required to be consistent with the proposed zoning district.

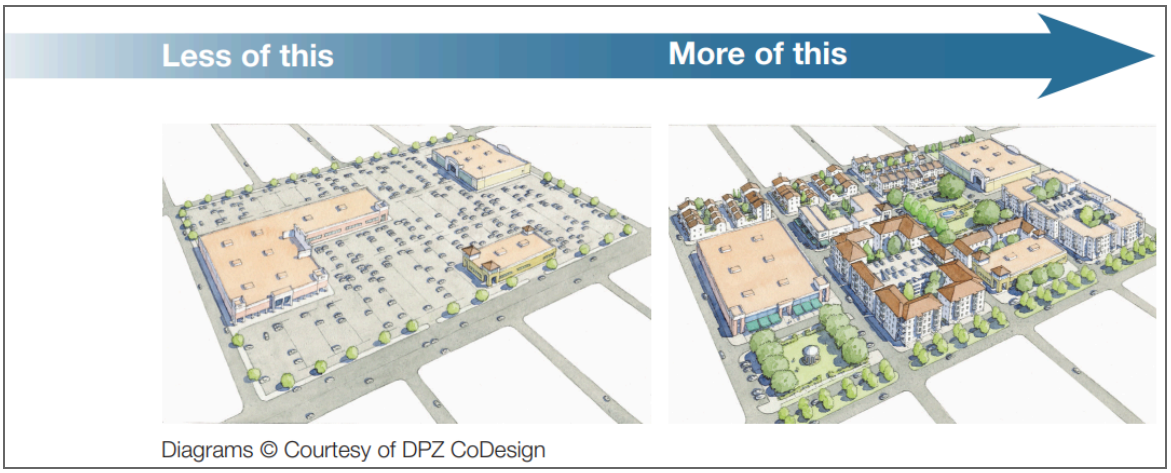
Staff Recommendation:

- Staff recommends disapproval of this rezoning request based on the reasons stated below:

Inconsistency with the Comprehensive Plan:

- The proposed rezoning *conflicts* with the following goals in the Living Asheville Comprehensive Plan (2018). The proposed project does not:
    - Encourage Responsible Growth - by developing codes or guidelines – including those governing the form of built structures, such as form-based codes, or those governing other aspects of design, such as hybrid-form codes or architectural design guidelines – as a means of enhancing the urban form and achieving more seamless access between commercial nodes, parks, multimodal transportation stops, and housing.
    - Increase Mixed Use Development Along Transit Corridors - by incentivizing redevelopment, especially mixed-use development that contains housing, within identified transit-supportive centers.
    - Promote Great Architecture and Urban Design to Enhance Placemaking - by exploring opportunities to expand design review as a means of encouraging great architecture and design.
    - Make Streets More Walkable, Comfortable and Connected - by adding pedestrian infrastructure at street crossings on major streets and where there are high volumes of traffic and pedestrians.

- The proposed rezoning is not compatible with the Future Land Use designation of "Town Center", which specifically identifies the Asheville Mall as a growth opportunity that would benefit from, "a compact urban street grid with smaller blocks in order to promote walkability" (p. 341), with the image below that identifies the intended outcome of the current UP zoning district.
- Regional Business (RB) is not cited as an appropriate zoning district for properties designated as "Town Center" on the Future Land Use map.



Diagrams © Courtesy of DPZ CoDesign

Compatibility Analysis:

- The purpose of the Urban Place Form District (UP) district is, “to implement transit-supportive land use recommendations as proposed in Living Asheville, the city's comprehensive plan.” (UDO Sec. 7-8-26).
- The proposed rezoning is not compatible with the surrounding zoning map that was updated in 2021 which intends to promote the development of higher-density, mixed-use urban centers that are human-scaled, specifically incorporating a master plan identifying the proposed interconnected street network, alignment with form-district regulations, and proposed uses.
- The proposed rezoning does not align with the comprehensive plan’s growth plan and overall intention of transit-supportive centers that specifically identify Town Centers as secondary downtowns that provide housing to better support transit and a gridded connectivity network, possible on these larger, underutilized lots.

Pro(s):

- It could be argued that any rezonings leading to property investment may be good for the city, at least in the short term, due to added tax revenue and the provision of updated goods and services.

Con(s):

- Undermines the Comprehensive Plan. The proposed rezoning would create a built environment that is not in alignment with general Comprehensive Plan goals and strategies, as well as the specific goals that the Urban Place Form District (UP) was enacted to achieve.
- Squanders a Generational Opportunity. The opportunity for transformative new development at the site, given the scale of the property and its strategic location, would be severely diminished.
- Eliminates Housing Requirements. The proposed rezoning would eliminate the requirement that any new commercial development include a certain amount of

residential development which could perpetuate “big box store” commercial development without the provision of housing and the creation of a mixed-use neighborhood.

- Perpetuates Suburban Sprawl and Heat Islands. The proposed rezoning would perpetuate suburban sprawl, large parking lots, and the urban heat island effect, as the requirements in the Urban Place Form District (UP) relating to the design of parking lots and the siting of buildings would be removed.
- Premature Ahead of the UDO Rewrite: The city is about to launch a comprehensive Unified Development Ordinance (UDO) rewrite. If there are valid, broken, or overly restrictive regulations within the current UP district, they should be calibrated and modernized through that public process rather than abandoning the district entirely via a piecemeal rezoning.

UDO District Comparison:

UDO Provision	**Urban Place Form District (UP) - *Existing***	**Regional Business (RB) - *Proposed***
Allowed uses:	● Multi-Family ● **Limited public, institutional, and recreational uses** ● Office ● Retail ● **Limited/restricted heavy equipment, motor vehicle, industrial uses**	● Multi-Family ● Single-Family Detached ● Limited public, institutional, and recreational uses ● Office ● Retail ● Heavy equipment, motor vehicle, some industrial uses
Lot Size Minimum:	Min. 5,000 s.f.	None
Lot Width Minimum:	Min. 50’	Min. 100’
Building Height:	Max. 55-75’	Max. 80’
Building Setbacks:	Front: 0’, Side: 5’ min, Rear: 0’ min	Front: 35’, Side: None, Rear: 10’ min
Parking	Min: None Max: Various, dependent on use	Min: None Max: Various, dependent on use
Drive Thrus	Limited to one lane behind building	Permitted/unrestricted
Form Standards	Block dimensions, Build-to zone, Street-facing building length, Blank wall maximum distance, Interior sidewalks with trees, etc.	None.

Mr. Satvika reviewed the existing and proposed zoning, the aerial imagery and the future land use map. He showed the street view of the property and said the parcel size is

40.88 acres. Regarding the future land use designation, Town Center is described, in part, as “areas that are able to support strong growth as Asheville’s population continues to increase in the future…” and “ These areas include commercial areas with large surface parking fields, such as Asheville Mall and the Asheville Outlets. In these areas, residential uses are currently not a common component but should be a focus of future redevelopment in order to create vibrant town centers with various housing types and options…” It is a one-story mall structure and parking built in 1973 (Class C Commercial), totalling approximately 198,000 square feet (4.5 acres), and valued by tax assessment at approximately $91 Million. The applicant is Asheville Mall Capital Holding LLC. The Planning & Zoning Commission voted 4-3 to deny the project. He then reviewed the zoning district comparison chart. A pro is that it could be argued that any rezonings leading to property investment may be good for the city, at least in the short term, due to added tax revenue and the provision of updated goods and services. Cons include (1) The proposed rezoning is inconsistent with Comprehensive Plan goals and the aims of the Urban Place Form District (UP); (2) Development not aligned with city plans would diminish the potential for realization of goals especially concerning given the site's scale and strategic location; (3) The rezoning would remove the mixed-use requirement, potentially leading more inefficient development without the provision of housing along a transit corridor; and (4) Eliminating UP requirements would perpetuate the negative impacts of suburban sprawl, such as reducing walkability and increasing the urban heat island effect. Regarding the compatibility analysis, the purpose of the Urban Place Form District (UP) district is, “to implement transit-supportive land use recommendations as proposed in Living Asheville, the city's comprehensive plan.”. The proposed rezoning is incompatible with both the 2021 zoning map updates and the Comprehensive Plan’s vision for Town Centers. Specifically, it fails to advance the goal of transforming these larger, underutilized lots into higher-density, mixed-use centers. By not supporting the intended secondary downtown model—which emphasizes increased housing variety, human-scaled design, transit support, and an interconnected, gridded street network—the proposal conflicts with the City’s established growth plan. He then explained how the proposed rezoning conflicts with the following goals in Living Asheville Comprehensive Plan (2018). The proposed project does not: (1) Encourage Responsible Growth; (2) Increase Mixed Use Development Along Transit Corridors; (3) Promote Great Architecture and Urban Design to Enhance Placemaking; and (4) Make Streets More Walkable, Comfortable and Connected. He said that staff concurs with the Planning & Zoning Commission and recommends denial of the proposed rezoning.

Throughout the discussion, Mr. Satvika and others responded to various questions/comments from Council, some being, but are not limited to: what are the uses allowed in both districts, is there any mixed unit developments in Urban Place District; explanation of the lawsuit filed by Ingles which resulted in them not being subject to this zoning restriction; what other areas in the City has the Urban Place designation; confirmation that the applicant does not want to go through a conditional zoning process; suggestion that the Urban Place designation might be prohibiting development; should we wait until the Unified Development Ordinance re-write to make changes to the Urban Place District;

Councilwoman Roney said that when she went to the Mall it was busy and there were several local businesses located in the Mall. She felt it’s a mistake not to have housing

located on that property, and it does seem to her like we are downzoning this property.

Mr. Jesse M. Swords, attorney representing the applicant, said that they can do multiple drive-thrus by right now. He explained how the developer wants to activate the sea of asphalt and the Urban Place zoning makes that unworkable. They are asking that the property be rezoned back to the original Regional Business District. He reviewed the current zoning map, along with a map of the preferred growth scenario. He quoted Gerald Green from September 28, 2021, as saying "The challenge is how to get from the current reality of existing development patterns to the vision that the Urban Place Form District implements. The draft ordinance does not address this challenge. It attempts to move the development pattern from the current suburban standard to a highly urban standard in one giant step, irrespective of market forces, site constraints, and impacts on surrounding uses." "[Urban Place] will serve to stifle development rather than promote it." He showed information regarding the street connectivity, along with a map of existing and proposed zoning review. Section 7-7-8 (b) of the Code of Ordinances says "conditional zoning is available to any of the general zoning classifications enumerated in this chapter, except for those that require a master plan as part of the application…" Back on September 28, 2021, Wyatt Stevens said "I suspect many folks would like to see these centers redeveloped, especially Innsbruck, with new buildings, new landscaping, new sidewalks - all of which would be required under the current zoning. But a mandate which fails to take into account the characteristics of these sites, and attempts to require private property owners to build something they don't want and that won't work is doomed to fail." He urged Council to grant the rezoning.

Councilwoman Turner said that they put a lot of work into conditional zonings to get the right development on a parcel and agreed with Councilwoman Roney that this feels like downzoning. She felt this is a pivotal piece of property.

Mayor Manheimer opened the public hearing at 9:58 p.m.

David Nutter spoke in support of the rezoning as the Mall is deteriorating.

Mayor Manheimer closed the public hearing at 10:00 p.m.

Councilwoman Roney moved to deny the rezoning request for the property located at 3 South Tunnel Road from Urban Place Form District (UP) to Regional Business (RB) and find that the request is unreasonable, is not in the public interest, is not consistent with the city's comprehensive plan and does not meet the development needs of the community in that the request: 1) Proposes a zoning district that differs from the vision outlined in the City's comprehensive plan, and 2) Does not fully reflect the community's goal of transitioning this key growth area into a more walkable, transit-friendly neighborhood with a mix of housing and businesses. This motion was seconded by Councilwoman Turner and failed on a 2-4 vote, with Mayor Manheimer, Vice-Mayor Mosley, Councilman Hess and Councilwoman Smith voting "no."

Vice-Mayor Mosley moved to approve the rezoning request for the property located at 3 South Tunnel Road from Urban Place Form District (UP) to Regional Business (RB) and find that the request is reasonable, is in the public interest, is consistent with the city's comprehensive plan and meets the development needs of the community in that the

request: (1) May bring investment and any associated goods or services to the Asheville Mall and South Tunnel Road community–a targeted area for growth–to bolster economic activity; and (2) Has the potential to bring jobs and goods or services to a corridor supported by transit, thereby leveraging the City's transit investments to increase mobility. This motion was seconded by Councilman Hess and carried on a 4-2 vote, with Councilwoman Roney and Councilwoman Turner voting "no."

V. Unfinished Business:

VI. New Business:

A. Resolution Number 26-160 - Resolution approving the Home Repair Policy, and allocate $3 million of 2024 Affordable Housing Bond funds for the Home Repair Program - Resolution Book No. 46 - Page 426

Affordable Housing Officer Sasha Vrtunski said that this is the consideration of a resolution approving the Home Repair Policy, and allocate $3 million of 2024 Affordable Housing Bond funds for the Home Repair Program.

Background:

- Home repair was identified in the Affordable Housing Plan as a strategy to help combat displacement in neighborhoods. It is also an important way to maintain existing affordable housing or NOAH (Naturally Occurring Affordable Housing).
- Home Repair is also a part of the Anti-Displacement Affordable Housing (ADAH) project.
- After TS Helene, the City mobilized quickly to deploy $1.465 million of returned bond funds for storm-related home repair.
- 52 households were served with those funds, and approximately 40% of households were at or below 30% of area median income (AMI); 40% of households had incomes between 31% and 50% AMI and 20% of households had incomes between 51% and 80% AMI.
- The Affordable Housing Advisory Committee was convened to assist in developing a home repair policy. The Committee used data, heard from service providers, and looked at other home repair programs before making its final recommendations.
- The Affordable Housing Advisory Committee heard data gathered from property tax records indicating that up to 4,000 homes may need repairs (ownership & rental homes).
- Staff presented a draft policy at the May meeting; AHAC recommended changes.
- At the Policy Finance and Infrastructure Worksession on June 23, City Council heard the highlights of the policy and gave feedback that making the policy more flexible and able to address a wider population was preferred.

Key Policy Components:

The Home Repair Policy was written with an emphasis on preventing displacement and addressing the most vulnerable households, while remaining flexible to ensure the program reaches as many households as possible.

- Requirements for Homeowners:
    - Household income must be at or below 80% AMI, adjusted for household size, as published annually by HUD.
    - Homeowners must have lived in their house for the last 5 years. Staff may grant an exemption in cases where there has been damage caused by TS Helene.
    - The homeowner must occupy the property as their principal residence throughout the repair process and, when applicable, through the lien forgiveness period.
    - The homeowner must not own other residential property. Listing on an heirs property with multiple owners will not disqualify the applicant.
    - Property must not have a tax value above $1 million.

- Program Priorities:
    - Households at or below 60% of Area Median Income (AMI)
    - Homes occupied by seniors, families with children, or persons with disabilities
    - Long-term homeowners and households at risk of involuntary displacement
    - Residences in neighborhoods/areas of the City identified as vulnerable to displacement or disinvestment. This is not intended to exclude repairs in other parts of the City.
    - Repair Agencies applying for funding will be asked to demonstrate how they will address these priorities in their program.

- Eligible Activities:
    - Health, safety, and critical repair needs.
    - Accessibility modifications, including ramps, grab bars, bathroom modifications, and supportive mobility upgrades.
    - Weatherization and energy-efficiency improvements, including insulation, air sealing, window/door repair or replacement, and HVAC efficiency upgrades.
    - Manufactured housing units are eligible, provided repairs comply with the city building code and local ordinances.
    - Emergency repairs when necessary to address immediate health or safety concerns.

- Ineligible Activities:
    - Repairs to properties not occupied by the legal owner as a primary residence.
    - Repairs to properties located outside the City limits.
    - Cosmetic improvements or upgrades that are not required to meet habitability or insurance requirements or that are part of completing other eligible activities.
    - New construction of additional dwelling units.
    - Reimbursement for work performed prior to approval.
    - Homeowner labor costs or sweat-equity reimbursement.

- Assistance Terms:
    - The maximum assistance available per home is $40,000.
    - Awards up to $25,000 will be provided as grants.
    - Awards over $25,000 will be structured as 0% interest, deferred, forgivable loans for repairs of $25,000 or more, up to $40,000
    - Loans will be forgiven in full if the homeowner remains in the home for 5 years after project completion - loan amount to be reduced by 20%/year until fully forgiven in year 5.
    - The forgivable loan may be transferred to a new and verified income-qualified household, including income-qualified family members.

Project Timeline:

- December - March 2026: AHAC research and consideration of key components of a home repair policy
- May 2026: AHAC final considerations and recommendations.
- June 2026: Policy, Finance, and Infrastructure Worksession of Council review of key components and feedback.
- July 2026: Council approval
- August 2026: Release call for proposals
- September 2026:
    - Notify selected contractors for grant funding.
    - Execute grant agreements
    - Work begins

Affordable Housing Advisory Committee Review

- AHAC held 3 meetings (December 2025 to March 2026) to learn about, gather data on, and reflect on home repair programs.
- On May 14, AHAC met to discuss a draft policy brought forward by Affordable Housing staff. The Committee recommended several changes:
    - Lengthening the lien period for forgivable loans to 5 years
    - Making the forgiveness period occur over time (20% forgiveness each year),
    - Capping the value of homes at $1 million
    - Enabling waivers of the home occupancy period of 5 years in cases of storm damage
    - Moving the priority for Homes occupied by seniors, families with children, or persons with disabilities to a requirement

Note: All but the final recommendation have been incorporated into the final proposed policy

Recommended City Investment: Staff recommends investing $3 million in bond funds for the Home Repair program.

Review of 2024 Affordable Housing Bond Investment

Program/Project	Amount Previously Allocated	Date of Council Allocation
WNC Affordable Housing Loan Fund	$10 million	Sept 9, 2025
319 Biltmore - Phase I	$1.5 million	June 24, 2025
Oak Hill Development	$1.6 million	June 23, 2026
Home Repair Allocation, if approved	*$3 million*	*July 28, 2026*
Total Allocated to Date	$16.1 million	
2024 Bond Funding Amount Remaining	$3.9 million	
Available HTF balance (non-bond funds)	$1.1 million	

Analysis Summary:

- Available data and estimates show a strong need for home repairs for lower-income homeowners:
    - The Affordable Housing Advisory Committee heard data gathered from tax records indicating that up to 4,000 homes may need repairs (including home ownership and rental units).
    - The 2024 Housing Needs Assessment estimated that approximately 20% of homeowners in the city limits are cost-burdened (2023). Cost-burdened homeowners are less likely to be able to keep their homes in good repair.
    - The 2024 Housing Needs Assessment also showed that 57% of homeowners live in homes built before 1970.
- The City has also invested $177,000 of steady-state CDBG funds in urgent home repair with Habitat.
- The City's past $1.465 investment in home repair was made in 2 grants to ARCHR.
    - The two grants served a total of 52 families with repair projects averaging $25,355 per household.
    - Of those 52 households, 21 households (40%) were at or below 30% of area median income (AMI); 21 households (40%) had incomes between 31% and 50% AMI, and 10 households (20%) had incomes between 51% and 80% AMI.
- With a $3 million investment, 68-108 homes could be repaired, depending on repair costs. More households could be assisted depending on project costs.
- Bond funds are an ideal source for smaller-scope home repairs because they do not have the same requirements as federal funds.

Committee(s):

- Affordable Housing Advisory Committee (AHAC) held 3 meetings (December 2025 to March 2026) to learn about, gather data on, and reflect on home repair programs. On May 14, AHAC met to discuss a draft policy brought forward by Affordable Housing staff and recommended approval with several changes.
- Policy Finance and Infrastructure Worksession - June 23, 2026 No vote taken.
    - Council heard the highlights of the policy and gave feedback that making it more flexible and better able to address a wider population was preferred.

Fiscal Impact:

- Approval of the staff recommendation to allocate $3 million of Affordable Housing Bond funds will reduce the available bond funds for other projects. Approximately $3.9 million will remain for allocation in the future.

Ms. Vrtunski provided the following key takeaways from her presentation: (1) Staff and the Affordable Housing Advisory Committee have been working towards a Home Repair policy since December, 2025; (2) The policy was created with an eye towards simplicity and flexibility; (3) Home Repair is one of the Anti-Displacement strategies outlined in the Affordable Housing Plan and is part of the Anti-Displacement Affordable Housing (ADAH) project;; (4) Affordable Housing Advisory Committee (AHAC) made their recommendations at their May 14, 2026 meeting and (5) Staff is recommending adoption of the Home Repair Policy and an allocation of $3 million for home repair out of the 2024 Bond Funds.

She provided the home repair background as follows: (1) Anti-Displacement Strategy - Home repair was identified in the Affordable Housing Plan as a key strategy to help combat displacement in vulnerable neighborhoods; (2) TS Helene Response Deployed - $1.465M of returned bond funds quickly for storm-related repairs. 52 households served: 40% at or below 30% AMI; 40% at 31% - 50% AMI; and 20% at 51% - 80% AMI; and (3) Policy Development - The Affordable Housing Advisory Committee convened to develop a home repair policy, using data, provider feedback, and peer program analysis to form recommendations.

She then reviewed the policy requirements and priorities as follows:

Baseline Requirements	Program Priorities
Household income must be **≤ 80% AMI**	🎯 Low-income **≤ 60% AMI**
Principal residence occupancy, with no other residences owned (Listing on heirs property will not disqualify applicant).	🎯 Vulnerable populations: Seniors, families with children, persons with disabilities.

☐ Five-year residency requirement. Exemptions may be granted for **TS Helene** damage.	🎯 Long-term homeowners facing involuntary displacement
☐ Property tax value capped at $1 million.	🎯 Geography: Neighborhoods identified as vulnerable to displacement.

Ms. Vrtunski then outlined the eligible activities - Health, safety, and critical repair needs; Accessibility modifications, (ramps, grab bars, etc); Weatherization and energy-efficiency improvements; Manufactured housing units are eligible; and Emergency repairs when necessary (for immediate health or safety concerns). Ineligible activities include: Repairs to non-primary residences or homes outside of city limits; Cosmetic improvements or upgrades that are not required to meet habitability; New construction of additional dwelling units; Reimbursement for work performed prior to approval; and Homeowner labor costs or sweat-equity reimbursement.

The following are assistance terms: (1) The maximum assistance available per home is $40,000; (2) Awards up to $25,000 will be provided as grants; (3) Awards over $25,000 will be structured as 0% interest, deferred, forgivable loans for repairs of $25,000 or more, up to $40,000; (4) Loans will be forgiven in full if the homeowner remains in the home for 5 years after project completion - loan amount to be reduced by 20% per year until fully forgiven in year 5; and (5) The forgivable loan may be transferred to a new and verified income-qualified household, including income-qualified family members.

Regarding the home repair policy timeline, the release of call for proposals is in August, 2026; and the selection process is in the August-September timeframe.

The Affordable Housing Advisory Committee (AHAC) held 3 meetings (December 2025 to March 2026) to learn about, gather data on, and reflect on home repair programs. On May 14, AHAC met to discuss a draft policy brought forward by Affordable Housing staff. The Committee recommended several changes: Lengthening the lien period for forgivable loans to 5 years; Making the forgiveness period occur over time (20% forgiveness each year); Capping the value of homes at $1 million; Enabling waivers of the home occupancy period of 5 years in cases of storm damage; and Moving the priority for Homes occupied by seniors, families with children, or persons with disabilities to a requirement. Note: All but the final recommendation have been incorporated into the final proposed policy

She reviewed the 2024 Affordable Housing Bond investment:

Program/Project	Amount Previously Allocated	Date of Council Allocation

WNC Affordable Housing Loan Fund	$10 million	September 8, 2025
319 Biltmore - Phase I	$ 1.5 million	June 24, 2025
Oak Hill Development	$1.6 million	June 23, 2026
Home Repair Allocation, if approved	$3 million	July 28, 2026
Total Allocated to Date	$16.1 million	
2024 Bond Funding Amount Remaining	$3.9 million	
Available HTF balance (non-bond funds)	$1.1 million	

The analysis summary is that available data and estimates show a strong need for home repairs for lower-income homeowners: (1) The AHAC heard data gathered from tax records indicating that up to 4,000 homes may need repairs (including home ownership and rental units); (2) The 2024 Housing Needs Assessment estimated that approximately 20% of homeowners in the city limits are cost-burdened (2023). Cost-burdened homeowners are less likely to be able to keep their homes in good repair; and (3) The 2024 Housing Needs Assessment also showed that 57% of homeowners live in homes built before 1970. The City has also invested $177,000 of steady-state CDBG funds in urgent home repair with Habitat. The City's past $1.465 investment in home repair was made in 2 grants to ARCHR - The two grants served a total of 52 families with repair projects averaging $25,355 per household; and Of those 52 households, 21 households (40%) were at or below 30% of area median income (AMI); 21 households (40%) had incomes between 31% and 50% AMI, and 10 households (20%) had incomes between 51% and 80% AMI; With a $3 million investment, 68-108 homes could be repaired, depending on repair costs. More households could be assisted depending on project costs; and Bond funds are an ideal source for smaller-scope home repairs because they do not have the same requirements as federal funds.

Staff recommends the adoption of the Home Repair policy; approving a $3 million allocation from the Affordable Housing Bond funds for the Home Repair Program.

Ms. Vrtunski responded to Councilwoman Turner when she asked about capping the value of homes at $1 million.

When Mayor Manheimer asked for public comments, none were received.

Councilwoman Roney moved to approve the Home Repair Policy and allocate $3 million of the Affordable Housing Bond dollars to home repair. This motion was seconded by Councilwoman Turner and carried unanimously.

B. Resolution Number 26-161 - Resolution supporting a comprehensive approach to minimizing displacement, supporting stability in neighborhoods adversely affected by and sensitive to local government action, private development, gentrification, and housing affordability - Resolution Book No. 46 - Page 431

Assistant City Manager Ben Woody said that this is the consideration of a resolution supporting a comprehensive approach to minimizing displacement, supporting stability in neighborhoods adversely affected by and sensitive to local government action, private development, gentrification, and housing affordability.

Background:

- The City completed the Missing Middle Housing Study and Displacement Risk Assessment in November 2023 and the Affordable Housing Plan in September 2024. Both documents include recommendations to increase housing supply and affordability while protecting against displacement.
- In response to Legacy Neighborhood Coalition (LNC) concerns about zoning amendments intended to promote housing on commercial property along transit corridors, City staff began meeting with representatives of the LNC in late 2025 to explore strategies to provide residents more opportunities to remain in the neighborhoods where they live and withstand social and economic change resulting from development pressures.
- These initial meetings resulted in the development of six LNC Priority Action Areas and the Anti-Displacement and Affordable Housing (ADAH) Project. The LNC also recommended the City consider the development and adoption of an anti-displacement resolution.
- The draft resolution was developed based on ADAH stakeholder engagement, best practices and adopted resolutions/ordinances from benchmarked cities, and the review of the City's missing middle and affordable housing plans.
- Since the resolution was Initiated by community request, staff provided City Council an opportunity to review and share feedback on the draft resolution. Staff will present a final version for Council consideration at the July 28 meeting.

Mr. Woody provided the resolution timeline, along with the resolution outline as follows: (1) Commitment to neighborhood stability: protect neighborhoods from displacement and support residents who wish to remain in their homes; (3) Addressing past harms: acknowledge the substantial harm caused to some individuals and neighborhoods through actions such as redlining, urban renewal, zoning actions, and the lack of protections in the face of development pressures that lead to displacement; (3) Data-drive framework: use objective data to identify areas most vulnerable to displacement and to guide mitigation solutions; (4) Comprehensive policy integration: assess existing housing tools, explore new policy-based protections, and incorporate anti-displacement measures into planning, zoning, and development review processes;

and (5) Community focused engagement: prioritize community engagement and evaluation with particular attention to populations most vulnerable to displacement, including renters, low-income residents, and homeowners on fixed incomes. He said the draft resolution was developed based on ADAH stakeholder engagement, examples from other cities, and review of the Missing Middle and Affordable Housing plans. The Framework Development was to identify areas particularly sensitive to displacement and loss of neighborhood identity as a result of past harms and development pressures. The operational assessment is to assess City tools and programs, while identifying additional strategies to strengthen anti-displacement protections.

Vice-Mayor Mosley said that the Legacy Neighborhood Coalition felt that there weren't sufficient measurable outcomes, so she suggested language be included in the resolution that the development of the organization's strategic plan including measurable milestones, expected outcomes, and a reporting structure.

Three individuals spoke in support of the anti-displacement resolution, with one comment noting the lack of a timeline for implementation.

Vice-Mayor Mosley moved to adopt a resolution supporting a comprehensive approach to minimizing displacement and supporting stability in neighborhoods and directing the City Manager to develop a framework to identify those areas within the city which are particularly sensitive to displacement and loss of neighborhood identity and to design a strategy and operational improvements to balance the need for additional housing options while protecting those communities most at risk of displacement, and to incorporate the directions of this resolution into the development of the organization's strategic plan including measurable milestones, expected outcomes, and a reporting structure. This motion was seconded by Councilwoman Roney and carried unanimously.

VII. Informal Discussion And Public Comment:

Individuals spoke to City Council about various matters, some being, but are not limited to: parking concerns on private property; and concerns over the renovations of the ballfield and playground at Weaver Park.

VIII. Adjournment:

Mayor Manheimer adjourned the meeting at 10:54 p.m.

_____
Esther E. Manheimer, Mayor

_____
Magdalen Burleson, City Clerk